



**CODE OF PRACTICE 16**

**THE MOVEMENT OF STATIC GAS  
STORAGE TANKS BY ROAD**

**REVISION 5: 2019**

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**British Compressed Gases Association**

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## **THE MOVEMENT OF STATIC GAS STORAGE TANKS BY ROAD**

**REVISION 5: 2019**

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### **BRITISH COMPRESSED GASES ASSOCIATION**

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## PREFACE

The British Compressed Gases Association (BCGA) was established in 1971, formed out of the British Acetylene Association, which existed since 1901. BCGA members include gas producers, suppliers of gas handling equipment and users operating in the compressed gas field.

The main objectives of the Association are to further technology, to enhance safe practice, and to prioritise environmental protection in the supply and use of industrial gases, and we produce a host of publications to this end. BCGA also provides advice and makes representations on behalf of its Members to regulatory bodies, including the UK Government.

Policy is determined by a Council elected from Member Companies, with detailed technical studies being undertaken by a Technical Committee and its specialist Sub-Committees appointed for this purpose.

BCGA makes strenuous efforts to ensure the accuracy and current relevance of its publications, which are intended for use by technically competent persons. However this does not remove the need for technical and managerial judgement in practical situations. Nor do they confer any immunity or exemption from relevant legal requirements, including by-laws.

For the assistance of users, references are given, either in the text or Appendices, to publications such as British, European and International Standards and Codes of Practice, and current legislation that may be applicable but no representation or warranty can be given that these references are complete or current.

BCGA publications are reviewed, and revised if necessary, at five-yearly intervals, or sooner where the need is recognised. Readers are advised to check the Association's website to ensure that the copy in their possession is the current version.

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\* Throughout this publication the numbers in [ ] brackets refer to references in Section 8. Documents referenced are the edition current at the time of publication, unless otherwise stated.

## TERMINOLOGY AND DEFINITIONS

Crane operator	The company responsible for the crane used in the lifting operation.
Cryogenic liquid	For the purposes of this document this includes refrigerated liquefied gases, for example, nitrogen, oxygen, argon, helium, hydrogen, liquefied natural gas (LNG), nitrous oxide and carbon dioxide.
May	Indicates an option available to the user of this Code of Practice.
Shall	Indicates a mandatory requirement for compliance with this Code of Practice and may also indicate a mandatory requirement within UK law.
Should	Indicates a preferred requirement but is not mandatory for compliance with this Code of Practice.
Static storage tank	A tank, together with its associated pipework and fittings, designed to store cryogenic liquid only as a static installation. Such tanks (unless dual-coded as static and transportable) are not designed to be transported when containing a cryogenic liquid.

# CODE OF PRACTICE 16

## THE MOVEMENT OF STATIC GAS STORAGE TANKS BY ROAD

### 1. INTRODUCTION

This Code describes requirements for the transportation on public highways of gas storage tanks designed for use in static locations for the storage of cryogenic liquids. This includes nitrogen, oxygen, argon, helium, hydrogen, liquefied natural gas (LNG), nitrous oxide and carbon dioxide.

The practices and principles incorporated into this document can also be applied when transporting a range of other gas equipment that is also designed for use in a static location, for example, other tanks, buffer vessels, receivers, absorber vessels, etc.

It details the process for preparing the gas storage tank for carriage, the loading onto a vehicle and the responsibilities of key personnel.

This code of practice is intended for use in conjunction with current guidance and information produced by the Health and Safety Executive (HSE), the Department for Transport (DfT), other related bodies and trade associations.

### 2. SCOPE

The carriage on the public highway of gas storage tanks designed for use in static locations for the storage of cryogenic liquids.

This code applies to gas storage tanks which are designed or approved to appropriate regulations for static use. It covers the occasions when the gas storage tank may require to be transported on the public highway, for example, when being moved to the location where it will be installed. The gas storage tank may only contain air under ambient conditions or in some cases, may be in an uncleaned empty condition and / or contain only a low pressure holding charge.

The practices and principles incorporated into this document can also be applied when transporting a range of other gas equipment that is also designed for use in a static location, for example, other tanks, buffer vessels, receivers, absorber vessels etc.

For tanks containing liquefied petroleum gas (LPG) further information is available in UKLPG CP 26 [13], *Uplifting of bulk LPG vessels from site and their carriage to and from site by road*.

