

Petroleum Products Road Transportation (Business) Regulations 2017

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PART 1 PRELIMINARY

In exercise of the powers conferred on the Minister under Sections 33(1) and (2) of the Petroleum Products Act 2016, these Regulations are made.

1 Name of Regulations

These Regulations may be cited as the *Gambia Petroleum Products Transportation Regulations 2017*.

2 Application

These Regulations shall not apply to:

- (a) The Gambia Armed and Security Forces,
- (b) Petroleum contained in a vehicle for use by that vehicle; or
- (c) Petroleum transported in containers whose combined volume does not exceed one thousand litres.

3 Commencement

These Regulations shall come into force on the day of publication in the Gazette.

4. General

4.1 Interpretation

- (1) In these Regulations, unless the context otherwise requires the following words, acronyms and abbreviations shall have these meanings:

“**Act**” means *petroleum products Act 2016*

“**Appurtenance**” means any cargo tank accessory attachment that has no lading retention or containment function and provides no structural support to the cargo tank.

“**Authority**” means Public Utilities Regulatory Authority (PURA).

“**Authority Having Jurisdiction**” means the organisation, office or individual responsible for approving equipment, an installation, or a procedure.

“**Adulteration**” means when low valued products like Illuminating Kerosene is mixed with high value Petroleum products are adulterated with cheap solvents to earn huge profit.

“**Adulterated Petroleum**” means any mixture of refined petroleum products that alters product specifications detailed in the relevant Gambia Standards and or approved standards by the Authority.

“**Blend**” for petroleum, means to combine petroleum with:

- (a) Another kind of Petroleum product; or
- (b) Any other substance.

“Best Practice” means generally-accepted, informally- standardized techniques, methods, or processes that have proven themselves over time to accomplish given tasks. Often based upon common sense, these practices are commonly used where no specific formal methodology is in place or the existing methodology does not sufficiently address the issue. The idea is that with proper processes, checks, and testing, a desired outcome can be delivered more effectively with fewer problems and unforeseen complications.

“Bonding” means an electrical connection between an electrically conductive object and a component of a lightning protection system that is intended to significantly reduce potential difference created by lightning currents.

“Bulkhead” means a liquid-tight transverse closure at the ends of or between cargo tanks.

“Bulk means” 1500 litres or more, per transaction of petroleum products;

“Bulk facility” includes a storage depot, distribution terminal or refinery.

“Cargo Tank” means a bulking packaging which:

- (1) Is a tank intended primarily for the carriage of liquids or gases (including appurtenances, reinforcements, fittings, and closures).
- (2) Is permanently attached to or forms a part of a motor vehicle but which, by reason of its size, construction or attachment to a motor vehicle is loaded or unloaded without being removed from the motor vehicle; and
- (3) Is not fabricated under a specification for cylinders, portable tanks, tank cars, or multi-unit tank car tanks.

“Cargo tank wall” means those parts of the cargo tank which make up the primary lading retention structure including shell, bulkheads, and fittings which, when closed during transportation of lading, yields the minimum volume of the cargo tank assembly.

“Chair” means the Chair of the Committee.

“Certificate of Quality” is a procedure by which an accredited or authorized person or agency assesses and verifies and attests in writing by issuing a **certificate**; that the attributes, characteristics, **quality** of petroleum products are in accordance with established standards or requirements.

“Certificate of Quantity/Weight” This certificate refers exclusively to the state of petroleum products at the time of inspection which was carried out by an accredited or authorized person or agency. The document is issued commonly by customs authorities of the exporting country, certifying the correct gross weight of the goods being shipped.

“Certificate of Origin” A certificate of origin (often abbreviated to C/O or CoO) is a document used in international trade In a printed form or as an electronic document, it is completed by the exporter and certified by a recognized issuing body, attesting that the goods in a particular export shipment have been produced, manufactured or processed in a particular country

“Certified copy” means a photocopy of an original document that has been (a) seen” or “true Copy of original document”; and attested as a true copy of the original and is marked with the words “original (b) signed and stamped by a commissioner of oaths or Justices of the Peace.

“Coaxial system” means means a type of stage I system which consists of a tube within a tube. The fill tube, which is submerged in the PMS storage tank, delivers the product through the inner tube. The vapors from the storage tank are returned via the outside space surrounding the fill tube. The single coupling services both the product and vapor recovery hoses.

“Commissioner” means the Commissioner of Petroleum.

“Committee” means the Petroleum Consultative Committee.

“Competent authority or person” means the relevant authority or person in terms of the applicable law.

“Contact details” for a person, means:

- (a) The person’s business or residential address; and
- (b) The person’s postal address; and
- (c) The telephone number (if any) at which the person may be contacted personally; and
- (d) The telephone number (if any) to which a fax message for the person may be transmitted; and
- (e) The person’s e-mail address (if any).

“Declaration” means an affidavit, affirmation or solemn or attested declaration made before a Commissioner of Oaths or Justices of the Peace;

“Distributor” of petroleum products, means a person who supplies petroleum products between any 2 of an import terminal, a refinery, a blending facility or a retail outlet for petroleum products.

“Fuel Leak” is a gradual discharge or loss of fuel from a Fuel Storage Tank System, **tank vehicle** or vessel into the environment, other than through the usual function for which the Fuel Storage Tank System is designed.

“Hydrostatic Test” is a way in which pressure vessels such as pipelines, plumbing, gas cylinders, boilers and fuel tanks can be tested for strength and leaks.

“Levy” is an amount of money, such as a tax, charge or duty that a person or an entity has to pay to a government or organization.

“Liquid Classification” means the class petroleum products are based on; these are as follow:

- (1) Class 0: liquefied petroleum gases
- (2) Class I : liquids, which shall be subdivided as follows:
 - (a) Class IA: liquids that have a closed-cup flash point of below 23°C and boiling point of below 35°C.
 - (b) Class IB: liquids that have a closed-cup flash point of below 23°C and a boiling point of 35°C or above.
 - (c) Class IC : Liquids that have a closed-cup flash point of 23°C or above, but below 38 °C;
 - (d) Class II : Liquids that have a closed-cup flash point of 38°C or above, but below 60.5°C;
 - (e) Class IIIA: Liquids that have a closed-cup flash point of 60.5°C or above, but

below 93°C.
(f) Class IIIB: Liquids that have a closed-cup flash point of 93°C or above.

“Material Safety Data Sheet” means a document that contains information on the potential hazards (health, fire, reactivity and environmental) and how to work safely with the chemical product.

