

THE PETROLEUM RULES, 1937

[As amended upto 31-12-1989]

In exercise of the powers conferred by section 4, sub-section (2) of section 5, sub-section (2) of section 14, sections 21 and 22 and sub-section (1) of section 29 of the Petroleum Act, 1934 (xxx of 1934), read with section 22 of the General Clauses Act, 1897 (x of 1897), the Government is pleased to make the following rules which have been previously published as required by sub-section (2) of section 29 of the first-mentioned Act, namely :

RULES

CHAPTER 1

PRELIMINARY

1. **Short title and application.**— These rules may be called the **Petroleum Rules, 1937**.

2. **Suppression and savings.**— (1) All notifications and rules issued, and all appointments made, by local Governments under the Petroleum Act, 1899, and all rules made by the Governor General in Council under section 8 of that Act are hereby superseded, but—

- (i) all licences or duplicates granted or renewed and all fees imposed or levied shall be deemed to have been respectively granted, renewed, imposed or levied under these rules ; and
- (ii) all approval given and all powers conferred by or under any notification or rules so superseded shall, so far as they are consistent with the Act or conferred by or under these rules.

(2) Anything not in conformity with these rules which was permitted to be done by or under any rule in force immediately before the coming into force of these rules, and which under these rules, may be permitted by the Chief Inspector, after such notice of his intention as he considers reasonable, declares that it is not so permitted.

(2) **Definitions**— In these rules, unless there is anything repugnant in the subject and context,—

- (a) “The Act” means the Petroleum Act, 1934 :
- (b) “Chief Inspector” means the Chief Inspector of Explosives in Bangladesh ;
- (bb) “Class III Petroleum” means petroleum which has its flashing point not below 61 degrees centigrade ;

- (c) “Conservator of the Port” includes any person acting under the authority of the officer or body of persons appointed to be conservator of the port under section 7 of the Ports Act, 1908;
 - (d) “District Authority” means the Deputy Commissioner and includes an Additional Deputy Commissioner ;
 - (e) Omitted.
 - (f) “Inspector” means an officer authorised by the Government under sub-section (1) of section 13 of the Act ;
 - (g) “Installation” means any premises within which any place has been specially prepared for the storage of petroleum in bulk, but does not include a well-head tank ;
 - (h) “Petroleum in bulk” means petroleum contained in a receptacle exceeding one thousand litres in capacity ;
 - (i) “ Protected works” means buildings or places in which persons dwell or assemble where any combustible material is stored and includes docks, wharves, public roads and streets, public foot-paths and public parks, but do not include any building or place which forms part of an installation;
 - (j) “Sampling Officer” means an officer authorised by the Government under sub-section (1) of section 14 of the Act ;
 - (k) “Storage shed” means building used for the storage of petroleum otherwise than in bulk, whether it forms or does not form part of an installation, but does not include a building used for the storage of petroleum exempt from licence under sections 7,8 or 9 of the Act ;
 - (l) “Testing Officer” means an officer authorised by the Government to test petroleum under section 17 of the Act ; and
 - (m) “Well-head tank” means a tank into which crude petroleum flowing or being pumped from a well is first discharged.
4. Excluded petroleum. — Nothing in these rules except Chapter VII and Chapter IX, applies to petroleum which has its flashing-point not below 95 degrees Centigrade.

5.

CHAPTER II
Importation of Petroleum
PART I. – GENERAL

5. **Licence for import of class I Petroleum.** — Save as provided in sections 8,9 and 10 of the Act, class I petroleum shall not be imported except under a licence granted under these rules.

6. **Petroleum exempted.** — (1) Nothing in this Chapter applies to —

- (a) Class I petroleum not exceeding 25 litres in quantity which is not intended for sale ;
- (b) Class I petroleum contained in any fuel tank incorporated in a motor conveyance ;
- (c) Class II or class III petroleum, comprised in a ship's stores and manifested as such, provided it is not of an unreasonably large amount

(2) If any question arises as to whether any petroleum manifested as ship's stores is of an unreasonably large amount, the decision thereon of the Commissioner of Customs shall be final.

(2) Nothing in rules 5 and 13 shall apply to petroleum imported by the Defence Services of Bangladesh.

PART II. — IMPORTATION BY SEA

7. **Importation by sea.** — Petroleum shall not be imported by sea except into the ports of—

Chittagong

Mongla

Khulna

8. **Declaration by master of ship carrying petroleum or by the ship's agent.**— The master of every ship carrying petroleum shall deliver to the pilot before entering any of the ports mentioned in rule 7, a written declaration in form A under his signature :

Provided that if, in anticipation of a ship's arrival, the agent for such ship delivers to the conservator of the port a written declaration as aforesaid under his signature, no such declaration need be made by the master of the ship.

9. **Delivery of certificate.** — If the master or agent declares that any petroleum which it is intended to land at that port or at any other port in Bangladesh is certified in accordance with rule 11 he shall deliver to the pilot or conservator of the port, as the case may be along with his declaration, the certificate relating to such petroleum.

10. **Declaration and certificate to be forwarded to Commissioner of Customs.**— Every declaration and certificate delivered to a pilot under rules 8 and 9 shall be made over by him without delay to the Conservator of the Port, and every declaration and certificate received by the Conservator of the Port under rule 8 or rule 9 or this rule shall be forwarded by him, with all convenient despatch, to the Commissioner of Customs of the port.

11. **Certified petroleum.** — For the purposes of rules 9, 156 and Form A, petroleum shall be deemed to be certified if it is accompanied by a certificate in Form B granted at the port of shipment or, subject to the approval of the Commissioner of Customs, in any other form containing the material particulars required by Form B, and has a flashing point not below 23° C :

Provided that the Commissioner of Customs may refuse to accept any certificate, if he is not satisfied as to its genuineness.

12. **Anchorage of ships carrying petroleum.**— Every ship having petroleum on board shall be anchored at such anchorage as the Conservator of the Port shall appoint in this behalf and shall not leave such anchorage without the general or special order of the Conservator of the Port subject to such conditions as may be specified in such order. Such anchorage shall in no case be the same as that for vessels laden with explosives and shall be at such distance from the anchorage for vessels laden with explosives as to render it impossible for a fire originating at the former anchorage to affect vessels anchored at the latter.

13. **Production of certificate and licence for import.** — (1) Every person desiring to import petroleum shall furnish personally or through his agent to the Commissioner of Customs a certificate of storage accommodation in Form C signed by the said person or his agent :

Provided that, where the importer intends to import both class I class II petroleum, separate Forms shall be furnished for class I and class II petroleum :

Provided further that this sub-rule shall not apply where the quantity of class II petroleum to be imported by any one consignee does not exceed 2000 litres or where the quantity of class I petroleum to be imported does not exceed 300 litres.

(2) Every person desiring to import class I petroleum shall produce, personally or through his agent, before the Commissioner of Customs his licence for the import and storage of such petroleum.

14. **Permission of Commissioner of Customs to land petroleum.**— (1) No imported petroleum shall be landed except with permission of the Commissioner of Customs.

- (2) If the Commissioner of Customs, after receiving—
- (a) the testing officer's report on any petroleum or, in the case of petroleum of Burmese origin a certificate containing the particulars required by Form B granted by a testing officer appointed by the government of Burma ;
 - (b) the certificate required by sub-rule (1) of rule 13 ; and
 - (c) the licence, if required by sub-rule (2) of rule 13 :

and after making such further inquiries as he deems necessary, is satisfied that the petroleum can lawfully be imported and that there is suitable accommodation for it, he shall permit it to be landed.

(3) In the Commissioner of Customs is satisfied that any petroleum imported otherwise than in bulk is not intended to be stored in Bangladesh, but is intended to be despatched immediately after landing to a territory which is not part of Bangladesh he may waive the requirements of rules 5 and 13 and by written order permit, subject to such conditions as he may specify, such petroleum to be landed for the purpose of immediate despatch to the territory in question.

(4) Nothing in this rule shall affect the power of the Commissioner of Customs to detain the petroleum under any other law or rule for the time being in force.

15. **Landing of class II petroleum in anticipation of the testing officer's report.** — (1) Notwithstanding anything contained in rule 14, where the consignee furnishes a guarantee to re-ship the petroleum if the testing officer's report proves unfavourable, the Commissioner of Customs may, in anticipation of the testing officer's report permit any petroleum which he believes to be class II to be discharged into boats or to be landed.

(2) The permission granted under sub-rule (1) shall be subject to the condition that the boats into which the petroleum is discharged, shall remain at such place as the Conservator of the Port may appoint or that the petroleum shall be landed at a landing-place duly appointed for this purpose by him and stored in an installation licensed under these rules.

16. **Unloading of petroleum in bulk.**— Subject to the rules in Part II of Chapter III, petroleum imported in bulk shall be discharged into storage tanks on shore either directly or by means of barges or lighters specially constructed for carrying petroleum in bulk and only at such places as the Conservator of the Port may by general or special order direct.

17. **Unloading of petroleum otherwise than in bulk.**— (1) Subject to the rules in Part II of Chapter III, petroleum imported otherwise than in bulk shall be landed either at jetties provided for the purpose, or in barges or lighters and only at such places as the Conservator of the Port shall direct.

(2) No petroleum contained in casks, drums or other receptacles shall be landed unless such receptacles are free from leakage and of such strength and construction as not to be liable to be broken or to leak except in case of gross carelessness or extraordinary accident :

Provided that petroleum contained in casks, drums or other receptacles which do not satisfy the requirements of this sub-rule may, subject to the rules in Part II of Chapter III and to such conditions as the Conservator of the Part may impose, be landed at a separate landing place approved for the purpose.

18. **Transshipment of petroleum.**— Petroleum may be transhipped from one to another for conveyance to any other port, whether within or beyond the limits of Bangladesh, subject to the rules in Part II of Chapter III.

19. **Class III petroleum.** — (1) Nothing in rules 12 to 18 inclusive applies to class III petroleum.

(2) Notwithstanding anything contained in the preceding rules, if the master of, or agent for, a ship produces a certificate that any petroleum on board is class III petroleum, the Commissioner of Customs shall allow it to be discharged in the same manner as ordinary cargo :

Provided that the sampling officer may at any time require a sample of any of the petroleum to be delivered to him, with a view to having it tested.

PART III — IMPORTATION BY LAND

20. **Importation by land.** — Petroleum shall not be imported by land except at points to be specified by the Government in this behalf and unless :-

- (a) it is accompanied by a declaration from the consignor regarding the nature and the quantity of the petroleum ;

- (b) the importer holds such storage licence as may be required under these Rules ;
- (c) the receptacles in which petroleum is imported conform to rule 27 of these Rules ; and
- (d) Bangladesh Customs Regulations in force for the time being are complied with.

21. Permission of Commissioner of Customs to release Petroleum imported by land.—

- (1) No petroleum imported by land shall be landed except with the permission of the Commissioner of Customs.
 - (2) If the Commissioner of Customs, after receiving
 - (a) the Testing Officer's report on any petroleum in form 'G'.
 - (b) the certificate of storage accommodation in form 'C' signed by the Consignee or his agent ;
 - (c) the licence as may be required under these Rules, and after making such further enquiries as he deems necessary, is satisfied that the Petroleum can lawfully be imported and that there is suitable accommodation for it he shall permit it to be landed.

22. Omitted.

23. Omitted.

CHAPTER III
TRANSPORT OF PETROLEUM
PART I. GENERAL

24. Prevention of accidents. — All due precautions shall be taken at all times to prevent accident by fire or explosion.

25. Prevention of escape of Petroleum.— All due precautions shall be taken at all times to prevent any escape of petroleum during transport especially into any drain, sewer, harbour, river or water course.

26. Empty receptacles.— All empty tanks or other receptacles which have contained class I petroleum or which have contained class II petroleum in bulk shall, except when they are opened for the purpose of cleaning them and rendering them free from petroleum

vapour, be kept securely closed unless they have been thoroughly cleaned and freed from petroleum vapour.

27. Receptacles for class I Petroleum.— (1) Class I Petroleum, if not in bulk, shall be contained in gas-tight tinned, galvanised or otherwise externally rust-proofed sheet iron or steel receptacles which shall be fitted with well-made filling aperture and well-fitting screw plugs, or with screw caps or other caps with metal air-tight under-caps. The receptacles shall be kept in proper repair.

(2) No receptacles, other than tanks on tank-carts of a type approved in writing by the Chief Inspector, shall be of more than 300 litres capacity excluding the air-space prescribed by sub-rule (7).

(3) The receptacles, other than tanks on tank-carts, shall be of a type approved in writing by the Chief Inspector and shall have the following thickness of metal :-

Comments on rule 26: The liquid hydrocarbon itself does not burn. It is the vapour given off by the liquids that burn.. The vapour to burn must be mixed with air of such proportion which will form a flammable mixture and can be ignited by any source of ignition. When the percentage of vapour in the mixture is under 1% by volume, the mixture will not burn. It is too lean to burn and is called below lower flammable or explosive limit. When the percentage of vapour in the mixture is over 10% by volume the mixture again will not burn. It is too rich to burn and is called above upper flammable or explosive limit. The vapour percentage in between the lower flammable limit and upper flammable limit is called flammable or explosive range. When the vapour percentage remains within the flammable range in a confined space, in presence of any source of ignition, a rarefied explosion will occur. This type of rarefied explosion may occur in petroleum storage tanks and tankers. Empty receptacles possess high risk unless and until they are rendered free from petroleum vapour.

Capacity exclusive of the prescribed air-space—

	Not less than
Not exceeding 10 litres	0.443mm (27 B. G.)
exceeding 10 but not exceeding 25 litres	0.63mm (24 B. G.)
exceeding 25 but not exceeding 50 litres	0.80mm (22 B. G.)
exceeding 50 but not exceeding 200 litres	1.25mm (18 B. G.)
exceeding 200 litres but not exceeding 300 litres	1.59mm (16 B. G.) :

Provided that the Chief Inspector may, by written order, permit the use in any particular case of receptacles having thickness of metal less than that specified in his sub-rule.

(4) Where the approval of the Chief Inspector is sought to a type of receptacles not previously approved three copies of a detailed drawing thereof to scale be forwarded to him.

(5) The receptacles shall be so constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident to become defective, leaky or insecure in transit.

(6) The receptacles shall bear a stamped, embossed, painted or printed warning exhibiting in conspicuous characters the words "Petrol" or "Motor Spirit" or an equivalent warning of the dangerous nature of the petroleum.

(7) An air-space of not less than 5 per cent, of its capacity shall be left in each tank, drum or other receptacle containing class I petroleum.

(8) Nothing in sub-rules (1), (2), (3), (4) and (6) shall apply to receptacles in the possession of Defence Service of Bangladesh.

28. Receptacles for Class II petroleum — (1) Class II petroleum, if not in bulk, shall be packed in air-tight tins or drums, of steel or iron or in other receptacles not easily broken or in tanks permanently fixed to carts, wagons, boats or other means of carriage, and or types approve by the Chief Inspector.

(2) An air-specie of not less than 5% of its capacity shall be left in each tank, drum or receptacle containing Class II petroleum of a flash point below 61°C :

Provided that, in the case of an unberthed passenger ship to which Part IV of the [Merchant Shipping Act, 1923]¹ applies the petroleum shall be packed either in tins enclosed in outer wooden

¹ Substituted by the Merchant Shipping Ordinance, 1983

cases or in hermetically sealed iron or steel drums or, alternatively in the case of class III petroleum, in sound well-coopered wooden casks of not more than 250 litres capacity.

29. Restriction on delivery and despatch of petroleum. —(1) No person shall deliver any petroleum to any one in Bangladesh other than the holder of a storage licence or his authorised agent or a Port Authority or railway administration.

(2) No person shall despatch any petroleum to any one in Bangladesh other than the holder of a storage licence.

