Government of Pakistan
Ministry of Energy
Petroleum Division
***

NOTIFICATION

Islamabad, the October, 2025.

S.R.O. (I)/2025.- The following draft rules proposed to be made by the Federal Government, 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), are hereby published for information of all persons likely to be affected thereby and, as required by sub-section (2) of section 29 of the said Act, notice is hereby given that objections or suggestions thereon, if any, may for consideration of the Federal Government be given within fifteen days of the publication thereof in the official Gazette. Objections or suggestions which may be received from any person in respect of the said draft, before expiry of the aforesaid period, shall be taken into consideration by the Federal Government, namely:–

DRAFT RULES
CHAPTER I
PRELIMINARY

1. **Short title and commencement.–** (1) These rules shall be called the Petroleum Rules, 2025.

(2) These rules shall come into force at once.

2. **Definitions. –** In these rules, unless there is anything repugnant in the subject or context, –

(1) “Act” means the Petroleum Act, 1934 (XXX of 1934);

(2) “ADR” means association of dangerous goods road transportation;

(3) “API Standard” means American Petroleum Institute standards, which improve safety of oil and gas operations and procedures, safe, interchangeable equipment and materials;

(4) “articulated vehicle” means a truck and trailer attached to each other;

(5) “BS 4683-2” means British Standard specifications for electrical apparatus for explosive atmospheres;

(6) “compatibles” in the context of semi-trailers and drawbar trailers means such design as would facilitate the attachment of trailer to the prime mover vehicle;

(7) “container” means a receptacle for petroleum not exceeding 227 liters in capacity;

(8) “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 (XV of 1908);

(9) “Director General” means the Director General of Explosives in Pakistan;

(10) “District Authority” means the Deputy Commissioner and includes an Additional Deputy Commissioner;

(11) “drawbar vehicle” means a trailer attached to a rigid vehicle;

(12) “fueling station” or “petrol pump” means any premises specially prepared for the fueling of motor vehicles and includes such places within the premises which have been specially approved by the licensing authority for the servicing of motor vehicles and for other purposes;

(13) “hot work” means any work which involves welding, burning, soldering, brazing, sand blasting, chipping by spark-producing tools, use of certain power driven tools, non-flame proof electrical equipment or equipment with internal combustion engines and including any other work which is likely to produce sufficient heat, capable of igniting inflammable gases;

(14) “IEC 60079” means the International Electro-technical Commission’s standard that covers dealing with general equipment requirements, gas detectors, intrinsically safe equipment, a variety of different methods of equipment protection, material characteristics;

(15) “Inspector” means a Director, Deputy Director, Assistant Director or such other officer of the department of explosives authorized by the Federal Government for the purpose of sub-section (1) of section 13 of the Act;

(16) “installation” means any premises wherein any place has been specially prepared for the storage of petroleum in bulk, but does not include a well-head tank, or a fueling station;

(17) “NFPA” means the National Fire Protection Association;

(18) “NFPA 30” means the standard providing safeguards to reduce the hazards associated with the storage, handling and use of flammable and combustible liquid;

(19)“NFPA 30A” means the standard providing help to mitigate fire and explosion dangers by providing safeguards for dispensing liquid and gaseous motor fuels into the fuel tanks of automotive vehicles and marine craft;

(20)“NFPA 70” means the standard providing benchmark for safe electrical design, installation and inspection to protect people and property from electrical hazards;

(21)“petroleum in bulk” means petroleum in a tank that exceeds 227 liters, contained therein;

(22)“protected area” means the area necessary for the maintenance of the distance required under the conditions of the licence to be kept clear between any installation, fueling station or storage shed and any protected works;

(23)“protected works” include-

(a) building or places, in which persons dwell or assemble or timber and coal yards, and includes, docks, wharves, public roads and streets, public footpaths, and public parks, furnace, kiln or chimney and buildings or places used for storing petroleum or for any other purpose but does not include buildings or places forming part of an installation;

(b) any public road, or a railway line which is used exclusively as an oil siding; and

(c) overhead high-tension power lines;

(24)“rigid vehicle” means a tank put on top of a truck chassis;

(25)“sampling officer” means an officer authorized by the Federal Government for the purpose of sub-section (1) of section 14 of the Act;

(26)“storage shed” means a 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;

(27)“storage tank” means any vessel having a liquid capacity that exceeds 227 liters, intended for fixed installation and not used for processing;

(28)“tank vehicle” means any vehicle, including a tank wagon with a tank of capacity exceeding 1,000 liters mounted thereon and also includes refueller used for refueling of air crafts or onsite fueling of heavy vehicles, machineries or stationery equipments;

(29)“tank wagon” means a railway carriage with a tank mounted thereon;

(30)“testing officer” means an officer authorized by the Federal Government for the purpose of section 17 of the Act;

(31)“vehicle” or “vehicle outfit” or “outfit” or “complete combination” means the entire truck or trailer or the prime mover and tanker; and

(32)“well-head tank” means a tank into which crude petroleum flowing or being pumped from an oil well is first discharged.

3. **Excluded petroleum.–** Nothing in these rules, except Chapter VIII, shall apply to petroleum having its flashing-point ninety-three degrees centigrade and above.

CHAPTER II
IMPORTATION OF PETROLEUM

PART I
GENERAL

4. **Licence for import of petroleum class A, class B, and class C.–** Save as provided in sections 8, 9 and 10 of the Act, petroleum class A, petroleum class B and petroleum class C shall not be imported except under a licence granted under these rules.

5. **Petroleum exempted. –** (1) Nothing in this Chapter shall apply to–

(a) petroleum class A, not exceeding 30 liters in quantity which is not intended for sale;
(b) petroleum class A, contained in any fuel tank incorporated in a motor conveyance; and
(c) petroleum class B, 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 Collector of Customs shall be final.

(3) Nothing in rules 4 and 12 shall apply to petroleum imported by Armed Forces of Pakistan.

PART II
IMPORT BY SEA

6. **Import by sea. –** Petroleum shall not be imported by sea except into the ports of Karachi, Gawadar and Hub or any other port declared under the Customs Act, 1969 (IV of 1969) or at any licensed floating jetty.

7. **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 6, 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 shall be required to be made by the master of the ship.

8. **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 Pakistan is petroleum certified in accordance with rule 10 he shall deliver to the pilot or conservator of the port, as they case may be along with his declaration, the certificate relating to such petroleum.

9. **Declaration and certificate to be forwarded to Collector of Customs. –** Every declaration and certificate delivered to a pilot under rules 7 and 8 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 7 or rule 8 or this rule shall be forwarded by him, with all convenient dispatch, to the Collector of Customs of the port.

10. **Certified petroleum. –** For the purposes of rules 8 and 162 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 Collector of Customs, in any other form containing the material particulars required by Form B, and has a flashing point below twenty-four degrees centigrade:

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

11. **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.

12. **Production of certificate and licence for import. –** (1) Every person desiring to import petroleum shall furnish personally or through his agent to the Collector 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 petroleum class A and petroleum class B, separate Forms shall be furnished for petroleum class A and petroleum class B:

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

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

13. **Permission of Collector of Customs to land petroleum. –** (1) No imported petroleum shall be landed except with the permission of the Collector of Customs, or any officer authorized in this behalf by the Collector of Customs.

(2)If the Collector of Customs, after receiving**–**

(a) the testing officer's report on any petroleum, a certificate containing the particulars required by Form B granted by a testing officer appointed by the Federal Government;
(b)the certificate required by sub-rule (1) of rule 12; and
(c)the licence, if required by sub-rule (2) of rule 12,

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) If the Collector of Customs is satisfied that any petroleum imported otherwise than in bulk is not intended to be stored in Pakistan, but is intended to be dispatched immediately after landing to a territory which is not part of Pakistan, he may waive the requirements of rules 4 and 12 and by written order permit, subject to such conditions as he may specify, such petroleum to be landed for the purpose of immediate dispatch to the territory in question.

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

14.**Landing of petroleum class B in anticipation of the testing officer's report.–** (1) Notwithstanding anything contained in rule 13, where the consignee furnishes a guarantee to re-ship the petroleum if the testing officer's report proves unfavourable, the Collector of Customs may, in anticipation of the testing officer's report, permit any petroleum which he believes to be petroleum class B 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.

15.**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.

16.**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 requirement of this sub-rule may, subject to the rules in Part II of Chapter III and to such conditions as the conservator of the port may impose, be landed at a separate landing place approved for the purpose.

17.**Transshipment of petroleum. –** Petroleum may be transshipped from one to any other port for conveyance, whether within or beyond the limits of Pakistan, subject to the rules in Part II of Chapter III.

18.**Petroleum class C.–** (1) Nothing in rules 11 to 17 inclusive shall apply to petroleum class C.

(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 petroleum class C, the Collector 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
IMPORT BY LAND

19.**Import by land. –** Petroleum shall not be imported by land except at points to be specified by the Federal 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 24; and
(d) Pakistan Customs Rules or Regulations in force for the time being are complied with.

20.**Permission of Collector of Customs to release petroleum imported by land.–** (1) No petroleum imported by land shall be landed except with the permission of the Collector of Customs.

(2) If the Collector of Customs, after receiving the–

(a) testing officer's report on any petroleum in Form 'G';
(b) certificate of storage accommodation in Form 'C' signed by the consignee or his agent;
(c) 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.

CHAPTER III
TRANSPORT OF PETROLEUM

PART I
GENERAL

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

22.**Prevention of escape of petroleum. –** All due precautions shall be taken at all times to prevent any escape of petroleum during transport especially, but not limited to, into any drain, sewer, harbor, river or water course.

23.**Empty receptacles.–** All empty tanks or other receptacles which have contained petroleum class A or which have contained petroleum class B in bulk shall, except when they are opened for the purpose of cleaning them and rendering them free from petroleum vapor, be kept securely closed unless they have been thoroughly cleaned and freed from petroleum vapor.

24.**Receptacles for petroleum class A.–** (1) Petroleum class A, if not in bulk, shall be contained in gas-tight tinned, galvanized 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 and 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 Director General, shall be of more than 300 liters' capacity excluding the air-space prescribed by sub-rule (5).

(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.

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

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

(6) Nothing in this rule, shall apply to receptacles in the possession of Armed Forces of Pakistan.

25. **Receptacles for petroleum class B. –** (1) Petroleum class B, 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 of types approved by the Director General.

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

Provided that in the case of an un-berthed passenger ship, provisions of the Merchant Shipping Ordinance, 2001 (LII of 2001) and rules made thereunder shall apply and the petroleum shall be packed either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums or, alternatively in the case of petroleum class C, in sound well-coopered wooden casks of not more than 200 liters' capacity.

26. **Restriction on delivery and dispatch of petroleum. –** (1) No person shall deliver any petroleum to anyone other than the holder of a storage licence or his authorized agent or a port authority or railway administration.

(2) No person shall dispatch any petroleum to anyone other than the holder of a storage licence.

(3) This rule shall not apply to the delivery or dispatch of petroleum in quantities which are permitted by the Act or these rules to be stored without licence, or to any petroleum in the possession of the Armed Forces of Pakistan.

PART II
TRANSPORT BY WATER

27. **Conditions of carriage of petroleum in bulk by water. –** (1) Petroleum in bulk shall not be carried by water except in ship or other vessel licensed annually for the carriage of petroleum in bulk by an officer appointed by the Federal Government in this

behalf, and the petroleum shall be stored in such part of the ship or other vessel and in such manner as may be approved by general or special order by the officer so appointed after consultation with the Director General:

Provided that–

(a) nothing in this rule shall apply to ships importing petroleum; and

(b) petroleum in tank-wagons may, with the permission in writing of the Director General and subject to such conditions as he may specify, be transported across a river by a recognized wagon ferry.

(2) The licence referred to in sub-rule (1) shall be granted in such form and on payment of such fees as mentioned below and the licence shall remain in force for a period of 12 months.

(a)	ship of other vessel not exceeding 100 tons gross tonnage	…..Rs. 5000
(b)	for every additional 50 tons gross tonnage or fraction thereof	…..Rs. 1000

Licence for the carriage of petroleum in bulk by water.

Name of vessel ……
Official No. ……
Gross tonnage …….
Name of owners ……..
Fee Rs. ……..

The above vessel is hereby licensed for the carriage of petroleum in bulk by water, under the rule 27 of the Petroleum Rules, 2025, subject to the provisions of these rules and the Petroleum Act, 1934.

The petroleum shall be stored only in –

(i) the following parts of the vessels-

_____

_____

(ii) the following manner, that is to say,

_____

_____

The licence shall remain in force till the day of ____ 20
Issued at the day of _____ 20

(Licensing Authority)

28.**Requirements as to construction of vessels. –** Every ship or other vessel carrying petroleum in bulk, other than a recognized wagon ferry permitted to transport tank-wagons under proviso (b) to sub-rule (1) of rule 27, must be of steel or iron well and substantially constructed with scantlings of ample dimensions in proportion to the size of the vessel.

29.**Tank fittings on vessels.–** In petroleum tank-ships or other vessels used for the transport of petroleum other than petroleum class C, the following provisions shall apply–

(a) all tanks shall be fitted with independent approved filling and suction pipes and valves or with 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 Director General in writing;

(b) all tanks shall be fitted with manholes having screw down covers with petroleum-tight joints and, in the case of tanks intended for use with petroleum class A, with ventilators or relief valves of approved pattern properly protected with wire gauze of a mesh of not less than 28 to the linear inch; and

(c) ventilators similarly protected shall be fitted to all spaces around tanks.

30.**Self-propelled barges. –** The following conditions shall be observed in self-propelled barges transporting petroleum other than petroleum class C, namely:–

(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 0.46 meters;

(b) the barge shall be provided with a heavy wood belting; and

(c) suitable ventilators shall be fitted to the cargo space.

31.**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 or, 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 officer appointed under rule 27 and shall be fitted in positions approved by him.

32.**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 petroleum class C 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 Merchant Shipping Ordinance, 2001 (LII of 2001).

33.**Petroleum carried as cargo in un-berthed passenger ships.–** Petroleum class A shall not be transported as cargo by an un-berthed passenger ship as defined in the Merchant Shipping Ordinance, 2001 (LII of 2001):

Provided that the certifying officer referred to Merchant Shipping Ordinance, 2001 (LII of 2001) may, in cases where he is satisfied that no other means of transporting the petroleum are available, permit petroleum class A in quantity not exceeding 1137 liters to be transported otherwise than in bulk by an un-berthed passenger ship other than a country craft subject to–

(a) the condition that no more persons shall be carried in the ship than can with safety be accommodated in the ship's life-boats in case of accident; and
(b) such other conditions as the certifying officer may, after consultation with the Director General, impose:

Provided further that clause (a) of the foregoing proviso shall not apply in the case of un-berthed passenger ships engaged on voyages between ports situated in Pakistan or between any port or place on the dominion of Pakistan in the course of which they do not go more than 32 Kilometers from land.

34.**Transport by country craft.** – No country craft shall carry petroleum class A if it is carrying passengers.

35.**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 petroleum class C 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 steamer or tug specified under sub-rule (1) shall carry any inflammable cargo other than petroleum or coal. All such steamers or tugs shall be fitted with efficient spark arresters.

36.**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 petroleum class A not exceeding 27 liters or petroleum class B not exceeding 2273 liters or petroleum class C not in bulk.

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

(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-vessel approved by the Director General 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 application of sub-rule (2) shall, until their holds and tanks have been rendered free from inflammable vapor, comply with all the rules applicable to ship, or other vessels when carrying petroleum in bulk.