This code is not applicable for the routine carriage of dangerous goods, for which compliance with the provisions of the *Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations* [6] is necessary.

### 3. LEGISLATION

The movement of tanks designed for static use by road is controlled by the general requirements of the *Health and Safety at Work Act* [1] and its subsidiary regulations which require risk assessment, risk control measures, and the provision of suitable information, instruction and training, such that a safe system of work is operated.

The removal and / or installation of a static gas storage tank will require compliance with the *Construction (Design and Management) Regulations* [5] which govern the way construction projects of all types and sizes are planned. For further information refer to HSE L153 [9], *Managing health and safety in construction. Construction (Design and Management) Regulations 2015. Guidance on Regulations.*

The carriage of a load on a vehicle will require compliance with the *Road Traffic Act* [2].

The *Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations* [6] implement the *European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)* [7], which provides a framework for dangerous goods to be carried nationally and internationally in road vehicles subject to compliance with various requirements, including the standards for the packaging and labelling of the dangerous goods, and appropriate construction and operating standards for the vehicles and crew. Gases (including cryogenic liquids) are classified as Class 2 dangerous goods. The carriage of a static gas storage tank is exempt from the provisions of ADR [7] where, either it has not contained any dangerous goods, or, the tank is empty and uncleaned, i.e. it contains residual gas.

ADR [7], Section 1.1.3.1 states:-

*“The provisions laid down in ADR do not apply to:*

*(f) The carriage of uncleaned empty static storage vessels which have contained gases of Class 2, groups A, O or F, ... subject to the following conditions:*

- All openings with the exception of pressure relief devices (when fitted) are hermetically closed;*
- Measures have been taken to prevent any leakage of contents in normal conditions of carriage; and*
- The load is fixed in cradles or crates or other handling devices or to the vehicle or container in such a way that they will not become loose or shift during normal conditions of carriage.”*

The expression “*uncleaned, empty*” is not defined in ADR [7] but its meaning could be inferred for the gases in the scope of this Code of Practice. ADR [7], Section 1.1.3.5, states that:

*“Empty uncleaned packagings ... which have contained substances of Classes 2 ... are not subject to the conditions of ADR if adequate measures have been taken to nullify any hazard.”*

Further, ADR [7], Section 1.1.3.2 states:-

“The provisions laid down in ADR do not apply to the carriage of:

(c) *Gases of Groups A and O (according to 2.2.2.1), if the pressure of the gas in the receptacle or tank at a temperature of 20 °C does not exceed 200 kPa (2 bar) and if the gas is not a liquefied or a refrigerated liquefied gas. This includes every kind of receptacle or tank, e.g. also parts of machinery and apparatus.”*

To ensure compliance with ADR [7], and specifically the exemptions within Section 1.1.3, static gas storage tanks shall only be transported empty of liquid product and with an internal pressure that does not exceed 2 bar.

#### **4. PREPARATION FOR CONVEYANCE**

The tank owner is responsible for:

- Ensuring that the tank is in a safe condition to be lifted and free of liquid in-line with this Code.
- Informing the competent person and the lifting team of the lifting details of the tank, including its weight, dimensions and any constraints.
- Liaison with the site owner to provide information on any additional hazards, controls or potential obstructions on the site.
- Determining who shall fulfil the role of client under the *Construction (Design and Management) Regulations* [5], refer to Section 4.3.
- Supplying information to the haulage contractor, describing the hazards relevant to the tank, its ancillary items and the gas.

##### **4.1 Permission**

Permission shall be obtained from the owner of the tank before any moving, lifting and / or transport operation is considered. The tank owner shall be made aware of his obligations under this code of practice. The tank owner may place conditions on any subsequent operations. The tank owner shall determine requirements for the training and competence of all persons involved.

##### **4.2 Competent person**

A competent person shall be appointed, by the tank owner, to manage and control the lifting operation. For the purpose of this document the competent person is the person responsible for the lifting operations under the *Lifting Operations and Lifting Equipment Regulations* [3].

NOTE: This is not to be confused with other formal duty-holder appointments for example, such as those under the *Construction (Design and Management) Regulations* [5], the *Pressure Systems Safety Regulations* [4], etc.

### **4.3 Preparation of the site**

The overall project (for example, tank preparation for removal, ancillaries dismantling, lifting and loading) may be classed as construction work in accordance with the *Construction (Design and Management) Regulations* [5] and if so, shall be managed as such.

