

1995 No. 47

HEALTH AND SAFETY

Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995

Made 23rd February 1995

Coming into operation 30th March 1995

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The Department of Economic Development, being the Department concerned(a), in exercise of the powers conferred on it by Articles 17(1), (2), (3), (4), (5), (6), 20(2), 54(1) and (4) and 55(2) of, and paragraphs 1(1), (2), (3) and (4), 2, 3(1), 5, 11, 13, 14 and 15 of Schedule 3 to, the Health and Safety at Work (Northern Ireland) Order 1978(b) and of every other power enabling it in that behalf, after consultation in accordance with Articles 46(1) and 54(5) of that Order with the Health and Safety Agency for Northern Ireland and such other bodies as appeared to it to be appropriate, hereby makes the following Regulations:—

(a) See Article 2(2) of S.I. 1978/1039 (N.I. 9)

(b) S.I. 1978/1039 (N.I. 9)

Citation and commencement

1. These Regulations may be cited as the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 and shall come into operation on 30th March 1995.

Interpretation

2.—(1) In these Regulations—

“ADR” means the European Agreement concerning the International Carriage of Dangerous Goods by Road signed at Geneva on 30th September 1957(a), as revised or re-issued from time to time;

“ADR mark” means a mark allocated by the competent authority for that mark, being a mark specified in ADR to indicate that the packagings which bear it—

(a) correspond with a design type which has been tested successfully in accordance with ADR; and

(b) comply with the provisions relating to their manufacture which are required by ADR;

“approved” means approved in writing;

“approved carriage list” means the list described in regulation 4(1)(a) as revised in accordance with regulation 4(2);

“approved method” shall be construed in accordance with regulation 4(1)(b);

“approved test” means a test approved for the purposes of regulation 6(1)(e)(i) by a competent authority;

“approved testing laboratory” means a laboratory approved for the purposes of regulation 6(1)(e)(i) by a competent authority;

“carriage” means carriage by road or on a railway (in each case on a vehicle) and shall be construed in accordance with regulation 3(2), and related words shall be construed accordingly;

“certificate holder” means the person whose name is included in or is identifiable from the ADR mark, the RID mark, the UN mark or, as the case may be, the joint ADR and RID mark;

“classification” in relation to dangerous goods shall be construed as a reference to the classification of those goods ascertained in accordance with regulation 5;

“competent authority” means a person or organisation in any country which is for the time being a competent authority for the purposes of—

(a) the testing and certification of packagings;

(b) the approval of tests and laboratories;

(c) the certification of the completion of approved tests; and

(d) the allocation of ADR marks, RID marks, UN marks and joint ADR and RID marks;

and for Northern Ireland the competent authority shall be the Secretary of State;

“consignor” in relation to any consignment of dangerous goods means—

(a) the person who, having a place of business in Northern Ireland, consigns (whether as principal or agent for another) those goods for carriage; or

(b) if no person satisfies the requirements of sub-paragraph (a), the consignee of those goods insofar as that person has control over the carriage of those goods in Northern Ireland;

“COTIF” means the Convention concerning International Carriage by Rail(a);

“danger sign” means the sign for dangerous goods shown in Column 6 of Part I of Schedule 1 (which sign is further specified in Part II) and ascertained in accordance with regulation 5;

“dangerous goods” means any—

(a) explosives;

(b) radioactive material;

(c) goods named individually in the approved carriage list (other than when so diluted or treated that they no longer have the hazardous properties of those goods); or

(d) any other goods which have one or more of the hazardous properties;

and for the purposes of this definition “goods” means articles or substances;

“the Department” means the Department of Economic Development;

“explosive article” means an article containing one or more explosive substances;

“explosive substance” means—

(a) a solid or liquid substance; or

(b) a mixture of solid or liquid substances or both,

which is capable by chemical reaction in itself of producing gas at such a temperature and pressure and at such a speed as could cause damage to surroundings or which is designed to produce an effect by heat, light, sound, gas or smoke or a combination of these as a result of non-detonative self-sustaining exothermic chemical reactions;

“explosives” means explosive articles or explosive substances which—

(a) have been assigned a classification in accordance with the Classification and Labelling of Explosives Regulations (Northern Ireland) 1991(b) to Class 1; or

(a) Cmmd. 5897

(b) S.R. 1991 No. 516

- (b) are unclassified;
- “factory” has the meaning assigned to it by section 175 of the Factories Act (Northern Ireland) 1965(a);
- “flash point” means the flash point of dangerous goods determined in accordance with the appropriate approved method;
- “freight container” means an article of transport equipment which is—
- (a) of a permanent character and accordingly strong enough for repeated use;
 - (b) designed to facilitate the transport of goods by one or more modes of transport without intermediate reloading;
 - (c) designed to be secured or readily handled or both, having corner fittings for these purposes;
 - (d) of a size such that the area enclosed by the outer bottom corners is either—
 - (i) if the container is fitted with top corner fittings, at least 7 square metres; or
 - (ii) in any other case, at least 14 square metres,and includes a container when carried on a chassis and a swap body but does not include a vehicle, packagings or any article of transport equipment designed solely for use in air transport;
- “genetically-modified micro-organisms and organisms” means organisms and micro-organisms in which genetic material has been altered through genetic modification in a way that does not occur naturally;
- “genetic modification” means the alteration of genetic material otherwise than by mating or natural recombination or both;
- “goods named individually” in relation to the approved carriage list means those goods whose proper shipping names do not include either an asterisk or the letters “NOS”;
- “harbour area” has the meaning assigned to it by regulation 2(1) of the Dangerous Substances in Harbour Areas Regulations (Northern Ireland) 1991(b);
- “hazardous properties” means any of the properties of dangerous goods shown in Column 2 of Part I of Schedule 1 and determined in accordance with the appropriate approved method;
- “the Health and Safety Commission” means the Health and Safety Commission established under section 10 of the Health and Safety at Work etc. Act 1974(c);
- “intermediate bulk container” means a rigid, semi-rigid or flexible portable packaging which has a capacity of 3 cubic metres or less,

(a) 1965 c. 20 (N.I.)

(b) S.R. 1991 No. 509, as amended by S.R. 1993 No. 412, regulation 20(6) and Schedule 9

(c) 1974 c. 37

which is designed for mechanical handling and which satisfies the requirements of regulation 6(1)(e);

“joint ADR and RID mark” means a mark allocated by the competent authority for that mark, being a mark specified in ADR and RID to indicate that the packagings which bear it—

(a) correspond with a design type which has been tested successfully in accordance with ADR and RID; and

(b) comply with the provisions relating to their manufacture which are required by ADR and RID;

“mine” has the meaning assigned to it by section 156(1) of the Mines Act (Northern Ireland) 1969(a);

“package” means the package in which dangerous goods are carried and which is liable to be individually handled during the course of the carriage, and includes—

(a) the receptacle containing the goods and any other packagings associated with it; and

(b) the dangerous goods being carried, but does not include—

(c) a freight container, (other than one which is also a tank container with a capacity of 3 cubic metres or less);

(d) a tank container with a capacity of more than 3 cubic metres; or

(e) a skip, a vehicle or other article of transport equipment;

“packagings” means the receptacle and any components, materials or wrappings associated with the receptacle for the purpose of enabling it to perform its containment function;

“packing group” means the packing group to which dangerous goods with relevant properties are allocated in accordance with regulation 5;

“petroleum-spirit” has the meaning assigned to it by section 23(1) of the Petroleum (Consolidation) Act (Northern Ireland), 1929(b);

“quarry” has the same meaning as in Article 2(2) of the Quarries (Northern Ireland) Order 1983(c);

“radioactive material” has the meaning assigned to it by Article 3 of the Radioactive Material (Road Transport) (Northern Ireland) Order 1992(d);

“railway” means a system of transport employing parallel rails which provide support and guidance for vehicles carried on flanged wheels, except any such system which—

(a) is a system of transport used wholly or mainly for the carriage of passengers and employing parallel rails and which are laid wholly

(a) 1969 c. 6 (N.I.)