37.**Master of vessel especially responsible.–** (1) The master or other officer in charge of any ship with petroleum on board or of any vessel certified under rule 27 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 officer appointed under rule 27 and 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 tanking on board or discharging petroleum class C, 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 Director General, unless a conservator of the port or other officer appointed by the Federal Government in this behalf has on payment of the fee prescribed in sub-rule (2) of rule 27 examined the tank with the aid of a vapor-testing instrument and has certified it to be free from dangerous vapor;

(d) the vessels and any steamer or tug towing or otherwise attending on such vessel exhibits conspicuously–

(i)from sunrise to sunset a red flag not less than 0.92 square meter with a whiter circular center 0.153 meters in diameter, if petroleum class A is

carried, and a red flag not less than 0.92 square meter if petroleum class B 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 Director General 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; and

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

(2) A fee of five thousand rupees 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).

38. **Loading and unloading by night.–** (1) Where adequate electric lighting is installed and rule 112 is complied with, tank-ships and barges may discharge or load petroleum class B 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 petroleum class A in bulk before sunset may continue the said discharge or loading.

(2) Should anything occur during discharging or loading petroleum class A 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 refueling of aircraft by vessels certified under rule 27, subject to any condition which the Director General may impose in this behalf.

39. **Loading and discharge of bulk petroleum. –** (1) The loading and discharge of petroleum in bulk shall be by armored 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 petroleum class C, the pipe line shall be immediately emptied of petroleum by pumping water through the line.

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

40.**Permission of Collector of Customs to release petroleum imported by land.–** (1) No petroleum product imported by sea shall be landed except with the permission of the Collector of Customs.

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 petroleum class A 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 30.48 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 petroleum class C, 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 any approved classification.

44.**Matches.–** No person engaged in landing or loading petroleum shall carry fuses, matches, cellular phones, 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 petroleum class A shall have their awnings furled.

46.**Restriction on the conveyance of petroleum.–** Petroleum class A and petroleum class B 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 6 and which has not been tested at such port, shall not be transported to any other port otherwise than to a port at which importation is permitted under sub-rule (1) of rule 6 and in accordance with the provisions of all the rules in Chapter II, except rule 4, when it arrives at such other port.

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 6, may be transported to any other port and the provisions of rules 7 to 13, 15 and 16 all inclusive shall apply to such petroleum when it arrives at such other port.

PART III

COASTWISE TRANSPORT OF PETROLEUM CLASS A OTHERWISE THAN IN BULK

50.**Applications. –** (1) The rules in this part apply only to the transport coastwise and petroleum class A otherwise than in bulk.

(2) Unless otherwise expressly provided in this Part, nothing contained in Part II of this Chapter, except rule 38, shall apply to any petroleum transported in accordance with this Part.

51.**Conditions of transport by un-berthed passenger ships. –** Petroleum class A may be transported otherwise than in bulk by an un-berthed passenger ship as defined in the Merchant Shipping Ordinance, 2001 (LII of 2001), not being a country craft, in accordance with the provisions of rule 33 and rules 53 to 61 all inclusive.

52.**Maximum quantity allowed to be carried.–** Petroleum class A may be transported otherwise than in bulk by country craft or steam or motor vessels other than un-berthed passenger ships as defined in the Merchant Shipping Ordinance, 2001 (LII of 2001), subject to the provisions of rules 53 to 62 all 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. –** Petroleum class A 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 bulkhead 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 0.152 meters 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 petroleum class A except abaft the solid bulkhead.

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

57.**Carriage of other inflammable cargo. –** No inflammable cargo other than petroleum class A or other petroleum products or the dunnage used for packing purposes shall be carried on a vessel transporting petroleum.

58.**Fire extinguishers. –** Fire extinguishers suitable for fighting oil fires shall be placed at convenient points on any vessel transporting petroleum class A. Not less than two such fire-extinguishers shall be placed on the afterdeck.

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, or any other material approved by the Director General.

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) petroleum class A shall be contained in receptacles complying with the provisions of rule 24; and

(d) special precautions shall be taken against smoking and the use of lights or fire of any kind while the cargo is being loaded or unloaded, or 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 petroleum class A 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, namely:-

(a) in cargo ships petroleum class A shall not occupy more than 50 per cent 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 petroleum class A 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 petroleum class A shall be transported in country craft except subject to the following conditions, namely:-

(a) subject to the provision of rule 24, the petroleum shall be carried-

(i) on 181 liters steel barrels the screw bungs of such barrels being well-fitted and sealed; or
(ii) in 18 liters sealed steel drums, not more than three tiers of which may be carried on any single vessel; or
(iii) in 9 liters 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 1 meter 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

(d) no passengers shall be carried on board the craft.

PART IV
TRANSPORT ON LAND VEHICLES

63.**Application.–** The provisions of this part shall apply to the transport of petroleum class A, petroleum class B, petroleum class C, in bulk on land by mechanically propelled vehicles, except transport of petroleum in quantity not exceeding 5000 liters.

64.**Tank vehicles**.– (1) Every tank vehicle used for the transport of petroleum, in bulk on land shall be built, tested and maintained in accordance with the requirements laid down in the Schedule III and be of a type approved in writing by the Director General:

Provided that the Director General may, under exceptional circumstances to be recorded in writing, waive any of the requirements of the Schedule III. This will, *inter alia*, include approvals for trials of better quality vehicles that will contribute to enhancement of safety of petroleum transportation by road.

(2) The tank shall be fabricated and mounted on the vehicle chassis by a manufacturer approved by the Director General. Such a manufacturer shall apply to the Director General for approval with particulars of facilities and competent persons available with him. The tank fabrication and mounting drawings in quadruplicate for each type of tank vehicle, along with paid treasury challan of two hundred thousand Rupees shall be submitted to the Director General for approval. Such approval shall be valid for five years from the date of issue of approval and renewable for further period of five years on payment of fee of two hundred thousand Rupees.

(3) If the Director General, after receipt of the drawing under sub-rule (2) and after making such further inquiries as he may deem necessary, is satisfied that the tank vehicle or the special safety fittings, as the case may be, meet with the requirements laid down in the Schedule III, he shall approve the drawing and return to the applicant one copy thereof duly endorsed.

(4) Nothing in this rule shall apply to tank wagons for the carriage of petroleum by rail.

65.**Tank capacity.–** (1) The net carrying capacity of a tank shall be 95 percent of its gross carrying capacity in the case of petroleum class A and petroleum class B, and 97 percent in the case of petroleum class C.

(2) The maximum safe carrying capacity in weight of petroleum that can be carried in a tank vehicle shall comply with the requirements of National Highway Authority and technical standards for the petroleum industry (road transport vehicles, containers and equipment used for the transportation of petroleum products).

66.**Restriction on other use.–** Tank vehicle meant for the carriage of petroleum in bulk shall not be used for any other purpose except when so authorized by the Director General in writing.

67.**Engines of mechanically propelled vehicles.**– (1) The vehicle shall be powered by a compression ignition (diesel) engine running on high-speed diesel fuel. The engine may be turbocharged and after cooled if required.

(2) The vehicle shall be fitted with an engine exhaust brake, or a separate retarder, under driver control.

(3) The vehicle is to be fitted with a fuel tank of capacity of 200 liters or more. The fuel line is to incorporate a fuel filter, water separator and a fuel line heater. The cap is to be lockable.

(4)A paper element air cleaner is to be fitted.

68.**Electrical installation.**– If electric light (which in all cases should be flame-proof) or instrument or any other electrically operated equipment is employed on any vehicle including a trailer used in the transportation by road of petroleum, other than petroleum class C,-

(a) the potential of the electric circuit shall not exceed 24 volts;

(b) electrical wiring shall-

(i) comprise conductors of adequate capacity to avoid overheating and shall be adequately insulated for maximum loads to be carried:

(ii) be provided with suitable over-current protection in the form of fuses or automatic circuit breakers and installed so as to be protected from physical damage and contact with possible product spill either by location or by being encased in metal conduct or other oil resistant (protective covering);

(iii) have all junction boxes sealed; and

(iv) be securely fastened and positioned in such a way that the conductors are adequately protected against mechanical stresses;

(c) the generator, battery, switches, fuses and circuit breaker shall be carried inside the cabin of the vehicle or in the engine compartment and the battery shall be in an easily accessible position with a heavy-duty switch (battery cut-off switch) for breaking the electrical circuits which shall be placed as closed to the battery as possible;

(d) direct or indirect control devices shall be installed, one in the driver's cabin and the second on the outside of the vehicle and both the devices installed inside the cabin of the vehicle and outside, shall be readily accessible and distinctly marked and the control device located in the driver's cabin shall be within immediate reach of the driver, seated in the driver's seat and it shall be protected against inadvertent operation by either adding a protecting cover, or by using a dual movement control device or by other suitable means;

(e) the battery terminals shall be electrically insulated or covered by an insulating battery box cover which is properly vented;

(f) generators and motors and switches thereof which are not installed within the engine compartment and which remain energized when the battery master switch is open shall be suitable for use in hazardous areas:

Provided that where such generators or motors or switches thereof are installed in an enclosed space, adequate provision shall be made for air circulation to prevent overheating and possible accumulation of inflammable vapors; and

(g) bypass connections to the battery master switch for electrical equipment which remain energized when the battery master switch is open shall be protected against overheating by suitable means, such as a fuse, a circuit breaker or safety barrier.

69.**Means of extinguishing fire to be carried.–** A portable fire extinguisher of not less than 9 kilograms (kg) dry chemical powder or equivalent in working condition shall be mounted on each side of the tanker, suitable for extinguishing petroleum fire and shall be carried in an easily accessible and detachable position and away from the discharge faucets on every vehicle transporting petroleum by road. Additionally, one dry chemical powder type fire extinguisher of not less than 2 kg capacity shall be carried in the driver's cabin of the vehicle.

70.**Vehicles to be constantly attended.–** Every vehicle which is engaged in the transport of petroleum product by road shall be constantly attended to by at least one person who shall be familiar with the rules in this Part:

Provided that such a vehicle, if its tanks or compartments are empty but not free from petroleum vapor, may be left unattended in places previously approved for the purpose in writing by the Director General.

71.**Prohibition as to parking. –** No vehicle carrying petroleum product by road shall be parked on a public road or in any congested area or at a place within 9 meters of any source of fire. No fire or other artificial light capable of igniting inflammable vapor shall be allowed on any vehicle containing petroleum product in bulk.

72.**Licence necessary for the transport in bulk of petroleum. -** (1) No person shall transport petroleum products in bulk by road except under and in accordance with the condition of a licence granted under these rules.

(2) Nothing in this rule shall apply to the transport by railway administration of petroleum product which is in its possession in its capacity as a carrier or to the transport of petroleum product in the refueller licensed under these rules between places within the same aerodrome.

73.**Restriction against loading and unloading of tank vehicles. –**(1) No person shall load or unload a tank vehicle with any class of petroleum except at a place which is situated within premises licensed under these rules and is approved in writing for loading or unloading of such class of petroleum by the Director General.

(2) Every tank vehicle, while it is being loaded or unloaded and until its valves have been shut and filling pipe and discharge faucets closed, shall be attended to by a person who is familiar with the rules in this Part.

(3) No person shall under any circumstances allow filling or replenishment of the fuel tank of any motor vehicle or internal combustion engine directly from a tank vehicle.

74.**Prohibition of loading of leaky or defective tank vehicles or unlicensed tank vehicles. –** No person shall load any class of petroleum in tank vehicle if any tank, compartment, valve, pipe or any safety fitting thereof becomes leaky or defective and until such leaks are repaired and defects rectified and, in the case of any leak in a tank or a compartment until all the tanks or compartment are retested.

75.**Precautions against static charges. –** (1) All petroleum pipelines entering any tank vehicle loading or unloading area shall be electrically continuous, be efficiently earthed, and a continuity test must be performed by the licensee.

(2) An earth boss with a flexible cable having robust clamping device shall be provided adjacent to the loading point.

(3) Sound and electrically continuous hoses or metal pipes shall only be used for loading or unloading of a tank vehicle. Where stand pipes or metallic loading arms are provided, swivel joints shall be electrically continuous.

(4)The tank, filling pipe and the chassis of the tank vehicle shall, during loading of a tank vehicle, be efficiently bonded and connected with the earth boss referred to in sub-rule (2) by means of a flexible metal wire or tape.

(5)The bonding and earthing connections shall not be broken until loading of the tank vehicle has been completed and the filling and dip pipes thereof have been securely closed.

(6)Dip rod, if used, shall be lowered into the tank or compartment before loading of petroleum product starts. Such a rod shall not be completely raised above the liquid level during or within one minute of the completion of such loading.

(7)No tank vehicle shall be loaded at a rate exceeding one meter per second at the delivery end of the filling pipe until the filling pipe is completely submerged in petroleum and thereafter the loading rate may be gradually increased but it shall at no time exceed six meters per second at the delivery end of the filling pipe:

Provided that the Director General may specify a faster loading rate in respect of crude petroleum and petroleum products which have a relative higher conductivity rate.

(8)No tank or compartment of any tank vehicle which has last carried petroleum class A, shall be filled with petroleum of any other class if the interior thereof has any floating non-conducting loose object or water.

(9)No tank vehicle shall be subjected to splash loading.

76.**Precautions against electrical hazards and hazard of a running engine. –** No mechanically propelled vehicle for the petroleum product shall be loaded or unloaded until its engine has been stopped and battery is isolated from the electrical circuit. The engine shall not be restarted and the battery shall not be connected to the electrical circuit until tanks and valves have been securely closed.

77.**Precautions against movements of vehicles during loading or unloading. -** Petroleum product shall not be loaded into or unloaded from a vehicle until its wheels have been secured by efficient brakes or by scotching.

78.**Precautions against product contamination. –** (1) No person shall load or unload any tank vehicle unless he has selected the correct filling hose and otherwise satisfied himself that such loading or unloading will not result in any dangerous contamination of one class of petroleum with another class of petroleum.

(2) A tank or compartment which carried petroleum class A shall not be filled with any other class of petroleum until such tank or compartment has been completely drained of residual oil and its discharge faucet and emergency control valve have been closed firmly.

79.**Filling discharge faucet and dip pipes to be kept close. -** Except during the operation of loading or emptying a tank vehicle, the filling pipe, discharge faucet and dip pipe shall be kept securely closed. Where the filling pipes are not provided with a liquid seal, the covers shall be locked or sealed except during the operation of loading a tank vehicle and the keys shall not be carried on the vehicle or the trailer.

80.**Restrictions on loading and unloading of petroleum at night. –**Except where approved electric lights as specified in Chapter IV are exclusively used, the loading or unloading of tank vehicles carrying petroleum product shall be performed between the hours of sunrise and sunset.

81.**Prohibition of fires and smoking.–**(1) No fire or other artificial light capable of igniting inflammable vapor shall be allowed on any vehicle containing petroleum class A, petroleum class B and class C in bulk.

(2) No person shall smoke while on or attending a vehicle specified under sub-rule (1).

(3) No article or substance capable of causing fire or explosion shall be carried on a vehicle specified under sub-rule (1).

82.**Repair of tank.–**(1) No tank which has carried petroleum product shall be repaired by welding, brazing, soldering or hot riveting unless it has been examined by a competent responsible person and certified in writing by such person to be free from inflammable vapor or oil.

(2) The certificate issued by the competent and responsible person under sub-rule (1) shall be preserved by the repairer for a period of at least three months and shall be produced for examination on demand by an officer of department of explosives.

(3) All repairs to tanks which have contained petroleum product shall be carried out by qualified and experienced persons.

(4) All the compartments of the tank shall be tested after each repair in the manner laid down in item 5 of the Schedule III.