“Minister” and **“Ministry”** means respectively the Minister and the Ministry of Petroleum and Energy

“Oil Marketing Company” means a company that operates (company owned, company operated) three or more petroleum retail service stations; procures and sells petroleum products to bulk consumers and the general public through petroleum product retail stations and reselling outlets.

“Permit / License” means a legal instrument issued by the relevant authority granting rights to perform specific petroleum operations.

“Person” means an individual, trust, firm, and joint stock company, corporation, including a government corporation, partnership, limited liability company, or association. "Person" also includes any city, district and the Gambia.

“Psig” means pounds per square inch gauge, indicating that the pressure is relative to atmospheric pressure.

Petroleum additive means a substance that is generally sold or represented as suitable for adding to petroleum to affect the properties of the petroleum, including the effect of the additive on engine performance, engine emissions or fuel economy.

“Petroleum Retailer” means a business entity operating a single Petroleum Retail Service Station.

“Petroleum” means a substance occurring naturally in the earth and composed mainly of mixtures of chemical compounds of carbon and hydrogen, with or without other non- metallic elements such as sulfur, oxygen, and nitrogen. The compounds that compose it may be in the gaseous, liquid, or solid state, depending on their nature and on the existent conditions of temperature and pressure.

Petroleum Products” means the products as defined in the Act.

“PMS” means Premium Motor Spirit, also commonly referred to as Petrol or Gasoline.

“Pneumatic Test” is a strength test to verify that a system made be safely subjected to its maximum operating pressure by testing it beyond its designed pressure limit. The pneumatic strength test uses air or an inert gas medium such as nitrogen to pressurise the system to 110% of its designed pressure limit.

“Road Tank Wagon/Vehicle” is a composite unit consisting of a propelling motor and cab together with one or more tanks fixed to a chassis such that bulk transportation of petroleum can be done.

“Service Station” or **“Petroleum Products Service Station”** is an establishment beside a road (motorway) that supplies/sells fuel (petrol, gasoil, kerosene, etc.), oil for motor vehicles, and liquefied petroleum gas, with or without the facilities to carry out maintenance/repairs and servicing of motor vehicles and supplies mechanical or electrical equipment.

“Stage I” means the reference and description of the regulatory requirements with which owners of certain storage tanks at PMS dispensing facilities and owners of certain cargo trucks are required to comply. These requirements involve the installation of vapor recovery equipment to certain cargo trucks such that PMS vapors from such cargo trucks can be recovered from stationary storage tanks at such facilities during product delivery.

“Stage I system” means the PMS vapor recovery system used during the transfer of PMS between a stationary tank and a cargo truck. The term includes "coaxial system", and "dual-point system".

“The Gambia Standards Bureau” or “TGSB” means the national institution in charge of standards development as established by Law.

“Temporary bulk license” means a license issued to bulk buyers who do not operate a service station.

“Vehicle” includes a prime mover and trailer and a vessel or thing, other than a pipeline, used to transport petroleum products for supply.

“API” means American Petroleum Institute

“ASME” means American Society of Mechanical Engineers

“AST” means Aboveground Storage Tank

“CFR” means Code of Federal Regulations (U.S.A)

“GPS” means Global Positioning System

“GS” means Gambia Standard

“HERP” means High Emergency Response Plan

“HIN” means Hazard Identification Number

“IMDG Code” means (International Maritime Dangerous Goods Code)

“IMO” means International Maritime Organisation

“LPG” means Liquefied Petroleum Gas

“MSDS” means Material Safety Data Sheet

“MAWP” means Maximum Allowable Working Pressure

“MoPE” means Ministry of Petroleum and Energy

“MVC” means Motor Vehicle Crash

“NDMA” means National Disaster Management Agency; the coordinating authority

“NEA” means National Environment Agency

“NFPA” means National Fire Protection Association (U.S.A.)

“OBC” means On-Board Computer

“PMS” Premium Motor Spirit

“PPE” means Personal Protective Equipment

“RPM” means Revolutions per Minute

“RTS” means Road Transport Safety

“RTSMS” means Road Transport Safety Management System.

“SCFH” means Standard Cubic Feet per Hour

“TGSB” means The Gambia Standard Bureau

“PURA” means Public Utilities Regulatory Authority

“USDOT” means United States Department of Transportation

(2) A word or phrase not specifically defined in these Regulations but defined in the Act shall have the meaning assigned to it in the Act.

PART 2 ROAD TANK VEHICLE

5 Vehicle

5.1 Documentation

5.1.1 Registration

Vehicles satisfying the description as a road tanker wagon/vehicle shall be registered, prior to deployment into service in the petroleum industry, and approved by the Authority and any other regulating authority having jurisdiction.

5.1.2 Insurance

Insurance for the use of tank wagon/vehicle shall be obtained and kept aboard the compartment of the propelling unit.

5.1.3 Certification

A manufacturer's certificate should be provided for every tank used in the transport of petroleum. (No tank should be used in the transport of petroleum unless it is constructed and certified for the intended purpose).

5.1.4 Additional Documentation

Additional documentation that should be carried on board the vehicle should include:

- (a) Cargo Inventory
- (b) Material Safety Data Sheet
- (c) Cargo destination
- (d) A clear indication of the route (and alternative route) to be followed by the vehicle.

5.2 Chassis

- (a) The chassis and or its relationship with other parts of the tank wagon/vehicle shall not be modified or adjusted other than as designed.
- (b) Load bearing members of the chassis shall show no signs of corrosion, deformation, or any effects that are associated with excessive stress.
- (c) The chassis should be adequately designed to support and protect the tank inclusive of the environment.
- (d) All constructions shall be protected from corrosion or damage, which may possibly arise from its exposure to the cargo or environment.

5.3 Breaking

Road tank wagons vehicles shall be provided with means to prevent accidental motion.

5.4 Fifth Wheel Assembly

Road tank wagons vehicles fitted with the "5th wheel" mechanism shall only be used when the "5th wheel" assembly satisfies the minimum requirements of the authority having jurisdiction. It shall be lockable using a 'King Pin' device.

5.5 Cargo Tank

Tanks shall be designed in accordance with acceptable standards. The tank shall not be modified from its original design without approval from the authority having jurisdiction and or as approved by the Authority.

5.5.1 Material

Any material used in the construction of the tank should be in accordance with, and acceptable in nature by, authorities having jurisdiction or observed industry's international standards and best practices and/or as approved by the Authority.