(b) 1929 c. 13 (N.I.), as amended by S.R. 1992 No. 413 and S.R. 1993 No. 412

(c) S.I. 1983/150 (N.I. 4)

(d) S.I. 1992/234 (N.I. 2)

- or mainly along a street or in any other place to which the public has access (including a place to which the public has access only on making a payment); or
- (b) is operated wholly within a harbour area, factory, mine or quarry;
- “receptacle” means a vessel or the innermost layer of packagings which is in contact with any dangerous goods therein and includes any closure or fastener;
- “relevant properties” means the properties of dangerous goods which determine the packing group for those goods;
- “RID” means the Regulations concerning the International Carriage of Dangerous Goods by Rail which form Annex 1 to Appendix B to COTIF, as revised or re-issued from time to time(a);
- “RID mark” means a mark allocated by the competent authority for that mark, being a mark specified in RID to indicate that the packagings which bear it—
- (a) correspond with a design type which has been tested successfully in accordance with RID; and
- (b) comply with the provisions relating to their manufacture required by RID;
- “road” means a road within the meaning of Article 2(2) of the Roads (Northern Ireland) Order 1993(b);
- “road tanker” means a goods vehicle within the meaning of Article 2(2) of the Road Traffic (Northern Ireland) Order 1981(c) which has a tank (in these Regulations referred to as a “carrying tank”) which is—
- (a) attached to the frame of the vehicle (whether structurally or otherwise) and (except when empty) is not intended to be removed from the vehicle; or
- (b) an integral part of the vehicle,
- and includes a tube trailer, and any reference in these Regulations to the carrying tank of a road tanker shall be construed as a reference to each carrying tank attached to it or being an integral part of it as aforesaid;
- “street” means the whole or any part of the following, irrespective of whether it is a thoroughfare—
- (a) any road, highway, lane, footway, alley or passage,
- (b) any square or court, and
- (c) any land laid out as a way whether it is for the time being formed as a way or not,
- together with land on the verge of a street or between two carriageways, and where a street passes over a bridge or through a tunnel, references to a street shall include that bridge or tunnel;

(a) Current edition: ISBN 0 11 551122 9

(b) S.I. 1993/3160 (N.I. 15)

(c) S.I. 1981/154 (N.I. 1)

“subsidiary hazard” means any hazard created by the hazardous properties of dangerous goods other than the most dangerous property;

“subsidiary hazard sign” means the sign for the subsidiary hazard of dangerous goods shown in Column 2 of Part I of Schedule 2 (which sign is further specified in Part II) and ascertained in accordance with regulation 5;

“the supply Regulations” means the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993(a);

“swap body” means a freight container which is specially designed for carriage by rail and road only and is without stacking capability and top lift facilities;

“tank” means a tank which is—

(a) used for the carriage of a liquid, gaseous, powdery or granular material or a sludge; and

(b) so constructed that it can be securely closed (except for the purpose of relieving excess pressure) during the course of carriage;

“tank container” means a tank, whether or not divided into separate compartments, having a total capacity of more than 450 litres (other than an intermediate bulk container or the carrying tank of a road tanker or tank wagon) and includes a tube container and a tank swap body;

“tank swap body” means a tank which is specially designed for carriage by rail and road only and is without stacking capacity;

“tank wagon” comprises a superstructure, consisting of one or more tanks (including their openings and closures), their items of equipment, and an underframe fitted with its own items of equipment (including running gear, suspension, buffing, traction, braking gear and inscriptions);

“tube container” means a group of gas cylinders connected together with a total capacity of more than 450 litres, fitted into a framework suitable for lifting on or off a vehicle and intended to be used for the carriage of compressed gases;

“tube trailer” means a trailer which has more than one gas cylinder structurally attached to, or forming part of, the trailer and which is intended to be used for the carriage of compressed gases;

“UN mark” means a mark allocated by the competent authority for that mark, being a mark specified in the United Nations Recommendations to indicate that the packagings which bear it—

(a) correspond with a design type which has been tested successfully in accordance with; and

(b) comply with the provisions relating to their manufacture required by,

the United Nations Recommendations;

“UN number” means United Nations Serial Number, that is to say, one of the four digit numbers devised by the United Nations and specified in the approved carriage list as a means of identification for dangerous goods;

“the United Nations Recommendations” means the United Nations Recommendations on the Transport of Dangerous Goods (based on those originally prepared by the United Nations Committee of Experts on the Transport of Dangerous Goods considered by the Economic and Social Council at its twenty-third session (Resolution 645G (XXIII) of 26th April 1957(a), as revised or re-issued from time to time;

“vehicle” means any conveyance for carrying goods by road or by rail.

(2) Any reference in these Regulations to a document as revised or re-issued from time to time shall, for a period of 6 months after any such revision or re-issue, be a reference to either the document as it was immediately before that revision or re-issue took effect or the document as revised or re-issued.

Application

3.—(1) Subject to paragraph (2), these Regulations shall apply to and in relation to the carriage of any dangerous goods except where—

- (a) the carriage concerned is part of an international transport operation within the meaning of COTIF and the goods are packaged and labelled in accordance with the provisions of that Convention or of Regulations made under it;
- (b) the carriage concerned is part of an international transport operation which is subject to any special bilateral or multilateral agreement made under the terms of COTIF to which the United Kingdom is a signatory and conforms with any conditions attached to such an agreement;
- (c) the carriage concerned is part of an international transport operation within the meaning of article 1(c) of ADR and the carriage complies with the provisions of Annex A or Annex B or both to that Agreement;
- (d) the carriage concerned is part of an international transport operation which is subject to any special bilateral or multilateral agreement made under the terms of article 4.3 of ADR to which the United Kingdom is a signatory and conforms with any conditions attached to such an agreement;
- (e) the vehicle carrying the goods is not for the time being subject to the provisions of ADR by reason only that it is a vehicle belonging to, or under the orders of, the armed forces of a country which is a signatory to ADR;
- (f) the goods are being carried for or in connection with the carriage of those goods by sea and the goods are packaged and labelled in

- accordance with the appropriate provisions of the International Maritime Dangerous Goods Code issued by the International Maritime Organisation(a), as revised or re-issued from time to time;
- (g) the goods are being carried for or in connection with the carriage of those goods by air and the goods are packaged and labelled in accordance with the appropriate provisions of the Technical Instructions for the Safe Transport of Dangerous Goods by Air issued by the International Civil Aviation Organisation(b), as revised or re-issued from time to time;
- (h) the vehicle in which the goods are being carried is not being used for, or in connection with, work;
- (i) the vehicle carrying the dangerous goods is delivering those goods—
- (i) between private premises and another vehicle situated in the immediate vicinity of those premises; or
 - (ii) between one part of private premises and another part of those premises situated in the immediate vicinity of that first part;
- (j) the goods are being carried by or under the control of the emergency services to a suitable place solely in order that they can be re-packed or disposed of there, provided any packagings in which the goods are being carried are clearly marked to indicate that those goods are dangerous and sealed so as to prevent the goods from escaping;
- (k) the goods are a sample taken by an authority responsible for the enforcement of any requirement imposed by or under any statutory provision;
- (l) the goods are being carried on a railway from one part of a harbour area, factory, mine or quarry to another part of that harbour area, factory, mine or quarry, as the case may be;
- (m) the goods are explosives;
- (n) the goods are live animals;
- (o) the goods are—
- (i) intended for use as animal feeding stuff within the meaning of section 66(1) of the Agriculture Act 1970(c) as modified by regulation 19(1) of the Feeding Stuffs Regulations (Northern Ireland) 1992(d), and
 - (ii) in a finished state intended for the final user;
- (p) the goods are—
- (i) intended for use as food within the meaning of Article 2(2) of the Food Safety (Northern Ireland) Order 1991(e); and
 - (ii) in a finished state intended for the final user;

(a) Current edition: Volumes I to IV ISBN 92 801 1243 0; Volume V ISBN 92 801 1248 1

(b) Current edition and supplement (1993-1994): Doc 9284-AN/905

(c) 1970 c. 40

(d) S.R. 1992 No. 270

(e) S.I. 1981/762 (N.I. 7)

- (q) the goods are—
- (i) intended for use solely as fuel in connection with the operation of the vehicle carrying the goods concerned; and
 - (ii) being carried in a tank which forms part of or is permanently attached to that vehicle or is in a battery;
- (r) the goods are petroleum-spirit which is—
- (i) intended for use solely as fuel in any internal combustion engine;
 - (ii) neither wholly nor partly for sale; and
 - (iii) being carried in a receptacle which conforms with the requirements of—
 - (aa) the Petroleum-Spirit (Motor Vehicles, &c.) Regulations (Northern Ireland) 1930(a); or
 - (bb) regulations 3 to 6 of the Petroleum-Spirit (Plastic Containers) Regulations (Northern Ireland) 1983(b);
- (s) the goods are radioactive material other than radioactive material which meets the criteria of regulation 19(a) or (b) of the Radioactive Substances (Carriage by Road) Regulations (Northern Ireland) 1983(c).

(2) For the purposes of these Regulations, dangerous goods shall be deemed to be carried from the time when they are placed on a vehicle for the purpose of carrying them by road or on a railway until either—

- (a) they are removed from the vehicle; or
- (b) any receptacle containing the goods which is on the vehicle has been cleaned or purged so that any of the goods or their vapour which remain in the receptacle is not sufficient to cause a risk to the health or safety of any person,

and in either case whether or not the vehicle is on a road or, as the case may be, a railway at the material time.

Meaning of and revisions to the approved carriage list and the approved methods

4.—(1) For the purposes of these Regulations the Department shall approve the following documents published by the Health and Safety Commission—

- (a) “Information Approved for the Classification, Packaging and Labelling of Dangerous Goods for Carriage by Road and Rail”, (hereinafter referred to as “the approved carriage list”), which shall contain—
 - (i) a list of dangerous goods for which the Health and Safety Commission has approved the following information—

(a) S.R. & O. (N.I.) 1930 No. 11 (p. 330)

(b) S.R. 1983 No. 43

(c) S.R. 1983 No. 344, to which there are amendments not relevant to these Regulations

- (aa) in column 1, the proper shipping name of the goods and other relevant information;
 - (bb) in column 2, the UN number;
 - (cc) in column 3, the code for the classification for carriage;
 - (dd) in column 4, the code for any subsidiary hazard;
 - (ee) in column 5, the emergency action code, if any;
 - (ff) in column 6, the hazard identification number, if any;
 - (gg) in column 7, whether the goods may be carried in tanks;
 - (hh) in column 8, whether the goods may be carried in bulk;
 - (ii) in column 9, the packing group, if any;
 - (jj) in column 10, the code for any special provision; and
- (ii) explanatory notes and other material which are requisite for its use; and
- (b) “Approved Methods for the Classification and Packaging of Dangerous Goods for Carriage by Road and Rail” (hereinafter referred to as “the approved method”) which shall contain—
- (i) the appropriate methods for ascertaining—
 - (aa) the hazardous properties of dangerous goods in order of degree of hazard;
 - (bb) the flash points of dangerous goods;
 - (cc) the relevant properties of dangerous goods; and
 - (dd) the suitability of packagings for dangerous goods; and
 - (ii) explanatory notes and other material which are requisite for its use.