83.**Owner responsible for observance of rules.** – The owner of a vehicle used for transport of petroleum product 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 in carrying out the provisions of these rules.

PART V
TRANSPORT BY PIPE LINES

84.**Application.** – The rules in this Part shall apply only to the transport of petroleum product 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.

85.**Right of way to be acquired. –** No pipeline and installation connected with a pipeline shall be constructed without acquiring the necessary land, leaseholds and right for the construction thereof and for the unhindered access thereto for inspection, maintenance, repairs, replacements and patrolling.

86.**Approval of the design and route of the pipeline. –** (1) No pipeline shall be laid without the prior written approval of the Director General of the route of the pipeline, and of the design, construction and working thereof.

(2) Where the approval of the Director General is sought for the laying of a pipeline, the person desirous of laying the pipeline shall submit to the Director General, a comprehensive project report, accompanied by all necessary drawings, calculations giving references to recognized code or codes followed, giving full details of the design, construction and testing of the pipeline and its components, the route along which the pipeline shall be laid and the manner of laying, the class or classes of petroleum proposed to be transported in the pipeline and provisions proposed to be made for the maintenance and patrolling of the pipeline.

87.**Design of pipeline and attachments. –** (1) The pipeline shall be constructed of suitable steel which is safe for the conditions under which it is to be used.

(2) The pipeline and its components shall be designed and constructed in accordance with ASME B31.4 and API or any other code or standard recognized by the Director General regarding design and construction requirements for cross country hydrocarbon

pipelines and shall be capable of withstanding a pressure which shall not be less than the maximum working pressure thereof plus an allowance for surge pressure, as anticipated.

(3) Provision shall be made for thermal expansion or contraction of the pipeline and for the prevention of excessive stresses on the pipeline or its anchorages, guides and connections.

(4) The pipeline shall be protected by a casing of steel pipe or by increasing the thickness of its wall or in any other manner approved by the Director General and any other authority having jurisdiction to prevent damage to the pipeline from usual external conditions which may be encountered in railway crossings, road crossings, river or water course crossings, bridges, long self-supported spans, unstable ground, vibrations, weight of special attachments or thermal forces.

(5) By-pass relief valves, pressure limiting stations or automatic shut-down equipment of approved design shall be provided in the pipe line to prevent rising at any time of the pressure, in the pipeline to a pressure which exceeds the designed internal pressure by more than ten percent.

(6) Isolation valves shall be installed at each of the following locations, namely:-

(a) on the suction end and the discharge end of the pump station in a manner that permits isolation of the pump station equipment in the event of an emergency;

(b) on each line entering or leaving the installation in a manner that permits isolation of the installation from other facilities;

(c) on each main line at locations along the pipeline system that will minimize damage from accidental product discharge, as appropriate for the terrain in open country or for the location near cities or other populated areas;

(d) on each lateral take off from a trunk line in a manner that permits shutting off the lateral without interrupting the flow in the trunk line;

(e) on each side of a water crossing that is more than 30 meter wide from high water mark; and

(f) on each side of a reservoir holding water for human consumption.

88.**Laying of pipe line.–** (1) Pipeline shall be laid in the most favorable route, avoiding as far as possible, known obstructions and areas in which unusual external conditions prevail.

(2) Pipeline shall be laid below the ground level except where laying thereof above the ground level is desirable for topographical, economic or other special reasons.

(3) Where an underground pipeline has to cross any existing underground water or gas line, cable, drain or other services, the pipeline shall be laid at least 0.3 meters below such services in a manner that will not obstruct access to such services for inspection repair, or maintenance.

(5)The number of bends in the pipeline shall be kept to the minimum by proper grading of trenches or supports at crossing and other obstacles.

(5) The route of underground sections of a pipeline shall be indicated by markers and not less than two such markers shall be visible from any point along the route.

89.**Protection against corrosion.–** The pipeline shall be protected against corrosion by suitable coating strapping and where necessary by cathodic protection and corrosion allowance shall be considered as per API Standard or any other international code and standard certified by international 3rd party inspector accepted in writing by the Director General.

90.**Hydrostatic testing of pipeline.**– (1) Before transporting petroleum product for the first time, each pipeline or completed sections thereof shall be filled with water and the pressure in the line or section, as the case may be, raised to 1.1 times the design internal pressure and maintained for a period of at least 24 hours or as per procedure laid down in the relevant pipelines design code recognized by the Director General. A pipeline or a section thereof showing any significant drop of pressure during the period of testing shall not be used for transporting petroleum product until necessary repairs have been carried out and satisfactory retest done.

(2) The test specified in sub-rule (1) shall be carried out at-least once every twelve months in each completed pipeline section which crosses an area where there is danger of water pollution by any leakage:

Provided that the Director General may subject to such conditions as may be specified by him in this behalf allow retesting of such sections of the pipelines as are protected by sleeves or otherwise-

(a)to contain or prevent leakage at longer intervals; and

(b)by filling them with petroleum product in place of water for the purposes of test.

(3) The provisions of sub-rule (2) shall not apply to cross-country pipelines, for which new technologies are available.

91.**Shut down of pipelines. –**Except when shut down for maintenance work, a pipeline when not in operation shall be shut down under pressure and a careful record made of the pressure during the shutdown period. Any significant drop in pressure shall be deemed to render the pipeline unfit for transport of petroleum product until it is repaired and tested in accordance with rule 95 and no significant drop in shut-down pressure is observed and it passes the test specified in rule 90.

92.**Patrolling of pipeline.–** (1) The whole of every pipeline shall be efficiently patrolled by the company owning the pipeline.

(2) Telegraph or telephone or radio communication facilities shall be provided at frequent intervals along the pipeline:

Provided that one such communication channel shall suffice for a series of parallel pipelines laid close to each other:

Provided further that nothing in this sub-rule shall apply to a pipeline if the length thereof does not exceed two kilometers.

93.**Checking of gauges. –**Tank gauges or gauges at intermediate or booster pump stations shall be checked at-least once a year.

94.**Additions and alterations in the pipeline. –** (1) No addition or alteration to a pipeline shall be carried out without the previous approval of the Director General in writing.

(2) Every person desirous of carrying out any additions or alterations in any pipeline shall submit to the Director General an application alongwith three copies of a drawing to scale and a full descriptive note of the proposed additions and alterations and the purpose thereof.

(3) On receipt of the drawings and after eliciting such additional information, as may be required, the Director General shall, if he is satisfied, approve the proposed additions or alterations subject to such conditions as he may deem fit.

95.**Repair and maintenance of pipeline. –** No maintenance or repair involving cutting or re-welding of any pipeline shall be carried out except under following conditions, namely:-

(a)an experienced engineer shall inspect the section requiring maintenance or repair before the work is undertaken and issue a written permit specifying therein the precautions to be observed and the procedure to be followed for carrying out the work. The permit so issued shall be preserved by the owner of the pipeline for a period of six months;

(b)all work involving cutting or welding shall be carried out by an experienced person in accordance with the permit referred to in clause (a);

(c)the section of the pipeline shall be isolated and drained before starting repairs or maintenance;

(d)only mechanical cutters shall be used for cutting the pipeline or any connection thereof unless the section of the pipeline and its connections have been purged with an inert gas;

(e)no hot work shall be carried out on any pipeline until the section thereof requiring repair has been isolated, drained and purged with inert gas or steam

or kept filled with water or until such section has been prepared in a manner approved in writing by the experienced engineer;

(f) the section of the pipeline in which repairs or maintenance work has been carried out shall not be used for transporting petroleum product until such sections are replaced with hydro statically pretested sections and the repaired weld joints pass the radiography test; and

(g) no section of any pipeline and no valve fitted to it shall be separated until an efficient electrical bond has been established between the parts to be so separated which shall not be broken until the separated parts have been rejoined.

CHAPTER IV
STORAGE OF PETROLEUM REQUIRING LICENCE

96. **Licence for storage.**– Save as provided in section 7, 8 and 9 of the Act and rule 116, no one shall store any petroleum product except under a licence granted under these rules:

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

97. **Precautions against fire.**– (1) No person shall smoke in any installation or storage shed or fueling station save in places specifically authorized by the licensing authority for the purpose.

(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 petroleum class A and class B.

(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 authorized by the licensing authority for the purpose.

(4) All safety precautions shall comply with the NFPA 30, NFPA 30A, and API Standard, at every petroleum installation.

98. **Supervision of operations of petroleum product within an installation, fueling station or storage shed.** – All operations relating to petroleum product within an installation, fueling station or storage shed shall be conducted under the supervision of an experienced responsible agent or supervisor, who is conversant with the terms and conditions of the licence held for the installation, fueling station or storage shed, as the case may be, and those persons should have proper safety training.

99. **Cleanliness of installation, fueling station or storage shed.** – The ground in the interior of an installation or fueling station and the protected areas surrounding any installation, service station or storage shed shall be kept clean and free from vegetation, waste material and rubbish.

100.**Drainage.** – (1) All enclosures surrounding above ground tanks in an installation shall be provided with proper drainage facilities in such a way that no water is allowed to accumulate in the enclosures.

(2) No part of the enclosure referred to in sub-rule (1) shall be below the level of the surrounding within the protected area.

(3) Where drainage is effected by means of a pipe, the pipe shall be fitted with a valve which is capable of being operated from the outside of the enclosure or with any other arrangements approved in writing by the Director General.

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

(5) The nature of the drainage arrangements and the position of all openings and valves therein shall be shown in the plan submitted with the application for the licence.

101.**Exclusion of unauthorized persons.**– (1) The protected area surrounding every installation and storage shed shall be surrounded by a wall or fence of at least 2.4 meters in height, along with barbed wire of 1 meter height.

(2) In case of fueling station, 1.8 meter high boundary wall or fence on sides other than the drive way shall be provided.

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

102.**Prohibition of employment of children and intoxicated persons.** No child under the age of eighteen years and no person who is in a state of intoxication shall be employed on the loading, unloading or transport of petroleum product or in any premises licensed under these rules.

103.**Petroleum only to be stored.**– No installation, fueling station or storage shed shall without permission in writing from the Director General or Director be used for any purpose other than the storage and distribution of petroleum product and for purpose directly connected therewith.

104.**Approval of ancillary facilities.-** The pump premises, for approval of ancillary facilities, shall conform to the minimum standards as laid down in Schedule IV to these rules.

105.**Marking of capacity of tanks.** – The capacity in liters or kilo liters 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 product proposed to be stored therein leaving margin for air-space prescribed in these rules.

106.**Construction of tank.**– (1) Every tank for the storage of petroleum product in bulk other than a well-head tank shall be constructed of iron, steel or fiber-reinforced

plastic or other suitable material in accordance with the NFPA 30, NFPA 30A and API Standard, as amended from time to time, or such other standard approved by the Director General on the requirement of applicant, subject to provision of equivalency certificates from any International 3rd Party Inspector.

(2) The tanks or other receptacles shall be erected on firm foundations or supports of non-combustible material in accordance with sound engineering practices.

(3) The height of a storage tank shall not exceed 19.5 meters.

Explanation.- For the purposes of this sub-rule, the height of a tank shall be the height from its bottom to top curb angles.

(4) An air space of not less than five percent of the total capacity of the tank shall be kept in each tank.

107.**Protection against corrosion.–** All tanks or other receptacles for the storage of petroleum product in bulk, other than well-head tanks installed on the ground or below the ground, shall be protected against corrosion by the use of protective coatings or cathodic protection or by any other means approved by the licensing authority.

108.**Testing of tanks.–** (1) Storage tanks of petroleum product in bulk, other than well-head tanks, after being installed and secured in a final position or after undergoing re-installation or any major repair shall before being put into use be tested by water pressure or inert gas specified in the tank construction code or certification by a competent person on the following format, namely:-

PROFORMA OF CERTIFICATE OF TANK TESTING
[See Rule 108]

In respect of ……of size……..……. (number of tanks) (diameter and height or length of each tank)…… …… and capacity ……. respectively, installed within the installation fueling station of …… (delete words not applicable)……(full name of occupier of installation/ fueling station as the case may be) ……. at……..…… …… (Name of place, police station, District, State) covered by Licence No…….

(To be filled in the case of amendment of licence or repair of tank)

Certified that I have in accordance with rule 108 of the Petroleum Rules, 2025, tested the tanks described above by water pressure after they had been installed and secured in the final position/repaired and found them free from leak and suitable for the storage of Petroleum (delete words not applicable).

Date of test……

Full signature of the competent person issuing the certificate

His recognized qualification……..…….

His full name and postal address ……..……...

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

Provided that where the licensing authority is satisfied that it is not reasonably possible to convey water by pipe or pump other than those ordinarily used for the conveyance of petroleum product, 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 applicant shall submit the signed copy of the certificate so issued to the licensing authority along with the application for the grant or amendment of a licence or in the case of any major repair, after each repair.

109.**Earthing of tank.**– Every tank or receptacles for the storage of petroleum product in bulk, other than well-head tank or tanks of less than 50,000 liters capacity containing petroleum class C, 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.

(2) The connections and contacts required under sub-rule (1) shall have a few joints as possible. All joints shall be riveted, welded or bolted and also soldered to ensure both mechanical and electrical soundness.

(3) The resistance to earth shall not exceed 7 ohms and the resistance to any part of fitting to the earth plate or to any other part of fitting shall not exceed 2 ohms.

110.**Inspection of earth connections.**– (1) The connections and contacts of the tank or receptacle required by rule 109 shall be inspected and tested by a competent person at least once in every year by means of a direct reading instrument, such as megar.

(2) The testing instrument referred to in sub-rule (1), if capable of producing a spark, shall be so shielded as to be incapable of igniting petroleum vapor.

(3) The inspection under this rule should be carried out in the following manner, namely:-

(a) 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;

(b) the electrical resistance to earth should be tested and measured either by means of a 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; and

(c) the conditions of the connections and contacts shall not be considered satisfactory unless the resistances to earth are found to be less than 10 ohms.

(4) The test record should be maintained in the following form, namely:-

1. Name of the licensee……..
2. Licence No. …….
3. Tank No. ……..
4. Date of inspection. ……..
5. Resistance in ohms in each connection-
   (a)First reading;…….
   (b)Second reading; …….
   (c)Third reading;……..
   (d)Mean (average)…….
6. Weather report for the previous week…….
7. Nature of the soil……

(5) A record of such inspections and tests shall be maintained by the licensee in the form under sub-rule (4), provided in the licensed premises and shall be produced on demand by any officer of department of explosives.

111. **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 lights conforming to the provisions of Chapter IV are exclusively used.

112. **Electric apparatus.**– (1) All electric wires installed at less than 4.5 meters from the ground in any petroleum product installation or situated within 6 meters of any building or tank containing petroleum class A 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 high-tension electric wire shall pass over any petroleum installation, storage tanks, filling, painting or storage shed.

(3) In filling, painting and storage sheds and pump rooms used for petroleum class A,–

(a) all electric meters, distribution boards, switches, fuses, plugs and sockets shall be placed outside the building and shall be of flame-proof construction satisfying the requirements of the British Standard Specification No. 4683-2, or IEC 60079/NFPA 70 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 3.7 meter where possible, but in no case less than 2.45 meter, above the floor level;

(c) all electric portable hand lamp of the self-contained pattern shall be of a type approved by the Director General;

(d) for the examination of cans and other containers, electric torches (flame-proof) 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.

(4) In filling, painting and storage sheds and pump rooms used for petroleum class B,–

(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 1.53 meter above the floor level in well-ventilated positions close to the door;

(b) all electric fixed lamps shall be enclosed in a 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 hand lamp shall exceed 30 watts.