5.5.2 Design

Tanks shall be designed in accordance with acceptable standards and shall be in its original design.

5.5.3 Structural Integrity

The structural integrity shall be maintained at all times. The maximum calculated stress value shall not be less than acceptable minimum international best practices and standards.

5.5.4 Loadings/Stresses

Cargo tanks shall be designed with adequate and sufficient structural elements to prevent resulting stress in excess of those permitted by design. Cargo tanks shall, therefore, be structurally designed to exceed and be protected against:

- (a) Dynamic loading under product load configuration
- (b) Internal Pressure
- (c) Superimposed loads.
- (d) Reaction of supporting lugs and saddles or other supports.

5.5.6 Joints

All joints shall satisfy or exceed the recognized/approved standards by the competent authority.

5.5.7 Supports and Anchoring

- (a) Cargo tanks with frames not made integral with the tank as by welding shall be provided with restraining devices to eliminate any motion between the tank and the frame.
- (b) Restraining devices shall be made accessible for maintenance, insulation and jacketing permitting.

5.6 Accident Damage Protection

- (a) The design of the tank wagon/vehicle shall provide the cargo tank with adequate and sufficient protection from accidental damage.
- (b) All outlets, valves, closures, piping and other devices in contact with lading shall have accident damage protection.
- (c) For piping extending past the accident damage protection, there shall be a stop-valve and a sacrificial device located outboard of the stop-valve and within the accident damage protection.

- (d) Lading discharge openings equipped with internal self-closing stop-valves shall either have a sacrificial device located outboard of valve or bottom damage protection.

5.6.1 Appurtenances

- (a) Appurtenances shall not project external to the road tank wagon/vehicle and shall benefit from being sited in protective relation to frame, chassis, overturn protection and other external fixture.
- (b) Appurtenances shall not be welded directly onto the shell unless an approved method such as use of a mounting pad is employed.
- (c) Metal fittings such as conduit clips, brake line chips etc. shall be constructed of material appreciably less strong but not more than 72% of the thickness of the tank shell or head. Such may be secured directly to the tank providing that there is no corrosion arising from its attachment or comprising of the tank structure.

5.6.2 Road Clearance

Sufficient and adequate clearance should be afforded the tank from the road and from height

5.6.3 Rear-end Protection

A road tank wagon/vehicle should have rear-end protection:

- (a) The device shall be able to protect the tank and the piping in the event of a rear-end collision and minimize the possibility of any part of the colliding vehicle striking the tank.
- (b) The bottom surface of the device shall be at least 10 cm (4") below the lowest component, containing lading whilst in transit and at most, 150 cm (60") from the ground when the tank is empty.
- (c) The rear-end protection, such as the bumper, shall be located at least 15cm (6") to the rear of any vehicle component or tank fitting etc.
- (d) The conditions applicable to rear-end protection shall consist of separate sections as follows:
 - (i) Any piping located at the rear of the vehicle shall be equipped with a sacrificial device outboard of a shut-off valve.
 - (ii) The separation between sections shall be limited to 60 cm (24") at most.

5.6.4 Overturn Protection

All closures for fittings, manholes, or inspection openings shall be protected from damage that may arise from accidents.

5.7 Piping

- (a) All piping used for the loading and/or unloading or supplying of petroleum road tank wagon/vehicle shall be:

- (i) Designed for the product, type, pressures and temperatures
 - (ii) Provided with fittings and seals
 - (iii) Protected from damage
 - (iv) Colour coded where applicable
 - (v) Fitted with adequate valves, plugs and bungs
 - (vi) Provided with safety type fittings such as shear and couplings/sections
- (b) Strength of piping, fittings, hose, coupling shall be such that any cargo being transferred is safely contained.
 - (c) Such items shall be resistive to the cargo, its temperature, environment and other impacting considerations that may compromise the safety of the handling of petroleum.
 - (d) Only approved piping, fitting, couplings etc. shall be used in the transfer of products.
 - (e) Where necessary, certification through retesting may be done to ensure compliance.

5.7.1 Provision for Expansion and Vibration

Suitable provisions shall be made to allow for and prevent damage due to expansion, jarring and vibration of all piping.

5.7.2 Heater Coils

Heater coils, when installed, shall be constructed such that the breaking-off of their external connections will not cause leakage of contents of tanks.

5.8 Hoses and Couplings

- (a) Hoses and couplings shall be maintained leak free.
- (b) Hoses and couplings shall only be used in the services for which they are designed.
- (c) Maintenance and inspection of hoses and couplings shall be carried out to prevent compromising the safety inherent in their design. Records of such tests should be kept.
- (d) Hose clamps, clips and other fixing means shall satisfy the manufacturer's design and be of type approved by the authority having jurisdiction.

5.9 Tank Outlets & Openings

- (a) Each opening shall be closed with a plug, cap or bolted flange.
- (b) Each loading/unloading outlet shall have at least one stop-valve.
- (c) Tanks in low-pressure service shall have either an internal self-closing stop-valve or a remotely operated external stop valve near to tank wall.

- (d) Tanks in high-pressure service shall have a manual stop valve prior to the hose connection in addition to an internal self-closing stop-valve on the discharge lines. (Older tanks with excess flow valves on the discharge lines may be permitted).
- (e) Each loading/unloading outlet shall have a self-closing system capable of both remote activation and thermal activation (at not more than 121° C) if the cargo is of a flammable or combustible nature.
- (f) Every outlet shall terminate with a stop-valve or other such leak-tight closure.

5.10 Valves

All valves used on road tank wagons/vehicles shall satisfy the approved standards associated with the intended application. Valves should be tagged or colour coded to differentiate service.

5.11 Gauging

- (a) Unless the cargo tank is to be filled by weight, there shall be a gauging device that indicates the maximum permitted liquid level. (Gauge glasses are not permitted).
- (b) Tanks in LPG service shall have one of the following gauging devices or any other device deemed acceptable by the Authority and the relevant authority having jurisdiction:
 - (i) Rotary tube
 - (ii) Adjustable slip tube
 - (iii) Fixed length dip tube
- (c) All tanks/containers shall carry accepted means of determining size of the cargo.
- (d) Such indicators/tools shall be calibrated, maintained, stored and protected from damage.

5.12 Calibration

- (a) Calibration of road tank wagons/vehicles shall be mandatory.
- (b) All road tank wagons vehicles shall be calibrated by the manufacturer or an approved authority.
- (c) All tanks shall be calibrated such that the minimum and maximum volumes are established and, where required, provided with a calibrated measurement tool and documented tank table.
- (d) Where invasive means of gauging/measurement are used, ports and openings shall be provided with means of isolation.
- (e) Certification of the calibrated tank tables shall be maintained as required by the authorities having jurisdiction.