(2) The Department may approve a revision of either of the documents referred to in paragraph (1) and, when it does so, the Department shall within 3 months of the date of that approval publish a notice specifying the revision, the date on which it was approved and the date on which it takes effect, which last-mentioned date shall be not less than 6 months after the date of the approval of the revision.

Classification and ascertainment of other particulars of dangerous goods

5.—(1) A person shall not consign dangerous goods for carriage unless the classification for those goods and the particulars specified in paragraphs (2) to (5) have been ascertained in accordance with those paragraphs.

(2) In the case of goods which are named individually in the approved carriage list (subject to any special provisions relating to those goods in column 10 of the list)—

- (a) the classification shall be that specified in column 2 of Table 1 in the explanatory notes to the approved carriage list for the classification code specified in the corresponding entry in column 1 of that Table which code is indicated in column 3 of the entry for those goods in the list; and

- (b) the particulars to be ascertained are as follows—
- (i) the packing group, if any, specified in column 9 of the entry for those goods in the list; and
 - (ii) the subsidiary hazards, if any, specified in column 2 of Table 2 of the explanatory notes to the approved carriage list for the subsidiary hazard code specified in the corresponding entry in column 1 of that Table, which code is indicated in column 4 of the entry for those goods in the list.
- (3) In the case of all other goods—
- (a) the classification shall be that specified in Column 1 of Part I of Schedule 1 for the most hazardous property of the goods specified in the corresponding entry in Column 2, which property shall be determined in accordance with the appropriate approved method; and
 - (b) the particulars to be ascertained are as follows—
 - (i) the packing group, if any, shall be that specified in Column 4 of Part I of Schedule 1 for the relevant property of the goods specified in the corresponding entry in Column 2, which property shall be determined in accordance with the appropriate approved method, and where there is more than one relevant property, the packing group shall be that group with the lowest number, except in the case of goods classified either as flammable solids because they are self-reactive substances or as organic peroxides, when the packing group shall be II; and
 - (ii) the subsidiary hazards, if any, determined in accordance with the appropriate approved method.
- (4) In the case of all goods, other particulars to be ascertained are as follows—
- (a) the designation comprising one of the proper shipping names of the goods specified in column 1 for the entry for those goods in the approved carriage list together with additional information determined in accordance with the explanatory notes to the list;
 - (b) the UN number specified in column 2 for the entry for the goods in the approved carriage list;
 - (c) the danger sign shown in Column 6 of Part I of Schedule 1 for the classification of the goods specified in the corresponding entry in Column 1; and
 - (d) the subsidiary hazard sign, if any, shown in Column 2 of Schedule 2 for each subsidiary hazard of the goods specified in the corresponding entry in Column 1.
- (5) In the case of goods which are not named individually in the approved carriage list, the entry for the goods in that list for the purpose of ascertaining the particulars in paragraph (4)(a) and (b) shall be that which most fully and accurately describes those goods.

Consignment of dangerous goods in packages

6.—(1) The consignor shall not consign any dangerous goods for carriage in packages unless those packages are suitable for that purpose, and in particular, unless—

- (a) the packages, and any packagings or pallets (or other devices which enable more than one receptacle containing dangerous goods to be handled as a unit) associated with the packages are designed, constructed, maintained, filled and closed so as to prevent any of the contents of those packages from escaping when subjected to the stresses and strains of normal handling and conditions encountered in carriage, except that this shall not prevent the fitting of a suitable safety device;
 - (b) the packages, and any packagings or pallets (or other devices which enable more than one receptacle containing dangerous goods to be handled as a unit) associated with the packages are, insofar as they are likely to come into contact with the contents of those packages, made of materials which are liable neither to be adversely affected by those contents to the extent that a risk to the health or safety of any person is likely to be created nor, in conjunction with them, to form any substance which is likely to create such a risk;
 - (c) where the receptacles are fitted with replaceable closures, those closures are designed so that the receptacles concerned can be repeatedly re-closed without their contents escaping;
 - (d) any conditions relating to the packaging or packing of the goods specified in the explanatory notes to the approved carriage list opposite the special provision code for those goods, which code is indicated in column 10 of the entry for those goods in the list, are complied with; and
 - (e) subject to paragraph (3)—
 - (i) the packagings are of a design type which has been tested by an approved testing laboratory using approved tests;
 - (ii) the competent authority which approved the tests referred to in head (i) has issued a certificate confirming that they have been satisfactorily completed; and
 - (iii) the packagings have been allocated the ADR mark, the UN mark, and RID mark or the joint ADR and RID mark by a competent authority and bear that mark.
- (2) The consignor of any dangerous goods for carriage in packages shall ensure that—
- (a) the packagings referred to in paragraph (1)(e) are used in accordance with—
 - (i) any conditions specified in the certificate issued by the competent authority; and
 - (ii) the appropriate approved method; and
 - (b) the marks referred to in paragraph (1)(e)(iii) are durable, legible and large enough to be readily visible.

(3) Packagings shall not be required to meet the requirements of paragraph (1)(e) if—

- (a) they are gas cylinders or other receptacles containing goods which have been classified as flammable gas, toxic gas or non-flammable, non-toxic gas, together with any associated packagings;
- (b) they are tank containers;
- (c) they have a capacity exceeding 3 cubic metres;
- (d) they are individual receptacles containing goods which appear in or have a classification which is specified in Column 1 of Schedule 3—
 - (i) insofar as they are within the packing group, if any, specified in the corresponding entry in Column 2; and
 - (ii) in quantities not exceeding those specified in the corresponding entry in Column 3;provided that the total gross mass of any package containing any such receptacles shall not exceed 30 kilogrammes;
- (e) the entry for the goods in the approved carriage list so indicates; or
- (f) in relation to particular dangerous goods, the appropriate approved method so indicates.

Use of marks on packagings

7.—(1) A person shall not mark any packagings with a mark which is liable to be confused with an ADR mark, a RID mark, a UN mark or a joint ADR and RID mark.

(2) A person shall not mark any packagings with an ADR mark, a RID mark, a UN mark or a joint ADR and RID mark—

- (a) other than in accordance with any requirements specified by the competent authority in relation to that mark; and
- (b) without the authority of the certificate holder unless that mark is a duplicate of a mark the use of which by that person has been authorised by the holder.

Particulars to be shown on packages containing dangerous goods

8.—(1) Subject to paragraphs (3) and (4) and regulation 9, a consignor shall not consign dangerous goods for carriage in a package unless—

- (a) the package in which those goods are carried clearly shows in accordance with regulation 11 the particulars specified in paragraph (2) or permits those particulars when shown on the receptacle or on inner packagings to be clearly seen; and
- (b) any conditions relating to the particulars to be shown on that package specified in the explanatory notes to the approved carriage list opposite the special provision code for the goods in question, which code is indicated in column 10 of the entry for those goods in the list, are complied with.

(2) The particulars required under paragraph (1)(a) shall be the following particulars ascertained in accordance with regulation 5, that is to say—

- (a) the designation of the goods;
- (b) the UN number (in all cases preceded by the letters "UN");
- (c) the danger sign; and
- (d) the subsidiary hazard sign, if any.

(3) In the case where two or more dangerous goods having the same classification or the same subsidiary hazard are consigned in a package in separate receptacles, nothing in paragraph (2) shall prevent a single danger sign or subsidiary hazard sign, as the case may be, from being shown for all the goods concerned.

(4) In the case where dangerous goods are consigned in individual receptacles which, in accordance with regulation 6(3)(d), are not required to meet the requirements of regulation 6(1)(e), such receptacles shall not be required to show the particulars referred to in paragraph (1) and specified in paragraph (2) unless, subject to paragraph (5), they are consigned in a package containing 2 or more receptacles, in which case the package shall be required to show the particulars specified in paragraph (2)(a) and (b).

(5) Notwithstanding paragraph (4), where dangerous goods are consigned in a package containing 2 or more receptacles to a retail outlet the package shall not be required to show the particulars specified in paragraph (2)(a) and (b) provided the goods therein are intended for consumption by individuals for the purposes of personal care or household use.

Derogations from regulation 9 of the supply Regulations and regulation 8

9.—(1) Where a package would otherwise be required to show the particulars required by both regulation 9 of the supply Regulations and regulation 8, it shall be sufficient compliance with the aforementioned provisions if the package shows in accordance with regulation 11 the particulars specified in paragraphs (2) to (6).

(2) Except in the case of a pesticide, where the package consists only of a single receptacle, the specified particulars are the particulars required by regulation 9(2)(a), (b), (c)(ii), (iii) and (iv) (or regulation 9(3)(a), (b), (c)(i), (iii), (iv) and (vi) in the case of preparations) of the supply Regulations and regulation 8(2)(b), (c) and (d).