Before any lifting operation is planned the site shall be carefully surveyed for hazards by the competent person (refer to Section 5). Particular attention shall be paid to overhead power cables, accesses, ground conditions, nearby equipment and features, and underground services. These should be verified in conjunction with the site owner and / or user.

Ensure that all vehicles have suitable access to and from the site. In particular, ensure the route for the loaded vehicle to drive away, is over suitable ground capable of taking any changes in weight, width and height.

For the loading operation vehicles, including the crane(s) and the vehicle carrying the tank, shall be positioned on firm level ground, suitable for the overall loaded weight.

### **4.4 Preparation of the tank**

The tank owner is responsible for the preparation of a tank.

Ensure a clear agreement is reached on who will be responsible (and when) for final pre-lift preparation, for example, extraction of holding-down bolts, removal of lightning protection equipment, removal and capping of pressure-raising circuits (if such removal is required), protection of valves and gauges, etc.

Determine a suitable method to empty and prepare the tank in line with the guidance below and in accordance with a suitable and sufficient risk assessment.

- (1) Remove the tank contents and safely vent residual pressure if required, for example, to atmosphere via an ambient vaporiser or other safe means.

All liquid shall be removed, for example, by transferring the contents into a tank, a tanker, etc.

NOTE: Consider quality requirements when transferring product if this is a concern. To avoid onward contamination, a quality check against the specification for the product and a check of the history of the tank may be beneficial.

Depressurisation should be done in such a way as to avoid excessive cooling and for carbon steel vessels, low temperature embrittlement.

Certain products, such as liquid carbon dioxide, require particular care when removing to avoid the formation of dry ice.

Where there is the potential for product to remain in the tank, for example, dry ice, ensure sufficient time is allowed for the product to evaporate. Remaining

product or ice formation may alter the balance, weight and the centre of gravity of the tank.

- (2) Check all liquid product has been removed by opening each valve to confirm only gas is vented. Reduce the pressure in the tank so that it does not exceed 2 bar. Do not allow pressure to fall below the minimum pressure required to maintain purity of contents, if, in specific cases, this is a requirement.
- (3) Close all valves on the tank and on the installation.
- (4) Safely vent all connecting lines to atmospheric pressure.
- (5) Where necessary 'tag' all installation valves and break all connecting lines back to the tank valves. Disconnect and remove all valves and pipework that could come into contact with the tank during the lifting operation, or which might obstruct the lift. Ensure that all tank liquid and pneumatic outlets are hermetically closed, with the exception of pressure relief devices.
- (6) There may be instances where valves and equipment will be removed from a tank. All orifices should be blanked to prevent contamination and due consideration should be given for the requirement to provide pressure relief during onward lifting and transport.
- (7) Complete the tank inspection procedure ensuring that all tank fittings are in a safe condition for onward processes and are leak tight. Consider capping terminations (with the exception of pressure relief devices).
- (8) Marking and labelling referring to the original contents shall be covered or removed during the carriage.

NOTE: It is common practice for the marking and labelling of a tank to be carried out at a workshop (during preparation of a tank). Original marking and labelling also helps to identify the (previous) contents. As such, it is normally a better option to cover original marking and labelling during the transport journey.

A label indicating that this is an 'empty' tank, or that the tank contains only a residual quantity of gas or an inert gas, would assist the emergency services in the event of an incident.

- (9) Evidence may be required, such as a certificate of cleanliness or a purge certificate, to confirm that the tank contains only a residual quantity of gas or an inert gas. If required, a copy shall be given to the haulier for carriage with the tank. As appropriate, certification should include a reference to ADR [7], Section 1.1.3.
- (10) Ancillaries such as vacuum plates (vacuum relief devices and interspace 'loss of vacuum' relief devices, and their attachments) should be appropriately protected from damage.

## 5. REMOVAL / CRANAGE

### 5.1 The legislative framework for lifting

All lifting operations shall comply with *The Lifting Operations and Lifting Equipment Regulations (LOLER)* [3]. In particular, the lift shall be managed, planned and executed in accordance with LOLER [3], Regulation 8, which states:

“(1) *Every employer shall ensure that every lifting operation involving lifting equipment is:-*

- a) *properly planned by a competent person;*
- b) *appropriately supervised; and*
- c) *carried out in a safe manner*

(2) *In this regulation “lifting operation” means an operation concerned with the lifting or lowering of a load”*

HSE L113 [8], *Safe Use of Lifting Equipment*, explains the duties relating to establishing the strength and stability of lifting equipment, its positioning and installation, and the general organisation of lifting operations. Further information is available in HSE INDG 290 [10], *Lifting equipment at work. A brief guide*.