5.13 Pressure Relief

- (a) The road tank wagon/vehicle shall have equipment to relieve pressure or vacuum

conditions (for non-vacuum loaded tanks). Where such vents are for a pressured vessel the venting via relief valves is required. All pressure relief valves/vents shall be designed to be in communication with the vapour/gas space of the tank.

- (b) Shut off valves shall not be provided as means of isolation of pressure relief valve/vents from the tank and its contents.
- (c) The vents/pressure relief valves shall be sited such that they are protected from impact and damage from exposure to the environment.
- (d) Pressure relief valves/vents shall be of adequate design to:
 - (i) Withstand the physical requirements of siting.
 - (ii) Offer sufficient capacity to relieve pressure thereby protecting tank and contents.
 - (iii) Resist exposure to the environment and/or any nature of the cargo.
- (e) A relief system where venting via pressure relief valves is required, shall have the following provisions:
 - (i) There shall be a primary relief system with at least one reclosing pressure relief valve. Tanks in LPG service shall use spring loaded safety relief valves.
 - (ii) Gravity actuated reclosing valves are not permitted.
 - (iii) The set pressure of the relief system shall be between 120% and 132% of the MAWP and should reclose before 108%.
 - (iv) Each pressure relief device shall be permanently marked with the following:
 - a) Manufacturer's name;
 - b) Model number;
 - c) Set pressure, in psig; and
 - d) Rated flow capacity, in SCFH at the rating pressure, in psig.
- (f) Normal venting - Tanks operating at or around atmospheric pressure and where the tank may experience vacuum and slight pressures above atmosphere shall be fitted with adequate vents. These tanks shall be fitted with the prescribed relief valves and such fittings shall prevent cargo spillage in case of overturn.

5.14 Vent Maintenance

All vents shall be maintained in satisfactory operable condition. Testing, labeling and certification of vents shall be done in accordance with approved practices, standards and legislation.

5.15 Vapour Recovery

Any tank wagon/vehicle receiving and dispensing PMS should be equipped with a certified Stage I vapour recovery system. The following conditions should also be followed:

- (a) Stage I systems should be able to recover at least 95% of all PMS vapours at the facility or be at least as efficient as the manufacturer's design efficiency, whichever is higher.
- (b) All hoses and equipment on the tank wagon shall be compatible with and properly connected to the equipment on the storage tank at the dispensing facility.
- (c) Stage II manifolds at a PMS dispensing facility, should not be utilized for the purpose of stage I vapour recovery unless the manifold meets the definition of stage I pursuant to this part.
- (d) Coaxial systems shall use a separate coaxial coupling with a stage I vapour recovery hose for each tank.
- (e) Dual-point systems shall use separate stage I vapour recovery connections at each tank. When dual-point connections are available on a stage I manifold, the same vapour recovery connection may be used to service all tanks on the manifold, provided there is a least one vapour recovery hose for each product hose.
- (f) Stage I adapters or couplers that attach to the storage tank shall be equipped with closures that seal upon disconnect.
- (g) During loading and unloading, cargo tanks shall have a back pressure that does not exceed 4.48 kPa (10.4 oz/in²) or 18 inches water column pressure or 1.47 kPa (3.4 oz/in²) or 5.9 inches water column vacuum. A road tank wagon/vehicle not meeting this criteria should undergo repairs and be retested within 15 days.

5.1.6 Vehicle standards should also comply with Depot requirements.

6 Maintenance, Periodic Inspection, Testing and Re-certification

6.1 General

All cargo tank appurtenances, associated piping, hoses, ancillaries and tank vehicles proper shall be periodically inspected and maintained in good condition while in service. Key to this process is the maintenance of or accurate records on commissioning and subsequent periodic inspections.

6.2 Garaging

Adequate and sufficient garaging space shall be afforded for the storage of all road tank wagons/vehicles.

6.3 Workshop

Adequate and sufficient workshop area shall be provided for the repair and maintenance of road tank wagon/vehicle units. The workshop and all fixtures contained therein shall be adequately designed for the purpose of repair of road tank wagon units transporting petroleum.

6.4 Repair of Road Tank Wagons/Vehicles

- 6.4.1** Adequate care shall be taken to prevent any ignition source that may arise whilst maintenance/repair is being carried out on a tank that may contain petroleum or its vapours.
- 6.4.2** The owner of a vehicle used to transport liquid or gaseous petroleum in bulk shall ensure that if the vehicle is to be brought into a building to carry out service or repair work on its cabin, chassis or engine the following requirements are observed before the vehicle is brought into the building:
- (a) Every transport tank and all piping and hoses on the vehicle shall be emptied of liquid contents.
 - (b) All primary shut-off valves shall be closed and all outlet or inlet connections should be capped.
 - (c) The person in charge of the workshop shall be told of the nature of any residue in the transport tanks and bulk containers and that valves and fittings are not to be tampered with.
 - (d) No repair work shall be performed on a transport tank or on any primary tank shut-off valve unless the tank and every compartment of it has been:
 - (i) Purged free of dangerous goods; and
 - (ii) Inspected and tested in a manner sufficient to ensure that the tank is free of dangerous goods.
 - (e) The above procedures shall be documented and distributed to all persons involved in the maintenance and repair of road tank vehicles

6.5 Inspection and Retesting

6.5.1 General

A cargo tank in operation shall be periodically inspected and retested according to the manufacturer's specification or HSE Regulations and other regulations approved by the Authority. Inspection shall be done by an independent authorized testing agency recognized by the authority having jurisdiction and or approved by the Authority.

6.5.2 Conditions Requiring Testing and Inspection

A cargo tank shall be tested and inspected in accordance with this section prior to further use if:

- (a) The cargo tank inspection or test is due according to guidelines specified herein.
- (b) The cargo tank shows evidence of bad dents, corroded or abraded areas, leakage, or any other condition that might render it unsafe for transportation service.
- (c) The cargo tank has been in an accident and has been damaged to an extent that may adversely affect its lading retention capability.
- (d) The cargo tank has been out of hazardous materials transportation service for a period of one year or more. Each cargo tank that has been out of hazardous materials transportation service for a period of one year or more shall be pressure tested.