(3) No person shall deliver any petroleum in bulk to any vessel or vehicle used for the transport of petroleum in bulk by water or by land unless such vessel or vehicle is licensed under these rules.

- (3) This rule shall not apply to the delivery or despatch of petroleum in quantities which are permitted by the Act or these rules to be stored without a licence, or to any petroleum in the possession of the Defence Services of Bangladesh.

PART II. — TRANSPORT BY WATER.

30. **Condition of Carriage of petroleum in the bulk by water.** — Petroleum in bulk shall not be carried by water except in ship or other vessel licensed under these rules, and the petroleum shall be stored in such part of the ship or other vessel and in such manner as may be approved by the Chief Inspector :

Provided that —

- (a) nothing in this rule shall apply to ships importing petroleum ;
- (b) petroleum in tank-wagons may, with the permission in writing of the Chief Inspector and subject to such conditions as he may specify, be transported across a river by a recognised wagon ferry.

31. **Requirements as to construction of vessels.** — Every ship or other vessel carrying petroleum in bulk, other than a recognised wagon ferry permitted to transport tank-wagons under proviso (b) to rule 30, must be of steel or iron well and substantially constructed with scantlings of ample dimensions in proportion to the size of the vessel.

32. **Tank fittings on vessels.** — In petroleum tank- ships or other vessels used for the transport of petroleum other than class III petroleum the following provisions shall apply:-

- (a) all tanks shall be fitted with independent approved filling and suction pipes and valves or the stand-pipes with blank flanges, all pipes, being carried down nearly to the bottom of the tanks, and no petroleum in bulk shall be taken on board or discharged except through such pipes and valves, unless otherwise permitted by the Chief Inspector in writing ;
- (b) all tanks shall be fitted with manholes having screwdown covers with petroleum-tight joints and, in the case of tanks intended for use with class - I petroleum, with ventilators or relief valves of approved pattern properly protected with wire gauze of a mesh of not less than 11 to the linear centimetre ; and
- (c) ventilators similarly protected shall be fitted to all spaces around tanks:

Provided that the Chief Inspector may, by order in writing, exempt from the provisions of this rule and vessel which was employed in transporting petroleum in bulk before the 1st April 1937.

33. **Self-propelled barges.**— The following conditions shall be observed in self-propelled barges transporting petroleum other than class III petroleum :-

- (a) the whole of the machinery shall be at the stern of the barge and shall be entirely separated from the cargo by a cofferdam consisting of two transverse petroleum proof bulk-heads separated by a space of at least seventy five centimetres ;
- (b) the barge shall be provided with a heavy wood belting ; and
- (c) suitable ventilators shall be fitted to the cargo space :

Provided that condition (a) shall not be applicable to any barge which was employed in transporting petroleum before the 1st April, 1937.

34. **Petroleum in bulk on barges or flats** — (1) Petroleum in bulk shall not be transported in a barge or flat unless the barge or flat —

- (a) is self-propelled and carries at least four fire extinguishers, or
- (b) is in tow of, or otherwise attended by, a steamer or tug carrying at least four fire extinguishers.

(2) The fire extinguishers referred to in sub-rule (1) shall be of a pattern approved by the Chief Inspector and shall be fitted in positions approved by him.

35. **Inflammable cargo, or passengers.** — (1) No ship or other vessel shall carry petroleum in bulk if it is carrying passengers, or any inflammable cargo other than petroleum or coal.

(2) This rule shall not apply to class III petroleum used as fuel and carried in cellular double bottoms under engine and boiler compartments and under ordinary holds, and in peak tanks, deep tanks or bunkers of approved construction ; such oil fuel storage tanks and installations connected therewith shall comply with the provisions of rules 228 to 243 of the Merchant Shipping (Construction and Survey of Passenger Steamer) Rules, 1935.
35-A. Omitted.

35B.-**Transport by country craft.**— No country craft shall carry class I petroleum if it is carrying passengers.

36. **Restrictions as to inflammable cargo.**— (1) No steamer or tug employed in towing or otherwise attending a barge, flat or lighter carrying petroleum, other than class

III petroleum in bulk shall at the same time tow or otherwise attend any other vessel carrying an inflammable cargo other than petroleum or coal.

(2) No such steamer or tug shall carry any inflammable cargo other than petroleum or coal.

(3) All such steamers or tugs shall be fitted with efficient spark arresters.

37. Ventilation and cleaning of holds and tanks.— (1) Before any petroleum is discharged from a ship or vessel the holds of such vessel shall be thoroughly ventilated :

Provided that nothing in this sub-rule shall apply to any vessel carrying class I petroleum not exceeding 25 litres or class II petroleum not exceeding 2000 litres or class III petroleum not in bulk.

(2) After all petroleum has been discharged from any such vessel the holds, tanks and bilge's of the vessel shall be rendered free from inflammable vapour.

(3) Sub-rule (2) shall not apply to the tanks of a ship importing petroleum which leaves the port without delay after the discharge of cargo or remains only for the purpose of taking on board bunkers, stores or ballast or for such other purposes as may be approved by the Conservator of the Port, if the tanks of every such ship are securely fastened down immediately after the discharge of the cargo.

(4) Sub-rule (2) shall not apply to barges or lighters continuously engaged in the transport of petroleum in bulk, if—

(a) an interval of not more than 72 hours is likely to elapse between an operation of unloading or discharging and the next loading operation ; and

(b) the tanks are securely fastened down immediately after unloading.

(5) Sub-rule (2) shall not apply to specially constructed steel tank motor vessels approved by the Chief Inspector which are engaged in transport of petroleum in bulk on such rivers and on such parts thereof as may be approved by him in areas outside port limits, or by the Conservator of the Port within port limits, if the tanks of such vessels are securely fastened down immediately after unloading and the vessels depart not later than 12 hours after completion of discharge for their next place of loading.

(6) All ships or other vessels which by sub-rules (3), (4) or (5) are exempted from the applications of sub-rule (2) shall, until their holds and tanks have been rendered free from inflammable vapour, comply with all the rules applicable to ships, or other vessels when carrying petroleum in bulk.

38. Master of vessel specially responsible.— (1) The master or other officer in charge of any ship with petroleum on board or of any vessel certified under rule 30 shall be responsible that—

- (a) all due precautions are taken for the prevention of accident in the loading or discharge of petroleum;
- (b) so long as there is petroleum or inflammable vapour in a tank, all openings from the tank to the atmosphere, except the gas escape line, are kept closed and locked or otherwise fastened in a manner certified as satisfactory by the Chief Inspector when it is necessary to take dips or samples, the ullage plugs or sighting ports are closed immediately this has been done :

Provided that, subject to the provisions of clause (c), such master or officer in charge may cause the necessary openings to be opened or unlocked for the purpose of taking on board or discharging class II petroleum, for cleaning the tanks, or for other sufficient reason;

- (c) every person entering a tank wears a safety helmet of a description approved by the Chief Inspector, unless a Conservator of the Port, the Chief Inspector or an Inspector of Explosives has on payment of the fee prescribed in sub rule (2) examined the tank with the aid of a vapour-testing instrument and has certified it to be free from dangerous vapour ;
- (d) the vessels and any steamer or tug towing or otherwise attending on such vessel exhibits conspicuously :-

Comments on rule 38(1)(c) : 'Vapour-testing instrument' is commonly called explosimeter because it measures and shows the vapour percentage in between the explosive range. Comments on rule 26 ante may please be consulted. Certification of entry into such confined place requires verification or ascertainment of oxygen content in the air also. A sample certificate issues by an authorized officer, commonly called Chemist, is appended at the end of the book.

- (i) from sunrise to sunset a red flag not less than one meter square with a white circular centre 15 centimetre in diameter, if class I petroleum is carried,
- (ii) a red flag not less than one meter square if class II petroleum is carried ; and

- (ii) from sunset to sunrise such warning lights as may be required by the Conservator of the Port ;

- (e) the vessel, when carrying petroleum in bulk, at all times lies afloat unless otherwise permitted by general or special order in writing of the Chief Inspector or the Conservator of the Port ;

- (f) the vessel, when carrying petroleum in bulk is constantly under the control and personal supervision of a responsible person ;

- (g) iron or steel hammers or other instruments capable of causing a spark are not used for the purpose of opening or closing the hatches or tank covers ;

- (h) footwear which exposes any iron or steel is not worn on the deck of any vessel while the loading or unloading of class I petroleum is proceeding ;
and

- (i) no work involving the use of fire, welding or hot riveting shall be performed in or on the tank unless the Conservator of the Port, the Chief Inspector or an Inspector of Explosives has, on payment of the fee prescribed in sub-rule (2), examined the tank with the aid of a vapour testing instrument and has certified it to be free from dangerous vapour and safe for such hot work.

(2) A fee of three hundred taka shall be payable by the Master or other Officer in charge of the ship or vessel for each test carried out under clause (c) of sub-rule (1).

39. Loading and unloading by night.— (1) Where adequate electric lighting is installed and rule 105 is complied with tank-ships and barges may discharge or load Class- II petroleum at any time and tank-ships and barges which have commenced the discharge into storage tanks on shore, or loading into their own tanks, of class I petroleum in bulk before sunset may continue the said discharge or loading.

(2) Should anything occur during discharging or loading class I petroleum after sunset which necessitates a repair or disconnection of the plant pipes or connections, such discharging or loading shall be discontinued until after sunrise.

(3) Save as provided by sub-rule (1), petroleum shall not be discharged or loaded or landed between the hours of sunset and sunrise.

(4) This rule shall not apply to the refuelling of aircraft by vessels certified under rule 30, subject to any conditions which the Chief Inspector may impose in this behalf.

40. **Loading and discharge of bulk petroleum.**— (1) The loading and discharge of petroleum in bulk shall be by armoured hose and metal pipes.

(2) All pipes and other appliances used in the landing or loading of petroleum in bulk shall be free from leakage.

(3) When a ship has finished discharging petroleum other than class III petroleum, the pipe line shall be immediately emptied of petroleum by pumping water through the line.

(4) The Chief Inspector may, by written order, grant exemptions in any particular case from the provisions of sub-rules (1) and (3).

41. **Precautions on suspension of loading or discharge.**— When the loading or landing of petroleum has been commenced such loading or landing shall proceed with due diligence, and if it is discontinued, the tanks and holds of the ships or other vessels concerned and all loading or discharge valves shall be closed immediately.

42. **Naked lights, fire and smoking on board a vessel prohibited.**— No fire, naked light, fuses, matches or other appliance for producing ignition or explosion and no smoking shall be allowed on board any barge, flat or lighter carrying petroleum in bulk, or on board any such vessel used for the transport of class - I petroleum otherwise than in bulk or for the transshipment of petroleum to or from any vessel within the limits of any port.

Provided that nothing in this rule shall prevent the use on a self-propelled barge of the machinery of propulsion.

43. **Smoking, fire and lights prohibited during loading and unloading.**— At all times during the loading or unloading of a ship or other vessel until such time as all petroleum shall have been loaded into or removed from the holds or tanks and the holds or tanks shall have been securely closed down and, in the case of landing, rendered free from inflammable vapour, there shall be no fire or artificial light or smoking on board such ship or other vessel or within 30 meters of the place where the petroleum is being loaded or landed :

Provided that this rule shall not apply to the use of lamps, cookers or other similar apparatus electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour or in the case of class III petroleum, the cause of galley fires :

Provided further that this rule shall not apply to the discharging or loading of a ship, under conditions approved by the Conservator of the Port, by means of steam from her own boilers or power generated by electric motors or internal combustion engines placed in a position away from cargo holds and pump rooms or by means of electric motors so designed, constructed, and maintained as to be incapable of igniting inflammable vapour and

maintained in accordance with Lloyd's or any other approved classification society's requirements.

44. **Matches.**— No person engaged in landing or loading petroleum shall carry fuses, matches, or any other appliance for producing ignition or explosion

45. **Fire-extinguishing appliances to be ready for use.** — Vessels discharging or loading petroleum shall have adequate fire-extinguishing appliances so disposed that they can be put into immediate use, and, if the petroleum is class I petroleum shall have their awnings furled.

46. **Restriction on the conveyance of petroleum.** Class I and class II petroleum shall not be simultaneously conveyed to the shore or to another ship on the same vessel.

47. **Restriction as to leaky tins.** — Leaky tins or other receptacles containing petroleum shall not be discharged into a vessel containing sound tins or other sound receptacles.

48. **Transport by sea of petroleum which has not been tested.** — (1) Petroleum which has been imported into any port specified in sub-rule (1) of rule 7 and which has not been tested at such port in accordance with the rules contained in Chapter IX, shall not be transported to any other port otherwise than to a port at which importation is permitted under sub-rule (1) of rule 7 and in accordance with the provisions of all the rules in Chapter II, except rule 5, when it arrives at such other port.

(2) Nothing in sub-rule (1) shall apply to petroleum of Burmese origin which is covered by a certificate in Form B granted by a testing officer appointed by the Government of Burma.

49. **Transport by sea of petroleum which has been tested.**— Petroleum which has been tested at one of the ports specified in sub-rule (1) of rule 7 and petroleum of Burmese origin which is covered by a certificate in Form B granted by a testing officer appointed by the Government of Burma, may be transported to any other port and the provisions of rules 8 to 14, 16 and 17 shall apply to such petroleum when it arrives at such other port.

50. Omitted.

PART III.— COASTWISE TRANSPORT OF CLASS I PETROLEUM OTHERWISE THAN IN BULK.

51. **Applications.**— (1) The rules in this part apply to the transport coastwise of class I petroleum otherwise than in bulk.

(2) Unless otherwise expressly provided in this Part nothing contained in Part II of this Chapter, except rule 39, shall apply to any petroleum transported in accordance with this Part.

51-A. **Conditions of transport by unberthed passenger ships.**— class I petroleum may be transported otherwise than in bulk by an unberthed passenger ship as defined in the Merchant Shipping Act, 1923 (XXI of 1923) not being a country craft, in accordance with the provisions of rules 53 to 61 inclusive.

52. **Maximum quantity allowed to be carried.**— Class I petroleum may be transported otherwise than in bulk by country craft or steam or motor vessels other than unberthed passenger ships as defined in the Merchant Shipping Act, 1923, subject to the provisions of rules 53 to 62 inclusive, if the quantity of petroleum does not exceed-

- (a) in the case of country craft, the licensed carrying capacity of the vessel after taking into account the weight of the barrels or tins in which the petroleum is carried ; or
- (b) in the case of steam or motor-vessels, 15 tons.

53. **Loading of barrels and drums.**— Barrels and drums shall be loaded with the bungs upwards.

54. **Carriage below decks.**— Class I petroleum shall not be carried below decks in decked vessels unless the hold is properly ventilated.

55. **Provision of bulkhead.**— In all vessels other than country craft a solid gas-tight bulk head without openings, and in country craft a solid bulkhead without openings, shall be fitted between the hold and the after-deck where the crew are accommodated; and in vessels fitted with a poop the bulkhead shall be placed immediately in front of the poop. In decked vessels the bulkhead shall reach up to the deck; in all other vessels it shall reach to within 15 cm. of the gunwhale.

56. **Fire, lights and smoking.**— (1) No fire, naked light of any description and no smoking shall be allowed on any part of vessel transporting class I petroleum except abaft the solid bulkhead.

- (2) The navigation light on any such vessel shall be carried abaft the bulk head.

Comments on rule 54 : *Efficient ventilation is a must to dissipate flammable and explosive mixture, which the petroleum vapour may form with air. For proper ventilation, two pipes of ample size, one of which extends to the bottom of the hold and the other only a short distance below the deck must be fitted to ensure a good circulation of air through the hold. Upper opening of the pipe should be at least four metres high from the deck and covered with double fine brass or other non-corroding metal wire gauge of mesh 11 to the linear centimetre.*

57. Carriage of other inflammable cargo.— No inflammable cargo other than class I petroleum or other petroleum products or the dunnage used for packing purpose shall be carried on a vessel transporting petroleum.

