

SCHEDULE 1

PART I

PRESSURE SYSTEMS EXCEPTED FROM ALL REGULATIONS

These Regulations shall not apply to –

1. A pressure system which forms part of the equipment of –
 - (a) a vessel used in navigation;
 - (b) a spacecraft, aircraft, hovercraft or hydrofoil.
2. A pressure system which forms part of, or is intended to form part of, a weapons system.
3. A pressure system which forms part of any braking, control or suspension system of a wheeled, tracked or rail mounted vehicle.
4. That part of a system which is only a pressure system because it is –
 - (a) subject to a leak test (except that this sub-paragraph shall not apply to a pipeline);
 - (b) pressurised unintentionally, such pressurisation being not reasonably foreseeable; or
 - (c) a pipeline pressurised by a relevant fluid solely as part of a test or line clearance operation, but this exception shall not apply if the pipeline –
 - (i) is used for the conveyance of a relevant fluid, or
 - (ii) is pressurised beyond its safe operating limits.
5. Any pipeline and its protective devices in which the pressure does not exceed 2 bar above atmospheric pressure (or 2.7 bar above atmospheric pressure if the normal pressure does not exceed 2 bar and the overpressure is caused solely by the operation of a protective device).
6. Any pressure system or part thereof which –
 - (a) is the subject of a research experiment; or
 - (b) comprises temporary apparatus being used in a research experiment,if, in the case of regulations 4, 5, 6, 7, 11, 13 and 14, it is not reasonably practicable to comply with them.
7. Any plant or equipment required by regulation 5(1)(d) of the Diving Operations at Work Regulations (Northern Ireland) 1994⁽¹⁾ and used or intended to be used in the course of a diving project to which those Regulations apply.
8. A working chamber, tunnel, manlock or an airlock within which persons work in compressed air, being work to which the Work in Compressed Air Special Regulations (Northern Ireland) 1963⁽²⁾ apply.
9. A tank to which the Carriage of Dangerous Goods By Rail Regulations (Northern Ireland) 1998⁽³⁾ or the Carriage of Dangerous Goods by Road Regulations (Northern Ireland) 1997⁽⁴⁾ apply.
10. Any pressure system being carried in a vehicle if the vehicle is engaged in an international transport operation within the meaning of the Convention concerning International Carriage by

(1) S.R. 1994 No. 146

(2) S.R. & O. (N.I.) 1963 No. 85

(3) S.R. 1998 No. 131

(4) S.R. 1997 No. 248

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Rail⁽⁵⁾ as revised or re-issued from time to time (COTIF) and such carriage conforms in every respect either –

- (a) to the provisions of the Uniform Rules concerning the Contract for International Carriage of Goods by Rail (CIM) which forms Appendix B to that Convention and to the regulations (RID) made thereunder; or
- (b) to the conditions determined by an agreement relating to such carriage between the United Kingdom and another State under Article 5(2) of CIM.

11. Any pressure system being carried in a vehicle if the vehicle is registered outside the United Kingdom and the carriage is confined to Northern Ireland but nevertheless conforms with the provisions of the European Agreement concerning the international carriage of dangerous goods by road signed in Geneva on 30th September 1957 as revised or re-issued from time to time (“the ADR”).

12. Any pressure system being carried in a vehicle if the vehicle –

- (a) is engaged in an international transport operation within the meaning of the ADR;
- (b) complies with the conditions contained in Annexes A and B to the ADR; and
- (c) is certified pursuant to the ADR as complying with it,

or if the vehicle is engaged in a transport operation subject to a special bilateral or multilateral agreement to which Article 4 of the ADR refers and to which the United Kingdom is a Contracting Party.

13. Any pressure system being carried in a vehicle if the vehicle is engaged in an international transport operation within the meaning of Article 1(c) of the ADR, in accordance with regulation 3(1)(c)(ii) of the CDGCPL(NI) Regulations.

14. Any pressure system which is carried, or stored as goods in transit, as part of an international transport operation, if it complies with the appropriate provisions of the International Maritime Dangerous Goods Code issued by the International Maritime Organisation as revised or re-issued from time to time.

15. Any pressure system comprising a gas propulsion or a gas fired heating, cooking, ventilating or refrigerating system fitted to a motor vehicle or trailer (both within the meaning of Article 3(1) of the Road Traffic (Northern Ireland) Order 1995⁽⁶⁾).

16. Any water cooling system on an internal combustion engine or on a compressor.

17. Any tyre used or intended to be used on a vehicle.

18. Any vapour compression refrigeration system incorporating compressor drive motors, including standby compressor motors, having a total installed power not exceeding 25 kW.

19. A mobile system of the type known as a slurry tanker, and containing or intended to contain agricultural slurry, and used in agriculture.

20. Prime movers including turbines.

21. Any pressure system which is an electrical or telecommunications cable.

22. Any pressure system containing sulphur hexafluoride gas and forming an integral part of high voltage electrical apparatus.

23. Any pressure system consisting of a water filled fluid coupling and used in power transmission.

(5) Cmnd. 8535

(6) S.I. 1995/2994 (N.I. 18)

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24. Any portable fire extinguisher with a working pressure below 25 bar at 60°C and having a total mass not exceeding 23 kilogrammes.

25. Any part of a tool or appliance designed to be held in the hand which is a pressure vessel.