- (e) The cargo tank has been modified from its original design specification.
- (f) The authorities having jurisdiction as to the use of such tanks are not satisfied with the degree of safety displayed in its use.
- (g) It is a used cargo tank imported into the country without records/documentations and deemed not satisfying safety regulatory requirements by the Authority.

6.6 Periodic Testing

Inspections and tests should be carried out with frequency specified in Table 1 below.

Table 1: Periodic Testing of Road Tank Wagon/Vehicle

Test or Inspection	Cargo Tank Specification/Configuration	Interval Period After First Test
External Visual Inspection	All cargo tanks designed to be loaded by vacuum with full opening rear heads	6 months
	All other cargo tanks	1 year
Internal Visual Inspection	All insulated cargo tanks except those in high pressure or cryogenic temperature service	1 year
	All other cargo tanks	5 years
Leakage Test	All cargo tanks	1 year
Pressure Test (Hydrostatic or pneumatic) (See Note 1)	All cargo tanks which are insulated with no manhole or insulated and lined	1 year
	All cargo tanks designed to be loaded by vacuum with full opening rear heads	2 years
	All other cargo tanks	5 years
<p>Note 1: <i>Pressure testing is not required for un-insulated lined cargo tanks, with a design pressure of MAWP 15 psig or less; which receive an external visual inspection and lining inspection at least once each year.</i></p>		

6.6.1 External Visual Inspection and Testing

- (a) Where insulation precludes external visual inspection, the cargo tank, other than tanks in high-pressure service, shall be given a visual internal inspection. The tank shall be hydrostatically or pneumatically tested where:
 - (i) Visual inspection is precluded by internal lining or coating, or
 - (ii) The cargo tank is not equipped with a manhole or inspection opening.
- (b) External visual inspection and testing shall include as a minimum the following:

- (i) The tank shell and heads shall be inspected for corroded or abraded areas, dents, distortions, defects in welds and any other conditions, including leakage that might render the tank unsafe for transportation service. Corroded or abraded areas of the cargo tank wall should be thickness tested.
 - (ii) The piping, valves, and gaskets shall be carefully inspected for corroded areas, defects in welds, and other conditions, including leakage, that might render the tank unsafe for transportation service.
 - (iii) All devices for fastening manhole covers shall be operative and there should be no evidence of leakage at manhole covers or gaskets.
 - (iv) All emergency devices and valves including self-closing stop valves, excess flow valves and remote closure devices shall be free from corrosion, distortion, erosion and any external damage that will prevent safe operation. Remote closure devices and self-closing stop valves should be functioned to demonstrate proper operation.
 - (v) Missing bolts, nuts and fusible links or elements should be replaced, and loose bolts and nuts shall be tightened.
 - (vi) All markings on the cargo tank required of this guideline shall be legible.
 - (vii) All major appurtenances and structural attachments on the cargo tank including, but not limited to, suspension system attachments, connecting structures, and those elements of the upper coupler (fifth wheel) assembly that can be inspected without dismantling the upper coupler (fifth wheel) assembly shall be inspected for any corrosion or damage which might prevent safe operation.
 - (viii) The gaskets on any full opening rear head shall be visually inspected for cracks or splits caused by weather or wear.
- (c) The results of the external visual examination shall be recorded. A written report of each inspection shall be retained in the files of the owner or operator until the next test or inspection of the same type is successfully completed.

6.6.2 Internal Visual Inspection

- (a) When the cargo tank is not equipped with a manhole or inspection opening, or the cargo tank design precludes an internal inspection, the tank should be hydrostatically or pneumatically tested.
- (b) The internal visual inspection shall include as a minimum the following:
 - (i) The tank shell and heads shall be inspected for corroded and abraded areas, dents, distortions, defects in welds, and any other condition that might render the tank unsafe for transportation service.
 - (ii) Tank liners shall be inspected.
 - (iii) Corroded or abraded areas of the cargo tank wall shall be thickness tested.

- (iv) The results of the internal visual inspection shall be recorded.

6.6.3 Lining Inspection

The integrity of the lining on all lined cargo tanks, when lining is required, shall be verified at least once each year. Lining Inspection shall be conducted in accordance with industry international best practice and or as approved by the Authority.

6.6.4 Pressure Test

- (b) Cargo tanks operating at 3 psig or less shall be tested at 3 psig (20.7kPa) or design pressure, whichever is greater.
- (c) Note: Pressure testing is not required for uninsulated lined cargo tanks, with a design pressure of MAWP of 15 psig or less, which receive an external visual inspection and a lining inspection at least once each year.
- (d) Cargo tanks, which operate at high pressures and are used for the transportation of liquefied petroleum gas, shall be internally inspected by the wet fluorescent particle method immediately prior to and in conjunction with the performance of the pressure test.

6.6.5 Leakage Test

The leakage test, as approved by the Authority, shall include product piping with all valves and accessories in place and operative, except that any venting devices set to discharge at less than the leakage test pressure should be removed or rendered inoperative during the test.

6.6.6 Thickness Test

- (a) Thickness testing, as approved by the Authority, shall be performed in the following areas of the cargo tank wall, as a minimum:
 - (i) Areas of the tank shell and heads and shell and head area around any piping that retains lading;
 - (ii) Areas of high shell stress such as the bottom center of the tank;
 - (iii) Areas near openings;
 - (iv) Areas around weld joints;
 - (v) Areas around shell reinforcements;
 - (vi) Areas around appurtenance attachments;
 - (vii) Areas near upper coupler (fifth wheel) assembly attachments;
 - (viii) Known thin areas in the tank shell and nominal liquid level lines;
 - (ix) Areas near suspension system attachments and connecting structures;
 - (x) Connecting structures joining multiple cargo tanks of carbon steel in a self-supporting cargo tank motor vehicle.
- (b) The in-service minimum thickness of any area shall be no less than 90 percent of the specified manufactured thickness.