58. Fire buckets.— Buckets containing dry sand shall be placed at convenient points on a vessel transporting petroleum. Not less than two such buckets shall be placed on the after-deck.

59. Construction of steam or motor-vessels.— Steam or motor vessels not specially constructed for the carriage of petroleum shall not carry petroleum unless they are constructed only of iron or steel.

60. Transport in steam or motor-vessels.— On steam or motor-vessels, not specially constructed for the carriage of petroleum :-

- (a) any petroleum shall either be carried in separate compartments which shall be gas-tight and shall be efficiently sealed, or in a hold in which there are efficient ventilators in accordance with clause (b), or on deck in accordance with rule 61 ;
- (b) half of the ventilators provided in accordance with clause (a) shall extend to the bottom of the space, and the other half only a short distance, below the deck; the short ventilators shall be labelled “Outlet or to Leeward” and the long “Inlet or to Windward” ; such ventilators shall have large cowl heads, the openings being covered with double fine brass wire gauze ;
- (c) class I petroleum shall be contained in receptacles complying with the provisions of rule 27 ; and
- (d) special precautions shall be taken against smoking and the use of lights or fire of any kind while the hatches are off, or any deck openings are uncovered; before any lights are used in a compartment which contains petroleum, precaution shall be taken to ensure that the space is clear of vapour; all empty receptacles which have contained class I petroleum shall be kept securely closed.

61. Transport on deck.— Petroleum may be carried on deck in steam or motor vessels not specially built for the carriage of petroleum, subject to the following conditions :-

- (a) in cargo ships class I petroleum shall not occupy more than 50 percent of the open deck area and shall be so stowed as not to interfere with the navigation of the ship, or make it unseaworthy ;
- (b) in passenger ships a limited quantity of class I petroleum may be carried provided proper precautions are taken regarding stowage and keeping the packages away from passenger's promenade or deck space;
- (c) the petroleum shall be protected from the direct rays of the sun by the use of a canvas awning or otherwise ; and
- (d) conspicuous notices shall be posted up drawing attention to the danger arising from smoking or striking matches near the deck cargo.

62. Conditions of transport by country craft.— No class I petroleum shall be transported in country craft except subject to the following conditions :-

- (a) subject to the provisions of rule 27, the petroleum shall be carried—
 - (i) on 200/300 litres steel barrels the screw bungs of such barrels being well-fitting and sealed ; or
 - (ii) in 20 litres sealed steel drums, not more than three tiers of which may be carried on any single vessel ; or
 - (iii) in 9 litres sealed steel tins, not more than six tiers of which may be carried on any single vessel ;
- (b) all barrels or tins shall be carefully examined and no leaky barrels or tins shall be taken on board the craft ;
- (c) no barrels, drums or tins shall be placed within 120 cm. of the after-deck where the crew are accommodated in the case of an undecked vessel or on deck in the case of a decked vessel ; and
- (c) no passengers shall be carried on board the craft.

PART IV.- TRANSPORT ON LAND VEHICLES

63. Prohibition of fires and smoking.— (1) No fire or other artificial light capable of igniting inflammable vapour shall be allowed on any vehicle containing petroleum in bulk.

- (2) No person shall smoke while on or attending such a vehicle.

(3) No article or substance capable of causing fire or explosion shall be carried on such a vehicle.

Explanation.— For the purposes of this rule any tank or other receptacle which has contained petroleum and which has not been thoroughly cleaned and freed from inflammable vapour shall be deemed to contain petroleum.

64. Filling and discharge of tanks.— (1) Tank-wagons, lorries or carts transporting petroleum shall only be filled or discharged by means of metal pipes or armoured hose in which the armouring is electrically continuous throughout.

(2) Tanks, other than fuel tanks on vehicles, containing Class - I petroleum shall not be filled or discharged—

- (i) within 30 meters of any fire, furnace or artificial light capable of igniting inflammable vapour ; or
- (ii) at any place where the lorry, wagon or cart is exposed to sparks :

Provided that the distance specified in clause (i) may be reduced to 9 meters when the petroleum is filled or discharged under seal and closed vapour return pipe lines are provided :

Provided further that the distance specified in clause (i) may be reduced to the figure 4 meters prescribed in the licence in Form K where the petroleum is filled, stored and discharged into a tank in any premises licensed in that Form.

Explanation.— A pipe supplying liquid to a tank is “under seal” to the tank if it is screwed to the tank or otherwise attached so that no liquid or vapour can escape into the air except through an approved vent.

65. Means of extinguishing fire to be carried.— An adequate supply of dry sand or other efficient means of extinguishing fire shall be carried in an easily accessible position on every vehicle transporting petroleum in bulk by road.

66. Prohibition as to public service vehicles.— Petroleum shall not be transported on any public vehicles which is carrying passengers.

67. Vehicles to be constantly attended.— (1) Every vehicle while engaged in the transport of petroleum by road shall be constantly attended by at least one person :

Provided that such vehicles may be left unattended in places previously approved by the Chief Inspector.

(2) Every vehicle on which more than 4,500 litres of petroleum is being transported by road, or which while transporting any petroleum by road is being trailed by another vehicle, shall so long as it is in motion, be attended by at least two persons.

68. Trailers attached to vehicles transporting petroleum by road.— (1) A trailer not exclusively used for transporting petroleum shall not be attached to any vehicle transporting petroleum.

(2) A trailer transporting petroleum shall not be attached to any vehicle other than a vehicle used for transporting petroleum, and not more than one trailer shall be so attached.

(3) A trailer shall have two axles.

(4) When a trailer is attached to a vehicle, the total quantity of petroleum transported on the trailer and the vehicle combined shall not exceed 9,000 litres:

Provided that the Chief Inspector may, by order in writing and subject to such condition as he may deem fit to impose, raise the above limit to 14,000 litres in the case of a tank wagon ; and

(5) If a trailer transporting class I petroleum is attached to a vehicle transporting class II petroleum, the vehicle shall comply with all the provisions of these rules relating to vehicles transporting class I petroleum.

(6) A trailer other than a tank trailer shall not be attached to a tank-wagon. The capacity of a tank trailer shall not exceed 4,500 litres, and no trailer shall be attached to a tank-wagon of greater capacity than 9,000 litres.

(7) No trailer attached to a tank-wagon shall be employed within any thickly populated area without the permission in writing of the District Authority.

69. Tank capacity.— In these rules the tank forming part of a tank wagon or tank trailer shall be deemed to include any number of tanks on the same chassis and any limitation herein prescribed in the capacity of a tank shall be construed so as to permit of the tank containing the amount specified under varying degrees of temperature.

70. Employment of electric light.— If electric lighting is employed on any vehicle, including a trailer, used in the transport of petroleum other than class III petroleum by road, the following conditions shall be complied with : —

(i) the pressure shall not exceed sixteen volts ;

- (ii) the circuit shall be heavily insulated and shall be independent of the chassis, and the wiring shall be so fixed and protected as to reduce as far as possible the risk of damage ;
- (iii) the generator, switches and fuses shall be carried in front of the fire-resisting screen and the battery shall be in an easily accessible position ; and
- (iv) means of cutting off the current close to the battery by a double pole switch or other suitable method shall be provided.

71. **Fuelling from vehicles.**— (1) No motor vehicle shall fill or replenish its fuel tanks with petroleum other than class III petroleum directly from vehicles carrying petroleum in bulk.

(2) Aircraft may receive fuel by means of specially constructed tank lorries or wagons only if these are of a type approved by the Chief Inspector for this purpose.

(3) During the fuelling of aircraft used for the conveyance of passengers no passenger shall be allowed to remain in the machine.

(4) No person shall be allowed to smoke within 30 meters of any aircraft while it is being, or is about to be fuelled.

(5) All aircraft engines within the distance specified in sub-rule (4) shall be stopped so long as fuelling is in progress.

(6) Nothing in sub-rules (2) and (5) shall apply to military aircraft fuelling on military aerodromes.

72. **Owner responsible for observance of rules.**— The owner of a vehicle used for the transport of petroleum who employs any person in connection with such transport, shall be responsible that all necessary measures have been taken to ensure that such person is acquainted with and carries out the provisions of the rules.

73. **Precautions to be observed during filling or emptying tank-wagons.**— During the filling, discharging or emptying of any tank-wagon or trailer transporting petroleum in bulk other than Class - III petroleum the following precautions shall be observed : —

- (i) if the vehicle is mechanically-driven the engine shall be stopped so long as the filling, discharging or emptying is in progress and shall not be restarted until all tanks and valves have been securely closed:

Provided that this conditions may be dispensed with in the case of vehicles approved under sub-rule (2) of rule 71, which are supplying aircraft ;

- (ii) adequate provision shall be made to prevent the accumulation of a dangerous static charge of electricity ;
- (iii) if the wagon is drawn by an animal or animals they shall be removed from the wagon and the wheels securely scotched before the filling, discharging or emptying of any class I petroleum is begun ; and
- (iv) the vehicle shall be constantly attended by a competent person.

74. **Composite vehicles.**— Petroleum in cans or other receptacles shall not be transported by road on any tank-wagon used for the transport of petroleum unless the wagon is so constructed as to comply with the conditions applicable to transport on wagons other than tank-wagons as well as with the conditions applicable to transport on tank-wagons.

75. **Filling and dipping pipes to be kept closed.**— Except during the operations of filling or emptying a tank-wagon the filling and dipping pipes shall be kept securely closed. Where the filling pipes are not provided with a liquid seal, the covers shall be kept locked or properly sealed except during the operation of filling a tank-wagon, and the keys shall not be carried on the wagon.

76. **Filling and emptying by night.**— Except where approved electric lighting as specified in rule 105 is exclusively used, the filling, discharging and emptying of tank-wagons shall be performed between the hours of sunrise and sunset.

77. **Approval of vehicles for transport in bulk necessary.**— (1) Petroleum in bulk shall not be transported by land except under a licence granted under these rule in a vehicle of a type approved in writing by the Chief Inspector.

(2) All such vehicles other than those exclusively used for the transport of class III petroleum shall have a stamped, embossed, painted or printed warning exhibiting in conspicuous characters the words “Petrol”, “Motor Spirit”, “Kerosene” or an equivalent warning of the nature of the contents.

(3) Every such vehicle and its fittings shall be maintained in good condition.

78. **Vehicles for transport other than in bulk.**— (1) Every vehicles on which petroleum not in bulk is transported shall be strongly constructed and with sides and back of adequate height and shall be maintained in good condition.

(2) In the case of animal-drawn vehicles the requirement in sub-rule (1) regarding the sides and back of the vehicle shall not apply if the load is securely fastened to the vehicle.

(3) All receptacles shall be so packed as not to project beyond the sides or back of the vehicle.

79. Engines of mechanically-driven vehicles.— (1) In every mechanically driven vehicle used for the transport by road of petroleum other than class II petroleum not in bulk or class III petroleum.

(a) the engine shall be of an internal combustion type ;

(b) the engine fuel tank and electric batteries shall be effectively screened from the body of the vehicle by a fire-resisting shield carried up above the height of the load and down to within 30 cm. of the ground ; and

(c) the exhaust shall be wholly in front of the fire-resisting shield.

(2) If windows are provided in the fire-resisting shield they shall be fitted with wired glass.

(3) The fuel tank of every such vehicle other than an articulated vehicle may be behind the fire-resisting shield if—

(a) a fuel feed apparatus placed in front of the shield, is used to lift the contents from the fuel tank ; and

(b) the fuel tank is protected from blows by the frame or by stout steel guards and the filling hole cover is provided with a lock.

(4) The fuel tank of any vehicle may be behind the fire-resisting shield if the fuel used in the engine is class III petroleum.

(5) A quick action out-off valve shall be fitted to the fuel feed pipe of every such vehicle in any easily accessible position, which shall be clearly marked.

80. Speed limit for vehicles.— Without prejudice to the operation of any other provision of law for the time being in force whereby a lower limit of speed is imposed, the speed of a motor tank wagon, or a motor lorry transporting petroleum in receptacles shall not exceed 50 kilometres per hour if fitted with pneumatic tyres and 25 kilometres per hour if fitted with solid tyres.

81. Exemptions.— (1) If the Chief Inspector is satisfied that in respect of any class of vehicle any of the requirements of rules 68, 78 and 79 may be safely suspended or relaxed, he

may authorise such suspension or relaxation for such period and under such conditions as he may think fit.

(2) Nothing in rules 68, 70, 77, 78 and 79 shall apply to vehicles and trailers in the possession of the Defence Services of Bangladesh.

82. Special provisions for motor conveyances.— (1) Rules 63 to 80 shall not apply to the conveyance of petroleum in any motor vehicles for use only in the propulsion of such vehicle.

(2) No motor conveyance carrying passengers on hire shall carry any petroleum other than:-

- (i) petroleum in the fuel tank incorporated in the conveyance, and
- (ii) petroleum not exceeding 90 litres in quantity intended to be used to generate motive power for the conveyance and kept in the manner provided in sub-section (2) of section 8 of the Act.

(3) During the filling or replenishment of the fuel tank of a vehicle licensed for conveyance of more than six passengers on hire, the driver or other person in charge of the vehicle shall not allow any passenger to remain in the vehicle.

(4) All petroleum tins carried in vehicle carrying passengers for hire shall be securely closed and shall be carried in a specially prepared receptacle which is not accessible to passengers in the vehicle and is not on the roof.

PART V. — TRANSPORT BY PIPE LINES.

83. Application.— The rules in this part apply only to the transport of petroleum by means of pipe lines other than those in any area in which operations for the winning of natural petroleum or natural gas or both are carried on or within the limits of refineries and installations.

84. Casing.— (1) An approved casing shall be put over the pipe line where it passes under any railway or public road and an approved protective casing shall be constructed round the pipe where it crosses over any railway or protected work :

Provided that the Chief Inspector may waive this rule in the case of any specified road or roads, if he is satisfied that the safety of the public is not likely be endangered thereby.

(2) The Chief Inspector may require an extra casing to be put over the pipe line where it crosses any stream, road, railway or protected work.

85. **Patrol.**— The whole of every pipe line shall be efficiently patrolled.

86. **Prevention of excessive pressure.**— As a precaution against excessive pressure in the pipe line, an automatic by pass relief valve and a reliable pressure gauge shall be placed on the common discharge pipe at pumping stations.

87. **Telegraph and telephone.**— A telephone or telegraph line shall be provided with connections at frequent intervals along the pipe line. One telephone or telegraph line shall suffice for a series of parallel pipe lines :

Provided that this rule shall not apply to a pipe line connecting railway siding with installations if the length of such pipe line does not exceed 1.6 kilometres.

88. **Gate valves.**— Gate valves shall be provided at reasonable intervals.

89. **Checking of tank gauges.**— Tank gauges shall be checked between stations at frequent intervals.

CHAPTER IV STORAGE OF PETROLEUM REQUIRING LICENCE.

90. **Licence for storage.**— Save as provided in section 7, 8 and 9 of the Act and by rule 109 no one shall store any petroleum except under a licence granted under these rules:

Provided that no licence shall be necessary for storage in a well-head tank.

91. **Precautions against fire.**— (1) No person shall smoke in any installation or storage shed.

(2) No person shall carry matches, fuses or other appliance for producing ignition or explosion in any installation or storage shed which is used for the storage of class I petroleum.

(3) No fire, furnace or other source of heat or light capable of igniting inflammable vapour shall be allowed in any licensed installation or storage shed save in places specially authorised by the licensing authority for the purpose.

(4) an adequate supply of dry sand or earth together with the necessary implements for its convenient application, or other efficient means of extinguishing petroleum fires, shall always be kept in every installation and in or adjacent to every storage shed.

92. **Supervision of operations within an installation or storage shed.**— All operations within an installation or storage shed shall be conducted under the supervision of an experienced responsible agent or supervisor.