(3) Except in the case of a pesticide, where the package consists of one or more receptacles in outer packagings, the specified particulars are either the particulars required by paragraph (2) or the particulars required by regulation 8.

(4) In the case of a pesticide (whether the package consists only of a single receptacle or of one or more receptacles in outer packagings), the specified particulars are the particulars required by regulation 9(3)(a), (b), (c)(i), (iii), (iv) and (vi) of the supply Regulations and regulation 8(2)(b), (c) and (d).

(5) Where, to facilitate handling, a package consists of two or more smaller packages mounted on a pallet or similar device in such a way that the labels on those smaller packages can be clearly seen, then it shall be sufficient compliance with paragraph (3) or (4) if those smaller packages are labelled in accordance with the relevant paragraph.

(6) In this regulation “pesticide” and “preparations” have the same meanings as in the supply Regulations.

Derogations from regulation 9 of the supply Regulations

10.—(1) Where a package is required to show the particulars required by regulation 9 of the supply Regulations, but is excepted from showing the particulars required by regulation 8 because it shows the particulars required by any of the transport rules specified in regulation 3(1)(a) to (g) it shall be a sufficient compliance with regulation 9 of the supply Regulations if the package shows the particulars specified in paragraphs (2) and (3).

(2) Where the package consists only of a single receptacle, the specified particulars are—

- (a) the particulars required by whichever of the transport rules is appropriate; and
- (b) the particulars required by regulation 9(2)(a), (b), (c)(ii), (iii) and (iv) (or regulation 9(3)(a), (b), (c)(i), (iii), (iv) and (vi) in the case of preparations) of the supply Regulations in accordance with regulation 11.

(3) Where the package consists of one or more receptacles in outer packagings, the specified particulars are those required by whichever of the transport rules is appropriate.

Methods of marking or labelling packages

11.—(1) The particulars required to be shown by regulations 8 to 10 shall be—

- (a) displayed so that they can be read easily when the package is placed in an attitude in which it may normally be expected to be placed;
- (b) such that they stand out from their background so as to be readily noticeable;
- (c) either clearly and indelibly marked on the package or clearly and indelibly printed on a label which, subject to paragraph (2), is securely fixed to the package with its entire surface in contact with it; and
- (d) in English, except that (other than in the case of the designation of goods required to be shown in accordance with regulation 8) where goods are supplied to a recipient in another member State, the particulars may be in an official language of that State.

(2) Where it is not reasonably practicable to attach a label in accordance with paragraph (1)(c) the label shall be attached in some other appropriate manner.

(3) Subject to paragraph (4), danger and subsidiary hazard signs shall have a side length of at least 100 millimetres.

(4) If the package is an awkward shape or so small that it is not possible to display the relevant sign in accordance with paragraph (3) the sign shall be as large as is practicable.

(5) Where, by virtue of regulation 9 or 10, packages are permitted to be labelled in accordance with regulation 9 of the supply Regulations, those

packages may be marked or labelled in accordance with regulation 14 of those Regulations.

Particulars deemed to satisfy the requirements of certain enactments

12. Where a package is required to show particulars in accordance with these Regulations and shows such particulars, those particulars shall be deemed to satisfy the requirements of—

- (a) section 5 of the Petroleum (Consolidation) Act (Northern Ireland), 1929(a) including that section as applied to any dangerous substance by an Order in Council made under section 19 of that Act; and
- (b) regulations 6 and 7 of the Highly Flammable Liquids and Liquefied Petroleum Gases Regulations (Northern Ireland) 1975(b),

insofar as those requirements require the package to be marked or labelled.

Exemption certificates

13.—(1) Subject to paragraph (2), the Department may, by a certificate in writing, exempt any person or class of person or any dangerous goods or class of dangerous goods, from all or any of the requirements or prohibitions imposed by or under these Regulations, and any such exemption may be granted subject to conditions and to a limit of time and may be revoked at any time by a further certificate in writing.

(2) The Department shall not grant any such exemption unless, having regard to the circumstances of the case, and in particular to—

- (a) the conditions, if any, which it proposes to attach to the exemption; and
- (b) any requirements imposed by or under any statutory provision which applies to the case,

it is satisfied that the health or safety of persons who are likely to be affected by the exemption will not be prejudiced by it.

Enforcement

14. Notwithstanding regulation 4 of the Health and Safety (Enforcing Authority) Regulations (Northern Ireland) 1993(c) the enforcing authority for these Regulations shall be the Department.

Defence

15. In any proceedings for an offence consisting of a contravention of these Regulations, it shall be a defence for the accused to prove that he took all reasonable precautions and exercised all due diligence to avoid the commission of the offence.

(a) 1929 c. 13 (N.I.), to which there are amendments not relevant to this regulation

(b) S.R. 1975 No. 256, as amended by S.R. 1991 No. 471

(c) S.R. 1993 No. 147

Transitional defences

16.—(1) In any proceedings for an offence consisting of a contravention of these Regulations prior to 1st July 1996 it shall be a defence for the accused to prove that the goods were classified, packaged and labelled in accordance with the supply Regulations as in operation immediately before the commencement of these Regulations.

(2) In any proceedings for an offence consisting of a contravention of these Regulations on or after 1st July 1996 and before 1st January 1999, it shall be a defence for the accused to prove—

(a) that the goods were classified, packaged and labelled for carriage prior to 1st July 1996 in accordance with the supply Regulations as in operation immediately before the commencement of these Regulations, and

(i) the goods have not been removed from their package or receptacle since then; and

(ii) the label has not been altered or removed since then; and

(b) that it was not reasonably practicable either—

(i) to repackage and re-label the goods before they were consigned for carriage; or

(ii) to consign the goods for carriage on a date earlier than they were in fact consigned.

(3) In any proceedings for an offence consisting of a contravention of regulation 8(1) on or after 1st July 1996 and before 1st July 2005 in relation to the consignment of goods for carriage in gas cylinders, it shall be a defence for the accused to prove—

(a) that the packages were labelled for carriage prior to 1st July 1996 in accordance with the supply Regulations as in operation immediately before the commencement of these Regulations;

(b) that the label has not been altered or removed since then; and

(c) that the goods have no subsidiary hazards.

(4) In any proceedings for an offence consisting of a contravention of regulation 6(1)(e) on or after 1st July 1996 in relation to the consignment of goods for carriage in metallic intermediate bulk containers or stainless steel or aluminium drums it shall be a defence for the accused to prove that the containers, or drums, whichever is the case, were manufactured less than 15 years prior to the date of consignment of the goods and before 1st July 1996.

(5) In any proceedings for an offence consisting of a contravention of regulation 6(1)(e) on or after 1st July 1996 and before 1st January 1999, in relation to the consignment of goods for carriage in plastic packagings or metal packagings other than those specified in paragraph (4), it shall be a defence for the accused to prove that the packagings were manufactured less than 5 years prior to the date of consignment of the goods and before 1st July 1996.

Amendments

17.—(1) In the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (Northern Ireland) 1986(a) in Part I of Schedule 1 for paragraph 13(2) there shall be substituted—

“(2) In this paragraph “dangerous substance” means any substance which falls within the definition of “dangerous goods” in regulation 2(1) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47) other than explosives or radioactive material.”.

(2) In the Control of Asbestos at Work Regulations (Northern Ireland) 1988(b)—

(a) for regulation 18(3)(a) there shall be substituted—

“(a) where the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47) apply, in accordance with those Regulations;” and

(b) in Schedule 2 for paragraph 1(1)(a) there shall be substituted—

“(a) raw asbestos (together with the labelling required under the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47));”.

(3) The Dangerous Substances in Harbour Areas Regulations (Northern Ireland) 1991(c) shall be amended in accordance with Schedule 4.

(4) The Dangerous Substances (Notification and Marking of Sites) Regulations (Northern Ireland) 1992(d) shall be amended as follows—

(a) In regulation 2(1)—

(i) for the definition of “the 1993 Regulations” there shall be substituted—

“the 1995 Regulations” means the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47);;

(ii) in the definition of “classification” for the words “regulation 7 of the 1993 Regulations” there shall be substituted the words “regulation 5 of the 1995 Regulations”; and

(iii) in the definition of “dangerous substance” for the words “dangerous for carriage within the meaning of the 1993 Regulations” there shall be substituted the words “falls within the definition of “dangerous goods” in regulation 2(1) of the 1995 Regulations”; and

(a) S.R. 1986 No. 247, as amended by S.R. 1993 No. 412 regulation 20(3)

(b) S.R. 1988 No. 74, as amended by S.R. 1993 No. 412 regulation 20(4)

(c) S.R. 1991 No. 509, as amended by S.R. 1993 No. 412 regulation 20(6) and Schedule 9

(d) S.R. 1992 No. 71, as amended by S.R. 1993 No. 412 regulation 20(7)

(b) in Schedule 1 for paragraph 1(d) there shall be substituted—

“(d) aerosol dispensers unless they are labelled in accordance with the 1995 Regulations, or would be required to be so labelled if they were being carried by road”.

(5) The Road Traffic (Carriage of Dangerous Substances in Road Tankers and Tank Containers) Regulations (Northern Ireland) 1992(a) shall be amended in accordance with Schedule 5.

(6) The Road Traffic (Carriage of Dangerous Substances in Packages etc.) Regulations (Northern Ireland) 1992(b) shall be amended in accordance with Schedule 6.