6.6.7 Test or Inspection Reporting

- (a) Each cargo tank, which is tested or re-inspected as specified, shall have a written report, in English, prepared in accordance with this paragraph. The test or inspection report shall include the following:

- (i) Type of test or inspection performed and a listing of all items either tested or inspected (a checklist is acceptable);
 - (ii) Owner's and manufacturer's serial numbers;
 - (iii) Test Date (Month and year);
 - (iv) Location of defects found and method used to repair each defect;
 - (v) Name and address of person performing the test;
 - (vi) Disposition statement, such as "Cargo tank returned to service" or "Cargo tank withdrawn from service"; and
 - (vii) Dated signature of inspector and owner.
- (b) The owner and the motor carrier, if not the owner, shall each retain a copy of the test and inspection reports until the next test or inspection of the same type is successfully completed.
- (c) Additional test or inspection report requirements for LPG cargo tanks:
- (i) A statement indicating the methods employed to make repairs, the agent making the repairs, and the date they were completed. Also, a statement of whether or not the tank was stress relieved after repairs and, if so, whether full or local stress relieving was performed;
 - (ii) A statement of the nature and severity of any defects found. In particular, information should be furnished to indicate the location of defects detected, such as in weld, heat-affected zone, the liquid phase, the vapor phase, or the head-to-shell seam. If no defect or damage was discovered, that fact should be reported.
 - (iii) A copy of the report should be retained by the carrier at its principal place of business during the period the cargo tank is in the carrier's service and for one year thereafter.

7 Markings and Placards

A road tank wagon/vehicle used for the transportation of any flammable or combustible liquids, regardless of quantity, or whether loaded or empty, should be conspicuously and legibly marked in accordance with the following, unless other authorities having jurisdiction and or markings as approved by the Authority, take precedence.

7.1 Markings

- (a) The cargo tanks of all road tank wagons shall carry markings, displaying the following, unless otherwise determined by the competent authority:
- (i) Vehicle manufacturer:
 - (ii) Manufacturer's serial no.:
 - (iii) Date of Manufacture:
 - (iv) Original test date:
 - (v) Certificate date:
 - (vi) Design Pressure:
 - (vii) Test Pressure:
 - (viii) Head material:
 - (ix) Shell material:
 - (x) Weld material:

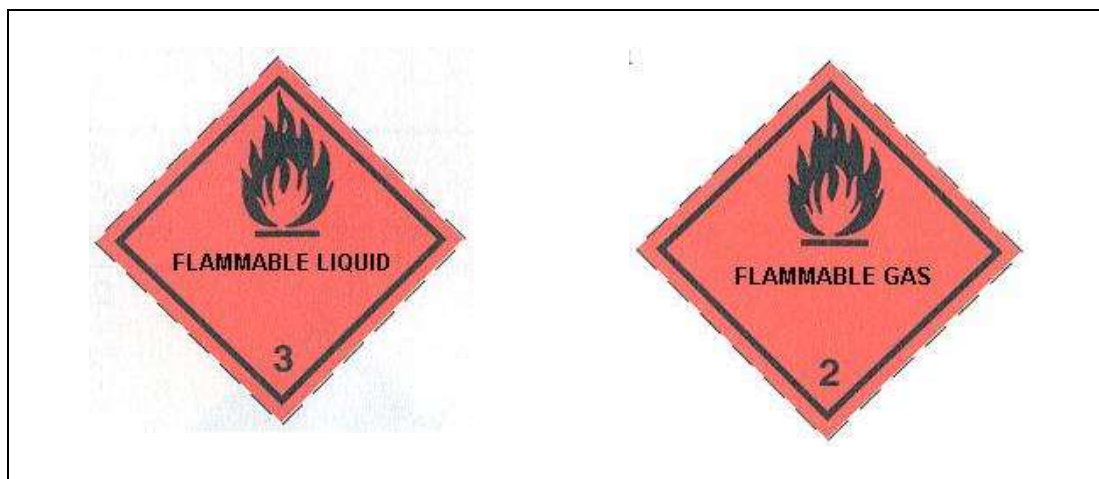
- (xi) Lining material:
- (xii) Nominal tank capacity:
- (xiii) Maximum product load:
- (xiv) Loading limits:
- (xv) Unloading limits:

- (b) These markings shall not be modified, obstructed, made inaccessible or unreadable by paints or any fixtures.
- (c) The installation of any plate with these markings onto the tank body shall not compromise the safety of the tank.
- (d) Means of attachment or display by such markings should not compromise the integrity of the tank.

7.2 Placards

Placards/ warning signs/ internationally accepted signage, shall measure at least 273mm (10.8 inches) on both sides and have a 12.7mm (0.5 inches) solid line inner border and be conspicuously sited. The text indicating the hazard and the hazard class shall be at least 41mm (1.6 inches) in height for both. Descriptions of the appropriate placards will be in accordance with the relevant regulations and or industry international best practice and or as approved by the Authority.

Placards for flammable gas and liquid are shown below:



8 Engines, Pumps and Compressors

8.1 Engines

- (a) Internal combustion engines installed or carried on a road tank wagon/vehicle transporting Class I liquids for the purpose of providing power for the operation of pumps or other devices should be made safe.

- (b) A spark ignition engine shall not be used for powering a pump for flammable and/or combustible products.
- (c) The engine air intake should be equipped with an effective flame arrester or an air cleaner having effective flame arrester characteristics. Such fitting should be designed so that any backfire is contained within.
- (d) Exhaust system of internal combustion engines should be fitted with means of spark suppression. *The routing of the exhaust should not compromise the safety of the cargo or persons.*
- (e) The fuel supply for auxiliary equipment should be constructed such that no impediment to access to cargo operations, safety, or fire hazard is introduced. Suitable shielding against physical impact or heat should be provided.

8.2 Pumps and Compressors

- (a) All positive displacement pumps/ compressors shall be provided with a pressure relief system capable of preventing over-pressuring of the system.
- (b) All rotating and reciprocating parts of pumps and other appurtenances shall be adequately guarded.
- (c) When a pump is used to deliver products, automatic means shall be provided to prevent pressure in excess of the design working pressures of the accessories, piping and hose.
- (d) An electric motor shall not be used to power a pump unless the motor and all electrical fittings and equipment are suitable for that use.

9 Driver Selection and Training

9.1 Driver Selection

- (a) Personnel selected as drivers for transport of hazardous and flammable material should possess a valid driving licence in a relevant classification from the local licence authority.
- (b) It is recommended that prospective drivers also possess the following:
 - (i) Certificate of health from a recognized physician or general hospital. (This should include a drug test)
 - (ii) Experience in driving the relevant class of vehicle.
 - (iii) Defensive Driving Certification

9.2 Training

Recommended components of a training program are as follows:

- (a) Theoretical and practical training relevant to:
 - (i) the type of vehicle, and
 - (ii) class of hazardous petroleum product to be assigned to the driver concerned.