93. **Cleanliness of installation or storage shed.** — The ground in the interior of an installation, and the protected area surrounding any storage shed or installation, shall be kept clean and free from all inflammable material, waste vegetation and rubbish.

Explanation. — In this rule “protected area” means the area necessary for the maintenance of the distances required under the conditions of the licence to be kept clear between any installation or storage shed and any protected works.

94. **Drainage.** — (1) All enclosures surrounding tanks or buildings belonging to an installation or storage shed shall be kept drained and no water shall be allowed to accumulate in the enclosure.

(2) Where drainage is effected by means of a pipe, the pipe shall be fitted with a valve actuated from the outside of the enclosure :

Provided that this sub-rule shall not apply to storage sheds which are not required under these rules or the terms of the licence to be provided with an enclosure wall or embankment.

(3) All valves and other openings for draining off water shall be kept closed except when water is being drained off.

(4) The nature of the drainage arrangements shall be shown in the plan submitted with the application for a licence.

95. **Exclusion of unauthorised persons.** — (1) Every installation shall be surrounded by a wall or fence of at least two meters in height :

Provided that nothing in this sub-rule shall apply to an installation licensed under the rules in force immediately before these rules come into operation unless its fencing is considered by the licensing authority to be unsatisfactory :

Provided further that the Chief Inspector may waive this sub-rule in the case of an installation connected with a pump outfit and floating storage barges, under such conditions as he may deems necessary.

(2) Precaution shall be taken to prevent unauthorised persons from having access to any storage shed or installation.

96. **Children.** — No person under the age of 15 years shall be employed in or allowed to enter any premises licensed under these rules.

97. **Receptacles for petroleum.** — The provisions of rules 26, 27 and 28 shall apply to petroleum stored under licence.

98. **Petroleum only to be stored.** — No installation or storage shed shall without permission in writing from the Chief Inspector be used for any purpose other than the storage and distribution of petroleum and purposes directly connected therewith.

99. **Marking of capacity of tanks.** — The capacity in litres of every tank in an installation shall be conspicuously marked on the tank.

The “capacity” of the tank is to be calculated and marked according to the nature of the petroleum proposed to be stored therein leaving margin for air-space prescribed in the Rules. The object of this provision is to ensure that the capacity thus marked constitutes the actual licensable capacity of the tank.

100. **Construction of tank.** — Every tank or other receptacle used for the storage of petroleum in bulk other than well-head tank shall be constructed of iron or steel properly erected and designed according to sound engineering practice and, together with all pipes and fitting shall be so constructed and maintained as to prevent any leakage of petroleum.

101. **Testing of tanks.** — (1) Storage tanks or other receptacles for the storage of petroleum in bulk other than well-head tanks, after being placed in a final position and before being brought into use, shall unless they were in use before the 1st. April 1937, be tested by water pressure by the licensee in the presence of an Engineer accepted as qualified for the purpose by the licensing authority.

(2) The water used for testing shall be free from petroleum and shall not be passed through any pipes or pumps ordinarily used for the conveyance of petroleum :

Provided that, where the licensing authority is satisfied that it is not reasonably possible to convey water by pipes or pumps other than those ordinarily used for the conveyance of petroleum, he may permit the use of a petroleum pipe or pump for the conveyance of water subject to such condition as he may impose.

(3) The test referred to in sub-rule (1) shall also be made before any receptacles for the storage of petroleum in bulk are brought into use after being repaired.

102. **Earthing of tanks.** — All tanks or other receptacles for the storage of petroleum in bulk other than well-head tank or tanks or receptacles of less than 45,000 litres capacity containing class III petroleum, shall be electrically connected with the earth in an efficient manner by means of not less than two separate and distinct connections placed at opposite extremities of such tank or receptacle. The roof and all metal connections of such tank or receptacle shall be in efficient electrical contact with the body of such tank or receptacle.

103. Inspection of earth connections. — (1) The connections and contacts required by rule 102 shall be inspected and tested at least once in every year by an Inspector or Assistant Inspector of Explosives in the manner prescribed by the Chief Inspector.

(2) The inspection under this rule should be carried out in the following manner:—

- (i) Examine visually all joints and connections above ground to discover if any of these are loose or disconnected. The number of joints should be as few as possible but where they are necessary they should be properly soldered as well as riveted to ensure both mechanical and electrical soundness.
- (ii) The electrical resistance to earth should be tested and measured either by means of direct reading instrument or by the procedure laid down in the “Code of Instructions for the Guidance of Public Works Officers in the Erection and Testing of Lightning Conductors”.
- (iii) The conditions of the connections and contacts will not be considered satisfactory unless the resistances to earth are found to be less than 10 ohms.

CAUTION:— The use of any testing instrument, capable of producing a spark, which is not so shielded as to be incapable of igniting inflammable vapours is prohibited under rule 91.

(3) A fee of sixty taka, for the service, shall be payable by the licensee for the test prescribed in sub-rule (1). In the event of the test proving unsatisfactory a fee of forty five taka shall be payable by the licensee for each subsequent test until the circuit is passed by the Testing Officer as satisfactory :

Provided that (1) not more than sixty taka shall be charged for all tests made on a circuit during any one day ; and (2) where two or more earthing circuits are connected to the same tank, fee for testing all such circuits shall not exceed the fee prescribed for testing on circuit.

104. Night working. — No installation or storage shed shall be open, and no work in any installation or storage shed shall be permitted, between sunset and sunrise except where approved electric lighting as specified in rule 105 is exclusively used.

105. Electric apparatus. — (1) All electric wires installed at less than 5 meters from the ground in any petroleum installation or situated within 6 meters of any building or tank containing class I petroleum shall consist of insulated cables, enclosed in metallic coverings

which shall be gas-tight, electrically and mechanically continuous throughout, and effectively earthed outside the building.

(2) No electric wire shall pass over any petroleum tank, filling, painting or storage shed.

(3) In filling, painting and storage sheds and pump rooms used for —

(i) class I petroleum —

(a) all electric meters, distribution boards, switches, fuses, plugs and sockets shall be placed outside the building and shall be of flameproof construction satisfying the requirements of the British Standard Specification No. 4683 : part 2, and the frame shall be effectively earthed ;

(b) all electric fixed lamps shall be enclosed in a well glass flame - proof fitting, either double enclosed with an inner and an outer well glass or singly enclosed with substantial metal protection; such lamps shall be installed at 4 meters where possible, but in no case less than 2.5 meters above the floor level ;

(c) all electric portable hand lamps of the self-contained pattern shall be of a type approved by the Chief Inspector ;

(d) for the examination of cans and other containers, electric torches employing a separate battery may be used; these torches shall be fitted with substantially protected flame-proof globes and shall be supplied through a cable of cab-tyre or other suitable sheathing and properly constructed flame-proof connectors ; and

(e) no single fixed lamp shall exceed 150 watts.

(ii) class II petroleum—

(a) all electric meters, distribution boards, switches, fuses, plugs and sockets shall be enclosed in iron-clad, gas-tight cases and shall be fixed at least 1.5 meters above the floor level in well-ventilated positions close to the door ;

(b) all electric fixed lamps shall be enclosed in gas-tight well glass fitting provided with substantial metal protection ;

(c) all electric portable hand lamps shall be fitted with substantially protected gas-tight globes and supplied through a flexible cab-tyre or

other suitable sheathing and properly constructed gas-tight connectors ; and

- (d) no single fixed lamp shall exceed 200 watts and no lamp shall exceed 30 watts.

106. **Pumping.**— No internal combustion engine or electric motor shall be used for driving pumps for pumping petroleum save in a pump house specially constructed for the purpose and under conditions as may be approved by the Chief Inspector :

Provided that this rule shall not apply where the motor, control switch gear and starting apparatus are of flame-proof construction satisfying the requirements of the British Standard Specification No. 4683 : part 2.

107. **Posting up of rules and conditions.**— Copies of the preceding rules in this Chapter and of the conditions of the licence shall be exhibited in a conspicuous place in every licensed installation and storage shed.

108. **Petroleum in possession of the Defence Services of Bangladesh.**— Nothing in rules 90, 95, 98, 101, and 104 shall apply to petroleum in the possession of the Defence Services of Bangladesh.

CHAPTER V

STORAGE OF PETROLEUM NOT REQUIRING LICENCE.

109. **Exemption of class III petroleum.**— (1) Notwithstanding anything contained in these rules, it shall be permissible to store without licence, subject to the conditions of this Chapter, class III petroleum in quantities not exceeding 9,000 litres, which is not stored in the same installation or storage shed as other petroleum.

(2) The provisions of Chapter IV shall not apply to petroleum so permitted to be stored without licence under sub-rule (1).

Comments on rule 107 : *It is the intention of this rule that the operators, staff and other persons who may happen to come to the licenced premises can acquaint themselves with their duties and liabilities.*

- (5) The exemption under sub-rule (1) above shall not apply to the storage of any kind of petroleum in any quantity in bulk stored in a tank connected with a pump outfit for fuelling motor vehicles which will be licensed in Form K.

110. Storage of exempted class III petroleum in bulk.— (1) Class III petroleum in bulk, if stored otherwise than under a licence, shall be stored in tank constructed of iron or steel properly erected and designed and the tank with all pipes and fittings shall be so constructed and maintained as to prevent any leakage of petroleum.

(2) All tanks of a capacity exceeding 4,500 litres shall be surrounded by a bank or wall, or sunk in a pit, so constructed and maintained as to be able to contain without leakage the whole of the petroleum liable to be present at any one time in the tank.

(3) Omitted.

(4) Nothing in this rule shall apply to petroleum in the possession of the Defence Service of Bangladesh.

111. Storage of exempted class III petroleum not in bulk.— Class III petroleum which is not in bulk, if stored otherwise than under a licence, shall, if the quantity exceeds 2,000 litres, be stored in a storage shed of which either—

- (a) the doorways and other openings shall be built up to a height of 30 cm. above the level of the floor ; or
- (b) the floor shall be sunk to a depth of 30 centimetres.

112. Prior report of storage of exempted class III petroleum.— Every person intending to store class III petroleum in quantity exceeding 2,000 litres otherwise than under a licence shall send to the Chief Inspector a prior report stating the situation of the premises on which such petroleum is to be stored.

113. Garages and hangars.— (1) Every garage or hangar used for housing any motor conveyance containing class I petroleum in bulk in any tank incorporated in the conveyance, whether

Comments on rule 112: It is an usage to obtain a permit to store class III petroleum in quantity exceeding 2,000 litres.

such petroleum is intended to be used to generate motive power for the conveyance or not, shall be constructed of unflammable material and be effectively and safely ventilated to the open air.

- (2) Every such garage or hangar shall be in charge of a competent person who shall be responsible for taking all proper precautions against fire and shall prevent unauthorised person from having access to the building.

CHAPTER VI

LICENCES.

114. **Application for licence.**— (1) A person wishing to obtain or to renew a licence prescribed under these rules shall submit an application in writing to the authority empowered to grant such a licence.

(2) Every application for the grant or renewal of a licence to store or to import and store petroleum shall be in Form D.

115. **Grant of licence.**— (1) Licences for importation, transportation and storage may be granted by the licensing authorities set forth in Schedule I in the forms, for the purpose, and on payment of the fees specified therein.

(2) A licence in Form H may be granted in such period as the licensing authority may deem necessary subject to a maximum of twelve months. Every other licence granted under these rules shall, unless renewed under rule 119, remain in force until the 31st day of December of the year for which the licence is granted.

(2A) Notwithstanding anything contained in sub-rule (2), the licensing authority may, if it is satisfied that a licence is required for specific work of national importance and for a short period, grant a licence for a period not exceeding three months but not extending beyond the 31st December, following the date on which the licence is granted :

Provided that an Inspector of Explosives shall not grant such a licence without the concurrence of the Chief Inspector if a certificate is not obtained from the District Authority under sub-rule (3) ; and

(3) Where the licensing authority is the Chief Inspector or an Inspector of Explosives an applicant for a new licence may apply to the District Authority for a certificate to the effect that there is no objection to the applicant receiving a licence for the site proposed and the District Authority shall, if he sees no objection, grant such certificate to the applicant who may forward it to the Chief Inspector or an Inspector of Explosives with his application in Form D.

(3A) Where the site proposed is located in the port land and includes loading and unloading facilities, the Port Authority, while granting the certificate under sub-rule (3), shall endorse on the Plan accompanying the application the details of the loading and

unloading facilities keeping in view the requirements of safety distance as laid down in the relevant rules made for the port.

(4) The Chief Inspector or the Inspector of Explosives may refer an application not accompanied by a certificate granted under sub-rule (3), to the District Authority for his observations.

(4A) Nothing in sub-rule (3) or sub-rule (4) shall be deemed to require an application for the grant of a licence for a site for which a licence was previously granted and has expired to be accompanied by a certificate granted under the said sub-rule (3).

(6) If the District Authority, either on a reference being made to him or otherwise, intimates to the Chief Inspector or Inspector of Explosives that any licence which has been applied for should not in his opinion be granted, such licence shall not be issued without the sanction of the Government.

(6) No licence in Form H shall be granted except to a person holding licence in Form I.

(3) In the case of licence granted for storage one copy of the plan or plans of the storage premises signed in token of approval by the licensing authority shall be attached to the licence and one copy shall be filed for record in the office of the licensing authority.

(7A) Notwithstanding anything contained in sub-rule (3), where the proposed site for storage of petroleum is located at the land within the premises of a recognised industrial unit, tea estate, research centre, hospital, police line, nationalised transport agency, power station or gas field, the licensing authority may, if it is satisfied that the petroleum is required to be stored for the consumption of, or the petroleum is required to be stored out of production of, such industrial unit, tea estate, research centre, hospital, police line, nationalised transport agency, power station or gas field, grant a licence without a certificate from the District authority :

Provided that an Inspector shall not grant such a licence without the prior concurrence of the Chief Inspector.

(4) If the site proposed is located on land within the jurisdiction of a Port Authority or the Civil Aviation Department, reference in this rule to District Authority shall be construed as reference to Port Authority or, as the case may be, Civil Aviation Department.

*Comments on rule 115: * Grant of licences to store, transport ,etc of hazardous substance like petroleum or inflammable chemicals is intended to ensure that the licensing authority has assessed the hazards and the said authority gives an assurance that the measures to combat and prevent accident has been taken.*

***It is not an intention of the sub rules (3) or (7) that the authority issuing No Objection Certificate (NOC) should thereby incur any responsibility on any technical matter including layout, construction and safety of the premises .The N O C may be intended as an assurance that the licensee expected to enjoy undisturbed possession of his site.*

116. Particulars of licence.— Every licence granted under these rules shall be held subject the conditions endorsed on it and shall contain all the particulars which are contained in the form prescribed for it by these rules.

117. Power of licensing authority to alter conditions.— (1) Notwithstanding anything contained in rule 116 the licensing authority, at the time of issuing a licence may omit, alter or add to any of the conditions specified in the prescribed form of licence.

(2) The power conferred by sub-rule (1) shall not be exercised by any licensing authority other than the Chief Inspector.

118. Amendment of licence.— (1) Any licence granted under these rules may be amended by the authority granting such a licence :

Provided that the amendments shall not be inconsistent with any rule in this Chapter.

(2) A licensee who desires to have his licence amended shall submit it to the licensing authority with an application stating the nature of the amendment and the reasons thereof.

(3) The fee for the amendment of a licence shall be twenty five taka plus the amount, if any, by which the fee that would have been payable if the licence had originally been issued in the amended form exceeds the fee originally paid for the licence.

119. Renewal of licence.— (1) A licence may be renewed by the authority empowered to grant such a licence :

Provided that a licence which has been granted by the Chief Inspector may be renewed without alteration by an Inspector of Explosives duly authorised by the Chief Inspector in this behalf.