(7) The Road Traffic (Training of Drivers of Vehicles Carrying Dangerous Goods) Regulations (Northern Ireland) 1992(c) shall be amended in accordance with Schedule 7.

(8) In the Road Traffic (Carriage of Explosives) Regulations (Northern Ireland) 1993(d) in regulation 7(3) for the words “dangerous for carriage within the meaning of the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993 (S.R. 1993 No. 412)” there shall be substituted the words “falls within the definition of “dangerous goods” in regulation 2(1) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47)”.

(9) The Health and Safety (Enforcing Authority) Regulations (Northern Ireland) 1993 shall be amended in accordance with Schedule 8.

(10) In the Packaging of Explosives for Carriage Regulations (Northern Ireland) 1993(e) in regulation 2(1) for sub-paragraph (b) of the definition of “explosives” there shall be substituted—

“(b) have not been classified under the 1991 Regulations or under regulation 5 of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47);”.

(11) The supply Regulations shall be amended in accordance with Schedule 9.

Sealed with the Official Seal of the Department of Economic Development on 23rd February 1995.

(L.S.)

Philip B. Strong

Assistant Secretary

(a) S.R. 1992 No. 260, as amended by S.R. 1992 No. 262 and S.R. 1993 No. 412

(b) S.R. 1992 No. 261, as amended by S.R. 1992 No. 262 and S.R. 1993 No. 412

(c) S.R. 1992 No. 262, as amended by S.R. 1993 No. 240 and S.R. 1993 No. 412

(d) S.R. 1993 No. 83, as amended by S.R. 1993 No. 412 regulation 20(8)

(e) S.R. 1993 No. 268, as amended by S.R. 1993 No. 412 regulation 20(10)


SCHEDULE 1

Regulation 5(3) and (4)

CLASSIFICATION AND ASCERTAINMENT OF OTHER PARTICULARS OF DANGEROUS GOODS

PART I

TABLE OF CLASSIFICATIONS AND OTHER PARTICULARS

Column 1 <i>Classification</i>	Column 2 <i>Hazardous properties</i>	Column 3 <i>Relevant properties</i>	Column 4 <i>Packing group</i>	Column 5 <i>Class number</i>	Column 6 <i>Danger sign</i>	Column 7 <i>Optional lettering</i>
Non-flammable, non-toxic gas	A substance which— (a) at 50°C has a vapour pressure greater than 300 kilopascals absolute or is completely gaseous at 20°C at a standard pressure of 101.3 kilopascals; and (b) is carried at an absolute pressure of not less than 280 kilopascals or in liquefied form, other than a toxic gas or a flammable gas.	—	—	2.2		COMPRESSED GAS

Toxic gas

A substance which at 50°C has a vapour pressure greater than 300 kilopascals absolute or is completely gaseous at 20°C at a standard pressure of 101.3 kilopascals and which is toxic.

2.3



TOXIC
GAS


Flammable gas

A substance which—
(a) at 50°C has a vapour pressure greater than 300 kilopascals absolute or is completely gaseous at 20°C at a standard pressure of 101.3 kilopascals and is flammable; or
(b) is packed in an aerosol dispenser where that dispenser contains either—
(i) more than 45% by mass of a flammable substance, or

2.1





FLAMMABLE
GAS

Column 1 <i>Classification</i>	Column 2 <i>Hazardous properties</i>	Column 3 <i>Relevant properties</i>	Column 4 <i>Packing group</i>	Column 5 <i>Class number</i>	Column 6 <i>Danger sign</i>	Column 7 <i>Optional lettering</i>
Flammable liquid	<p>(ii) more than 250 grammes of a flammable substance, and in this subparagraph flammable substance means a highly flammable gas or flammable liquid having a flash point equal to or less than 100°C.</p> <p>A liquid with a flash point—</p> <p>(a) above 61°C and which is carried at a temperature above its flash point; or</p> <p>(b) of 61°C or below except—</p> <p>(i) a liquid which has a flash point equal to or more than 35°C, and when tested in</p>	<p>(a) (in the case of any liquid having a flash point of less than 23°C and containing either not more than 5% of toxic or corrosive substances with a packing group of I or II or not more than 5% of flammable liquids with a packing group of I and a subsidiary hazard of toxic or</p>	III	3		FLAMMABLE LIQUID

- accordance with the appropriate approved method does not support combustion,
- (ii) a viscous substance which complies with the provisions of Part III, or
 - (iii) a substance which is classified as a flammable gas because it has the hazardous properties specified in sub-paragraph (b) of this Column corresponding to the entry for a "flammable gas" in Column 1.
- corrosive)—
- (i) less than 3% of it separates out into a clear solvent layer following a suitable solvent separation test,
 - (ii) the flash point of it is specified in Column 1 of the Table set out in Part IV, and
 - (iii) the kinematic viscosity of it is within the range specified in Column 2 of the Table set out in Part IV which is opposite to the flash point of that liquid referred to in head (ii); or

I

Column 1 <i>Classification</i>	Column 2 <i>Hazardous properties</i>	Column 3 <i>Relevant properties</i>	Column 4 <i>Packing group</i>	Column 5 <i>Class number</i>	Column 6 <i>Danger sign</i>	Column 7 <i>Optional lettering</i>
Flammable solid	A solid which is readily combustible under conditions encountered in carriage or which may cause or contribute to fire through friction.	<p>(b) (in the case of any other liquid) it has</p> <p>(i) an initial boiling point not greater than 35°C,</p> <p>(ii) an initial boiling point above 35°C and a flash point of less than 23°C, or</p> <p>(iii) an initial boiling point above 35°C and a flash point of 23°C or above.</p> <p>A solid which—</p> <p>(a) is water-wetted and (when in a dry state) required to be classified (as defined by regulation 2(1) of the Classification and Labelling of Explosives</p>	II	4.1		FLAMMABLE SOLID

Column 1 <i>Classification</i>	Column 2 <i>Hazardous properties</i>	Column 3 <i>Relevant properties</i>	Column 4 <i>Packing group</i>	Column 5 <i>Class number</i>	Column 6 <i>Danger sign</i>	Column 7 <i>Optional lettering</i>
		particularly under conditions of spillage; or (c) any other substance which is liable to ignite on contact with air.	III			
Substance which in contact with water emits flammable gas	A substance which in contact with water is liable to become spontaneously combustible or to give off a flammable gas.	A substance which— (a) either reacts vigorously with water at ambient temperatures and demonstrates generally a tendency for the gas produced to ignite spontaneously or reacts readily with water at ambient temperatures so that the rate of evolution of flammable gas is equal to or greater than 10 litres per kilogram of substance over any period of one minute;	I	4.3		DANGEROUS WHEN WET

- (b) reacts readily with water at ambient temperatures so that the maximum rate of evolution of flammable gas is equal to or greater than 20 litres per kilogram of substance per hour; or
- (c) reacts slowly with water at ambient temperatures so that the maximum rate of evolution of flammable gas is greater than 1 litre per kilogram of substance per hour.

II

III

Oxidizing substance

A substance other than an organic peroxide which, although not necessarily combustible, may by yielding oxygen or by a similar process cause or contribute to the combustion of other material.

A substance which exhibits oxidizing properties to a degree



(a) greater than potassium bromate;



I

5.1



OXIDIZING AGENT

Column 1 <i>Classification</i>	Column 2 <i>Hazardous properties</i>	Column 3 <i>Relevant properties</i>	Column 4 <i>Packing group</i>	Column 5 <i>Class number</i>	Column 6 <i>Danger sign</i>	Column 7 <i>Optional lettering</i>
		(b) equal to or greater than ammonium perchlorate; or	II			
		(c) equal to or greater than ammonium persulphate.	III			
Organic peroxide	A substance which is— (a) an organic peroxide; and (b) an unstable substance which may undergo exothermic self-accelerating decomposition.	Any substance classified as an organic peroxide.	II	5.2		ORGANIC PEROXIDE
Toxic substance	A substance known to be toxic to man or which, in the absence of adequate data on human toxicity, is presumed to be toxic to man.	A substance which has been allocated to— (a) packing group I in accordance with the criteria set out in Part V; (b) packing group II in accordance with the criteria set out in Part V;	I II	6.1		TOXIC

Infectious substance	<p>A substance which either contains viable micro-organisms that are known or reasonably believed to cause disease in animals or humans or genetically-modified micro-organisms and organisms in which genetic material has been altered through genetic modification in such a way which does not occur naturally and which may be infectious.</p>	<p>(c) packing group III in accordance with the criteria set out in Part V.</p>	III	6.2		—
Corrosive substance	<p>A substance which by chemical action will—</p> <ul style="list-style-type: none"> (a) cause severe damage when in contact with living tissue; (b) materially damage freight or equipment if leakage occurs. 	<p>A substance which—</p> <ul style="list-style-type: none"> (a) causes full thickness destruction of skin tissue at the site of contact with an observation period of 60 minutes starting after testing on the intact skin of an animal for a period of 3 minutes or less; 	I	8		CORROSIVE

Column 1 <i>Classification</i>	Column 2 <i>Hazardous properties</i>	Column 3 <i>Relevant properties</i>	Column 4 <i>Packing group</i>	Column 5 <i>Class number</i>	Column 6 <i>Danger sign</i>	Column 7 <i>Optional lettering</i>
		(b) causes full thickness destruction of skin tissue at the site of contact with an observation period of 14 days starting after testing on the intact skin of an animal for a period of more than 3 minutes but not more than 60 minutes; or	II			
		(c) (i) causes full thickness destruction of skin tissue at the site of contact with an observation period of 14 days starting after testing on the intact skin of an animal for a period of more than 60 minutes but not	III			

more than 4 hours; or
(ii) causes corrosion in steel or aluminium surfaces at a rate exceeding 6.25mm a year at a test temperature of 55°C.