- (b) Detailed theoretical and practical training on emergency response action to be taken in the event of an incident.
- (c) Procedure to be followed by the driver on reaching his/her destination.
- (d) Drivers/operators should be trained in the proper method of operating road tank wagons/vehicles and in the procedures for loading and unloading road tank wagons/vehicles

10 Safety and Contingency Planning

10.1 Road Tank wagons/vehicles entities shall maintain a safety and contingency planning policy whose main features shall contain the following (minimum) requirements:

- (a) Emergency response Plan.
- (b) Systematic response plan in the event of spillage or accidental damage to tank.
- (c) Driver and/ or attendant training in emergency operating response procedures.
- (d) Functional communication devices (e.g. radio, cell phone) on the vehicle.
- (e) Designation and mobile number of an Emergency Control Coordinator and deputy; and number of owner of the tanker, to manage any accidents that may occur during operation of the transport vehicle.

10.2 Road tank wagons/vehicles at any petroleum product facility shall adhere to the safety and contingency measures of that facility.

11 Operation of Road Tank Wagon/Vehicle

11.1 General

- (a) Road tank vehicle should not be operated unless they are in acceptable state of repair.
- (b) All covers except those being used for pressure control should be kept closed in transit.
- (c) Cargo tanks, lines and hoses should be compatible with intended cargo.
- (d) Class II or Class III liquids should not be loaded into adjacent compartments to Class I liquids unless double bulkheads are provided, nor should chemically non-compatible chemicals be loaded into adjacent compartments unless separated by double bulkheads.
- (e) No road tank wagon/vehicle shall be:
 - (i) Operated with cargo at a temperature in excess of the maximum allowable cargo temperature specified on the warning sign required.
 - (ii) Loaded or transported at a temperature above its ignition temperature.

11.2 Loading and Unloading

- (a) The unloading of tank trucks shall be done in strict compliance with the regulations.
- (b) Loading and unloading of road tank wagons/vehicles shall only be done at the approved locations.
- (c) Unloading must be closely monitored, particularly if there is no automatic cut off in the unloading line. For example, if gas flow is allowed to continue after unloading, the gas flowing into the storage tank could rapidly increase internal pressure. This could cause serious structural damage to the storage vessel.
- (d) All suppliers must meet the minimum requirements and regulations for road tank wagon/vehicle loading/unloading established by the TGSB and the Authority. Procedures shall be established so that the vendor(s) understand(s) the site layout, know(s) the protocol for entering the Site and unloading product, and has the necessary equipment to respond to a discharge from the vehicle or fuel delivery hose.
- (e) The manager or his/her designee supervises oil deliveries for all new suppliers, and periodically observes deliveries for existing, approved suppliers. Vehicle/equipment filling operations are performed by operating personnel trained in proper discharge prevention procedures.
- (f) The driver of a tank truck shall use the parking, emergency or service brake to ensure that the truck does not move during the unloading of liquefied petroleum gas. At least 2 chock blocks must be set when unloading a tank truck parked on a slope.
- (g) The driver or equipment operating personnel, equipped with the appropriate class of fire extinguisher, shall remain with the vehicle/equipment at all times while fuel is being transferred.

11.3 Separation of Trailer from Prime Mover

If the composite units of an articulated road tank wagon are separated, the cargo tank shall be so restrained and so supported on a surface of sufficient bearing capacity as to avoid the risk of moving or falling.

11.4 Precautions against Ignition by Static Charges

Electrical bonding is essential when handling petroleum products that can form ignitable mixtures.

Some exceptions where bonding is not required are:

- (a) When filling underground tanks
- (b) When loading and unloading through tight connections
- (c) When loading or unloading asphalt, crude oil, or a product containing substantial proportions of crude residuum or other liquids with low resistivity.

11.5 Extinguishers

- (a) Each road tank wagon shall be provided with at least one fire extinguisher having a rating of at least 20-BC. When more than one fire extinguisher is provided, each extinguisher shall have at least 10-B rating.
- (b) Fire extinguishers shall be kept in good operating conditions satisfying the authority having

jurisdiction.

- (c) Fire extinguishers shall be accessible and be protected from the environment and impact.

PART 3 PETROLEUM ROAD TRANSPORT LICENCING

12 Prohibition against Conducting Petroleum Road Transportation Business without License

- (1) A person or a company shall not carry out the business of petroleum road transportation unless the person or company is licensed in accordance with these Regulations.
- (2) The Authority or its agents shall direct a person who or a company which is engaged in the business of petroleum road transportation without a license to cease such a business until such time as the person or the company obtains the required license.

13 Application for License

- (1) A person who intends to carry out the business of petroleum road transportation shall make an application to the Authority for a license or renewal of license.
- (2) An applicant shall, in making an application under paragraph (1), submit to the Authority, the documentation and information specified in Part 2 section 5.1 to 5.1.4 of this regulation

14 Evaluation and Determination of Application

- (1) In evaluating an application for a petroleum road transportation business license under section 13, the Authority shall take into account the criteria specified in Part 2 section 9.
- (2) The Authority may require the applicant to submit to it, such additional information as it considers necessary to enable it determine the application for the issuance of a license.

15 Form of the License

- (1) The Minister shall, upon approving an application under section 14, issue to the applicant a license as detailed in the appropriate form issued by the Authority.
- (2) The Minister shall specify the conditions for the issuance of the license in the license issued under section paragraph (1).

16 Inquiries by Potential Licensees

- (1) A person who intends to make an application for a Petroleum Road Transportation business license may request from the Authority, such information as he may require for purposes of making the application.
- (2) The Authority may, upon receipt of a request under paragraph (1), submit to the applicant such

information as is in the possession of the Authority as the applicant requires.

- (3) Any discussions with, notifications or requests for information from the Authority or its agents shall not confer any right to any person to the grant of a license.

17 Obligation of Road Transportation Business Licensees

- (1) In carrying out the business of petroleum road transportation, a licensee shall:
 - (a) transport only petroleum products that which meet the Standard approved by the Authority;
 - (b) ensure that the business complies with the requirements of the Act and all the other applicable laws;
 - (c) transport petroleum only for persons who hold a valid petroleum business license issued under the Act;
 - (d) only use transport import route designated or prescribed;
 - (e) load petroleum only from petroleum storage facilities that are licensed under the Act;
 - (f) discharge petroleum only to a licensed facility, to an end user for own consumption or, in the case of petroleum intended for export, at the destination outside the Gambia;
 - (g) ensure that all vehicles used in the transportation of petroleum have valid petroleum road tanker permits issued by the regulating authority;
 - (h) ensure that the vehicles used in the transportation of petroleum are driven only by persons in possession of valid certificates issued under the Act;
 - (i) ensure that there is an emergency preparedness and response plan that meets the criteria set by the Authority;
 - (j) implement regular pre-loading vehicle inspection in accordance with a checklist, approved by the Authority;
 - (k) Ensure that petroleum tankers are only driven during the times authorized by law where specified.
 - (l) ensure petroleum road tankers are only parked in designated parking areas where they exist or at least one hundred meters from any building where designated parking does not exist;
 - (m) ensure that the provisions of these Regulations and the conditions of the license and vehicle permits are known to, and by all persons employed in or about the licensed premises or the petroleum road tankers; and
 - (n) Ensure that unauthorized persons do not have access to the petroleum road tankers.
- (2) The handling and Transportation of LPG:
 - (a) Shall be carried out in compliance with the standards established by the TGSB.