113. **Pumping.–** No internal combustion engine or ordinary electric motor shall be used for driving pumps for pumping petroleum product except in a pump house specially constructed for the purpose and under such conditions as may be approved by the Director General:

Provided that this rule shall not apply where the motor, control switchgear and starting apparatus are of flame-proof construction satisfying the requirements of the NFPA 30, NFPA 30A and API standard, as amended from time to time, or such other standard approved by the Director General, on the requirement of applicant, subject to provision of equivalency certificates, from any International 3rd Party Inspector.

114. **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.

115. **Petroleum in possession of the Armed Forces of Pakistan.** – Nothing in rules 96, 101, 103, 108 and 111 shall apply to petroleum product in the possession of the Armed Forces of Pakistan.

CHAPTER V
STORAGE OF PETROLEUM NOT REQUIRING LICENCE

116. **Exemption of petroleum class C.**– (1) Notwithstanding anything contained in these rules, it shall be permissible to store without licence petroleum class C in quantities not exceeding 10,000 liters, which is not stored in the same installation or storage shed as other petroleum:

Provided that a permit shall be required subject to the conditions of this Chapter:

Provided further that petroleum class C so stored shall be for self-consumption and not for sale.

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

117.**Storage of exempted petroleum class C in bulk.**– (1) Petroleum class C in bulk shall be stored in a tank specified in sub-rule (1) of rule 106.

(2) The tank referred to in sub-rule (1) shall be properly designed and erected and the tank with all its fittings shall be so constructed and maintained as to prevent any leakage of petroleum.

(3) All tanks of capacity exceeding 5,000 liters for the storage of petroleum class C shall be surrounded by an enclosure wall or placed inside a pit, so constructed and maintained as to be able to contain without leakage the maximum quantity of petroleum capable of being contained in largest tank within such enclosure or pit.

(4) A drainage pipe with a valve capable of being actuated from outside the enclosure wall shall be provided in the enclosure or pit referred to in sub-rule (3) and the valve shall be kept closed.

(5) A distance of not less than 1.5 meters shall be kept clear between protected works and the edge of such enclosure wall or pit.

(6) Nothing in this rule shall apply to petroleum product in the possession of Armed Forces of Pakistan.

118. **Storage of exempted petroleum class C not in bulk.** – Petroleum class C which is not in bulk shall, if the quantity at any one time exceeds 2,500 liters, be stored in a storage shed of which either–

(a) the doorways and other opening shall be built up to a height of 0.3 meters above the floor; or

(b) the floor shall be sunk to a depth of 0.3 meters.

119. **Prior report of storage of exempted petroleum class C.** – Subject to sub-rule (1) of rule 116, every person intending to store petroleum class C in quantity

exceeding 5,000 liters otherwise than under a licence shall submit prior report to the Director General before commencing storage, alongwith plans drawn to scale of the storage facilities plans showing compliance of rule 118 and site plan of the storage premises and surroundings identifying the locations of premises.

CHAPTER VI
LICENCES

120. **Application for licence.–** (1) A person wishing to obtain 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 of construction approval, to obtain a licence, shall be accompanied with following particulars, namely:–

(a) prescribed form for the desired licence as set out in Schedule II;

(b) receipt evidencing payment of the licence fee, specified in Schedule I, in the relevant bank account maintained for this purpose in respect of desired licence;

(c) no objection certificate along with attested plan of District Authority, required for grant of fresh licence only;

(d) copy of land ownership document of the oil marketing company or as the case may be valid registered land lease agreement between owner of land and oil marketing company except on Federal or Provincial Government land, where a valid allotment letter or valid lease agreement, in which period of utility of land be mentioned, is sufficient. Further, land ownership documents, are required other than licence in Form “K”;

(e) firm registration certificate, from Securities and Exchange Commission of Pakistan or registrar of firms, in case of individual NTN certificate is required, other than licence in Form “K”;

(f) six sets of proposed plans of a properly drawn scale of the premises, showing construction or installation of equipment, as well as surrounding of the premises, according to these rules; and

(g) Affidavit to extent that a mechanism is in place for real-time and information technology enabled digital tracking, storage, monitoring and dispensing of petroleum products at petrol stations, storage points and en route;

(h) Any other documents as the licensing authority deems necessary.

(3) The construction approval granted under sub-rule (2) shall initially be valid for six months, however, the time-limit may be extended by licensing authority, on request of the applicant on genuine reasons.

(4) In lieu of a licence on Form "K" which has been in-valid due to expiry, cancellation, suspension or expiry of the registered lease agreement, a fresh licence may be granted by the appropriate licensing authority after fulfilling the conditions for grant of a fresh licence under these rules, except the requirement of fresh NOC from the District Authority and consent of the former licence holder.

121. **Grant of licence.**– (1) Licences for importation and storage may be granted by the licensing authorities set forth in Schedule I on the format, for the purposes and on payment of the fees specified therein.

(2) Notwithstanding anything contained in sub-rule (3), 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 six months but not extending beyond the 31st December, following the date on which the licence is granted:

Provided that a Director or Deputy Director of the department of explosives shall not grant such a licence without the concurrence of the Director General of explosives if a certificate is not obtained from the District Authority under sub-rule (3).

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

(4) Where the licensing authority is the Director General, Director or Deputy Director, as the case may be, an applicant for a new licence shall apply to the District Authority with two copies of the site-plan showing the exact location and dimensions of the premises proposed to be licensed for a certificate to the effect that there is no objection, to the applicant receiving a licence from the department of explosives, for the site proposed and the District Authority shall, if he sees no objection, grant such certificate to the applicant who shall forward it to the licensing authority with his prescribed application form and such NOC shall be valid for a period not exceeding two years.

Provided that such NOC shall not be required from the District Authority in case of an applicant being an industrial consumer certified as such by the Federal or Provincial Government's relevant department and has dully been registered as such under the relevant law. However, this exemption of NOC shall not be applicable for the commercial trader/agent/dealer.

(5) Every certificate issued by the District Authority under sub-rule (1) shall be accompanied by a copy of the plan of the proposed site duly endorsed by him under his official seal.

(6) The District Authority shall complete his inquiry for issuing no objection certificate (NOC) under sub-rule (3) and shall complete the action for issue or refusal of the NOC, as the case may be, as expeditiously as possible but not later than three months from the date of receipt of application by him.

(7) No NOC shall be required for addition of other facilities i.e. CNG, LPG, shops, fast food chains, etc. on already licensed premises, from district or local authorities.

(8) If any oil marketing company apply for grant of new licence of a petrol pump against expired, cancelled or suspended licence having same dimensions of the site, the particulars required for new licence shall be required under these rules except the NOC from the District Authority.

(9) When permission is being sought for construction of a dual story building, within the premises of a petrol pump, the applicant shall submit building and site plans duly approved by the District Authority for final approval of Director General:

Provided that no permission shall be granted where such construction of a dual story building is sought to be made on CNG equipment room.

(10) When permission is being sought for addition of land on already licensed premises, the applicant shall submit NOC along with site plans duly approved by the District Authority.

(11) The Director General, Director or Deputy Director, as the case may be, may refer an application not accompanied by certificate granted under sub-rule (3) to the District Authority for his observations.

(12) If the District Authority, either on a reference being made to him or otherwise, intimates to the Director General, Director or the Deputy Director, as the case may be, 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 Secretary of the Division concerned.

(13) Subject to sub-rule (15), 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 (4), 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.

(14) No applicant shall start any sort of construction or business prior to the approval in writing by the licensing authority. In case of any contravention of this sub-rule, such applicant shall be liable for punishment in accordance with the provisions contained in Chapter III of the Act.

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

(16) For installation of a stand alone CNG station at raw sites or new location, NOCs from the following authorities shall be required, namely:-

(a) gas utility company;

(b) civil defence; and

(c) municipal officer.

(17) The permission for construction and installation of CNG station along with plan approval shall be granted by Director General under the Act.

122. **Particulars of licence.** – Every licence granted under these rules shall be subject to the conditions endorsed on it and shall contain all the particulars which are contained in the Form "D" and Form "D-I" prescribed for it by these rules.

123. **Power of licensing authority to alter conditions.**– (1) Notwithstanding anything contained in rule 122, 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 subject to the enabling provisions of the Act.

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

124.**Prior approval necessary for alterations in the licensed premises. –** (1) No alteration shall be carried out in the licensed premises until a drawing or drawings showing such alteration has been approved in writing by the licensing authority.

(2) A person wishing to carry out any alteration in the licensed premises shall submit to the licensing authority, three copies of a properly drawn plan of the licensed premises showing in distinct colour or colours the proposed alteration.

(3) If the licensing authority, after scrutiny of the plan showing the proposed alteration and after making such enquiries as he deems fit, is satisfied that the proposed alteration may be carried out, he shall return to the licensee one copy of the plan signed by him and conveying his sanction subject to such condition or conditions as he may specify.

(4) The holder of the licence shall apply to the licensing authority for the amendment of the licence as soon as the sanctioned alteration has been carried out.

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

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

(2) A licensee who desires to have his licence amended shall submit to the licensing authority-

(a) an application duly filled in and signed in prescribed Form “D” or “D-I”;

(b) the licence sought to be amended together with the approved plans attached to it;

(c) where any alteration in the licensed premises has been carried out, three copies of the properly drawn plan shown in the alteration sanctioned under rule 124 by the licensing authority;

(d) the fee for the amendment of a licence shall be two thousand Rupees 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;

(e) a certificate of testing of the tank or tanks, if required under rule 108; and

(f) a certificate of safety, if required under rule 132 with an application stating the nature of the amendment and the reason thereof.

126. **Renewal of licence.**– (1) A licence may be renewed by the authority empowered to grant such a licence and where a licence has been granted by the Director General, it may be renewed without alteration by a Director or Deputy Director, duly authorized by the licensing authority in this behalf.

(2) Every application for 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.

(3) 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 bank receipt showing the deposit of the renewal fee in the relevant head of account:

Provided that in case of in-complete renewal particulars or in-complete licence fee, double of the ordinarily licence fee shall be charged for renewal.

(4) The same fee shall be charged for the renewal of licence as for the grant thereof, provided 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.

(5) In case of all licences, except licences in Form “H”, an application for renewal must be made, which should reach the licensing authority not later than the

second day of December, if the privileges therein conferred are to be retained. If the application for renewal accompanies with the prescribed fee and the licence is not made before the second day of December, the licence automatically shall stand expired at the end of the month and it becomes an offence under the Act to be in possession of petroleum on the premises, which will under these circumstances be deemed unlicensed premises.

(6) Fresh licence, in lieu of the expired licence, shall be granted only on payment of three times the fee ordinarily payable for the fresh licence plus fee double the licence fee for each year or part thereof for which the licence remained expired.

(7) Licenses granted under these rules shall be renewed only after a mandatory inspection by the licensing authority and compliance with all applicable requirements.

(8) Existing license holders shall comply with the requirements of these rules, including the adoption of ADR standards and the installation of requisite firefighting arrangements, within one year from the date of promulgation of these rules. Further extension in time will be decided by the Grievances Committee.

(9) In case of failure to comply with the sub-rule (8), the matter shall be referred to the Grievances Committee for resolution, with following composition: -

i. Secretary of the concerned Division (Chairman)
ii. Additional Secretary of the concerned Division (Member).
iii. Director General of Explosives (Member).
iv. Director, Head office, Department of Explosives (Member).
v. Representative of Ministry of Law and Justice Division, not below BS-20 (Member).

127. **Refusal of licence.** – (1) A licensing authority refusing to grant, amend or renew or transfer a licence shall record his reasons for such refusal in writing and shall furnish to the applicant copy of the order refusing to grant, amend, renew or transfer of the licence.

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

128.**Suspension or cancellation of licence.**– (1) Every licence granted under these rules shall be liable to be suspended or cancelled by an order of the licensing authority for any contravention of the Act or of any rule thereunder or of any condition contained in such licence, or by order of the Secretary of the Division concerned, if it is satisfied that there are sufficient grounds for doing so:

Provided that-

(a) the maximum period of suspension shall not exceed three months; and
(b) the suspension of a licence shall not debar the holder of the licence from applying for its renewal in accordance with the provisions of these rules.

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

(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 five thousand Rupees.

129. **Procedure on expiration, suspension or cancellation of licence. –** A person licensed to store petroleum product shall, on the expiration, suspension or cancellation of his licence, forthwith give notice to the District Authority of the class and quantity of petroleum product in his possession and shall comply with any directions which the District Authority may, on the recommendation of the department of explosives, give in regard to its disposal.

130.**Appeals.** – (1) Subject to sub-rule (2), an appeal shall lie against any order refusing to grant, amend or renew a licence or suspending or canceling a licence to the–

(a) Secretary of the Division concerned where the order is passed by the Director General;

(b) immediate official superior to the District Authority if the order is passed by the District Authority; and

(c) Director General if the order is passed by a Director or a Deputy Director.

(2) A licensee shall be bound at all times during currency of his licence to have a valid lease agreement of the premises of the licence and where the licensee fails to submit valid registered lease agreement during currency of his licence, the officer-in-charge of the department of explosives in the region having jurisdiction of the licensed premises on behalf of the original authority who issued the licence may suspend, cancel or refuse renewal of the licence and an appeal against such order shall lie to the Director General within sixty days of the reasons communicated to the licensee in respect of the suspension, cancellation or renewal of the licence, as the case may be.

(3) Every such appeal shall be accompanied by a bank receipt showing payment of five thousand Rupees in relevant head of account if preferred to the Director General and ten thousand Rupees if preferred to the Secretary of the Division concerned.

(4) Every appeal shall be in writing, accompanied by a copy of the order appealed against and shall be submitted within 90 days of the order passed if preferred to the Secretary of the Division concerned and within 60 days in all other cases.

(5) Where an appeal is preferred beyond the limitation period prescribed in this rule, the licensee may by recording reasons make an application to the appellate authority for condonation of the delay by depositing late fee of one hundred thousand Rupees where upon the appellate authority may condone the delay and decide the appeal on merit.

(5) If a licence granted under these rules has been suspended on request of the licensee, the licensee may make an application to the Director General for restoration of the licence and such opportunity shall be available to a licensee only once.

131. **Certificate of safety.**– (1) An engineer having bachelor degree in engineering duly registered with the Pakistan Engineering Council carrying out the inspection under these rules shall issue a certificate on the format give below:–

Certificate of Safety
[*see rule 132*]

I ……, hereby certify that I have inspected the petroleum fueling station/installatio described below on … …(date) and it has been constructed in accordance with the plan approved by the Directo General, vide letter No. …… dated …… and the fueling station/installation, in my opinion is safe for storag of petroleum.

1. Name & Address of occupier…….
2. Location of the fueling station/installation ……
   (Plot No. ,Village, Town, Tehsil, District, Province)
3. Description of facilities of the fueling station/installation.

(I) Description of tanks:

(A)Above ground tanks:-

(i) identification No.
(ii) Fabrication Code or specification.
(iii) Size (Diameter x Height x Length)
(iv) Capacity in M3 or KL.
(v) Name of product.
(vi) Class of petroleum.
(vii) whether enclosure walls provided. If so, nature of enclosure walls its capacity, provision of drain pipe and valve.
(viii) Nature and description of fitting provided, namely, fill point, dip, vent, suction pipes, leve temperature gauges and other fittings.

(B) Underground tanks or Semi-burried/ mounded tanks:-

(i) identification No.
(ii) Fabrication Code or specification.
(iii) Size (Diameter x Height x Length)
(iv) Capacity in M3 or KL.
(v) Name of product.
(vi) Class of petroleum.
(vii) Nature of pit, top cover (whether soil or reinforced cement, concrete), fastening arrangement.
(viii) Nature and description of fitting provided, namely, fill point, dip, vent, suction pipes, leve temperature gauges and other fittings.