(2) Every application for the renewal of a licence shall be made so as to reach the licensing authority not less than thirty days before the date on which the licence expires, and, if the application is so made, the premises shall be held to be duly licensed until such date as the licensing authority renews the licence or until an intimation that the renewal of the licence is refused has been communicated to the applicant.

(2A) Every application under sub-rule (2) shall be accompanied by the licence which is to be renewed together with the approved plan attached thereto and the original treasury receipt showing the deposit of the correct renewal fee under the correct head of account.

(3) The same fee shall be charged for the renewal of a licence as for the grant thereof :

Provide that if the application for renewal is not received within the time specified in sub-rule (2), the licence shall be renewed only, on payment of double the fee ordinarily payable for the licence.

(4) Where there has been no contravention of the Act or of the rules framed thereunder or of any condition of the licence, a licence in Form K or L may be renewable for three years and a licence in Form J, 'M, N or O may be renewable for two years.

(5) In the case of an application for renewal of a licence for a period of more than one year at a time the fee at double the rate as prescribed under sub-rule (3), if payable, shall be paid only for the first year of renewal.

120. Refusal of licence.— (1) A licensing authority refusing to grant, amend or renew a licence, shall record his reasons for such refusal in writing.

(2) A copy of the order containing the reasons for such refusal shall be given to the applicant on payment of a fee of taka ten.

121. Suspension or cancellation of licence.— Every licence granted under these rules shall be liable to be suspended or cancelled by order of the licensing authority for any contravention of the Act or of any rule thereunder, or of any condition contained in such licence.

(2) A licensing authority suspending or cancelling a licence shall record his reasons for so doing in writing.

(3) A copy of the order containing the reasons for the suspension or cancellation of a licence shall be given to the holder of the licence on payment of a fee of taka ten.

122. Appeals. — (1) An appeal shall lie against any order refusing to grant, amend or renew a licence or suspending or cancelling a licence—

(i) to the Government where the order is passed by the Chief Inspector ;

(ii) omitted ; and

(iii) to the Chief Inspector if the order is passed by an Inspector of Explosives ;

(2) Every appeal shall be in writing and shall be accompanied by a copy of the order appealed against and shall be presented within 60 days of the order passed if preferred to the Government, and within 30 days in all other cases.

123. Supply of rules. — With every licence granted for the storage of petroleum, a copy of rules 90 to 107 in Chapter IV, shall be given free of charge to the licensee.

124. Certificates of safety. — (1) Before petroleum is stored in any installation, for which a licence is being granted for the first time, a certificate shall be furnished to the licensing authority to the effect that all enclosure walls and embankments constructed in accordance with the conditions of the licence are of such a nature as to ensure safety.

(2) The certificate shall be signed by an Engineer accepted as qualified for the purpose by the licensing authority.

(3) When the licence is not granted for the first time, but is being granted for an increased quantity of petroleum, a certificate shall similarly be furnished to the licensing authority before any quantity of petroleum exceeding the amount which was admissible under the former licence is stored in the installation.

125. Transfer of licence for storage.— (1) The holder of a licence for the storage of petroleum may, at any time before the expiry of the licence, apply for permission to transfer his licence to another person.

(2) Such application shall be made to the licensing authority who shall, if he approves of the transfer, enter upon the licence, under his signature, an endorsement to the effect that the licence has been transferred to the person named.

(3) A fee equivalent to ten present of the licence fee subject to a minimum of taka twenty five shall be charged on each such application.

(4) The person to whom the licence is so transferred shall enjoy the same powers and be subject to the same obligations under the licence as the original holder.

126. Procedure on death or disability of licence.— (1) If a licensee dies or becomes insolvent or mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or confiscation under the Act or these rules for exercising the powers granted to the licensee by the licence during such times may reasonably be required to allow him to make an application for a new licence in his own name for the unexpired portion of the original licence.

(2) A fee equivalent to ten present of the licence fee subject to a minimum of taka twenty five shall be charged for a new licence for the unexpired portion of an original licence granted to any person applying for it under this rule.

127. Loss of licence.— Where a licence granted under these rules is lost or accidentally destroyed a duplicate may be granted on payment of a fee of taka twenty five.

128. **Payment of fees.**— (1) Every application under this Chapter shall be accompanied by a Treasury receipt showing that the appropriate fee has been paid into the local Treasury under the head of “1/4232/0000/2681.”

(2) If an application for the grant, renewal or amendment of a licence is rejected, the fee paid shall be refunded by the Treasury on the production of a signed order from the licensing authority directing such refund.

(3) Fees payable under any other Chapter of these rules shall be paid in cash or by cheque.

129. **Power to exempt from payment of fee.**— The Government may, by general or special order, grant exemption from, or reduction of any fee payable under these rules.

130. **Production of licence on demand.**— (1) Every person holding or acting under a licence granted under these rules shall produce it, or an authenticated copy of it, at the place to which the licence applies, when called upon to do so by any Inspector.

(2) Copies of any licence may, for the purposes of this rule, be authenticated on payment of fee equivalent to one percent of the licence fee subject to a minimum of taka ten by the authority which granted the licence.

131. **Procedure on reports of infringements.**— The District Authority shall inform the Chief Inspector of the action taken by him on any reports of infringements of the Act or of these rules which the Chief Inspector may make to him.

131A. **Executive control over authorities.**— Every authority other than the Government acting under this Chapter shall perform his duties subject to the control of the Government :

Provided that nothing in this rule shall be deemed to affect the powers of executive control of the Chief Inspector over the officers subordinate to him.

CHAPTER VII

REFINING AND BLENDING OF PETROLEUM.

132. **Approval of refinery.**— (1) No person shall refine, blend or reclaim by recycling petroleum unless the plans showing the general arrangement of tanks, stills fencing, gates, and all plant and buildings at the place where it is proposed to refine, blend or reclaim by recycling petroleum (hereinafter in this Chapter referred to as the refinery) have been approved by the Chief Inspector.

(2) Any person desiring to refine, blend or reclaim by recycling petroleum shall submit to the Chief Inspector an application along with—

- (i) a copy of plans referred to in sub-rule (1) in triplicate, and
- (ii) a treasury Chilean in original showing deposit of taka 5,000 into the head of account “1/4232/0000/2681.”

(3) The chief Inspector on receiving an application under sub-rule (2) may by order require submission of such particulars as he may specify in the order.

(4) An approval accorded under sub-rule (1) may be subject to such conditions as the Chief Inspector may deem fit to impose.

(5) The Chief Inspector may revoke an approval granted under sub-rule (1), if the person in whose favour the approval is accorded violates any condition of such approval :

Provided that the approval shall not be revoked without giving the person concerned a reasonable opportunity of showing cause against the proposed revocation.

(6) A person aggrieved by such revocation may prefer an appeal to the Government against such revocation within 30 days from the date of revocation order and the decision of the Government on such appeal shall be final.

133. Retention of plans.— A copy of the approved plans, which shall incorporate any alterations sanctioned under rule 135 from time to time shall be kept at the refinery.

134. Application of rules.— Rules 135 to 147 inclusive apply only to refineries.

135. Alterations.— No alteration in a refinery involving the general arrangement of tanks, stills, any other plant and buildings or the materials used in the construction of the method of erection of the stills condensing pipes and tanks shall be carried out without the previous sanction in writing of the Chief Inspector.

136. Use of fire-proof materials.— All buildings in which petroleum is handled shall be built of fire-proof materials.

137. Situation of storage tanks.— No storage tank, the capacity of which exceeds 2,50,000 litres, shall be situated nearer than 90 meters to any still, boiler or furnace.

138. Size of service tanks.— Unless specially permitted by the Chief Inspector service tanks (i.e. tanks which contain fuel for boiler and still fires) shall not be larger than is necessary to conserve 24 hours fuel for the fire which they serve.

139. **Drainage.**— Suitable arrangements shall be made for the proper carrying of and fire-trapping of all drainage and possible leakage from a still or bench of stills.

140. **Fires and smoking.**— (1) No fire, furnace or source of heat or light capable of igniting inflammable vapour shall be allowed except in the firing spaces of stills or boilers.

(2) No smoking shall be allowed except in spaces or buildings specially approved for the purpose by the Chief Inspector.

141. **Supply of sand or earth.**— (1) An adequate quantity of dry sand or earth together with the necessary implements for its convenient application or other efficient means of extinguishing petroleum fires shall always be kept readily accessible near tanks and stills.

(2) The Chief Inspector may specify the quantity of dry sand or earth which shall be deemed to be adequate for the purposes of this rule.

142. **Hydrants and hoses.**— (1) In a refinery with still capacity exceeding on an average 4,5000 litres daily, hydrants with a minimum pressure of 20 kgs. with the necessary hose, shall be provided at suitable points. Their location shall be shown in the approved plans of the refinery.

(2) All hydrants and hose shall be kept in an efficient condition.

143. **Pumping of class I petroleum.**— All class I petroleum as it leaves the stills, with the exception of such quantities as may be pumped direct to service tanks for fuel, shall be at once pumped out of the refinery to storage tanks, and shall not be stored in the immediate neighbourhood of stills and boilers :

Provided that the Chief Inspector may permit class I petroleum to be disposed of otherwise.

144. **Prevention of danger from electricity.**— Adequate provision shall be made to prevent the accumulation of dangerous static charges of electricity.

145. **Plans.**— Fire walls and efficient separators for drainage shall be shown in the plans referred to in rule 132 and may be required to be erected when deemed necessary by the Chief Inspector.

146. **Reports of fires.**— The occurrence of any fire at a refinery shall be reported immediately by the person in charge of the refinery for the time being to the nearest Police Station and to the Chief Inspector.

147. **Closing of refinery.**— If a refinery is closed down, the area within the fence surrounding it shall be cleared of all petroleum having a flashing-point below 95° C. as soon as possible.

CHAPTER VIII
TETRA ETHYL LEAD MIXTURE.

148. **Addition of tetra ethyl lead.**— Tetra ethyl lead shall not be blended with petroleum except in an equipment approved in writing by the Chief Inspector and in such proportions and under such conditions as may from time to time be determined by him.

149. **In Importation, Transport and storage.**— No person shall import, transport or store petroleum containing tetra ethyl lead unless the proportions of tetra ethyl lead have been previously determined by the Chief Inspector in accordance with rule 148.

150. **Prescription of special conditions.**— The Chief Inspector may from time to time by a written order prescribe special conditions which shall be observed during handling of leaded petroleum or cleaning or repair of storage tanks which have contained leaded petroleum.

151. **Coloration.**— Every mixture of petroleum and tetra ethyl lead shall be distinctly coloured before being supplied to the public.

152. **Marking of receptacles.**— All receptacles containing a mixture of petroleum and tetra ethyl lead in non-bulk, other than tanks on tank carts, shall unless they are in the possession of the Defence Services of Bangladesh bear a warning in the following terms—

“Warning

This spirit contains lead and should be used as a motor fuel only”.

CHAPTER IX
TESTING OF PETROLEUM

153. **Drawing of samples.**— (1) In all cases the sampling officer shall personally superintend the drawing of the sample. Where the sample is drawn from an original unopened receptacle containing petroleum not in bulk the opening shall be sufficient to admit of the sample being rapidly transferred from the receptacle.

(2) Two bottles, each of the capacity of about 2 litres shall be filled to three quarters of their capacity with the sample and corked. The corks shall be driven home and cut off level

with the neck; and melted sealing wax shall be worked into the corks and the bottles shall be efficiently sealed.

(3) In the case of petroleum imported by sea the bottles containing the same shall, after being sealed, be labelled with the name of the ship, the name of the consignee and such other distinguishing marks as may be necessary.

154. Forwarding and retention of samples.— One of the bottles referred to in sub-rule (2) of rules 153 shall be preserved for reference in case of need and the other shall be forwarded to the testing officer.

155. Procedure of delivering of samples from ship's cargo.— (1) When the master of, or the agent for, a ship has made the declaration required by rule 8, the sampling officer shall go on board the vessel and obtain samples of all the petroleum on board which it is intended to land at the port. If the importer so desires the sampling officer shall also take samples of all the petroleum on board which it is intended to land at any other port in Bangladesh :

Provided that no sample need be taken of—

- (a) petroleum which is declared to be class I; or
- (b) petroleum of Burmese origin which is covered by a certificate in Form B granted by testing officer appointed by the Government of Burma.

(2) The master shall deliver to the sampling officer, without charge, samples of every variety of petroleum comprised in the petroleum of which samples are to be taken under sub-rule (1). Such samples shall, if the sampling officer so requires, be taken from the particular receptacles indicated by him :

Provided that when the petroleum is in cases, samples may be taken as landing proceeds.

156. Selection of samples from ship's cargo. — The minimum number of samples to be selected of each brand of quality contained in the cargo shall be as follows : —

- (a) of petroleum certified in accordance with rule 11 —
 - (i) in cases— one sample for every 15,000 cases or part thereof ;
 - (ii) in casks or drums, declared to be of uniform quality— one sample for every 6,00,000 litres or part thereof ;
 - (iii) in bulk or in tanks— one sample from each group of tanks or tank compartments certified to be of the same brand or quality ;

- (b) of other petroleum—
 - (i) in cases — one sample for every 10,000 cases or part thereof ;
 - (ii) in casks or drums, declared to be of uniform quality— one sample for every 4,00,000 litres or part thereof ;
 - (iii) in bulk or in tanks— one sample from each group of tanks or tank compartments.

157. **Standard Test Apparatus.** — (1) The standard Test Apparatus shall —

- (a) agree in every respect with British Standard Specifications No 2839 or 3442 as may be applicable, and
- (b) have been tested and certified by an officer appointed by the Government under sub-section (1) of section 15 of the Act.

(2) The standard thermometers shall be replaced at least once in every three years.

158. **Certification of apparatus.**— (1) When any apparatus for determining the flashing-point of petroleum is submitted to the officer appointed under sub-section (1) of section 15 of the Act for comparison with the Standard Test apparatus, that officer shall examine the apparatus including the thermometers and the barometers or androids.

(2) No certificate shall be granted under section 16 of the Act if the apparatus, any thermometer or barometer is in any respect outside the tolerances laid down in or variations permitted under the British Standard Specification No. 2839 or 3442, as may be applicable.

(3) A certificate in Form E shall be granted in respect of any apparatus which has been found to agree with the Standard Test Apparatus within the limits mentioned in sub-rule (2).

(4) A certificate granted under this rule shall be valid for a period of three years.

159. **Register of certificates.** — A register of all certificates granted under rule 158 shall be maintained in Form F by the officer appointed under sub-section (1) of section 15 of the Act.

160. **Methods of test.** — (1) The testing officer shall test the samples in the manner laid down the British standard Specification No. 2839 or 3442, as may be applicable.

(2) In all cases at least three samples shall be separately tested, the average of the three readings being corrected for the thermometer correction, if any and for the barometric correction in case of dispute.

(3) If the average flashing-point is not lower than 23°C and no one test gives a flashing-point below 20°C the whole of the petroleum represented by the samples shall be deemed to be class II petroleum.

161. Procedure when tests show want of uniformity.— (1) If the testing officer, after testing samples taken from a ship's cargo, considers further tests necessary to satisfy himself that none of the petroleum is class I, he shall report to the Commissioner of Customs accordingly.

(2) On receipt of a report under sub-rule (1) —

(a) when the consignment is imported in cases or casks or drums, the Commissioner of Customs shall cause the petroleum in question to be landed and stacked in lots of not more than 1,500 cases or casks or drums each, or to be discharged into boats each containing not more than 1,500 cases or casks or drums, and the sampling officer shall select and deliver to the testing officer one sample from each lot ;

(b) when the consignment is imported in bulk, the sampling officer shall forward a second sample and the Commissioner of Customs may, until the receipt of the testing officer's further report, prevent the landing of any portion of the contents of the tank in question or may permit it to be landed as provided in rule 15 ;

(c) if the petroleum has been already landed and stored under rule 15 —

(i) if it is not in bulk it shall be divided into lots and samples of each lot shall be selected as provided in clause (a) ;

(ii) if it is in bulk samples shall be drawn from each separate storage tank containing the petroleum.