III

9



A substance which is listed in the approved carriage list and which may create a risk to the health or safety of persons in the conditions encountered in carriage whether or not it has any of the characteristic properties referred to above.

Other dangerous substances

PART II

SPECIFICATION OF DANGER SIGNS

1. The danger signs to be used shall be those shown in Column 6 of Part I for the classification of the goods shown in the corresponding entry to Column 1 and the signs shall conform in form and colour to those shown in the said Column 6, except that in the case of the signs for the classifications "non-flammable non-toxic gas", "flammable gas", "flammable liquid" and "substance which in contact with water emits flammable gas", the symbol may be in white.

2. The words in Column 7 of Part I may be included in the lower half of the relevant sign shown in the corresponding entry in Column 6 and where included shall conform in form and colour to those shown in the said Column 7, except that—

- (a) in the case of the signs for the classifications "non-flammable non-toxic gas", "flammable gas", "flammable liquid", "spontaneously combustible substance" and "substance which in contact with water emits flammable gas", any lettering may be in white;
- (b) in place of the word "toxic", the word "poison" may be used wherever it occurs; and
- (c) in place of the word "flammable", the word "inflammable" may be used wherever it occurs.

3. Each danger sign shall be in the form of a square set with its sides at an angle of 45° to the vertical.

4. Danger signs shall have a line of the same colour as the symbol, 5 millimetres inside the edge and running parallel to it. (The broken line which surrounds each sign as depicted in Column 6 of Part I delineates the edge of that sign and need not be shown).

PART III

VISCIOUS SUBSTANCES NOT REQUIRED TO BE CLASSIFIED AS FLAMMABLE LIQUIDS

For the purposes of Part I, substances which comply with the following conditions shall not be classified as flammable liquids, that is to say—

- (a) the substance does not have the hazardous properties of a toxic or corrosive substance;
- (b) the substance is a solution or homogeneous mixture which does not contain more than 20% nitro-cellulose;
- (c) the flash point of the substance is equal to or greater than 23°C;
- (d) in a suitable solvent separation test, the solvent which separates is not more than 3% of the volume of the substance; and
- (e) the viscosity of the substance when determined at 23°C in a flow cup conforming to the International Standards Organisation Standard ISO 2431-1984 or British Standard BS 3900: Part A6-1986 and having a jet diameter of 6mm is—
 - (i) in a case where the substance contains not more than 60% of a flammable liquid with a flash point of 61°C or less, not less than 40 seconds,
 - (ii) in any other case, not less than 60 seconds.

PART IV

TABLE OF FLASH POINTS AND KINEMATIC VISCOSITY RANGES OF GOODS, WHICH HAVE BEEN CLASSIFIED AS FLAMMABLE LIQUIDS IN ACCORDANCE WITH REGULATION 5, WHICH HAVE A FLASH POINT OF LESS THAN 23°C AND CONTAIN EITHER—

NOT MORE THAN 5% OF TOXIC OR CORROSIVE SUBSTANCES WITH A PACKING GROUP OF I OR II, OR NOT MORE THAN 5% OF FLAMMABLE LIQUIDS WITH A PACKING GROUP OF I AND A SUBSIDIARY HAZARD OF TOXIC OR CORROSIVE

(1) <i>Flash point</i>	(2) <i>Kinematic viscosity γ (extrapolated at near-zero shear rate) (mm²/s at 23°C)</i>
Above 17°C	20 < γ ≤ 80
Above 10°C	80 < γ ≤ 135
Above 5°C	135 < γ ≤ 220
Above -1°C	220 < γ ≤ 300
Above -5°C	300 < γ ≤ 700
-5°C and below	700 < γ

PART V

CRITERIA FOR ASCERTAINING PACKING GROUPS OF GOODS WHICH HAVE BEEN CLASSIFIED AS TOXIC SUBSTANCES IN ACCORDANCE WITH REGULATION 5

Toxic substances shall be allocated into packing group I, II or III in accordance with the criteria given in the following Table:

(1) <i>Packing group</i>	(2) <i>Oral toxicity</i> LD_{50} (mg/kg)	(3) <i>Dermal toxicity of</i> LD_{50} (mg/kg)	(4) <i>Inhalation toxicity of dust or mists</i> LC_{50} (mg/m ³)	(5) <i>Inhalation toxicity of vapours where V is the saturated vapour concentration produced by the substance at 20°C expressed by reference to LC_{50}</i> (ppm)
I	≤ 5	≤ 40	≤ 500	$V \geq 10 \times LC_{50}$ and $LC_{50} \leq 1000$
II	> 5 to ≤ 50	> 40 to ≤ 200	> 500 to ≤ 2000	$V \geq LC_{50}$ and $LC_{50} \leq 3000$ but not placed in packing group I
III	solids: > 50 to ≤ 200 liquids: > 50 to ≤ 500	> 200 to ≤ 1000	> 2000 to $\leq 10,000$	$V \geq 0.2 \times LC_{50}$ and $LC_{50} \leq 5000$ but not placed in either packing group I or II

The above criteria are based on LC_{50} data relating to one hour exposure and where such information is available it should be used. However, where only LC_{50} data relating to 4 hour exposures is available, then:

LC_{50} (4 hr) $\times 4$ shall be considered equivalent to LC_{50} (1 hr) for dusts or mists, and LC_{50} (4 hr) $\times 2$ shall be considered equivalent to LC_{50} (1 hr) for vapours.

SCHEDULE 2

Regulation 5(4)

Subsidiary Hazard Signs

PART I

ASCERTAINMENT

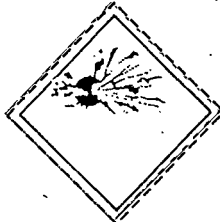
Column 1

Column 2

Subsidiary hazard

Subsidiary hazard sign

Liable to explosion



Danger of fire
(flammable gas)



Danger of fire
(flammable liquid)



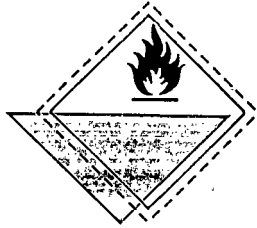
Danger of fire
(flammable solid)



Column 1
Subsidiary hazard

Column 2
Subsidiary hazard sign

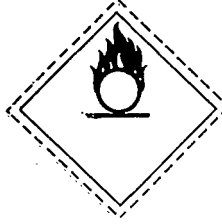
Liable to spontaneous ignition



Danger of emission of flammable gas on contact with water



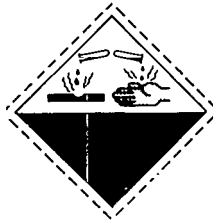
Fire intensifying hazard



Toxic



Corrosive



PART II

SPECIFICATION

1. The subsidiary hazard signs to be used shall be those shown in Column 2 of Part I for the subsidiary hazard of the goods shown in the corresponding entry in Column 1 and the signs shall conform in form and colour to those shown in the said Column 2, except that in the case of the signs for the subsidiary hazards "Danger of fire (flammable gas)", "Danger of fire (flammable liquid)", or "Danger of emission of flammable gas on contact with water" the symbol may be in white.

2. Each subsidiary hazard sign shall be in the form of a square set with its sides at an angle of 45° to the vertical.

3. Subsidiary hazard signs shall have a line of the same colour as the symbol, 5 millimetres inside the edge and running parallel to it. (The broken line which surrounds each sign as depicted in Column 2 of Part I delineates the edge of that sign and need not be shown).

SCHEDULE 3

Regulation 6(3)(d)

Circumstances in which individual receptacles need not comply with regulation 6(1)(e) and particulars need not be shown on packages in accordance with regulation 8(1)

Column 1 <i>Goods/Classification</i>	Column 2 <i>Packing group</i>	Column 3 <i>Maximum quantity per receptacle</i>
Non-toxic, non-flammable gas, except one with a fire intensifying subsidiary hazard	—	120 ml. This limit is increased to 1,000 ml in metal or plastic aerosols.
Non-toxic, non-flammable gas with a fire intensifying subsidiary hazard or flammable gas	—	120 ml in glass aerosols. 1,000 ml in metal or plastic aerosols.
Toxic gas	—	120 ml in glass, metal or plastic aerosols.
Flammable liquid	II	1 litre in metal packagings. 500 ml in glass or plastic packagings.
	III	5 litres
Flammable (solid)	II	500 g
	III	3 kg
Substance (liquid or solid) which in contact with water emits flammable gas	II	500 kg
	III	1 kg
Oxidizing substance (liquid or solid)	II	500 g
	III	1 kg
Organic peroxide (solid of Type B or C as defined in the appropriate approved method, and not requiring temperature control)	II	100 g
Organic peroxide (liquid, of Type B or C as defined in the appropriate approved method, and not requiring temperature control)	II	25 ml
Organic peroxide (solid, of Type D, E or F as defined in the appropriate approved method, and not requiring temperature control)	II	500 g

Column 1 <i>Goods/Classification</i>	Column 2 <i>Packing group</i>	Column 3 <i>Maximum quantity per receptacle</i>
Organic peroxide (liquid, of Type D, E or F as defined in the appropriate approved method, and not requiring temperature control)	II	125 ml
Toxic substance (solid)	II	500 g
Toxic substance (liquid)	II	100 ml
Toxic substance (solid)	III	3 kg
Toxic substance (liquid)	III	1 litre
Corrosive substance (solid)	II	1 kg
Corrosive substance (liquid)	II	500 ml. If glass, porcelain or stoneware receptacles are used they must be enclosed in compatible and rigid intermediate packagings.
Corrosive substance (solid)	III	2 kg
Corrosive substance (liquid)	III	1 litre
Diagnostic specimens being transported for routine screening tests or for initial diagnosis	—	100 ml packed in accordance with the appropriate approved method.
Dibromodifluoromethane	—	5 litres
Ammonium Nitrate Fertilizers of UN Number 2071	III	5 kg

Amendments to the Dangerous Substances in Harbour Areas Regulations (Northern Ireland) 1991

1. The Dangerous Substances in Harbour Areas Regulations (Northern Ireland) 1991 shall be amended as provided in paragraphs 2 to 7.