(II) Filling or storage shed (whether constructed as per approved plan).
(III) Tank lorry or tank wagon loading or unloading.

(i) Number of bays and points provided.
(ii) Type of loading & unloading facilities.

(IV) Pipelines:

(i) Size and specification of pipeline(s)
(ii) Test pressure of pipeline …….. kg/cm2 (Tested by ……..on …….)

(V) Electrical fittings/equipments:

(i) Motor.
(ii) Starters
(iii) Junction Box
(iv) Switches
(v) Light fittings
(vi) Others

(VI) Earthing, bonding and electrical continuity:

(2) A certificate of safety duly signed by a qualified engineer under sub-rule (1) shall be furnished to the licensing authority before any petroleum product is stored in an installation or a fueling station for the first time or whenever any additions or alterations to the enclosure walls and embankments are carried out or when any tank is installed or its position shifted.

(3) In case of submission of bogus certificate under sub-rule (2), the licensee shall be liable to punishment in accordance with the provisions of Chapter III of the Act.

(4) A certificate for amendment of a licence in respect of increased quantity of petroleum product shall also be required as specified under sub-rule (1) and shall be furnished to the licensing authority as required under sub-rule (2).

132. **Transfer of licence for storage.**– (1) The holder of a licence, for the storage of petroleum product may, at any time before the expiry of the licence, apply to the licensing authority to transfer the licence to another person, firm or company.

(2) Every application for the transfer of a licence under sub-rule (1) shall be accompanied by-

(a) a letter signed by the holder of the licence to whom he wishes to transfer the licence and give complete possession of the licensed premises;

(b) the licence sought to be transferred together with the approved plan or plans attached to it;

(c) an application on prescribed form duly filled in and signed by the person to whom the licence is sought to be transferred; and

(d) a fee equal to licence fee shall be paid in the manner specified under these rules.

(3) The licensing authority on receipt of the documents and fee required under sub-rule (2) shall, if he approves the transfer, enter upon the licence, under his signature, an endorsement to the effect that the licence has been transferred to the person, firm or company named in the application for the transfer.

(4) The applicant, company or firm to whom the licence is so transferred shall enjoy the same power and be subject to the same obligations under the licence as the original licensee.

133.**Procedure on death or disability of licensee.** – (1) If a licensee dies or becomes insolvent or mentally incapable or otherwise disabled, the person, company or firm 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 time 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 equal to the licence fee 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.

134. **Loss of licence.**– Where a licence granted under these rules is lost or accidentally destroyed, a duplicate licence may be granted on payment of fee of ten thousand Rupees.

135.**Payment of fees.**– (1) Every application under this Chapter shall be accompanied–

(a)if in respect of a licence granted or to be granted by the District Authority, by the appropriate fee in cash, by cheque or such other negotiable instrument; and

(b)in all other cases, by appropriate fee payable under these rules through a manual or online receipt in any branch of National Bank or State Bank of Pakistan under the relevant head of account of the respective office of the department of explosives having jurisdiction.

(2) Payment of every fee required to be paid under these rules shall be made within thirty days of the receipt of the demand letter issued relating thereto and in case of failure to deposit the fee within the said period, a surcharge equivalent to the actual fee shall be payable within thirty days after expiry of the original period of thirty days.

(3) All licensed fuel dispensing stations (Petrol Pumps, CNG Stations, LPG fuel stations) shall ensure that payment/transaction for the sale of Petroleum Products shall preferably be made through electronic, cashless means and no licensee shall deny the acceptance of electronic payments. Acceptable electronic payment methods include, but are not limited to, debit/credit cards, mobile wallets, QR code systems, and any other digital payment platforms approved by the relevant financial regulatory authorities.

136.**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 thereof, before the officer having jurisdiction of the department of explosives or the District Authority concerned as the case may be as and when called upon to do so.

(2) Copies of any licence may, for the purposes of this rule, be authenticated by the licensing authority on payment of five thousand Rupees for each authentication.

137.**Procedure on reports of infringements.**– Where a licensee contravenes the conditions of licence, the provisions of the Act or these rules or a person without licence

contravenes the provisions of the Act or the rules made thereunder and it is decided to seal the licensed premises or the premises of such unlawful act, the department of explosives shall inform the Deputy Commissioner, Additional Deputy Commissioner or Assistant Commissioner, as the case may be, having jurisdiction and the said officers shall after sealing the premises within three days inform the department of explosives immediately thereafter.

CHAPTER VII
Refining and Blending of Petroleum Products

138.**Approval of refinery.**– (1) No person shall refine, crack, reform or blend petroleum products unless the project report with specifications and plans showing the general arrangements of tanks, stills, furnaces, electrical installations, pump houses, arrangements for drainage treatment and disposal of effluents, arrangements for fighting fire, fencing gates and all plants and buildings, etc. at the place where it is proposed to refine, crack, reform or blend petroleum products, hereinafter in this Chapter referred to as the refinery, has been approved by the Director General.

(2) The design and layout of the various blocks, facilities and process units in new crude oil refineries shall be as per design of the Pakistan Oil Rules, 2016, with the modification that therein if for the officer or authority having powers and jurisdiction to sanction any permission, such powers shall be exercisable by the Director General.

(3) Any person desiring to refine, crack, reform or blend petroleum shall submit in triplicate to the Director General an application along with a copy of the project report and specifications and plans referred to in sub-rule (1).

(4) The Director General on receiving under sub-rule (3) the project report with specifications and plans may require submission of such further particulars as he may specify after satisfying himself that petroleum products can be so refined, cracked reformed or blended and shall return to the applicant one set of the specifications and plans signed by him and conveying his sanction subject to such conditions as he may specify.

139.**Retention of plans and specifications.** – A copy of the approved plans, which shall incorporate any alteration sanctioned under rule 141 from time to time, shall be kept at the refinery.

140.**Application of rules.**– Rules 141 to 156 all inclusive shall apply *mutatis mutandis* to the refineries.

141.**Alterations.**– (1) 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 Director General.

(2) The occupier of a refinery wishing to carry out any of the alterations referred to in sub-rule (1) shall submit to the Director General an application along with specifications and plans, in triplicate, showing proposed alterations together with reasons thereof.

(3) The Director General on receiving the specifications and plans for the alterations and reasons thereof may require submission of such further particulars as he may specify and after satisfying himself that the proposed alterations can be carried out, return to the applicant one copy of the specifications and plans signed by him and conveying his approval subject to such conditions as he may prescribe.

142.**Use of fire-proof materials.**– All buildings in which petroleum products are handled shall be built of fire-proof materials.

143.**Situation of storage tanks.**– No storage tanks for petroleum products shall be situated nearer than 90 meters to any still, boiler or furnace.

144.**Size of service tanks.** – Unless specially permitted by the Director General, 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.

145.**Situation of storage tanks and facilities for liquefied petroleum gases.–** No storage tank or filling facility for liquefied petroleum gases shall be nearer than 90 meters to any still, boiler or furnace or nearer than 30 meters to any storage tank, pump-house or any facility for the blending or filling of petroleum products or to any protected work.

146.**Situation of flare.–** No flare shall be situated nearer than 90 meters to any tank, still, pump-house or any facility for the refining, cracking, reforming, blending, storage or handling of petroleum products or liquefied petroleum gas, other than knockout drum and condensate recovery pump attached to such flare.

147.**Drainage**.– (1) Adequate arrangements shall be made to ensure that effluents and drainage passing from the refinery does not cause pollution of rivers, irrigation channels, water reservoirs or foreshore and does not harmfully affect human beings, animal or vegetable life in any way.

(2) Effluent drainage from pump-houses and all other points where oil is entrained shall be passed through an efficient oil interceptor system of adequate size.

(3) All chemical waste shall be rendered harmless before they leave the refinery area.

(4) The whole of the sewerage shall be independent of other drainage systems.

(5) All drains shall have adequate capacity to prevent any flooding or backing-up and be of such construction as to prevent leakage from them to the surrounding grounds.

(6) Drains for carrying waste chemicals shall be of a type which is not affected by the chemicals in question.

(7) Trash racks shall be fitted to the drains where there is a possibility of rubbish being carried forward and forming a plug.

(8) Manholes shall be provided in closed drains where there is an abrupt change of directions and also at reasonable intervals in straight sections to permit rodding.

(9) When vents are provided to release gases separated from contaminated effluents in closed drains, they shall be sited where they are unlikely to cause danger or annoyance.

(10) All drains shall be fitted with fire traps and water seals at suitable points to prevent the passage of flame.

(11) Where gas traps are provided in the drains they shall be constructed on the upstream side of the oil interceptors and such gas traps shall be fitted with vents to liberate the as at such a height that danger or annoyance is not caused.

148.**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 still or boilers.

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

149.**Fire Control.–** (1) Every crude oil refinery shall be fully protected against fire by a well-organized and trained fire-fighting service with necessary materials and fixed, mobile and portable equipments for fighting fires in line with the international standards.

(2) An adequate supply of water shall be available at all strategic points in the refinery by means of an independent ring main or grid provided with isolating valves. The main shall be kept constantly pressurized by two or more boosting pumps of adequate capacity preferably working automatically as any significant loss of pressure in the main occurs. At least one of the boosting pumps shall be independent of the normal power supply.

(3) All mains shall be fitted with hydrants at convenient places not more than thirty meters apart in hazardous areas and not more than 45 meters apart in non-hazardous area. Such hydrants shall be of design suitable for operating conditions and for connecting mobile pumps.

(4) Static water supply of adequate capacity shall be provided where mains water supply may be subject to interference.

(5) All refinery personnel shall be practiced in the use of first-aid, fire-fighting appliances and selected refinery personnel shall be trained in all aspects of fire-fighting.

(6) The Director General may relax any of the provisions of sub-rules (1) to (5) all inclusive or require additional fire-fighting provisions to be made if he deems such relaxation or additional fire-fighting provisions necessary in respect of any class of refinery.

150.**Pumping of petroleum class A.** – All petroleum class A 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 neighborhood of stills and boilers:

Provided that the Director General may permit petroleum class A to be disposed of otherwise.

151.**Prevention of danger from electricity.**– (1) Adequate provision shall be made to prevent the accumulation of dangerous static charges of electricity.

(2) No high-tension wire shall pass neither over the stills or storage tanks nor within 90 meters away.

152.**Plans.**– Fire walls and efficient separators for drainage shall be shown in the plans referred to in rule 138 and may be required to be erected when deemed necessary by the Director General.

153.**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 Director General as well.

154.**Inspections.**– All plants, instruments and equipment including fire-fighting equipment shall be inspected by competent persons duly authorized by the appropriate authorities in this behalf and tested at intervals. The frequency depending on practical or other relevant factors and records of all such inspections shall be maintained.

155.**Safe operations.**– (1) All operators employed in a refinery shall be adequately trained in the safe operation of plants and equipments.

(2) Written procedures shall be established for operators to start up and shut down gas-free plants or sections of plants safely and to take safe action under emergency conditions.

(3) Checks shall be made at all stages of the operations by supervisors to ensure that vessels and equipments are properly isolated or connected up, as required, and to ensure that safety facilities are commissioned as the operation proceeds.

156.**Closing of refinery.**– If a refinery is closed down, the area within the fence surrounding it shall as soon as possible be cleared of all petroleum products having a flashing-point below 93 degree centigrade.

CHAPTER VIII

TESTING OF PETROLEUM

157.**Drawing of samples.**– (1) In all cases the sampling officer shall personally superintend the drawing of the sample. Where the sample is drawing from an original unopened receptacle containing petroleum product, otherwise than in bulk, the opening shall be sufficient to admit of the sample being rapidly transferred from the receptacle.

(2) Two bottles, each of a suitable capacity, shall be filled to nine-tenths 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 product imported by sea, the bottles containing the sample shall, after being sealed, be labeled with the name of the consignee, particulars of the ship or vehicle by which it is imported and such other distinguishing marks as may be necessary.

158.**Forwarding and retention of samples.**– One of the bottles referred to in sub-rule (2) of rule 157 shall be preserved for reference in case of need and the other shall be forwarded to the testing officer.

159.**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 7, the sampling officer shall go on board the vessel and obtain samples of all the petroleum products 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 products on board which it is intended to land at any other port in Pakistan:

Provided that no sample need be taken of petroleum products if it is declared to be the petroleum class A.

(2) The master shall deliver to the sampling officer, without charge, samples of every variety of petroleum product 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.

160.**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, namely:-

(a) of petroleum certified in accordance with rule 10,–

(i) in cases, one sample for every 15,000 cases or part thereof;
(ii) in casks of drums declared to be of uniform quality, one sample for every 600 kiloliters or part thereof; and
(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; and

(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 400 kiloliters or part thereof; and
(iii) in bulk or in tanks – one sample from each tank or tank compartment.

161.**Standard test apparatus.**– (1) The standard test apparatus and thermometers shall agree in every respect with the Pakistan standards specifications as applicable and for the time being in force.

(2) The standard thermometers shall be calibrated at-least once in a year from an accredited laboratory to decide the replacement if required.

162.**Certificate 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 aneroid.

(2) No certificate shall be granted under section 16 of the Act, if –

(a) the apparatus is in any respect outside the tolerances or is otherwise defective; or

(b) any barometer or aneroid shows a variation of more than half an inch from the pressure given by the standard test apparatus.

(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.

(5) A verification must be conducted for correct functioning of the apparatus at least once in a year by testing certified reference material.

163.**Register of certificates.** – A register of all certificates granted under rule 164 shall be maintained in Form “F” by the officer appointed under sub-section (1) of section 15 of the Act.

164.**Methods of test.** – (1) The testing officer shall test the samples in the manner laid down in these rules.

(2) In all cases at least three samples shall be separately tested, the average of three repeatable readings (repeatability specified in test method) being corrected for the thermometer and barometric standardization correction.

(3) If the average flashing-point is not lower than 73 degree F and no one test give a flashing-point below 73 degree F, the whole of the petroleum product represented by the samples shall be deemed to be petroleum class B or C according to the average flash point determined by the test.

165.**Procedure when test shows 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 dangerous, he shall report to the Collector 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 Collector of Customs shall cause the petroleum product 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 delivery 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 Collector 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 14; and

(c) if the petroleum product stands already landed and stored under rule 14, if it is–

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

(ii)in bulk, samples shall be drawn from each separate storage tank containing the petroleum product.

166.**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 product taken on board a ship to the Collector 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 five thousand Rupees.

167.**Fees for inspection and comparison.**– The fee for each inspection of each test apparatus shall be two thousand Rupees.

168.**Fees for testing.** – (1) The fee for testing each sample of imported petroleum product shall be two thousand Rupees:

Provided that the aggregate fee chargeable under this sub-rule shall not, in the case of any one ship, exceed five thousand Rupees.

(2) The fee for re-testing each sample under section 20 of the Act shall be one thousand Rupees and it shall be refunded if the original test is proved to be erroneous.

169. **Notice of accident.** – (1) The notice of an accident required to be given under section 27 of the Act shall be given forthwith to the-

(a) Director General by telephone, fax or such other fastest mode through modern devices; and

(b) officer-in-charge of the nearest police station by the quickest means of communication.

(2) Pending the visit of the Director General or his representative, or until instruction is received from the Director General that he does not wish any further 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 persons injured and recovery of the bodies of any persons killed by the accident or in the case of railways for the restoration through communication.