HSE L113 [8] requires that:

209 *The person planning the operation should have adequate practical and theoretical knowledge and experience of planning lifting operations.*

210 *The plan should address the risks identified by the risk assessment and identify the resources required, the procedures and the responsibilities so that risks are managed and any lifting operation is carried out safely.*

211 *The plan should ensure that the lifting equipment remains safe for the range of lifting operations for which it might be used.*

212 *Where two or more items of lifting equipment are used simultaneously to lift a load, a procedure should be in place to ensure safety. Where appropriate this should be a written plan, drawn up and applied to ensure safety.*

The competent person shall take account of HSE L113 [8] when planning a lift.

The lifting equipment operator(s) shall hold the appropriate licences and be competent to operate the lifting equipment.

The lifting equipment operator(s) will work under the direction of the competent person.

Additional guidance is available from other bodies, such as, the Construction Plant-hire Association (CPA) and the Lifting Equipment Engineers Association (LEEA).

## 5.2 Contracts and the type of lifting operation

There are three common forms of lifting operation:

- A contract lift using a crane(s), refer to Section 5.2.1.
- A non-contract lift using a crane(s), refer to Section 5.2.2.
- Lifting not using a crane, for example, forklifts, lorry loaders, refer to Section 5.2.3.

Whichever option is chosen, ensure adequate insurance is in place.

### 5.2.1 A contract lift using a crane

For a contract lift the crane company provides an Appointed Person to manage and supervise the lift from initial survey through to completion, as well as the crane(s), crane operators, banksmen, riggers and lifting accessories etc.

NOTE: The Appointed Person is equivalent to the competent person, as described in this code.

The hirer (for example, the tank owner) is responsible for providing all necessary information relating to the tank being lifted. The hirer shall agree with the Appointed Person the full range of the responsibilities associated with the lift operation. Some responsibilities may also lie with the site owner where the operation is taking place, for example, at a third party owned site. Application of the *Construction (Design and Management) Regulations* [5] will assist in clarifying the various roles and legal duties.

NOTE: The lifting operation is covered by the crane company's insurance. During a contract lift the full on-hook value, i.e. the value of the tank being lifted, may not necessarily be covered by the crane company's insurance, unless specific provision has been made in the contract.

### 5.2.2 A non-contract lift using a crane(s).

For a non-contract lift, where an organisation owns its own crane or hires a crane, such as a Construction Plant-hire Association crane hire, for the lifting operation, the organisation / hirer is fully responsible for all aspects of the lift in accordance with LOLER [3] including a lift plan, risk assessments, appointing qualified people i.e. an Appointed Person, crane operators, slingers, banksmen, and ensuring appropriate equipment is used i.e. crane(s), lifting accessories etc.

### 5.2.3 Lifting not using a crane

When lifting not using a crane, the responsibility for a safe lift is likely to be shared between multiple parties. The tank owner should satisfy himself that:

- there is complete clarity of which party holds which responsibility. Apply the *Construction (Design and Management) Regulations* [5] to help clarify roles and appoint formal duty holders;

- all aspects of the lift are in accordance with LOLER [3] including plant, equipment and qualified people;

### 5.3 Practical guidance on lifting tanks

The following points are offered as additional practical guidance on lifting tanks:

- The competent person (refer to Section 4.2) responsible for the lifting operation shall be provided with details relevant to the lifting of the tank including sufficient information to allow the lift to be safely planned, for example, the maximum radius of the lift, the location of lifting points, etc. Appropriate lifting equipment and methods shall then be selected. The load to be lifted shall be confirmed by or to the competent person and to the lifting equipment operator(s) during the planning stage of the lift.

NOTE: There is a crucial difference between the weight of the tank and the load to be lifted.

- The total load shall be used to determine the rating of the lifting equipment. This shall not exceed the safe working limit of the lifting equipment. Full account shall be taken of the actual lift circumstances, for example, the desired configuration of the crane at any radius required during the lifting operation. The competent person shall ensure that the lifting equipment is adequately rated, is in good condition and certified as required under LOLER [3].