162. Certificate of tests. — (1) The testing officer shall as soon as practicable, and ordinarily within twenty-four hours after receipt of any samples make out a certificate in Form G and shall forward it in the case of samples of petroleum taken on board a ship to the Commissioner of Customs and in the case in the other samples to the officer submitting the sample.

(2) The testing officer shall, at the request of any person concerned, furnish him with a certified copy of the certificate in Form G on payment of a fee of taka fifty.

163. Fees for inspection and comparison.— (1) The fee for each inspection of the Standard Test Apparatus shall be Taka 50.

(2) The fees for comparing a privately owned test apparatus with the Standard

Test Apparatus shall be as follows : —

	Taka
Able Flash Point Apparatus or Pensky-Martens Apparatus	500
Barometer	200
Thermometer	200

164. **Fees for testing.** — (1) The fee for testing each sample of imported petroleum shall be taka 100 :

Provided that the aggregate fees chargeable under this sub-rule shall not, in the case of any one ship, exceed Taka 1,000.

(2) The fee for re-testing each sample under section 20 of the Act shall be taka 100. It shall be refunded if the original test is proved to be erroneous.

CHAPTER X EXEMPTION

165. **Power to exempt.** — The Government may on the recommendation of the Chief Inspector in exceptional cases, by order, grant to any person or persons exemption from all or any of the provisions of these rules on such conditions, if any, as may be specified in the order.

CHAPTER XI MISCELLANEOUS

166. **Dangerous practices.**— (1) If an Inspector of Explosives finds in any installation, storage shed, receptacle, vehicle, vessel or place where petroleum is being imported, stored, produced, refined, reclaimed by recycling or blended or is under transport or anything therein or practice connected therewith or with the handling or transport of petroleum, any matter which is not provided for by any express provision of, or condition of a licence granted under these rules to be unnecessarily dangerous or defective, so an in his opinion, to tend to endanger the public safety or the bodily safety of any person, such Inspector of Explosives may by an order in writing require the occupier, owner or the person in-charge of such installation, storage shed, vehicle, vessel or place to remedy such danger or defect within such time specified in the order.

(2) The occupier, owner or the person in charge, if aggrieved by an order passed under sub-rule (1), may appeal to the Chief Inspector within the time specified in the order and the decision of the Chief Inspector upon such appeal shall be final.

(3) Every appeal under sub-rule (2) shall be in writing and shall be accompanied by a copy of the order appealed against.

(4) If the occupier, owner or the person in charge fails to comply with an order passed under sub rule (1) within the time specified in it or, where an appeal is preferred under sub-rule (2) fails to comply with the decision of the Chief Inspector thereon within the time fixed in such decision, he shall be deemed to have committed a breach of this rule.

167. Entry into tanks. — No person shall enter or allow any one to enter into any tank which has contained petroleum unless, —

- (a) the person entering wears a safety helmet of a description approved by the Chief Inspector ; or
- (b) an Inspector of Explosives or the Chief Inspector has, on payment of the fee prescribed in sub-rule (2) of rule 38, examined the tank with the aid of a vapour testing instrument and has certified it to be free from dangerous vapour.

168. Repair of tanks. — No person shall repair or cause to be repaired by the use of any instrument capable of causing a spark or by the use of fire, welding, hot riveting or brazing any tank or other receptacle which has contained petroleum unless, —

- (a) the receptacle has been thoroughly cleaned and freed from petroleum and petroleum vapour or otherwise safety precaution has been taken for carrying out such repair ; and
- (b) the Chief Inspector or an Inspector of Explosives has, on payment of the fee prescribed in sub-rule (2) of rule 38, certified the use of such instrument, fire, welding, hot riveting or brazing as safe for such repair.

169. Dismantling of tank. — No person shall dismantle or cause to be dismantled any tank which has contained petroleum by the use of any instrument capable of causing spark or by the use of fire unless the conditions laid down in clauses (a) and (b) of rule 168 have been complied with.

170. Special precaution against accident. — No person shall commit or attempt to commit any act which may cause or tend to cause fire or explosion in or about any place where petroleum is stored, handled, transported, refined, blended or reclaimed by recycling.

171. **Notice of accident.** — (1) Where any accident by explosion or fire, which is attended with loss of human life or serious injury to person or property occurs as the result of the ignition of petroleum or its vapour, occurs in or near any place where petroleum is kept and under circumstances making it likely that it was the result of such ignition, the person for the time being in charge of the petroleum shall give information thereof forthwith to the Chief Inspector and to the nearest Magistrate or to the Officer in charge of the nearest police station immediately and by telegraph or telephone where such means of communication is available.

(2) On receipt of such information the Chief Inspector or his representative may, without unnecessary delay, visit the place of occurrence of the accident. Pending the visit of the Chief Inspector or his representative, or until instruction is received from the Chief Inspector that he does not wish any investigation or inquiry to be made, all wreckage and debris shall be left untouched except in so far as its removal may be necessary for the rescue of the persons injured and recovery of the bodies of any person killed by the accident or for the restoration of through communication.

SCHEDULES

SCHEDULE I LICENCE (See rule 115)

Article NO.	Form of Licence (See Schedule II)	Purpose for which granted	Authority empowered to grant licence.	Fee	
1	2 H	3 To import class I petroleum other than petroleum which can be used in an internal combustion engine, in quantity not exceeding 300 litres at any one time	4 The Chief Inspector or an Inspector of Explosives authorised by the Chief Inspector in this behalf.	5 For Articles 1,2,3,4, 5, (i) When the quantity to be stored or imported and stored does not exceed 250 kilolitres.	6 & 7 Taka one thousand three hundred and thirty
2	I	To store class I petroleum in quantity not exceeding 300 litres.	Ditto		Taka maximum 3,00
3	J	To store, otherwise than in bulk, (a) class II petroleum in quantity not exceeding 25,000 litres, or (b) partly class II and partly class III petroleum in quantity not exceeding 25,000 litres, or (c) class III petroleum in quantity not exceeding 45,000 litres.	The Chief Inspector or an Inspector of Explosives authorised by the Chief Inspector in this behalf.	(ii) When the quantity to be stored or imported and stored exceeds 250 kilo litres.	Taka first plus additional litres of, maximum 7,00
4	K	To store petroleum in a tank or tanks in connection with a pump outfit for fuelling motor conveyances.	Ditto		
5	L	To import class I petroleum and to store petroleum in installations	The Chief Inspector		
6	M	To import and store class I petroleum otherwise than in bulk and to store, otherwise than in bulk, (a) class II petroleum in quantity exceeding 25,000 litres or (b) partly class I petroleum and partly class II petroleum.	The Chief Inspector or an Inspector of Explosives authorised by the Chief Inspector in this behalf.		
7	Special Forms	To import class I petroleum and to store petroleum (in cases not provided for in Articles 1, 2, 3, 4, 5 and 6)	The Chief Inspector		
8	N	For the carriage of petroleum, in bulk by water	The Chief Inspector.	For ship or other vessel the gross tonnage not exceed 400 tons, Taka 500 plus Taka additional 100 tons gross tonnage or part thereof.	
9	O	For the transport of petroleum bulk by land.	The chief Inspector or an Inspector of Explosives authorised by the Chief Inspector in this behalf.	Vehicle the carrying capacity of which does not exceed 5000 litres, taka 200 plus Taka 25 for every 1000 litres or part thereof.	

**SCHEDULE II
FORMS
FORM A**

(See rule 8)

Declaration to be made by the Master of a ship carrying petroleum before entering a port or by the ship's Agent.

Name of ship

1	2	3	4
Class of petroleum	Total quantity carried in the ship	Quantity of petroleum to be landed in— name of port	Remarks
Class I petroleum which can be used in an internal combustion engine,			
Other class I petroleum.			
Petroleum certified in accordance with rule II other than class III petroleum			
Class III petroleum			
Other class II petroleum.			
Total			

Dated

Signature of Master/Agent of ship

FORM B

(See rule II)

Certified that $\frac{\text{Sample}}{\text{Samples}}$ of petroleum of the description given below for shipment per S.S. to $\frac{\text{has}}{\text{have}}$ been tested by me and tha $\frac{\text{its}}{\text{their}}$ flashing $\frac{\text{point is}}{\text{points are}}$ as stated against the same

Description of petroleum whether in cases, casks, drums, tanks or in bulk/	Brand	No. of cases, casks, drums or tanks.	Quantity	Flashing point

Port of shipment Name of Shipper

Dated the day of

**Signature and Designation of Testing Officer.
FORM D**

(See rule 114 (2))

Application for the grant/renewal of a licence to store or to import and store petroleum.

<ol style="list-style-type: none"> 1. *Applicant's name Applicant's profession Applicant's address 2. Situation of the premises where petroleum is to be stored- District Upazilla/Police Station / Town/Village 3. Petroleum proposed to be stored - Class (ie class I, class II or class III In bulk Quantity Not in bulk 4. Form in which licence is required. 5. Do the premises fulfil all the conditions endorsed on the Form ? 6. Petroleum already stored on the premises - Class 	<p>The replies to be written in this column.</p>
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<p>Quantity In bulk</p> <p> Not in bulk</p> <p>7. Class I petroleum proposed to be imported</p> <p>Quantity In bulk</p> <p> Not in bulk</p> <p>8. Name & address of the agent or dealer -</p> <p>Remarks</p>	
<p>signature of the applicant :</p> <p>Postal address of the applicant :</p> <p>Date of application :</p>	

Note.— This application if it relates to a new installation or storage shed or if the applicant proposes any alterations in an existing installation or storage shed, must be accompanied by specifications and plans drawn to scale in quadruplicate. The plans should clearly indicate—

- (a) the manner in which the conditions prescribed by these rules have been complied with ;
- (b) the premises to be licensed, the area of which shall be distinctively coloured or otherwise defined ;
- (c) the surroundings and all protected works ;
- (d) the position and capacity of all storage tanks, storage and filling sheds and the position of all other buildings and erections forming part of the installation ;
- (e) the areas reserved for class I petroleum, class II petroleum and class II petroleum other than class III petroleum ;
- (f) tanks and other enclosures ;
- (g) all pumps, valves, filling and discharge points, vent pipes, etc.

* In cases where the application is made on behalf of a company, the name and address of the company and the name of the manager and/or agents should be given.

FORM E
(See rule 158 (3)]
Certificate of Apparatus

..... Apparatus

Marked No.

Maker's Name

Slide No.

ThermometerNo.OilCup No.

Water Bath Cup No.....

The above apparatus including the thermometers having been submitted for verification with the Standard Test Apparatus was compared by me on_ and found to agree with it within the prescribed limits.

The following corrections are necessary to the thermometer and barometer or aneroid readings :-

Thermometer No.

No.

Barometer or Aneroid No.

Date

Reference.

Signature and Designation of the Officer
appointed under Section 15(1)
of the Petroleum Act, 1934.

FORM F
(See rule 159)

Register of Certificates of Apparatus

Sl. No.	Place at which the apparatus is intended to be used	Number and date engraved on the apparatus	Contents of certificate.	Date on certificate will be valid.

FORM G
(See rule 162)

Certificate of Tests of Petroleum

Owner

Marks.

- Test (1)
- (2)
- (3)

Average Thermometer

Correction

The sample is

petroleum and (in the case of class II petroleum) has a flashing - point of

Place& date.....
Officer.

Testing

FORM H
(Article 1 of Schedule 1)

Licence to import Class I Petroleum other than Petroleum which can be used in internal combustion engine, in quantity not exceeding 300 Litres at any one time.

No.

Fee

Licence is hereby granted to to import class I petroleum other than petroleum which can be used in an internal combustion engine, not exceeding 300 litres in quantity at any time, at the Port of subject to the provisions of the Petroleum Act, 1934 and the rules made thereunder and to the further conditions on the back of this licence.

This licence shall remain in force till the

The

Licensing Authority.

Conditions of licence

1. Class I petroleum shall be imported in gas tight tinned, galvanised or otherwise externally rust proofed sheet iron or steel receptacles which shall be fitted with well-made filling apertures and well fitting screw plugs or with screw caps or other caps with metal air-tight under-caps.

2. The receptacles shall have the following thickness of metal :—

Capacity exclusive of the prescribed air-space—	Not less than
Not exceeding 10 litres	0.44mm (27BG)
Exceeding 10 but not exceeding 25 litres.	0.63mm (24 BG)
Exceeding 25 but not exceeding 50 litres.	0.80mm (22 BG)
Exceeding 50 but not exceeding 200 litres.	1.25mm (18 BG)
Exceeding 200 but not exceeding 300 litres.	1.59mm (16 BG)

3. The receptacles shall be so constructed and secured as not to be liable except under circumstances of gross negligence or extraordinary accident, to become defective,

leaky or insecure in transit and shall bear a stamped, embossed, painted or printed warning exhibiting in conspicuous characters the words "Highly Inflammable" or an equivalent warning of the dangerous nature of the petroleum.

4. An air-space of not less than 5 per cent. of its capacity shall be left in each receptacle at the time of filling.

FORM I
(Article 2 of Schedule 1)

Licence to Store Class I Petroleum in quantity not exceeding 300 Litres.

No. _____
Fee _____

Licence is hereby granted to valid only for the storage of litres of class I petroleum in the storage shed described below, subject to the provisions of the Petroleum Act, 1934, and the rules made thereunder and to the further conditions on the back of this licence.

This licence shall remain in force till the 31st day of December,
The

Licensing Authority.

Description of the storage shed referred to above.

Date of renewal	Date of expire Signature	Signature of licensing authori

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and conditions under which the licence is granted is also punishable for the first offence with imprisonment for a term which may extend to three months, or with fine

which may extend to five thousand taka, or with both and for every subsequent offence with imprisonment for a term which may extend to six months, or with fine which may extend to ten thousand taka, or with both.

Conditions of licence

1. Class I petroleum shall be stored only—
 - (i) in a storage shed constructed of suitable inflammable material : the doors and windows may be of wood ; or
 - (ii) in a properly ventilated iron bin of a design approved by the Chief Inspector of Explosives in Bangladesh placed on private ground in the open air.
2. The storage shed shall be adequately ventilated near the ground level and also near or in the roof. The ventilators shall be provided with two thickness of fine copper or other non-corroding metal wire gauze of mesh not less than 11 to the liner centimetre.
3. The storage shed shall not form part of, or be attached to, any building in which any person resides or works or where persons assemble for any purpose unless it is separated there from by a substantial floor or partition which is constructed of inflammable material and has no openings therein.
4. The storage shed, if in any building, shall not be situated under any staircase or under any other means of exit likely to be required to be used for escape in case of fire.
5. Any two storage sheds or bins or other storage premises not more than six metres apart, shall be deemed to be one storage shed.
6. No alterations shall be carried out in the storage shed or bin without the previous sanction in writing of the licensing authority.
7. If the licensing authority calls upon the holder of a licence, by a notice in writing, to execute any repairs to the storage shed, which are, in the opinion of such authority, necessary for the safety of the shed, the holder of the licence shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.
8. Class I petroleum other than paints, varnishes, lacquers and similar products when stored in a bin shall not be kept in any receptacle other than the standard petrol tins of capacity not exceeding 9 litres exclusive of the prescribed air space.

9. All empty receptacles which contained class I petroleum shall, except when they are opened for the purpose of cleaning them and rendering them free from petroleum vapour, be kept securely closed unless they have been thoroughly cleaned and freed from petroleum vapour.

10. No receptacles shall be repaired on the premises and no person shall repair or cause to be repaired any receptacle in which, to his knowledge, any class I petroleum is or has been kept until he has taken all reasonable precautions to ensure that the receptacle has been rendered free from class - I petroleum and any inflammable vapour.