170.**Power to enter, inspect, search and seize. –** (1) Any officer, specified in column (1) of the Table below, may within the jurisdiction specified in the corresponding entry in column (2) thereof:–

(a) enter, inspect and search any place where he has reason to believe that any petroleum product is being imported, transported, stored, illegally sold, produced, refined or blended or is under transport and inspect all receptacles, plants and appliances used in connection therewith in order to ascertain if they are in accordance with provisions of the Act and these rules;
(b) search for petroleum product therein;
(c) take samples for testing of any petroleum product found therein through payments by cash for value of samples taken; and
(d) seize, detain or remove any petroleum product or any material suspected to be petroleum product or any equipment or appliances used therein together with connected documents thereof in respect of which he has reasons to believe that any of the provisions of the Act or of these rules have been contravened, namely:–

(2) The Officers specified in S.No. (2) and (3) of the table, will take action only on written reference by the Department of Explosives as per rule 137.

(3) Any grievances arising out of actions listed under sub-rule (1) shall be referred to the Grievances Committee as constituted under rule 126(9).

TABLE

S. No.	Designation of the Officer	Areas
(1)	(2)	(3)
	The Director General, Director, Deputy Director and Assistant Director of Explosives	Whole of Pakistan
	All Deputy Commissioners.	Their respective districts
	All Police officers of the rank not below that of Inspector	The respective area over which their authority extends.
	Preventive officers, Customs House, Karachi	The port of Karachi, Hub and Gawadar

CHAPTER IX
EXEMPTION

171.**Power to exempt.**– The Federal Government may, on the recommendation of the Director General of explosives in exceptional cases, by notification in the official Gazette, grant to any person or persons exemption from all or any of the provisions of these rules or such conditions, if any, as may be specified in the notification.

172.Overriding effect.– The provisions of these rules shall have effect notwithstanding anything contained in any other rules or such other instruments providing for regulating the matters contained in these rules.

173.**Repeal and savings.–** (1) The Petroleum Rules, 1937, are hereby repealed.

(2) The repeal under sub-rule (1) shall–

(a) not revive anything not in force or existing at the time at which the repeal takes effect;

(b) not affect the previous operation of the repealed rules or anything duly done or suffered thereunder;

(c) not affect any right, privilege, obligation or liability acquired, accrued or incurred under the repealed rules;

(d) not affect any penalty, forfeiture or punishment incurred in respect of any offence committed against any provision of the repealed rules;

(e) not affect any investigation, legal proceeding or remedy in respect of any such right, privilege, obligation, liability, penalty, forfeiture or punishment as aforesaid,

and any such investigation, legal proceedings or remedy may be instituted, continued or enforced and any such penalty, forfeiture may be imposed as if these rules had not been made.

SCHEDULE I
[*see rules 120 and 121*]

Article No.	Form of Licence	Purpose for which granted	Authority empowered to grant licence	Fee in Rupees
(1)	(2)	(3)	(4)	(5)
	Form H	To import petroleum class A other than petroleum which can be used in an internal combustion not exceeding 270 liters at any one time.	The District Authority	5,000
	Form I	To store petroleum class A other than petroleum which can be used in an internal combustion not exceeding 270 liters at any one time.	The District Authority	5,000
	Form J	To store petroleum class B (Kerosene Oil, light diesel oil) other than petroleum which can be used in vehicle for fuel otherwise than in bulk, in quantity not exceeding 10,000 liters (in drums).	The District Authority	5,000

	Form K	To store petroleum in a tank or tanks in connection with a dispensing unit for fueling motor conveyances.	The Director General or Director or a Deputy Director of Explosives authorized by the Director General of Explosives in this behalf.	(i) Fee for storage, dispensing of petroleum class A Facility is 6,000 (ii) Fee for storage/ dispensing of petroleum class B (High speed Diesel Oil) facility is 6,000
	Form L	To import and store petroleum class A/B/C in installations (Bulk Depots and in industries for self-consumption.	The Director General or Director or a Deputy Director of Explosives authorized by the Director General of Explosives in this behalf.	(i) Fee for the storage of petroleum class A (e.g. Petrol, solvent oil, ethanol, methanol, IPA, etc.) is 30,000 per product not exceeding 500,000 Ltrs, and 80,000 per product exceeding 500,000 Ltrs. (ii) Fee for the storage of petroleum class B (e.g. Kerosene Oil, Light Diesel Oil etc.) petroleum class B is 30,000 per product not exceeding 500,000 Ltrs, and 80,000 per product exceeding 500,000 Ltrs (iii) Fee for storage of petroleum class C (High Speed Diesel Oil, Furnace Oil etc) is 30,000 per product not exceeding 500,000 Ltrs, and 80,000 per product exceeding 500,000 Ltrs

	Form M	To import and store petroleum class A otherwise than in bulk and to store otherwise than in bulk (a) petroleum class B in quantity exceeding 25,000 liters or (b) partly petroleum class A and partly petroleum class B.	The Director General or Director or a Deputy Director of Explosives authorized by the Director General of Explosives in this behalf.	25,000
	Form Q	Licence to transport petroleum product in bulk on land by mechanically propelled vehicle	The Director General or Director or a Deputy Director of Explosives authorized by the Director General of Explosives in this behalf.	2,000
	Form T	To transport petroleum class A/B in bulk on land for onsite refueling of aircrafts, heavy vehicles/machinery and stationery equipment's by a mechanically propelled vehicle Viz, Refueller.	The Director General or Director or a Deputy Director of Explosives authorized by the Director General of Explosives in this behalf.	35,000
	Special Form	To import petroleum class A and to store petroleum (in cases not provided for in Articles 1, 2, 3, 4, 5, and 6.)	The Director General or Director or a Deputy Director of Explosives authorized by the Director General of Explosives in this behalf.	25,000

SCHEDULE II
[*see rule 120*]

FORMS

FORM A
[see rules 7 and 10]

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 ……

Particulars of the carriage

S. No.	Name of Petroleum	Total quantity carried in the ship.	Quantity of petroleum to be landed in – name of	Remarks
(1)	(2)	(3)	(4)	(5)
1.	Petroleum Class A which can be used in an internal combustion engine.			
2.	Other Petroleum Class A			
3.	Petroleum certified in accordance with rule 10 other than Petroleum Class C			
4.	Petroleum class			
5.	Other Petroleum Class B			
	Total			

Dated Signature of Master/agent of the ship

FORM B

[*See rules 10 and 13*]

Certificate of Imported Petroleum

Certified that Sample/Samples of petroleum of the description given below for shipment per S.S. …….to…… has/have been tested by me and that its/their flashing point is /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
(1)	(2)	(3)	(4)	(5)

Port of shipment……Name of shipper……..
Dated the day of 20……...

Signature and Designation of Testing Officer

FORM C

[*See rule 12 and 20*]

Certificate of Storage Accommodation

I hereby declare that I propose to store the following consignments of petroleum ex S.S…..……arriving in…… on or about the ……20… at the storage tanks or sheds, of which particulars are given in columns 1 and 2 of the statement below and I certify that the capacity shown as available in column 3 of that statement is available for the storage of the said petroleum, and that the said storage tanks and sheds are duly licensed for the storage of the petroleum in question.

Dated the ……..20 . Signature of importer or Agent.

Statement

Storage tanks or sheds	Total Capacity of each storage tank or shed	Capacity available in each storage tank or shed	Capacity to be utilized by present consignment in each storage tank or shed
(1)	(2)	(3)	(4)
Total			

FORM-D

[*see rules 122 and 125*]

Application for the grant/amendment/renewal/transfer of a licence to import and store petroleum

S. No.	Applicant's Name _____ Contact Number _____ Postal Address _____	The replies to be given in this Column
(1)	(2)	(3)
1.	Situation of the premises where petroleum is to be stored:- Province District Town or Village Police Station Nearest railway station	
2.	Quantity (in liters) of petroleum proposed to be imported and stored:- (i) Petroleum Class A (a) In bulk (b) Not in bulk (c) Total (ii) Petroleum Class B (a) In bulk (b) Not in bulk (c) Total (iii) Petroleum Class C (a) In bulk (b) Not in bulk (c) Total Total of all class of Petroleum	

3.	Quantity (in liters) of petroleum already stored in the premises: (i) Petroleum Class A (a) In bulk (b) Not in bulk (c) Total (ii) Petroleum Class B (a) In bulk (b) Not in bulk (c) Total (iii) Petroleum Class C (a) In bulk (b) Not in bulk (c) Total Total of all class of Petroleum	
4.	Form in which licence is required.	
5.	Do the premises fulfill all the conditions endorsed on the form?	
6.	Remarks	

I/We hereby declare that the statements made above have been checked up by me and are true andI undertake to abide by the terms and conditions of the licence which will be granted.

Date of application……. Signature and designation of the applicant
Postal address of the applicant:

Notes.-

1. Where the application is made on behalf of a company, the name and address of the company and the name of the manager should be given and the application should be signed by him.
2. “In bulk” means in tanks or receptacles exceeding 227 liters in capacity “Not in bulk” means in containers not exceeding 227 liters in capacity.
3. This application, if it relates to a new installation or storage shed or fueling station or if the applicant proposes any alterations in an existing installation or storage shed or fueling station, must be accompanied by specifications and four copies of plans drawn to scale. The plan 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 colored or otherwise defined;
   (c) the surroundings and all protected work;

(d) the position and capacity of all storage tanks/cylinders, storage and filling sheds, dispensers and the position of all other facilities, buildings and erections forming part of the installation/fueling station;
(e) the area reserved for all kinds of petroleum;
(f) tanks and other enclosures; and
(g) all pumps, valves, fittings, filling and discharge points, vent pipes etc.

FORM-D-1
[see rules 122 and 125]

Application for the grant/amendment/renewal/transfer of a licence to transport petroleum in bulk on land by mechanically propelled vehicle

<table>
<tr><td>S. No.</td><td colspan="7">Applicant's Name
Contact Number
Postal Address</td><td>The replies to be given in this Column</td></tr>
<tr><td>(1)</td><td colspan="7">(2)</td><td>(3)</td></tr>
<tr><td>1.</td><td colspan="7"></td><td></td></tr>
<tr><td rowspan="5">2.</td><td colspan="7">Particulars of the vehicle in which petroleum is proposed to be transported:
(a) Make and Model
(b) Engine Number
(c) Chassis Number
(d) Registration Number
(e) ULW and RLW
(f) Date up to which the vehicle is registered
(g) Name and full postal address of the registered owner
(h) Number of Compartments and certified capacity in kiloliters of each compartment</td><td></td></tr>
<tr><td>Compart No.</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>Total Capacity in Kiloliters</td></tr>
<tr><td>Capacity in Kiloliters</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>Petroleum Class</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="8"></td></tr>
<tr><td>3.</td><td colspan="6">Approval No. and Date</td><td></td></tr>
<tr><td>4.</td><td colspan="6">Does the tank vehicle described above fully conform to the requirements laid down in Third Schedule to the Petroleum Rules, 2025</td><td></td></tr>
</table>

5.	Full postal address of the place where the vehicle will be normally stationed.	

I/We declare that the particulars given above have been checked up by me/us and are correct. I/We undertake of transport petroleum by the vehicle, particulars of which are given above, in accordance with the provisions of the Petroleum Act, 1934 and the rules framed thereunder and any other law or rules for the time being in force.

Date of application……. Signature and designation of the applicant

Postal address of the applicant:

FORM E

[*see rule 162*]

Certificate of Apparatus

.....Appartus

Marked No.....

Maker's Name.....

Slide No.....

Thermometer No. .....Oil Cup 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.....

Barometer or Aneroid No.....

This certificate is valid for a period of three years from the ……..

Date.....

Reference.....

Signature and designation of the Officer
(Appointed under Section 15(1) of the
Petroleum Act, 1934)

FORM F

(*see rule 163*)

Register of Certificate of Apparatus

Serial No.	Place at which the apparatus is intended to be used	Number and date engraved on the apparatus	Contents of Certificate	Date of which certificates will cease to be valid.
(1)	(2)	(3)	(4)	(5)
1.				
2.				
3.				

FORM G
(*see rules 20 and 166*)

Certificate of Tests of petroleum

Owner.....

Marks.....

Test (1) .....

(2) .....

(3) .....

Average .....

Thermometer Correction No. .....

The sample is.....

Petroleum and (in the case of Petroleum Class B) has a flash point of.....

Place..... Testing Officer……..…

Date.....

FORM H
[*see rules 121, 126 and article 1 of Schedule I*]

Licence to import Petroleum class A other than petroleum which can be used in an internal combustion engine, in quantity not exceeding 270 liters at any one time.

No…….. Rs……

Licence is hereby granted to …….. to import petroleum class A other than petroleum which can be used in an internal combustion engine, not exceeding 270 liters in quantity at any one time, at the Port of…….. subject to the provisions of the Petroleum Act, 1934 and the rules made there under and to further conditions on the back of this licence.

This licence shall remain in force till the …… 20 ……
The ……20…….

District Authority

CONDITIONS OF LICENCE

1. Petroleum class A shall be imported in gas-tight tinned, galvanized 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 be so constructed and secured, as not be liable, except under circumstances of gross negligence or extra-ordinary accident, to become defective, leaky or insecure in transit and shall bear a stamped, embossed, pointed or printed warning exhibiting in conspicuous characters the words ‘Highly Inflammable’ or an equivalent warning of the dangerous nature of the petroleum.

3. An air space of not less than 5 percent of its capacity shall be left in each receptacle at the time of filling.

FORM I

[*see Article 2 of Schedule I*]

Licence to store petroleum class A other than petroleum which can be used in an internal combustion not exceeding 270 liters at any one time.

No. …….. Fee Rs…….

Licence is hereby granted to …….. valid only for the storage of …… Liters of petroleum class A 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 back of this licence.

This licence shall remain in force till the 31st day of December, 20…..

The……. 20…….. District Authority

Description of the storage shed referred to above:…….

Space for endorsement of Renewals:

Date of Renewal	Date of Expiry	Signature Licensing Authority
(1)	(2)	(3)

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 this licence is granted is also punishable with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

CONDITIONS OF LICENCE

1. Petroleum Class A shall be stored only-
   (i) in a storage shed constructed of suitable non-combustible materials on private ground; the doors and windows may be of wood; or
   (ii) in a properly ventilated iron bin of a design approved by the Director General, placed on private ground in the open air.
2. The storage shed shall be adequately ventilated near the ground level and also near 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 28 to the linear inch.
3. The storage shed shall not form part, 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 roof and partition wall of masonry construction having 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 twenty feet 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 of the notice, as may be fixed by the notice.
8. Petroleum Class A other than paints, varnishes, lacquers and similar products shall not be kept in any receptacle other than the standard petrol tins of capacity not exceeding 10 liters of the prescribed air-space.
9. All empty receptacles which have contained Petroleum Class A shall, except when they are opened for the purpose of cleaning them and rendering them free from petroleum vapor be kept securely closed unless they have been thoroughly cleaned and freed from petroleum vapor.
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 Petroleum Class A is or has been kept until he has taken all reasonable precautions to ensure that the receptacle has been rendered free from such petroleum and any inflammable vapor.
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 class A escaping into any drain, sewer, harbor, river or watercourse.
13. Adequate precautions shall be taken to prevent unauthorized persons having access to any Petroleum Class A kept and to the vessel which contains or has contained such petroleum.
14. The licensee shall keep daily records and accounts of all receipts and issues of petroleum in such form as the licensing authority may from time to time prescribe and shall exhibit his stock and records to an Inspector or sampling officer on demand.
15. 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 Director General of Explosives immediately and by telegraph or telephone where such means of communication are available.
16. 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

[*see Article 3 of Schedule I*]

Licence to store Petroleum Class B (e.g. Kerosene Oil, light diesel oil) other than petroleum which can be used in vehicles for fuel otherwise than bulk, in quantity not exceeding 10,000 liters (in drums).