All lifting equipment certificates should be available for inspection prior to a lift taking place.

NOTE: These may need to be provided in advance, as required by many site owner's Permit to Work or other supervisory processes.

- Where integral lugs or points are present for the ostensible purpose of lifting the tank, these should be assessed and, where suitable, may be used.

Prior to the attachment of any lifting accessories, lifting lugs or attachments should be allowed to warm to a temperature above the minimum design metal temperature, particularly where carbon steel lugs are used as a secondary attachment.

All lifting points shall be fit-for purpose and shall be inspected for damage and corrosion before use and before commencing the lift.

- It is not usually feasible to lift tanks using only one crane, especially larger tanks. When more than one crane is used the lifting operation should be carefully planned and supervised by a competent person familiar with such an operation.
- Following an assessment of the ground conditions, the crane(s) shall be positioned on firm and level ground. The ground shall be in accordance with the crane manufacturer's specified requirements, and capable of supporting the weight of the crane load and any associated vehicles throughout the operation.

- The tank should be free of any restraint during lifting. Slings and any other lifting tackle should be positioned so that snagging of valves and fittings cannot occur during lifting and damage to any insulation on the vessel or pipework is avoided. If necessary, pipework, components and accessories shall be protected during these operations.
- Where fork lift trucks, vehicle tail lifts or other lifting devices are considered for use in the lifting operation, their use shall be considered at the planning stage and be included in the risk assessment. LOLER [3] and the *Construction (Design and Management) Regulations* [5] will still apply.

## 6. LOADING OF THE TANK TRANSPORT VEHICLE

Loading and unloading shall be carried out by competent people. HSE provide information on load security on their website: [www.hse.gov.uk/logistics/load-security.htm](http://www.hse.gov.uk/logistics/load-security.htm). For additional guidance refer to BCGA Guidance Note 35 [12], *Vehicle selection and transport management*.

The haulage operator is responsible for the safe transportation of the load, additionally:

- Ensuring that they have received all relevant information from the tank owner on the tank characteristics, for example, dimensions, weight, etc., any hazard from the contents of the tank and for providing relevant information to the driver.
- The anti-theft security of the load, refer to Section 7.

Before a vehicle is loaded it shall be checked to ensure that it is in all respects suitable for the lifting / loading operation and for the load itself. This includes the load platform, anchorage points or twist locks, tie-downs or other lashing apparatus (checked for suitability, condition, quantity, rating, etc.). The vehicle shall be positioned on firm level ground, suitable for the overall loaded weight.

### 6.1 Vehicle requirements and load placement

The tank owner shall ensure suitable transport arrangements are in place with the haulage operator for the provision of suitable vehicles for the load to be carried.

Vehicles, trailers and vehicle platforms or beds shall be clean, in good condition and generally free from oil, grease, ice, etc.

Tanks shall be placed on the vehicle under the supervision of a competent person (refer to Section 4.2), having due regard for the stability of the load, its location on the vehicle and the ability to secure it to the vehicle (refer to Section 6.2).

Whenever possible the tank should be placed in contact with the headboard.

When loading a tank which contains granular insulation, such as perlite, it is a requirement to position the tank with the base towards the headboard, such that its base is furthest forward in respect of the vehicle's forward travel direction. This is essential

in keeping the insulation in its correct location during the journey (and for future service).

Saddles should be used, these should be of a suitable shape and size for each individual tank, and capable of taking all expected loads during the journey. Where adjustable saddles are used, ensure that they are adjusted to match the tank to be carried. The saddles should be fitted before the load is positioned. The saddles may be adjusted as the tank is being positioned when the lowest point on the radius of the tank contacts the saddle. Adjustable saddles should be wound in or out as appropriate to ensure that they are a secure fit to the radius of the tank.

The tank, its saddles, dunnage and load restrain system should be arranged so that no part can accidentally be released by vibration or road shocks while the vehicle is in motion.

#### NOTES:

1. Ensure any equipment used to support the tank is clean and free of contaminants.
2. Ensure any equipment in contact with the tank will not damage the tank or any protective finish. Poorly fitting saddles, or other load restraints, can cause damage or remove paintwork etc. leading to additional work activities to repair a tank before it can be put into service.

### **6.2 Securing the load**

All loads shall be secured onto the vehicle or trailer using appropriately rated securing equipment.