- (b) No person shall transport LPG cylinder in a vehicle unless the space intended to hold the cylinders is vented to the outside.
- (c) No person shall transport LPG in a tank truck unless the tank truck has 2 wheel chocks on board.
- (d) The driver of a tank truck shall use the parking, emergency or service brake to ensure that the truck does not move during the unloading of liquefied petroleum gas. At least 2 chock blocks shall be set when unloading a tank truck parked on a slope.
- (e) One or two dry chemical fire extinguishers with an effective total rating of at least 40 BC shall be installed near each tank of a tank truck used to transport liquefied petroleum gases.
- (f) A tank truck used to transport liquefied petroleum gases or any other motorized road vehicle or combination of road vehicles transporting liquefied petroleum gases in a means of containment with a capacity of more than 450 litres shall be equipped with a fire extinguisher of at least 5 BC installed in the cab or affixed outside the cab.

18 Power of Inspection

- (1) The Authority may inspect any vehicle, premises, or facility reasonably suspected of being used for the business of transportation of petroleum products for the purpose of ascertaining whether the provisions of the Act and these Regulations relating to such transportation of petroleum products have been complied with.
- (2) Where the Authority determines that the vehicle, premises or facility do not meet the requirements of the Act or these Regulations, the Authority may issue, in writing, such directions as it considers appropriate to the owner, occupier, driver or person in charge of such vehicle, premises, or facility to ensure compliance.
- (3) Where a directive issued under paragraph (2) requires a petroleum transportation business licensee to execute any repairs to the licensed vehicle which, in the opinion of the Authority, may be necessary, the licensee shall execute the repairs within such period as may be specified by the notice.

19 Reporting of Accidents or Incidents

- (1) A petroleum road transportation business licensee shall send:
 - (a) An initial report in writing to the Authority within twenty four hours; and Power of inspection.
 - (b) A detailed report within fourteen days, of any accident involving the transportation of petroleum which causes loss of life, personal injury, explosion, oil spill, fire or any other incident or accident causing significant harm or damage to the environment or property.

Part 4 PERMITS FOR AND CERTIFICATION OF PETROLEUM TANKER DRIVERS

20 Application for Permit

- (1) A person who intends to use a petroleum road tanker shall apply to the relevant regulating authority for a permit or renewal of a permit accordingly.

21 Prohibition against Driving of a Petroleum Road Tanker without a Valid Certificate

- (1) A person shall not use or cause to use a petroleum road tanker that is prohibited against use for transportation of petroleum by road within Gambia.
- (2) Where a person appointed by the Authority or any other competent law enforcement authority, determines that a person using a petroleum road tanker has not obtained a permit/license the person shall direct that person to:
 - (a) cease using the petroleum tanker; and
 - (b) Apply for the requisite permit.

22 Application for Certificate

- (1) A person who intends to drive a petroleum road tanker shall make an application to the Authority for a certificate or renewal as detailed in the relevant form issued by the Authority.
- (2) An applicant shall submit to the Authority the application together with the documentation and information specified in Part II, sections 5.1 to 5.1.4 of these Regulations.

23 Form of Certificate

- (1) The form to be issued to the applicant for a petroleum road tanker shall be as detailed in the approved form issued by the Authority.
- (2) The Authority may, in issuing a certificate under paragraph (1), impose such conditions as it considers necessary which shall be set out in the certificate.

24 Possession of Certificate

- (1) A driver of a petroleum road tanker shall at all times when driving or in any way, controlling a petroleum road tanker have in his/her possession, his/her certificate, or a certified copy thereof.
- (2) Any certificate issued in terms of these Regulations:
 - (a) remains the property of the Authority;
 - (b) may be modified, suspended, revoked or amended at any time subject to compliance with the Act;
 - (c) may not be tampered with or defaced in any manner; and

(d) Is not transferable without the written consent of the Authority or its agents.

25 Obligations of Certificate Holder

(1) A petroleum road tanker driver shall:

- (a) not drive or allow another person to drive a petroleum tanker in his custody unless such driver has a valid petroleum road tanker permit issued by the Authority;
- (b) not tamper with the quality of the petroleum in his custody;
- (c) not divert the petroleum destined for export into the local market;
- (d) ensure that he operates the petroleum road tanker in accordance with the requirements of the Act, and other applicable laws;
- (e) transport petroleum only for petroleum business licensees in possession of valid licenses issued by the Authority under the Act or petroleum imported through an import route designated or prescribed;
- (f) load petroleum only from petroleum storage facilities in possession of a valid license issued by the Authority under the Act or any other authority or jurisdiction approved by the Authority;
- (g) discharge petroleum only to a facility in respect of which a license has been issued under the Act, to an end user for own consumption or, in the case of petroleum intended for export, at a destination outside Gambia;
- (h) comply with the emergency preparedness and response plan that has been put in place by the petroleum transport business licensee;
- (i) implement regular pre-loading vehicle inspection in accordance with a checklist approved by the Authority or its agents; and
- (j) Comply with arrangements for the safe parking of petroleum road tankers in accordance with the emergency preparedness and response plan.
- (k) Park petroleum road tanker in designated parking areas where they exist or one hundred meters from any building where designated parking does not exist.
- (l) Park petroleum road tanker one hundred metres from any building when tanker is loaded or empty.
- (m) Always adhere to the written instructions of the Authority.

26 Offences

- (1) The Authority may, notwithstanding any penalties that may be imposed under the Act, recommend to the Minister to suspend or revoke the license, permit or certificate issued to a person under the Act who contravenes any provision of these Regulations.

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Hon. Fafa Sanyang
Minister of Petroleum and Energy

Dated the..... day of.....20.....