2. In regulation 2(1) (Interpretation)—

(a) for the definition of “approved list” there shall be substituted—

“approved list” means the “approved carriage list” described in regulation 4(1)(a) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47);

(b) in the definition of “classification” for sub-paragraph (a)(ii) there shall be substituted—

“(ii) the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 in relation to substances which fall within the definition of “dangerous goods” in regulation 2(1) of those Regulations; or”.

3. For regulation 3(2)(b) (Meaning of “dangerous substance”) there shall be substituted—

“(b) it falls within the definition of “dangerous goods” in regulation 2(1) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995.”.

4. For regulation 24(a)(ii) (Portable tanks and receptacles) there shall be substituted—

“(ii) in any other case, the portable tank is suitable for the purpose and complies with the requirements of regulation 6 of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995.”.

5. In regulation 25 (Labelling)—

(a) in paragraph (1)(b)(ii) for the words “the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “or (where they fall within the definition of dangerous goods in regulation 2(1) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995) those Regulations”; and

(b) for paragraph (2)(b) there shall be substituted—

“(b) the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995;”.

6. In Schedule 1 (The Classification of and Hazard Warning Signs for Dangerous Substances)—

(a) in Note 2 for the words “Part III of Schedule 3 to the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “Part III of Schedule 1 to the Carriage of Dangerous

Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995"; and

(b) for Note 3 there shall be substituted—

“The flash point shall be determined in accordance with the appropriate approved method as construed in accordance with regulation 4(1)(b) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995.”.

7. In Schedule 3 in sub-paragraph (c) for the words “in accordance with Part III of Schedule 1 to the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “in accordance with the appropriate approved method as construed in accordance with regulation 4(1)(b) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995.”.

Amendments to the Road Traffic (Carriage of Dangerous Substances in Road Tankers and Tank Containers) Regulations (Northern Ireland) 1992

1. The Road Traffic (Carriage of Dangerous Substances in Road Tankers and Tank Containers) Regulations (Northern Ireland) 1992 shall be amended in accordance with paragraphs 2 to 4.

2. In regulation 2(1) in the definition of “flash point” for the words “the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993 (S.R. 1993 No. 412)” there shall be substituted the words “the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47)”.

3. In Schedule 1 (Classification and characteristic properties of and signs for dangerous substances)—

(a) in Part I in paragraph (b) of the description of the characteristic properties of a substance classified as “flammable liquid” in Column 1 for the words “Part III of Schedule 3 to the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “Part III of Schedule 1 to the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995”;

(b) in Part III in paragraph 3(c) for the words “paragraph 4 of Part II of Schedule 3 to the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “paragraph 4 of Part II of Schedule 1 to the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995”; and

(c) in Part IV in paragraph 3(c) for the words “paragraph 4 of Part II of Schedule 3 to the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “paragraph 4 of Part II of Schedule 1 to the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995”.

4. In Schedule 2 (Exceptions to these Regulations) in sub-paragraph (l) for the words “dilute sulphuric acid” there shall be substituted the words “sulphuric acid, whether or not dilute”.

Amendments to the Road Traffic (Carriage of Dangerous Substances in Packages etc.) Regulations (Northern Ireland) 1992

1. The Road Traffic (Carriage of Dangerous Substances in Packages etc.) Regulations (Northern Ireland) 1992 shall be amended in accordance with paragraphs 2 to 7.

2. In regulation 2(1) (Interpretation)—

(a) for the definition “the 1993 Regulations” there shall be substituted—

“the 1995 Regulations” means the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47);;

(b) in the definition of “approved carriage list” for the words “regulation 4(2) of the 1993 Regulations” there shall be substituted the words “regulation 4(1)(a) of the 1995 Regulations”;

(c) for the definition “dangerous substance” there shall be substituted—

“dangerous substance” means any substance which falls within the definition of “dangerous goods” in regulation 2(1) of the 1995 Regulations;;

(d) in each of the definitions of “flammable gas”, “flammable solid” and “toxic gas” for the words “paragraph (2), (3) or (5) of regulation 7 of the 1993 Regulations” there shall be substituted the words “regulation 5 of the 1995 Regulations”;

(e) in the definition of “flash point” for the words “1993 Regulations” there shall be substituted the words “1995 Regulations”; and

(f) in the definition of “organic peroxide” for the words “regulation 7(5) of the 1993 Regulations” there shall be substituted the words “regulation 5 of the 1995 Regulations”.

3. In regulation 2(3) for sub-paragraph (a) there shall be substituted—

“(a) the “packing group” of a dangerous substance shall have the same meaning as the definition of “packing group” in regulation 2(1) of the 1995 Regulations; and”.

4. For regulation 3(1)(c)(v) (Application of these Regulations) there shall be substituted—

“(v) (in a receptacle with a capacity of 5 litres or more) of any asbestos falling within the definition of “dangerous substance” in regulation 2(1)”.

5. In regulation 3(2)(j) for the words “sub-paragraphs (b) to (g) of regulation 3(1) of the 1993 Regulations” there shall be substituted the words “sub-paragraphs (k), (o) and (p) of regulation 3(1) of the 1995 Regulations”.

6. In regulation 16(2) (Restrictions on the carriage of toxic or harmful substances in the same vehicle as food)—

(a) in sub-paragraph (b) for the words “paragraph (2), (3) or (5) of regulation 7 of the 1993 Regulations” there shall be substituted the words “regulation 5 of the 1995 Regulations”; and

(b) sub-paragraph (c) shall be revoked.

7. The Schedule shall be revoked.

Amendments to the Road Traffic (Training of Drivers of Vehicles Carrying Dangerous Goods) Regulations (Northern Ireland) 1992

1. The Road Traffic (Training of Drivers of Vehicles Carrying Dangerous Goods) Regulations (Northern Ireland) 1992 shall be amended in accordance with paragraphs 2 to 4.

2. In regulation 2(1) (Interpretation)—

- (a) in the definition of “approved carriage list” for the words “regulation 4(2) of the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993 (S.R. 1993 No. 412)” there shall be substituted the words “regulation 4(1)(a) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47)”;
- (b) in the definition of “flash point” for the words “Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995”.

3. For regulation 3(1)(b)(v) (Application of these Regulations) there shall be substituted—

- (v) (in a receptacle with a capacity of 5 litres or more) of any asbestos falling within the definition of “dangerous substance”.

4. In Schedule 2—

- (a) in Part I in sub-paragraph (d) for the words “dilute sulphuric acid” there shall be substituted the words “sulphuric acid, whether or not dilute”; and
- (b) in Part II in sub-paragraph (d) for the words “sub-paragraphs (b) to (g) of regulation 3(1) of the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993” there shall be substituted the words “sub-paragraphs (k), (o) and (p) of regulation 3(1) of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995”.

**Amendments to the Health and Safety (Enforcing Authority) Regulations
(Northern Ireland) 1993**

1. The Health and Safety (Enforcing Authority) Regulations (Northern Ireland) 1993 shall be amended in accordance with paragraphs 2 and 3.

2. In regulation 2(1) (Interpretation)—

(a) the definition of “dangerous substance” shall be deleted;

(b) after the definition of “pleasure craft” there shall be inserted—

‘ “preparation dangerous for supply” has the meaning assigned to it by regulation 2(1) of the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993 (S.R. 1993 No. 412);’; and

(c) after the definition of “railway” there shall be inserted—

‘ “substance dangerous for supply” has the meaning assigned to it by regulation 2(1) of the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993;’.

3. In Schedule 1 (Main activities which determine whether District Councils will be Enforcing Authorities) in paragraph 1(c) for the words “dangerous substance” there shall be substituted the words “substance or preparation dangerous for supply”.

