Heavy diesel

new rules for moving diesel by road

By June 2005, all aspects of the new rules governing the movement of diesel on UK roads will be in force and the implications for hire companies that provide on-site refuelling for cranes, access platforms or telehandlers could

be significant.

C&A reports.

For tanks, tankers, bowsers, and the like, the new rules developed with input from the Freight Transport Association (FTA), the Civil Engineering **Contractors Association** (CECA) and the Construction Plant-hire Association (CPA) are relatively painless, as long as the quantities do not exceed 3,000 litres. The most important concession that the CPA has managed to negotiate, however, is a

more practical

transition period for the phasing out of old-style tanks and bowsers. These can now be used until 2019, as long as they are in sound condition and do not leak.

For portable tanks and tankers under 1,000 litres capacity, the only special requirement is that a 'dangerous goods' sticker is applied, a fire extinguisher is provided in the cab and that the driver is adequately briefed prior to transporting such material.

On the other hand, for capacities over 1,000 litres, the legislation



states that a 'dangerous goods' adviser must be appointed - most likely a member of staff that has attended a course. All drivers must have received awareness training and in addition to the small cab fire extinguisher, a larger one must be provided on the tank. And, by June 2005, if the vehicle is over 3.5 tonnes, a 'dangerous goods' certificate will be required.

If all of this seems confusing, the CPA has produced a comprehensive, easy-to-use wall chart (above), which explains precisely what you must do.