11. Adequate precautions shall be taken at all times for the prevention of accident by fire or explosion.

12. Every care shall be taken to prevent any class I petroleum escaping into any drain, sewer, harbour, river or water course.

13. Adequate precautions shall be taken to prevent unauthorised persons having access to any class I petroleum kept and to the vessel which contains or has contained petroleum.

14. any accident, fire for, or explosion occurring within the licensed premises, which is attended with loss of human life or serious injury to person or property, shall be reported to the nearest Magistrate or to the officer in-charge of the nearest Police Station and to the chief Inspector of Explosives in Bangladesh immediately and by telegraph or telephone where such means of communication are available.

15. Free access to the licensed premises shall be given at all reasonable times to any Inspector or Sampling officer and every facility shall be afforded to such officer for ascertaining that the rules and the conditions of this licence are duly observed.

FORM J

(Article 3 of Schedule I)

Licence to Store otherwise than in bulk (a) Class II Petroleum not exceeding 25,000 litres, or (b) partly Class II and partly Class III Petroleum not exceeding 25,000 litres, or (c) Class III Petroleum not exceeding 45,000 litres.

No.

Fee

Licence is hereby granted to
..... valid only for the storage of
..... litres of Class II petroleum and Litres of
Class III petroleum in the storage shed described below and shown in the plan attached
hereto subject to the provisions of the Petroleum Act, 1934 and the rules made thereunder
and to the further conditions of the licence.

This licence shall remain in force till the 31st day of December,

The

Plan No.

dated

Licensing Authority

Description of the storage shed referred to above		
date of renewal	Date of expire	Signature of licensing authority

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and conditions under which the licence is granted is also punishable for the first offence with imprisonment for a term which may extend to three months, or with fine which may extend to five thousand taka, or with both and for every subsequent offence with imprisonment for a term which may extend to six months, or with fine which may extend to ten thousand taka, or with both.

Condition of licence

1. The petroleum shall be stored only in the storage shed which shall be constructed of suitable unflammable materials, but the beam, rafters, columns, windows and doors may be of wood. The building shall rest on foundation walls, the walls and floors being suitably finished to form a sump or enclosure not more than 0.6 meter in depth and capable of receiving and retaining, in cases of accident or emergency, a volume not less than the maximum quantity of petroleum allowed in the building.
2. The storage shed shall not form part of, or be attached to, any building in which any person resides or works or where persons assemble for any purpose unless it is separated therefrom by a substantial floor or partition which is constructed of unflammable material and has no openings in it.
3. The storage shed, if in any building, shall not be situated under any staircase or under any other means of exit likely to be required to be used for escape in case of fire.
4. No alterations shall be carried out in the storage shed without the previous sanction in writing of the licensing authority.
5. If the licensing authority calls upon the holder of a licence, by a notice in writing, to execute any repairs to the storage shed, which may, in the opinion of such authority, be necessary for the safety of the shed the holder of the licence shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.
6. Any two storage sheds not more than 4 meters apart shall be deemed to be one storage shed.
7. Petroleum shall be packed in air-tight tins or drums of steel or iron or in other receptacles not easily broken.
8. The drum or other receptacle containing petroleum shall only be opened in the licensed premises and for the time necessary for drawing off the petroleum, and during such drawing off every reasonable precaution shall be adopted for preventing the escape of petroleum or the vapour therefrom.
9. The licensee shall keep record and accounts of all petroleum in stock and of sales or issues thereof. The accounts shall clearly indicate date wise opening balance, receipts, sales and closing balance. Separate accounts shall be maintained for different class of petroleum.
10. Adequate precaution shall be taken to prevent unauthorised persons having access to any petroleum kept and to any receptacles which contain or have contained petroleum.

11. Adequate precautions shall be taken at all times for the prevention of accident by fire or explosion.
12. Every care shall be taken to prevent any petroleum escaping into any drain, sewer, harbour, river or water course.
13. Any accident, fire or explosion occurring within the licensed premises, which attended with loss or human life or serious injury to person or property, shall be reported to the nearest Magistrate to the Officer in-Charge of the nearest Police Station and to the Chief Inspector of Explosives in Bangladesh immediately and by telegraph or telephone where such means of communication are available.
14. Free access to the licensed premises shall be given at all reasonable time to any Inspector or Sampling Officer and every facility shall be afforded to such officer for ascertaining that the rules and conditions of this licence are duly observed.

FORM K

(Article 4 of Schedule 1)

Licence to store petroleum in a tank or tanks in connection with a pump outfit for fuelling motor conveyances.

No. _____ fee _____

Licence is hereby granted to valid only for the storage of litres of petroleum in a tank (tanks) in the licensed premises described below and shown on the plan hereto attached subject to the provisions of the Petroleum Act, 1934 and the rules made thereunder and to the further conditions on the back of this licence.

* This licence shall be renewable for _____ years in the absence of contravention of the provisions of the Petroleum Act, 1934, or of the rules framed thereunder or of any condition of this licence.

*Not applicable to portable kerbside outfits.

This licence shall remain in force till the 31st day of December,

The

Licensing Authority

Plan No. date

Description of the licensed premises referred to above..

The licensed premises are situated atand consists of a gas-tight tank (tanks) of a capacity of litres sunk underground.

Date of renewal	Date of expire	Signature of licensing author

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and conditions under which the licence is granted is also punishable for the first offence with imprisonment for a term which may extend to three months, or with fine which may extend to five thousand taka, or with both and for every subsequent offence with imprisonment for a term which may extend to six months, or with fine which may extend to ten thousand taka, or with both.

Conditions of licence.

1. The petroleum shall be stored in one or more gas-tight metal tanks of a capacity of litres sunk completely underground in the position shown on the plan attached hereto and each placed in a masonry or concrete pit, the tank being packed round with sand, earth or clay so that no air-space is left between the tank and the masonry or concrete pit and the tank is not visible. Such masonry or concrete pit shall not be obligatory if the tank is a welded one tested up to a pressure of 0.25 kg. per square centimetre and is buried and is on private, leased or rented land away from public traffic. The space over the buried tanks must not be used for any purpose.
2. There shall be no openings in any tank other than those necessary for the introduction or removal of the petroleum or for ventilating or dipping the tank. The filling and dipping pipes shall be carried down nearly to the bottom of the tank.
3. Every tank shall be fitted with a vent pipe leading into the open air. The vent pipe shall be securely supported and shall be not less than 4 metres in height. The upper opening shall be covered with fine copper or other non-corroding metal wire gauze of mesh not less

than 11 to the linear centimetre and fitted with a hood or the upper openings shall be fitted with an inlet valve and an exhaust valve.

4. After the 1st April, 1937, no pump or tank shall be erected inside a building and, if prior to that date any tank is installed inside a building, it shall only be filled from a tank wagon through an underground filling pipe having a filling point in the open air at a distance of not less than 4 metres from the building.

5. No alteration of the premises including the position of a pump or tank and no replacement of a tank shall be effected except with the previous sanction in writing of the licensing authority. All alterations sanctioned under this condition shall be shown on an amended plan to be attached to this licence.

6. If the licensing authority calls upon the holder of a licence by a notice in writing to execute any repairs to the licensed premises which are, in the opinion of such authority, necessary for the safety of the premises, the holder of the licence shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.

7. Every tank, before being repaired, shall be cleared of all petroleum and of all inflammable vapours. When a tank in position is open for cleaning or repairs no electric or other lamps, electric cables or electric fans shall be brought near the manhole of the tank until the tank has been certified in writing to be "gas free" by a qualified Chemist or Engineer. (The inside of the tank may be lighted by the use of mirrors.)

8. The petroleum shall enter a tank "under seal" and shall not be supplied to the tank between the hours of sunset and sunrise except by a motor tank-wagon of a type approved by the Chief Inspector of explosives in Bangladesh for the purpose and with the approval in writing of the licensing authority.

Note.— A pipe supplying liquid to a tank is "under seal" to that tank if it is screwed to the tank or otherwise attached so that no liquid or vapour can escape into the air except through the vent pipe fitted to the tank as required by condition 3.

9. No artificial light capable of igniting inflammable vapour shall at any time be present in the immediate vicinity of the tank-wagon during the transfer of the petroleum to the tank and no person engaged in such transfer shall smoke. When the underground tank is filled with petroleum from barrels no such light shall be allowed within a distance of 9 metres from the barrels.

10. No petroleum shall be removed from a tank except by means of the pump or pumps at the position marked on the plan hereto attached. Every pump shall together with

its connections and fittings be so constructed and maintained as to be gas and petroleum tight. The pipe connections between the tank and a pump shall be placed underground.

11. For the purpose of charging the tanks of motor vehicles the petroleum shall only be supplied by being —

- (a) pumped through strong metal piping by means of approved pumps into above ground measuring tanks of a capacity not exceeding 150 litres, fixed in approved positions, and run thence through sound hose fitted with a secure self-closing cock and nozzle, into the tanks of motor vehicles, or
- (b) pumped through strong metal piping by means of approved pumps into an above ground service tank of approved capacity, fixed in an approved position, and run thence through strong metal piping into measuring tanks of a capacity not exceeding 150 litres fixed in approved positions and thence through sound hose fitted with a secure self closing cock and nozzle, into the tanks of motor vehicles, or
- (c) pumped by means of approved measuring pumps, fixed in approved positions, through sound hose fitted with a secure tap and nozzle, into the tanks of motor vehicles.

12. Petroleum may be supplied to a motor vehicle between the hours of sunset and sunrise from the pump provided that (i) lights other than the electric lights of the vehicle receiving the petroleum are extinguished, (ii) the pump and the vehicle are illuminated by electric light or failing this by some other form of lighting, and (iii) no light capable of igniting inflammable vapour is situated or brought with in 4 metres of the pump or vehicle receiving the petroleum.

- 13. (a) Petroleum shall not be placed in any motor vehicle while the engine is running and, where the vehicle is licensed for the conveyance of more than six passengers on hire, while any passenger remains in the vehicle, and
- (b) Persons in an engaged in connection with any motor vehicle shall not be permitted to smoke while it is being refuelled.

14. Except when absolutely necessary for the purposes of condition 7 or for testing the accuracy of the pump's discharge by means of a standard capacity measure, petroleum shall not be filled from the tank or pump into any receptacle other than the fuel tank of a motor vehicle.

15. This licence shall be held to cover the use of a portable kerbside pump outfit for a period of not more than one month in the place of the licensed permanent outfit in the event

of the latter being out of order, provided notice in writing is given to the licensing authority before the portable pump is taken in to use, and the conditions of this licence which apply to a portable pump are observed. No petroleum shall be allowed above ground (except that actually in the pump) in any case where the underground tanks can be used in connection with the portable pump by making a temporary connection from the portable pump to the underground tank.

16. In cases where portable pumps, are used not more than two barrels of petroleum in reserve shall be kept within 6 metres of the pump or on public property.

17. A licensee who stores class I petroleum intended for sale may stock in a building within the licensed premises not more than 25 litres of class I petroleum in securely closed 9 litres standard tins, and shall, if so required by the District Authority, stock at least 9 litres.

18. Adequate precautions shall be taken to prevent unauthorised persons from having access to the petroleum or to the vessels which contain or have contained petroleum.

19. Every person managing or employed on or in connection with the licensed premises shall abstain from any act whatever which tends to cause fire or explosion and which is not reasonably necessary and to the best of his ability, shall prevent any other person from doing such act.

20. Every care shall be taken to prevent any petroleum escaping into any drain or sewer.

21. The licensee shall provide for each pump, whether kerbside or portable, a minimum of two tins or drums of dry sand which shall be kept ready for extinguishing fires.

22. Any accident, fire or explosion occurring within the licensed premises, which is attended with loss of human life or serious injury to person or property shall be reported to the nearest Magistrate or to the Officer-in-charge of the nearest Police Station and to the Chief Inspector of Explosives in Bangladesh.

23. Free access to the licensed premises shall be give at al reasonable times to any Inspector or Sampling Officer and every facility shall be afforded to such officer for ascertaining that the rules and the conditions of this licence are duly observed.

24. Electrically operated pumps must comply with the following conditions, namely :
—

- (a) the motor, switch gear and all wiring on the pump casing shall be of flame proof construction satisfying the requirements of British standard specification No. 4683 : part 2; and

- (b) a double poled switch shall be provided in an immediately accessible position not less than 4 metres from the pump and must be so connected as to be capable of completely isolating the pump from the electric supply.
25. (a) The licensee shall keep records and accounts of all petroleum in stock and of sales or issues thereof. The accounts shall clearly indicate date-wise the opening balance, receipts, sales, closing balance and meter numbers. Separate account shall be maintained for different categories of petroleum.
- (b) The licensee shall exhibit his stock book and records to any officer authorised under section 13 of the Petroleum Act, 1934 wherever such an Officer calls upon him to do so.
26. Before petroleum is stored in the premises, the licensee shall send to the licensing authority a report in writing to the effect that the premises have been built according to the approved plan.

FORM L

(Article 5 of Schedule I)

Licence to import Class I petroleum and to store petroleum in installation.

No.

Fee.

Licence is hereby granted to_ valid for the importation of litres of Class I petroleum and for the storage of *litres of petroleum in the place described below and shown on the plan attached hereto subject to the provisions of the petroleum Act, 1934 and the rules made thereunder and the further conditions of the licence.

This licence shall remain in force till the 31st day of December

litres

- *Class I petroleum in bulk
- Class I petroleum otherwise than in bulk
- Class II petroleum in bulk
- Class II petroleum otherwise than in bulk
- Class III petroleum in bulk
- Class III petroleum otherwise than in bulk

Total _____

The

Plan No., date
Bangladesh

Chief Inspector of Explosives in

Description of the place referred to above:

Date of renewal	Date of expire	Signature of licensing auth

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and condition under which this licence is granted is also punishable for the first offence with imprisonment for a term which may extend to three months, or with fine which may extend to five thousand taka, or with both and for every subsequent offence with imprisonment for a term which may extend to six months, or with fine which may extend to ten thousand taka, or with both.

Conditions of licence.

1. Petroleum shall be kept only in the storage tanks and storage and filling sheds or other approved places within the installation specified for the purpose on the plan attached hereto.
2. (i) The tank or tanks shall be supported on an approved foundation and shall be surrounded by a wall or embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall contain only one of the following classes of petroleum, shall be of dimension sufficient to contain the quantity of petroleum specified under the class to be stored and shall be so constructed and maintained as to prevent the escape therefrom of any petroleum in the form of liquid, whether under the action of fire or otherwise—
 - (a) Class I petroleum— 10 percent. more petroleum than the tank or tanks are capable of containing ;

- (b) Class II petroleum other than class III petroleum— the amount of petroleum the tank or tanks are capable of containing ;
- (c) Class III petroleum— the amount of petroleum the largest tank in the enclosure is capable of containing :

Provided that class III petroleum may be stored in the same enclosure as class II petroleum other than class III petroleum in the dimension under (b) above is observed.

- (ii) except for the necessary pipes and valves the space within an enclosure and not occupied by the tank or tanks, shall be kept entirely clear and un-occupied. Alternatively gas-tight metal tanks being packed round with sand, earth or clay, so that no air-space is left below ground level and the tank is not visible. Tanks so buried shall not be required to maintain the safety distances laid down in condition 8 but the space over the buried tanks must be used for any purpose. The filling and dipping pipes in an underground tank shall be carried down to the bottom of the tank.
3. All tanks shall be fitted with a vent pipe leading into the open air, the open end being covered with fine copper or other non-corroding metal wire gauze of mesh not less than 11 to the linear centimetre and fitted with a hood or the tank shall be fitted with an approved relief valve or other approved means for preventing dangerous internal or external pressures being produced.
 4. Cast iron valves are not permitted on any tank and all valves in an installation must be permanently marked in a manner clearly indicating the direction of opening and shutting the valve.
 5. Pumps shall be placed only in positions shown on the plan attached hereto and they shall together with all connections and fittings be so constructed and maintained as to prevent leakage of petroleum.
 6. Storage or filling sheds shall be constructed of suitable unflammable material. The building shall rest on foundation walls and shall be surrounded by a wall or embankment of substantial construction or the walls and floor shall be suitably finished to form a sump or enclosure not more than 0.6 metre deep. A combination of these methods is permissible. The enclosure or sump thus formed shall be of sufficient capacity to contain the total quantity of petroleum liable at any time to be present in the building and shall be so constructed and maintained as to prevent the escape therefrom of any petroleum in the form of liquid whether under the action of fire or otherwise. In the case of class I petroleum or partly class I and partly class II petroleum

the enclosure or sump shall be capable of receiving and retaining a volume not less than 5 per cent in excess of the maximum quantity allowed in the building. The sumps and enclosure must be kept clean and free from any accumulation of inflammable liquids.