No. …… Fee Rs……

Licence is hereby granted to …….. valid only for the storage of …… liters of Petroleum Class B 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 20……

The……. 20…….. District Authority

Space for endorsement of Renewals:

Date of Renewal	Date of Expiry	Signature Licensing Authority
(1)	(2)	(3)

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 this licence is granted is also punishable with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

CONDITIONS OF LICENCE

(1) The petroleum shall be stored only in the storage shed, which shall be constructed of suitable uninflammable materials, but the beams, rafters, column, 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 0.61 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 there from by a substantial floor or partition which is constructed of uninflammable material and has no opening 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) No Petroleum product of Class A / Class C shall be sold through the cover of licence in Form “J”.

(6) 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.

(7) Any two storage sheds not more than 4.6 meter apart shall be deemed to be one storage shed.

(8) Petroleum Class B shall be packed in airtight tins or drums of steel or iron in other receptacles not easily broken.

(9) 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 vapor there from.

(10) Adequate precautions shall be taken to prevent unauthorized persons having access to any petroleum kept and to any receptacles, which contain or have contained petroleum.

(11) Adequate precautions shall be taken all the time for the prevention of accident by fire or explosion.

(12) Every care shall be taken to prevent any petroleum escaping into any drain, sewer, harbor, river or watercourse.

(13) Any accident, fire or explosion occurring within the licensed premises, causing 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 Director General of Explosives, immediately and by telegraph, fax or telephone where such means of communication are available.

(14) 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 ascertaining that the rules and conditions of this licence are duly observed.

FORM K

[*see rules 116, 120 and article 4 of Schedule I*]

Licence to store petroleum in a tank or tanks in connection with a dispensing unit for fueling motor conveyances.

No…….. Licence Fee Rs…….

Licence is hereby granted to …… valid only for the storage of under mentioned kinds and quantities of petroleum in underground tank (tanks) in the licensed premises/ Ancillary facilities, described below and as 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 or of the rules framed there under or of any condition of this licence.

This licence shall remain in force till the 31st day of December 20……

Dated the …….. day of ……, 20……. Licensing Authority

Plan No…… dated……..

Description of the licensed premises referred to above.

The licensed premises is situated at ……....

……

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 this licence is granted is also punishable with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

Petroleum Facility (ies) allowed at the licensed premises				
Sl.No.	Tank Number	Kind of Petroleum	Quantity in Liters	Fee in Rupees
(1)	(2)	(3)	(4)	(5)
(i)				
(ii)				
(iii)				
(iv)				
(v)				
(vi)				
(vii)				
Ancillary Facility (ies) allowed at the licensed premises as per rules				
	Name of Facility		Date of approval	
(a)				
(b)				
(c)				
(d)				
(e)				
Total Licence Fee				

Space for endorsement of Renewals:

Date of Renewal	Date of Expiry	Signature Licensing Authority
(1)	(2)	(3)

CONDITIONS OF LICENCE

1. The Petroleum shall be stored only in one or more underground gastight tanks and in the position shown in the approved plan attached hereto.
2. Every tank shall be installed outside any building and placed in a masonry or concrete pit and packed around 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 a masonry or concrete pit shall not be obligatory if the tank is a welded one and tested up to pressure of 0.25 kg per square centimeter and is buried and is on a private, leased or rented land away from public traffic.
3. In case of double jackets/walled tanks, masonry/concrete pit shall be optional.
4. The space over the buried tank(s) shall not be used for any purpose other than parking of Petroleum loaded tank lorry for decantation.
5. 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.
6. Every tank shall be fitted with an independent vent pipe leading into the open air. The vent pipe shall be securely supported and shall not be less than 5 meters in height and four meters from the nearest opening of the sales room/kiosk or any other facility in which sources of fire are likely to be present. Vent pipe of any tank shall not be interconnected with the vent pipe of another tank. The open end of every vent pipe shall be covered with two layers of non-corrodible metal wire gauze having not less than 11 meshes per linear centimeter and shall be further protected from rain by hood or by suitably bending it downward.
7. No alteration of the position of a pump or tank and 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.
8. 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 note being less than one month from the date of receipt of the notice, as may be fixed by the notice.
9. Every tank before being repaired or exhumed, shall be cleared of all petroleum and of all flammable vapors, when a tank in position is opened for cleaning or repairs, no electric or other lamps, electric cable or electric fans and no articles, appliances or equipment capable of igniting flammable vapor shall be brought near the manhole of the tank until the tank has been certified in writing to be ‘gas-free’ by a competent person. Where the tank has been so certified as “gas-free” the certificate shall be preserved by the licensee for a period of not less than three months.
10. The petroleum shall enter a tank through close coupled electrically continuous and sound hose.
11. The underground tank or tanks shall not be filled between the hours of sunset and sunrise except in a manner and under conditions specially endorsed on this licence by the licensing authority.

12. No artificial light capable of igniting flammable vapor shall at any time be present in the immediate vicinity of the tank/lorry/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 and no smoking shall be allowed within a distance of 9 meters from barrels.

13. No petroleum shall be removed from a tank except by means of the pump or pumps at the positions 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 connection between the tank and a pump shall be placed underground.

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

    (i) pumped through strong metal piping by means of approved pumps into above ground measuring tanks of a capacity not exceeding 150 liters, 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

    (ii) 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 liters, fixed in approved positions, and run hence through sound hose fitted with a secure self-closing cock and nozzle, into the tanks of motor vehicles, or

    (iii) 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.

15. Petroleum may be supplied to a motor vehicle between the hours of sunset and sunrise from the pump provided that-

    (i)the pump and the vehicle are adequately illuminated by electric light or failing this by some other form of lighting, and

    (ii)no light capable of igniting flammable vapor is situated or brought within three meterfeet of the pump or vehicle receiving the petroleum.

16. (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;

    (b) person in and engaged in connection with any motor vehicle shall not be permitted to smoke while it is being refueled.

17. Petroleum shall not be filled from the tank or the pump into a container or receptacle other than those securely clamped or fitted to a motor vehicle. The restriction imposed by this condition shall not apply.-

    (i)when it is absolutely necessary for the purpose of condition of this licence to clear a tank, or

(ii) for testing the accuracy of the pump's discharge by means of a standard capacity measure, or

(iii) to the filling of an approved container of capacity not exceeding 25 liters when such filling is absolutely necessary for replenishing the fuel tank of a motor vehicle which has run dry and the motor vehicle cannot be brought into the pump.

(iv) to the filling of Petroleum class B in an approved containers of capacity not exceeding 200 liters and no vehicle with its engine running shall be allowed within 4.5 meters of the container and the dispensing pump.

18. (a) This licence shall be held to cover the use of portable kerb side 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 orders, provided notice in writing is given to the licensing authority before the portable pump is taken into 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.

    (b) In case where portable pumps are used not more than 400 liters of petroleum in reserve shall be kept within 6 meters of the pump. The petroleum so kept shall be in approved containers and none of it shall be kept outside the licensed premises.

19. Every person managing or employed on or in connection with the licensed premises shall abstain from any act whatsoever 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, sewer or public road.

21. The licensee shall provide for each pump, whether kerb side or portable, a minimum of two tins or drums of dry sand and two portable foam type or dry chemical type fire-extinguishers which shall be kept ready at convenient location for immediate use in the event of any fire.

22. In premises where auto LPG or CNG dispensing facilities are installed, the requirements of Mineral and Industrial Gases Safety rules, 2010, or CNG Rules, 1992, as the case may be, and condition of the respective licenses granted under those Rules for the above facilities shall also be complied with.

23. Any accident, fire or explosion occurring in the licensed premises, which is attended with loss of life or serious injury to person or property shall be immediately reported to the nearest Magistrate or to the officer-in-charge of the nearest police station and by telephone/fax and also by telegram to the Director General of Explosives.

24. 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 rules and the conditions of this licence are duly observed.

25. The site shall not be located in a narrow street to cause congestion and interference with the flow of traffic.

26. The Petrol Pump site shall be suitably located to give service to the motorist where be most needs it. It should be visible from a distance and easily accessible.
27. Petrol Pump shall be well away from tramway lines, bridges, and bridge approaches.
28. Front Pump Island shall be at-least 20 meters away from the point where center lines of two roads meet each other, and 4 meters inside from the front boundary line of the premises.
29. Every site shall have a minimum frontage of 24.4 meters and depth 15.2 meters (1.5 Kanal), not including pavements area of a road to permit construction of kiosk/ service station, except a corner site of “Y” shape forming a triangle at the junction of 3 roads which be approved irrespective of its size for the barest fueling facilities.
30. The minimum length of the rear boundary wall shall be 12 meters.
31. The minimum width of the double-driveway excluding Pump Island, from inner edges of two dispensers, shall be 5.5 meters.
32. If closed vapor system is provided for decantation of Petroleum products, then the fill points and storage tanks may be installed 1 feet away from boundary wall, and a boundary wall should be 10 feet high along the storage tanks. Inter distance between fill points shall be 1 feet. If closed vapor system has not been provided for decantation of Petroleum products, then the inter-distance between fill points shall be 12 feet, and safety distances all around fill points should also be 12 feet.
33. If the boundary wall of the proposed site forms the out wall of any other building or in very close proximity of a wall of a residential or office building, there shall be no opening in the for windows etc. in the building wall so as to eliminate all possibilities for the residence of inadvertently throwing cigarette butts or any other kind of fire into the premises of Petrol Pump.
34. No petrol pump shall install connected to School, Hospital or Police Station.
35. In case of any addition/alteration in the licensed premises without prior approval from Director General, a penalty will be imposed as per section 23 of the Petroleum Act, 1934.
36. Any other condition(s) considered essential by Director General of Explosives.

FORM L
[*see article 5 of Schedule I*]

To import and store Petroleum Class A/B/C in installations (Bulk Depots and in industries for self-consumption.

No. …… Fee Rs……

Licence is hereby granted to……valid only for the importation and storage of petroleum of the classes and the quantities as herein specified 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 to the further condition on the back of this licence..

This licence shall remain in force till the 31st day or December 20 ……

S. No.	Nature of Petroleum to be stored/imported	Quantity of petroleum (in Liters)
(1)	(2)	(3)
	Petroleum Class A in bulk	
	Petroleum Class A not in bulk	
	Petroleum Class B in bulk	
	Petroleum Class B not in bulk	
	Petroleum class C in bulk	
	Petroleum class C not in bulk	
	Excluded petroleum in bulk	
	Excluded petroleum not in bulk	
	Total	

Dated the …….. day of ……, 20……. Licensing Authority
Plan No…… dated…….

Description of the place referred to above ……

Date of renewal	Date of expiry	Signature of licensing authority
(1)	(2)	(3)

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 this licence is granted is also punishable

with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

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 well-designed foundations and shall be either buried (underground), semi-buried (partially buried underground, and partially buried aboveground), or installed in the open (aboveground) and surrounded by Dyke wall or embankment not more than 2 meters high and made of earth, steel, concrete or solid masonry capable of withstanding fully hydrostatic load. Earth wall of over 1meter high shall have not less than 0.6 meter wide flat section on top:

Provided that a wall or embankment higher than 2m may be allowed by the licensing authority where there are special circumstances which, in his opinion warrant such increase.

(ii) The ground within the enclosure shall not be lower than the level of the ground outside the enclosure and shall be finished to form a slope of not less than half a percent from the tank towards the drain or sump. Provided that nothing in this clause shall apply in the case of an enclosure which is connected to and efficient oil interceptor of sample capacity through an underground drainage system having proper slope.

(iii) The drainage from the enclosure shall be controlled by a valve which shall be accessible under fire conditions and be capable of being operated from outside the enclosure.

(iv) Where two or more tanks are installed in one enclosure the total capacity of the tanks in the enclosure shall not exceed 60,000 kiloliters in the case of conventional fixed -roof and 1,20,000 kiloliters in the case of floating roof tank or those of special design (where there is a combination of fixed and floating roof tanks in the same enclosure then the total capacity of fixed-roof tanks and floating roof tanks shall not exceed 60,000 kiloliters).

Such an enclosure shall be sub-divided by masonry channels of ample dimensions or by intermediate wall of not less than 0.6 m in height to prevent spills from one tank endangering any other tank in the same enclosure.

Explanation: for the purpose of this clause, a group of small tanks each not exceeding 9m in diameter and in all not exceeding 5,000 kiloliters in capacity shall be treated as one tank.

(v) (a) Where petroleum Class A or petroleum Class B is stored in the enclosure or petroleum Class C is stored along with petroleum Class A or Class B, the capacity of the enclosure shall be hundred percent of capacity of the largest tank in the enclosure after deducting the volume up to the height of the enclosure wall, of all other tanks in the same enclosure. (b) Where petroleum Class C is only stored in the enclosure the height of the enclosure wall shall be not less than one meter.

(vi) Except for necessary pipes and valves and approved electric lights, the space within and enclosure and not occupied by tank or tanks shall be kept entirely clear and unoccupied.

(3) All tanks shall be fitted with vent pipes leading into the open air, the open end being covered with fine copper or other non-corrodible metal wire gauze of mesh not less than 28 to the linear inch [11 per linear centimeters] 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. The vent pipe and the relief valve of one tank shall not be inter-connected with those of any other tank.

(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 valves.

(5) Pumps shall be placed only in position 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) Every storage or filling shed in which Petroleum Class A and Class B is stored otherwise than in bulk shall be adequately ventilated near the ground level immediately above any walls constructed to prevent leakage of petroleum and also near or in the roof.

(7) (i)Tank vehicles shall be filled, discharged or stabled only in the positions approved for the purpose and shown on the plan attached hereto.

(ii) A tank vehicle which does not fully comply with the requirement laid down in Part IV of chapter III of these rules shall not be loaded, unloaded or stabled within the licensed premises.

(8) Every facility for the storage, loading, unloading or pumping of petroleum shall at all times maintain from any other facility, building, boundary fencing or protected works the distance specified in the Tables 1 and 2.

(a) Table 1, in the case of installation where the total quantity of Petroleum Class A and Petroleum Class B stored above ground in bulk exceeds 5,000 kiloliters or where the diameter of any tank for the storage of such petroleum exceeds 9 meters; or

(b) Table 2 in the case of installation where only petroleum Class C is stored or where the total quantity of petroleum Class A and petroleum Class B stored above ground in the bulk does not exceed 5,000 kiloliters and the diameter of any tank for storing petroleum Class A or petroleum Class B does not exceed 9 meters.

Notwithstanding anything herein to the contrary when petroleum is stored in an installation at or near wells, pumping stations, petro-chemical plants or refineries, the concessional distances given in the attached Table 2 shall not apply and no storage tank, the capacity of which exceeds 250 kiloliters and no petroleum storage of filling sheds/area shall be placed nearer then 90 meters to any boiler, furnace of fire. In

such an installation all tanks shall be situated in a compact area (a) under a single control, (b) enclosed or capable of being enclosed by one continuous fence and (c) on which there shall be no protected works.

TABLE 1

[See condition 8 (a) of Licence in Form L]

Distance to be observed around facilities in an installation where total quantity of petroleum ClassA and petroleum Class B stored above ground in bulk exceeds 5000 kiloliters, or where thediameter of any such tank for the storage of petroleum exceeds 9 meters:

1. In this table: -

“D” means diameter of large tank.
“d” means diameter of small tank.

2. All distances shall be measured between the points in the perimeter of each facility except in the case of tank vehicle loading/unloading area where the distance shall be measured from the center of each bay for such loading/unloading.