Amendments to the supply Regulations

1. The Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993 shall be amended in accordance with paragraphs 2 to 32.

2. In regulation 2(1) (Interpretation)—

(a) the definition of “approved carriage list” shall be deleted;

(b) the definition of “carriage” shall be deleted;

(c) for the definition of “category of danger” there shall be substituted the following definition—

“category of danger” means in relation to a substance or preparation dangerous for supply, one of the categories of danger specified in Part I of Schedule 1;’;

(d) the definition of “characteristic properties” shall be deleted;

(e) for the definition of “classification” there shall be substituted the following definition—

“classification” shall be construed in the case of a substance or preparation dangerous for supply, as classification in accordance with regulation 5;’;

(f) the definition of “consignor” shall be deleted;

(g) the definition of “hazard warning sign” shall be deleted;

(h) for the definition of “package” there shall be substituted the following definition—

“package” in relation to a substance or preparation dangerous for supply, means the package in which that substance or preparation is supplied, and which is liable to be individually handled during the course of the supply and includes the receptacle containing the substance or preparation and any other packaging associated with it and any pallet or other device which enables more than one receptacle containing a substance or preparation dangerous for supply to be handled as a unit, but does not include—

(a) a freight container (other than a tank container), a skip, a vehicle or other article of transport equipment; or

(b) in the case of supply by way of retail sale, any wrapping such as a paper or plastic bag into which the package is placed when it is presented to the purchaser;’;

(i) in the definition of “receptacle” the words “or carriage” shall be deleted;

(j) the definition of “road” shall be deleted;

(k) the definition of “substance dangerous for carriage” shall be deleted; and

(l) the definition of “substance identification number” shall be deleted.

3. Regulation 2(2) shall be revoked.

4. In regulation 2(3) the words “or carriage” shall be deleted.

5. In regulation 2(4) the words “or carriage” shall be deleted.

6. In regulation 3(1) (Application)—
 - (a) for the words “Subject to paragraphs (2) and (3)” there shall be substituted the words “Subject to paragraph (2)”; and
 - (b) the words “or carriage” shall be deleted in each of the three places where they occur.
7. Regulation 3(3) shall be revoked.
8. In regulation 3(4) the words “or carriage” shall be deleted.
9. Regulation 3(6) shall be revoked.
10. Regulation 4(2) (Meaning of the approved supply list and the approved carriage list) shall be revoked.
11. Regulation 7 (Classification of substances (including preparations) dangerous for supply) shall be revoked.
12. In regulation 8 (Packaging of substances and preparations dangerous for supply or carriage)—
 - (a) the words “and the consignor of a substance dangerous for carriage”; and
 - (b) the words “or consign as the case may be,”shall be deleted.
13. In regulation 9(1) (Labelling of substances and preparations dangerous for supply) the words “and regulations 11 and 12” shall be deleted.
14. In regulation 9(4) for the word “label” there shall be substituted the word “package”.
15. Regulation 10 (Labelling of substances (including preparations) dangerous for carriage) shall be revoked.
16. Regulation 11 (Derogations from regulations 9 and 10) shall be revoked.
17. Regulation 12 (Derogations from regulation 9 in relation to certain transport rules) shall be revoked.
18. In regulation 14(1) (Methods of marking or labelling packages) for the words “regulations 9 to 13” there shall be substituted the words “regulations 9 and 13”.
19. In regulation 14(5) the words “and that part of the label required under regulation 10 which does not carry the hazard warning sign” shall be deleted.
20. Regulation 14(7) shall be revoked.
21. In regulation 14(8) for the words “paragraphs (2), (5) and (7)” there shall be substituted the words “paragraphs (2) and (5)”.
22. In regulation 15 (Labelling deemed to satisfy the requirements of certain enactments)—
 - (a) the words “or carriage” shall be deleted; and

(b) after the phrase “is so labelled” insert the words “or where that requirement is treated as being satisfied by virtue of regulation 9 or 10 of the Carriage of Dangerous Goods by Road and Rail (Classification, Packaging and Labelling) Regulations (Northern Ireland) 1995 (S.R. 1995 No. 47)”.

23. In regulation 18(1) (Exemption certificates) the words “or carriage” shall be deleted.

24. In regulation 20 (Amendments to various enactments) paragraphs (3), (4), (6), (7), (8) and (10) shall be revoked.

25. Regulation 21 (Amendments to the Road Traffic Regulations) shall be revoked.

26. In regulation 23(2) (Transitional provisions)—

(a) the words “or carriage” shall be deleted;

(b) the words “or carry” shall be deleted; and

(c) the words “or carried” shall be deleted in each of the three places where they occur.

27. In Part III of Schedule 1 (Classification of substances and preparations dangerous for supply) in paragraph 1—

(a) the words “or carriage”; and

(b) the words “or Part I of Schedule 3”

shall be deleted.

28. Schedule 3 (Classification and hazard warning signs for substances (including preparations) dangerous for carriage) shall be revoked.

29. In Part II of Schedule 7 (Particulars to be shown on substances and preparations dangerous for supply) in paragraph 7(1); for “S4” there shall be substituted “S46”.

30. Schedule 8 (Particulars to be shown on labels for substances (including preparations) dangerous for carriage) shall be revoked.

31. Schedule 9 (Amendments to the Dangerous Substances in Harbour Areas Regulations (Northern Ireland) 1991) shall be revoked.

32. Schedule 11 (Amendments to the Road Traffic Regulations) shall be revoked.

(This note is not part of the Regulations.)

These Regulations impose requirements and prohibitions in relation to the classification, packaging and labelling of dangerous goods for carriage by road or on a railway.

The Regulations—

- (a) require the Department of Economic Development to approve documents published by the Health and Safety Commission entitled “Information Approved for the Classification, Packaging and Labelling of Dangerous Goods for Carriage by Road and Rail” (“the approved carriage list”) and “Approved Methods for the Classification and Packaging of Dangerous Goods for Carriage by Road and Rail” (“the approved method”), describe what each document shall contain and provide for the revision thereof (regulation 4);
- (b) prohibit the consignment of dangerous goods unless the classification for the goods and specified particulars have been ascertained in accordance with regulation 5 (regulation 5 and Schedules 1 and 2);
- (c)
 - (i) prohibit a consignor from consigning dangerous goods in packages unless they are suitable for the purpose and comply with specified requirements (regulation 6(1)),
 - (ii) require packagings to be used and marked in accordance with specified requirements (regulation 6(2)), and
 - (iii) provide for packagings to be exempted from the requirements specified in regulation 6(1)(e) if they meet any of the designated criteria (regulation 6(3) and Schedule 3);
- (d) prohibit the marking of any packagings—
 - (i) with a mark which is liable to be confused with an ADR, RID, UN or joint ADR and RID mark (regulation 7(1)), and
 - (ii) with an ADR, RID, UN or joint ADR and RID mark except in accordance with specified requirements (regulation 7(2));
- (e) prohibit a consignor from consigning dangerous goods in a package unless specified particulars are shown on the package (regulation 8);
- (f) provide for certain derogations where a package would otherwise be required to show the particulars required by both regulation 9 of the Chemicals (Hazard Information and Packaging) Regulations (Northern Ireland) 1993 (“the supply Regulations”) and regulation 8 (regulation 9);
- (g) provide for certain derogations where a package would otherwise be required to show the particulars required by regulation 9 of the supply Regulations but is excepted from showing the particulars required by regulation 8 because it shows the particulars required by specified transport rules (regulation 10);
- (h) provide for the methods of marking or labelling packages with the particulars referred to in regulations 8 to 10 (regulation 11);

- (i) provide that particulars shown on a package which comply with these Regulations, shall be deemed to satisfy the requirements of certain enactments (regulation 12);
- (j) provide for the granting of exemptions from the Regulations by the Department of Economic Development (regulation 13);
- (k) provide for enforcement (regulation 14);
- (l) provide for a defence for a contravention of the Regulations (regulation 15);
- (m) provide for transitional defences in specified circumstances (regulation 16);
- (n) provide for consequential amendments (regulation 17 and Schedules 4 to 9).

Copies of the publications referred to in these Regulations are obtainable as follows—

- (a) (i) the approved carriage list [ISBN 0-7176-0745-3], and
(ii) Approved Methods for the Classification and Packaging of Dangerous Goods for Carriage by Road and Rail [ISBN 0-7176-0744-5]
from Dillons the Bookstore, 44-46 Fountain Street, Belfast BT1 5EE or, by mail order, from HSE Books, PO Box 1999, Sudbury, Suffolk CO10 6FS;
- (b) (i) the current edition of the European Agreement concerning the International Carriage of Dangerous Goods by Road (“ADR”) [ISBN 0-11-551114-8];
(ii) the current edition of the Regulations concerning the International Carriage of Dangerous Goods by Rail (“RID”) [ISBN 0-11-551122-9], and
(iii) the current edition of the United Nations Recommendations on the Transport of Dangerous Goods [ISBN 9-21-139042-7],
from Her Majesty’s Stationery Office, 16 Arthur Street, Belfast BT1 4GD;
- (c) the current edition of the International Maritime Dangerous Goods Code [Volumes I to IV ISBN 92-801-1243-0, Volume V ISBN 92-801-1248-1] from the International Maritime Organisation, 4 Albert Embankment, London SE1 7SR; and
- (d) the current edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air [Doc 9284-AN/905 and supplement] may be obtained from the Civil Aviation Authority, Printing and Publications Services, Greville House, 37 Gratton Road, Cheltenham, Gloucestershire GL50 2BN.

A person who contravenes the Regulations is guilty of an offence under Article 31 of the Health and Safety at Work (Northern Ireland) Order 1978.