7. Every storage or filling shed in which class I petroleum is stored or filled shall be adequately ventilated near the ground level immediately above any walls constructed to prevent any leakage of petroleum and also near or in the roof. The ventilators shall be provided with two thickness of fine copper or other non-corroding metal wire gauze of mesh not less than 11 to the linear centimetre.
8. (a) A distance of not less than 20 metres shall be kept clear between (i) a storage tank and any other storage tank, (ii) between a storage tank and a storage or filling shed, the distance being measured between the nearest points of the perimeters of the storage tanks or storage or filling sheds, as the case may be.
- (b) A distance of not less than 25 metres shall be kept clear between any storage tank or storage or filling shed and protected works.
- (c) Notwithstanding anything contained in clause (a) or clause (b)
 - (i) Where the quantity of class I petroleum or partly class I and partly class II petroleum not in bulk to be stored in a storage shed does not exceed 2,50,000 litres, the following reduced distance may be kept clear between the shed or enclosure wall and (A) any other building forming part of the installation. (B) any protected work, or (C) storage tank containing class II petroleum having a capacity not exceeding 2,50,000 litres : —

	Metres
Not exceeding 5,000 litres	4
Not exceeding 5,000 litres but not exceeding 1,00,000 litres	5
Not exceeding 50,000 litres but not exceeding 1,00,000 litres	6
Not exceeding 1,00,000 litres but not exceeding 1,00,000 litres	7
Not exceeding 1,50,000 litres but not exceeding 2,00,000 litres	8
Not exceeding 2,00,000 litres but not exceeding 2,50,000 litres	10

- (ii) When storage tank containing class II petroleum has a capacity not exceeding 5,00,000 litres a distance of not less than 10 metres be kept clear between it and (A) another such tank of similar or less capacity, or (B) a storage for filling shed containing Class II petroleum.

Such a storage tank and storage of filling shed may, where the total quantity stored does not exceed 10,00,000 litres keep a distance of not less than 10 metres clear between the enclosure wall or embankment and any protected works.

- (iii) When a storage tank containing class II petroleum has a capacity not exceeding 2,50,000 litres a distance of —
 - (a) for horizontal tanks, not less than one third.
 - (b) for perpendicular tanks not less than one half the height of the tank may be kept clear between it and (A) another such tank or (B) a storage or filling shed wherein Class II petroleum is stored in quantity not exceeding 2,50,000 litres.

Such a storage or filling shed may, where the total quantity stored does not exceed 5,00,000 litres keep a distance of not less than 4 metres clear between the enclosure wall or embankment and any protected work.

- (iv) In the case of class III petroleum a distance of not less than 4 meters may be kept clear between a storage tank and (A) another such tank or (B) a storage or filling shed containing such petroleum and a distance of not less than 10 metres shall be kept clear between such storage tank or filling or storage shed and any protected works. When the total quantity stored in such storage tank and storage of filling shed does not exceed 5,00,000 litres, half the distance given in clause (iii) for the like quantity of class II petroleum other than class III petroleum may be observed.
- 9. The distances specified in condition 8 may be reduced by the licensing authority in cases where screen walls are provided or other special precaution taken or where there are special circumstances that, in his opinion, warrant the alteration.
 - 10 Notwithstanding anything herein to the contrary when petroleum is stored in an installation at or near walls, pumping stations or refineries, the concessions in clause (c) of conditions 8 shall not apply and no storage tank, the capacity of which exceeds, 2,50,000 litres or storage or filling shed shall be placed nearer than 90 meters to any still, boiler, furnace. In such an installation all tanks shall be situated in a compact area under a single control, (b) enclosed or capable of being enclosed by one continuous fence, (c) on which there shall be no protected works.

11. No alterations shall be carried out in the installation without the previous sanction in writing of the licensing authority. Such alterations so sanctioned shall be shown on an amended plan to be attached to this licence.

Explanation— In this condition, the term “ installation” includes the pipe lines terminating in or emanating from the storage tanks and all the facilities connected with the piping system for loading and unloading pontoons, jetties and other landing facilities.

12. If the licensing authority calls upon the holder of a licence, by a notice in writing, to execute any repairs to the licensed premises, which are, in the opinion of such authority, necessary for the safety of the premises the holder of the licence shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by notice.
13. Any accident, fire or explosion occurring within the area specified in the licence, which is attended with loss of human life or serious injury to person or property shall be reported to the nearest Magistrate or to the Officer-in-Charge of the nearest Police Station and to the Chief Inspector of Explosives in Bangladesh immediately and by telegraph or telephone where such means of communication are available.
14. (a) Adequate precautions shall be taken at all times for the prevention of accident by fire or explosion.

(b) Wherever so specified by the Chief Inspector of Explosives in Bangladesh storage tank shall be fitted with approved fire foam attachments which shall be maintained in proper order at all times.
15. Every care shall be taken to prevent any petroleum escaping into any drain, sewer, harbour, river or water course and enclosures or sumps must not be permanently connected with any drain or sewer.
16. The licensee shall keep records and accounts of all petroleum in stock and of sales or issues thereof in such form as the licensing authority may from time to time prescribe and shall exhibit his stock and records to an Inspector or a Sampling Officer.
17. The licensee shall not deliver from the licensed premises—
 - (a) any licensable quantity of petroleum to any one other than holder of a storage licence or his authorised agent or a Port Authority or Railway Administration acting as carrier ;

- (b) any petroleum to any vessel or vehicle used for the transport of petroleum in bulk by water or by land unless such vessel or vehicle has got a valid licence granted under the Petroleum Act, 1934.
18. Free access to his licensed premises shall be given at all reasonable times to any Inspector or Sampling Officer and every facility shall be afforded to such officer for ascertaining that the rules and the conditions of this licence are duly observed.

FORM M
(Article 6 of Schedule I)

Licence to Import and Store Class I Petroleum otherwise than in bulk and to Store otherwise than in bulk than in bulk—Class II Petroleum in quantity exceeding 25,000 litres, or (b) partly Class I Petroleum and partly Class II Petroleum.

No. _____
Fee _____

Licence is hereby granted to valid only for the importation of Litres of class I petroleum and for the storage of class I petroleum and litres of class II petroleum in the storage shed described below and shown on the plan attached hereto, subject to the provisions of the Petroleum Act, 1934, and the rules made thereunder and to the further conditions on the back of this licence.

This licence shall remain in force till the 31st day of December,
The

Licensing Authority

Plan No. dated.

Description of the Storage shed referred to above.

Description of the storage shed referred to above

Date of renewal	Date of expire	Signature of licensing authority

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and condition under which this licence is granted is also punishable for the first offence with imprisonment for a term which may extend to three months, or with fine which may extend to five thousand taka, or with both and for every subsequent offence with imprisonment for a term which may extend to six months, or with fine which may extend to ten thousand taka, or with both.

Conditions of licence.

1. The Petroleum shall be stored only in the storage shed which shall be constructed of suitable unflammable material, provided that when only class II petroleum is stored, the beams, rafters, columns, windows and doors may be of wood. The building shall rest on foundation walls and shall be surrounded by a wall or embankment of substantial construction or the walls and floor shall be suitably finished to form a sump or enclosure not more than 60 cm. deep. A combination of these methods is permissible. The enclosure or sump thus formed shall be of sufficient capacity to contain the total quantity of petroleum liable at any time to be present in the building and shall be so constructed and maintained as to prevent the escape therefrom of any petroleum in the form of liquid whether under the action of fire or otherwise. In the case of class I petroleum or partly class I and partly class II petroleum the enclosure or sump shall be capable of receiving and retaining a volume not less than 5 per cent. in excess of the maximum quantity allowed in the building. The sumps and enclosures must be kept clean and free from any accumulation of inflammable liquids.
2. The storage shed, if it is used for the storage of class II petroleum shall be adequately ventilated near the ground level immediately above any walls constructed to prevent any leakage of petroleum and also near or in the roof. The ventilators shall be provided with two thickness of fine copper or other non-corroding metal wire gauze of mesh not less than 11 to the linear centimetre.
3. If the licensing authority calls upon the holder of a licence, by a notice in writing, to execute any repairs to the licensed premises which may, in the opinion of such authority, be necessary for the safety of the premises, the holder of the licence shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.

4. No alteration shall be carried out in the licensed premises without the previous sanction in writing of the licensing authority. All alterations shall be shown on an amended plan to be attached to this licence.

5. The following distances shall be kept clear at all times between protected works and a storage shed or an enclosure wall used for the storage of class I petroleum or partly class I and partly class II petroleum :-

Quantity to be stored	Distances to be kept clear.
	Metres
Not exceeding 5,000 litres	4
Exceeding 5,000 but not exceeding 50,000 litres	5
Exceeding 50,000 but not exceeding 1,00,000 litres	6
Exceeding 1,00,000 but not exceeding 1,50,000 litres	7
Exceeding 1,50,000 but not exceeding 2,00,000 litres	8
Exceeding 2,00,000 but not exceeding 2,50,000 litres	10
Exceeding 2,50,000 litres	15

6. The following distances shall be kept clear at all times between protected works and a storage shed or an enclosure wall used for the storage of class II petroleum only :-

Quantity to be stored	Distances to be kept clear.
	Metres
Exceeding 25,000 litres but not exceeding 50,000 litres	4
Exceeding 50,000 but not exceeding 2,00,000 litres	5
Exceeding 2,00,000 litres	6

7. The distance specified in conditions 5 and 6 may be reduced by the licensing authority in cases where screen walls are provided or other special precautions taken or where there are special circumstances that, in his opinion, warrant the reduction.

8. Drums or other receptacles containing petroleum shall only be opened in the licensed premises and for the time necessary for drawing off the petroleum, and during such drawing off every reasonable precaution shall be adopted for preventing the escape of petroleum or the vapour therefrom.

9. All empty receptacles which have contained class I petroleum shall, except when they are opened for the purpose of cleaning them and rendering them free from petroleum vapour, be kept securely closed unless they have been thoroughly cleaned and freed from petroleum and inflammable vapour.

10. No person shall repair or cause to be repaired any receptacle in which, to his knowledge, any petroleum is or has been kept until he has taken all reasonable precautions to ensure that the receptacle has been rendered free from petroleum and any inflammable vapour :

Provided that this condition shall not be deemed to prohibit the usual soldering operations connected with the filling and despatching of petroleum receptacles when such operations are conducted in an approved place outside the storage shed.

11. Adequate precautions shall be taken at all times for the prevention of accident by fire or explosion.
12. Every care shall be taken to prevent any petroleum escaping into any drain, sewer, harbour, river or water course.
13. Adequate precaution shall be taken to prevent unauthorised persons having access to any petroleum kept and to any receptacles which contain or have contained petroleum.
14. Any accident, fire or explosion occurring within the licensed premises, which is attended with loss of human life or serious injury to person or property shall be reported to the nearest Magistrate or to the Officer-in-Charge of the nearest Police Station and to the Chief Inspector of Explosives in Bangladesh immediately and by telegraph or telephone where such means of communication are available.
15. Free access to the licensed premises shall be given at all reasonable times to any Inspector or Sampling Officer and every facility shall be afforded to such officer for ascertaining that the rules and the conditions of this licence are duly observed.
16. The licensee shall keep records and accounts of all petroleum in stock and of sales or issues thereof. The accounts shall clearly indicate datewise the opening balance, receipts, sales, closing balance. Separate accounts shall be maintained for different classes of petroleum.

Licence for the carriage of petroleum in bulk by water.

No.

Fee

Name of Vessel :

Official No. :

Gross Tonnage :

Name and Address of owner :

The above vessel is hereby licensed for the carriage of petroleum in bulk by water subject to the provisions the Petroleum Act, 1934 and the rules made thereunder and to the further conditions of the licence.

This licence shall remain in force till the 31st day of December,
The day of,

Chief Inspector of Explosives in Bangladesh

plan No., dated

Date of renewal	Date of expiry	Signature of licensing authority

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and condition under which this licence is granted is also punishable for the first offence with imprisonment for a term which may extend to three months, or with fine which may extend to five thousand taka, or with both and for every subsequent offence with imprisonment for a term which may extend to six months, or with fine which may extend to ten thousand taka, or with both.

Conditions of licence.

The petroleum shall be stored only in—

- (1) the following parts of the vessel
- (2) the following manner, that is to say

FORM O
 (Article 9 of Schedule I)
Licence for the transport of petroleum in bulk by land

No. Fee

Name of the Vehicle : Registration No.

:

Engine No. : Chassis No.

Name of owner :

Capacity in litres. :

Class (es) of petroleum authorised to be carried :

Licence is hereby granted to in respect of the above vehicle for the carriage of petroleum in bulk by land subject to the provision of the Petroleum Act, 1934 and the rules made thereunder and to the further conditions of the licence.

This licence shall remain in force till the 31st day of December,

The

Plan No., dated

Licensing Authority.

Date of renewal	Date of expire	Signature of licensing authority

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of

any of the rules and condition under which this licence is granted is also punishable for the first offence with imprisonment for a term which may extend to three months, or with fine which may extend to five thousand taka, or with both and for every subsequent offence with imprisonment for a term which may extend to six months, or with fine which may extend to ten thousand taka, or with both.

Conditions of licence.

1. The licensed vehicle shall not be used for carrying passenger or any article other than petroleum in bulk.
2. No smoking, no fire or artificial light or any article capable of igniting inflammable vapour shall be allowed on the licensed vehicle.
3. Only responsible persons who are conversant with the conditions of this licence shall be employed for driving the licensed vehicle or attending to it.
4. Before petroleum is loaded into or unloaded from the licensed vehicle—
 - (a) its engine shall be stopped and the battery shall be isolated by a proper switch or other wise;
 - (b) its chassis shall be electrically bonded by a cable with the pipe into or from which it is to be unloaded or loaded ;
 - (c) the correct filling or discharge hose shall be selected and connected by oil-tight coupling at both ends.
5. The licensed vehicle shall at all times carry—
 - (a) a portable fire extinguisher of capacity not less than 9 litres and suitable for extinguishing oil fires; the extinguisher shall be kept unlocked at an easily accessible and safe position.
 - (b) a separate oil tight and electrically continuous hose for each class of petroleum it is carrying; the hoses shall have at each end oil tight coupling to match the discharge faucet of the licensed vehicle and the inlet pipe into which the petroleum carried in the vehicle is to be unloaded.
 - (c) a strong and flexible cable for electrical bonding; the cable shall be at least 5 metres long and shall have at each end suitable clamp or clip.
6. The licence or its authenticated copy shall at all times be kept in the licensed vehicle and produced on demand by an Inspector.
7. Every facility shall be give at all reasonable time to any Inspector or Sampling Officer for ascertaining that the rules and the conditions of this licence are duly observed or for drawing samples.
8. Any accident, fire or explosion occurring in the licensed vehicle, which is attended with loss of human life or serious injury to person or property shall be reported to the nearest Magistrate or the Officer-in-charge of the nearest Police Station and to the Chief Inspector of Explosives in Bangladesh immediately and by telegraph or telephone where such means of communication are available.