The driver is ultimately responsible for the load carried on their vehicle, whether or not they were directly involved in the securing of the load. Compliance is required with the DfT Code of Practice, *Safety of loads on vehicles* [11].

In particular:

- Ensure suitable and sufficient securing equipment is available to secure the tank (refer to Section 5.3). The tank owner shall ensure suitable arrangements are in place with the haulage operator for any specialist equipment required, for example, tank saddles.
- It is the driver's responsibility to check and ensure that the load is secure at all times.
- Ensure there is a suitable quantity of restraints fitted to secure the load. Restraints shall be located where they are only in contact with structural parts, not, for example, pipework, valves, etc. Lashings shall be positioned such that the angles do not exceed 60° to the horizontal. The buckles of lashings should be located where they will not be in direct contact with the tank or any of its fixtures and fittings. Restraints should be arranged so that failure or slackening of a single component does not render the remainder of the system ineffective. All

items of loose surplus equipment in service (lashing ends, rope ends etc.) shall be securely restrained to prevent them becoming loose during the journey.

- The combined strength of the load restraint system shall be sufficient to withstand a force of not less than the total weight of the load forward and half the weight of the load backward or sideways.
- Where the headboard complies with the requirements of the DfT Code of Practice, *Safety of loads on vehicles* [11], it should be capable of taking a forward load equal to half the rated payload of the vehicle. However where the load is higher than the headboard or where point loadings are applied most of the load should be taken by the lashings to the vehicle anchor points.
- The anchor points fitted to the vehicle being used shall be capable of taking the loads imposed by the tank to be carried. The rated load capacity of each anchorage point shall not be exceeded.

## 7. SECURITY

The haulage operator, working with the tank owner, should ensure that adequate security provisions are in place to prevent theft or misuse during the time the tank is in the charge of the haulage operator. This includes the time the tank (including its contents and accessories) is loaded on the vehicle. It will include, for example, when it is in a public area or on a highway. Refer to ADR [7], Chapter 1.10.

Additional advice on security is available from the BCGA.

## 8. REFERENCES

Document Number	Title
1.	Health and Safety at Work etc. Act, 1974
2.	The Road Traffic Act 1988
3. SI 1998 No 2307	The Lifting Operations and Lifting Equipment Regulations 1998 (LOLER)
4. SI 2000: No. 128	Pressure Systems Safety Regulations 2000 (PSSR).
5. SI 2007 No.320	Construction (Design and Management) Regulations 2007
6. SI 2009 No. 1348	The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended).
7. ECE/TRANS/257	European Agreement concerning the international carriage of dangerous goods by road (ADR) (as amended).

- |     |                           |  |
|-----|---------------------------|--|
| 8.  | HSE L113                  | Safe use of lifting equipment. Lifting Operations and Lifting Equipment Regulations 1998. Approved Code of Practice and Guidance |
| 9.  | HSE L153                  | Managing health and safety in construction. Construction (Design and Management) Regulations 2015. Guidance on Regulations.      |
| 10. | HSE INDG 290              | Lifting equipment at work. A brief guide.  |
| 11. | DfT Code of Practice      | Safety of loads on vehicles.   |
| 12. | BCGA Guidance Note 35     | Vehicle selection and transport management.  |
| 13. | UKLPG Code of Practice 26 | Uplifting of bulk LPG vessels from site and their carriage to and from site by road.   |

Further information can be obtained from:

UK Legislation	<a href="http://www.legislation.gov.uk">www.legislation.gov.uk</a>
Department for Transport (DfT)	<a href="http://www.gov.uk/government/organisations/department-for-transport">www.gov.uk/government/organisations/department-for-transport</a>
Health and Safety Executive (HSE)	<a href="http://www.hse.gov.uk">www.hse.gov.uk</a>
British Standards Institute (BSI)	<a href="http://www.bsigroup.co.uk">www.bsigroup.co.uk</a>
British Compressed Gases Association (BCGA)	<a href="http://www.bcga.co.uk">www.bcga.co.uk</a>
The UK LPG Trade Association (UKLPG)	<a href="http://www.uklpg.org">www.uklpg.org</a>
Construction Plant Hire Association (CPA)	<a href="http://www.cpa.uk.net">www.cpa.uk.net</a>
The Lifting Equipment Engineers Association (LEEAA)	<a href="http://www.leeaint.com/uk">www.leeaint.com/uk</a>



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