TABLE 1

S. No.	From/To	Tank for petroleum class A	Tank for petroleum class B	Tank for petroleum class C	Storage/filling shed for petroleum class A or class B	Storage/filling shed for petroleum class C	Tank vehicle loading/unloading area for petroleum class A or class B	Tank vehicle loading/unloading area for petroleum class C	Flame proof electric pump	Semi-Buried/Mounded tanks for petroleum class A or class B	Office building, workshops, stores amenities, fire station, etc. within installation	Boundary fencing around installation
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
1.	Tank for petroleum class A	½ x D or 15 m	½ x D or 15 m	9m	15m	15m	15m	15m	8m	7.5m	15m	25m
2.	Tank for petroleum class B	½ x D or 15m	½ x D or 15m	9m	15m	15m	15m	15m	8m	6m	15m	20m
3.	Tank for petroleum class C	9m	9m	6m	15m	6m	8m	8m	3m	5m	8m	9m
4.	Storage/filling shed for petroleum class A or class B	15m	15m	15m	8m	5m	15m	15m	8m	3m	15m	15m
5.	Storage/filling shed for petroleum class C	15m	15m	6m	5m	3m	8m	8m	3m	3m	8m	4.5m
6.	Tank vehicle loading/ unloading area for petroleum class A or class B	15m	15m	8m	15m	8m	9m	9m	8m	7.5m	15m	15m
7.	Tank vehicle loading/ unloading area for petroleum class C	15m	15m	8m	15m	8m	9m	9m	8m	7.5m	8m	5m
8.	Flame proof electric pump	8m	8m	3m	8m	3m	8m	8m	–	5m	8m	5m

9.	Semi-Buried/Mounded tanks for petroleum class A or class B	7.5m	6m	5m	3m	3m	7.5m	7.5 m	5m	1.5m	8m	7.5m
10.	Office building, workshops, stores amenities, fire station, etc. within installation	15m	15m	8m	15m	8m	15m	8m	8m	8m	–	–
11.	Boundary fencing around installation	25m	20m	9m	15m	4.5m	15m	5m	5m	7.5m	–	–

TABLE 2

[See condition 8 (b) of Licence in Form L]

Distance to be observed around facilities in an installation where-

(i) Only petroleum Class C is stored;
(ii) Total quantity of petroleum class A and petroleum class B stored above ground in bulk does not exceeds 5000 kiloliters,
(iii) The diameter of any tank for storing Petroleum Class A or Class B does not exceed 9 meters.

1. In this table: -

"D" means diameter of large tank.

2. All distances shall be measured between the points in the perimeter of each facility except in the case of tank vehicle loading/unloading area where the distance shall be measured from the center of each bay for such loading/unloading.

TABLE 2

S. No.	From/To	Tank for petroleum class A	Tank for petroleum class B	Tank for petroleum class C	Storage/filling shed for petroleum class A	Storage/filling shed for petroleum class B	Storage/filling shed for petroleum class C	Tank vehicle loading/unloading area for petroleum class A	Tank vehicle loading/unloading area for petroleum class B	Tank vehicle loading/unloading area for petroleum class C	Flame proof electric pump	Semi-Buried/Mounded tanks for petroleum class A or class B	Office building, workshops, stores amenities, fire station, etc. within installation	Boundary fencing around installation
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1.	Tank for petroleum class A	D	D	6m	9m	9m	9m	15m	15m	15m	8m	7.5 m	15m	15m
2.	Tank for petroleum class B	D	D	6m	9m	6m	6m	15m	9m	6m	8m	7.5 m	D	10m
3.	Tank for petroleum class C	6m	6m	½ D	9m	6m	6m	15m	9m	6m	3m	6m	½ D	6m
4.	Storage/filling shed for petroleum class A	9m	9m	9m	5m	6m	3m	9m	9m	9m	3m	5m	9m	9m

5.	Storage/filling shed for petroleum class B	9m	6m	6m	6m	–	1.5 m	9m	9m	9m	3m	5m	4.5m	6m
6.	Storage/filling shed for petroleum class C	9m	6m	6m	3m	1.5 m	–	9m	9m	9m	3m	3m	3m	3m
7.	Tank vehicle loading/ unloading area for petroleum class A	15m	15m	15m	9m	9m	9m	9m	9m	9m	3m	7.5 m	15m	15m
8.	Tank vehicle loading/ unloading area for petroleum class B	15m	9m	9m	9m	9m	9m	9m	9m	9m	3m	7.5 m	10m	10m
9.	Tank vehicle loading/ unloading area for petroleum class C	15m	6m	6m	9m	9m	9m	9m	9m	9m	3m	7.5 m	6m	6m
10.	Flame proof electric pump	8m	8m	3m	3m	3m	3m	3m	3m	3m	–	3m	3m	3m
11.	Semi-Buried/Mounded tanks for petroleum class A or class B	7.5m	7.5m	6m	5m	5m	3m	7.5 m	7.5 m	7.5 m	3m	1.5 m	5m	8m
12.	Office building, workshops, stores amenities, fire station, etc. within installation	15m	D	½D	9m	4.5 m	3m	15m	6m	6m	3m	5m	–	–
13.	Boundary fencing around installation	15m	10m	6m	9m	6m	3m	15m	6m	6m	3m	8m	–	–

9. The distance specified in condition 8 may be reduced by the licensing authority in cases where screen walls (4HFRR Wall) are provided or other special precautions are taken or where there are special circumstances that, in his opinion warrant such reduction.
10. No alteration shall be carried out in the installation without the previous sanction in writing of the licensing authority. Such alteration so sanctioned shall be shown on an amended plan to be attached to this licence.
11. 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.
12. The responsible agent or supervisor referred to in rule 98 shall not allow any person to enter a tank, which has contained petroleum, unless –
    (a) Such person wears a safety helmet of a description approved by the Director General; or
    (b) (i) The responsible agent or supervisor has certified in writing as the result of an examination of the tank by himself or by some other competent person that the atmosphere in the tank is fit for person to enter; and
    (ii) At least one safety helmet of a pattern approved by the Director General shall have been kept ready for instant use at the manhole of the tank, which is being cleaned or repaired.

13. No work, involving the use of fire, welding or hot work, shall be performed in or on any tank until the tank has been certified in the manner laid down in clause (b) of condition 12 to be free from petroleum vapor. When any water is pumped into or

withdrawn from the tank no further work of the above description shall be done until the tank has been rested and a fresh certificate issued. When a tank is opened for cleaning and repairs, no lamp of any description either ordinary or electric torches, electric cables or fans other than of a flameproof type satisfying the requirements of the British Standard Specification No. 4683-2, or IEC 60079/NFPA 70, shall be brought near the tank.

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

    Provided that this condition shall not be deemed to prohibit the usual soldering operations connected with the filling and dispatching of petroleum receptacles.

15. All empty receptacles which have contained Petroleum Class A shall, except when they are opened for the purpose of cleaning them and rendering them free from petroleum vapor, be kept securely closed unless they have been thoroughly cleaned and freed form petroleum and inflammable vapor.

16. (a) Adequate precautions shall be taken at all time for the prevention of accident by fire or explosion. An adequate supply of dry sand together with necessary implement for the convenient application or an adequate number of portable fire-extinguishers suitable for fighting oil fires shall always be kept in easily accessible places immediately outside the storage shed.
    (b) Wherever so specified by the Director General storage tank shall be fitted with approved fire foam attachments according to the specification of NFPA 11 standard which shall be maintained in proper orders at all times.
17. Every care shall be taken to prevent any petroleum escaping into any drain, sewer harbor, river or watercourse and enclosure or sumps must not be permanently connected with any drain or sewer.
18. Any accident, fire or explosion occurring within the area specified in the licence causing 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 immediately and by fax, telegraph or telephone where such means of communication are available.
19. Free access to the licensed premises shall be given at all reasonable times to an Inspector or Sampling Officer and every facility shall be afforded to such officer for ascertaining that the rules and the conditions of this licence and duly observed.
20. The licensee shall not deliver from the licensed premises:-
    (a) Petroleum in bulk to any vessel used in the carriage of petroleum in bulk by water; and
    (b) Any petroleum in bulk shall be delivered to any vehicle used for the transport of petroleum in bulk by road unless such vehicle is licensed by the Director General.

22. In case of any addition/alteration in the licensed premises without prior approval from Director General, a penalty will be imposed as per section 23 of the Petroleum Act, 1934.

FORM M

[*see article 6 of Schedule I*]

Licence to import and store Petroleum Class A otherwise than in bulk and to store otherwise than in bulk (a) Petroleum Class B in quantity exceeding 25,000 liters or (b) partly Petroleum Class A and partly Petroleum Class B.

Licence No. …….. Fee Rs……

Licence is hereby granted to……valid only for the importation and storage of petroleum of the classes and the quantities as herein specified 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 to the further condition on the back of this licence.

This licence shall remain in force till the 31st day or December 20 ……

S. No.	Nature of Petroleum to be stored/imported	Quantity of petroleum (in Liters)
(1)	(2)	(3)
	Petroleum Class A in bulk	
	Petroleum Class A not in bulk	
	Petroleum Class B in bulk	
	Petroleum Class B not in bulk	
	Petroleum class C in bulk	
	Petroleum class C not in bulk	
	Excluded petroleum in bulk	
	Excluded petroleum not in bulk	
	Total	

Dated the …….. day of ……, 20……. Licensing Authority

Plan No…… dated…..……..

DESCRIPTION OF THE LICENSED PREMISES

The licensed premises, is situated at…….and consist of ……storage shed(s), other facilities and the adjoining areas shown in the attached approved plan.

Date of renewal	Date of expiry	Signature of licensing authority
(1)	(2)	(3)

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 this licence is granted is also punishable with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

CONDITIONS OF LICENCE

1. The petroleum shall be stored only in the storage shed which shall be constructed of suitable non-flammable material provided that, when only Petroleum Class B is stored, the beams, ratters, columns, windows and doors may be of wood one or more underground gastight tanks of capacity and in the position shown in the approved plan attached thereto. The storage shed shall rest on foundation walls and shall be surrounded by wall or embankment of substantial construction or the walls and floor shall be suitably finished to form a sump of enclosure not more than 30 centimeters deep. A combination of these methods is permissible. The enclosure or sump thus formed shall be of sufficient capacity to contain not less than one half of the total quantity of petroleum for which the licence is granted and be so constructed and maintained as to prevent escape therefrom of any petroleum in the form of liquid whether under the action of fire or otherwise. 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 Petroleum Class A, 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 thicknesses of fine copper or other non-corrodible metal wire gauze of mesh not less than 11 meshes per linear 28 to the linear cm.

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 from any storage shed to protected works:

Licensed capacity of storage shed of all classes of petroleum stored in the shed	Total Distances to be observed from storage shed for		
	Petroleum Class A	Petroleum Class B	Petroleum Class C
(1)	(2)	(3)	(4)

Not exceeding 2500 liters	6 m	---	---
Exceeding 2500 liters but not exceeding 25,000 liters	7.5 m	---	---
Exceeding 25,000 liters but not exceeding 50,000 liters.	9 m	3 m	---
Exceeding 50,000 liters but not exceeding 100,000 liters.	12 m	4.5 m	3 m
Exceeding 100,000 liters	15 m	6 m	3 m

Where more than one class of petroleum is stored together, the entire quantity of petroleum shallfor the purpose of this condition deemed to be of the most flammable class thereof.

6. The distances specified in condition 5 may be reduced by the licensing authority where screen walls are provided or other special precautions taken or where there are special circumstances, in his opinion, warrant the reduction.

7. 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 vapor therefrom.

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

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 vapor.

Provided that this condition shall not be deemed to prohibit the usual soldering operations connected with the filling and dispatching 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. An adequate supply of dry sand together with necessary implement for the convenient application or an adequate number of portable fire-extinguishers suitable for fighting oil fires shall always be kept in easily accessible places immediately outside the storage shed.

12 Every care shall be taken to prevent any petroleum escaping into any drain, sewer, harbor, river or water course, or a public road.

13. Adequate precaution shall be taken to prevent unauthorized 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 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 Q

[*see article 7 of Schedule I*]

Licence to transport petroleum product in bulk on land by mechanically propelled vehicle

Licence No. …… Fee Rs. ……...

Licence is hereby granted to ……to transport petroleum in bulk on land by the vehicle as described below subject to the provisions of the Petroleum Act, 1934, and the rules made there under and to the further conditions of this licence.

This licence shall remain valid up to the ……day of ……20……

Date of issue ……

Licensing Authority

DESCRIPTION OF VEHICLE

Make and Model ……..	Engine Number
Chasis Number	Registration Number
Name of the Registered Owner	
Class(es) of petroleum authorized to be carried in vehicle	

Authorized carrying capacity of the tank and compartments.

Compart No.	1	2	3	4	5	Total Capacity in Kiloliters
Capacity in Kiloliters						
Petroleum Class						

Space for endorsement of Renewals:

Date of Renewal	Date of Expiry	Signature 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 this licence is granted is also punishable with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

CONDITIONS OF LICENCE

1. The licence or its authenticated copy shall at all times be kept in the licensed vehicle and produced on demand by an Inspector.
2. Only reasonable persons who are conversant with the conditions of this licence shall be employed for driving the licensed vehicle or attending to it.
3. The licensed vehicle shall be constantly attended to by a responsible person and by at least two persons while it is transporting petroleum;

   Provided that the licensed vehicle may, if its tanks and compartments are empty, be left un-attended in a place approved for the purpose, in writing by the Director General.
4. The licensed vehicle shall at all times carry;
   (a) A portable fire-extinguisher of capacity not less than 9 liters and suitable for extinguishing oil fires; the extinguisher shall be kept unlocked at an easily accessible position which shall be away from the discharge faucets of the vehicle;
   (b) A separated oil-tight and electrically continuous hose with 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; and
   (c) A strong and flexible cable for electrical bonding; the cable shall be at least 5 meters long and shall have at each end a suitable clamp or clip.
5. The licensed vehicle shall not be loaded or unloaded except in a place approved for the purpose, in writing, by the Director General.

   Provided that the licensed vehicle may be unloaded at any other place with all due precautions and under adequate supervision if such unloading is necessitated due to an accident or breakdown.
6. Petroleum carried in the licensed vehicle shall not be directly transferred into any container or into the fuel tank of any motor conveyance or an internal combustion engine.
7. The licensed vehicle shall not be loaded if any tank or compartment, pipe, valve emergency discharge control of any safety fitting become leaky, defective or otherwise insecure until necessary reapers have been carried out satisfactorily and in the event of any leak in the tanks or compartments, until the leak is thoroughly repaired and all the tanks or compartments until the leak is thoroughly repaired and all the tanks or compartments pass the test specified in Clause 5 of the Third Schedule to the Petroleum Rules.
8. 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 otherwise;
   (b) its wheels shall be secured by brakes or by scotching and in the case of animal drawn vehicles, animal shall be unhitched and removed;
   (c) its chassis shall be electrically bonded by a cable with the pipe into or from which it is be unloaded or loaded;
   (d) The correct filling or discharge hose shall be selected and connected by oil tight coupling at both ends; and
   (e) A responsible person shall be in attendance and remain so until loading or unloading is over and the tanks and compartments have been sealed.
9. Except when called upon by traffic signals or required by an Inspector or a Sampling Officer, the licensed vehicle shall not stop on any road, congested area or a place,

which is not, a place approved in writing under these rules for the loading, unloading or stabling of such vehicle.

10. No smoking and no fire or artificial light or any article capable igniting inflammable vapor shall be allowed on the licensed vehicle.
11. The licensed vehicle shall not be used for carrying passenger or any article other than petroleum.
12. The licensed vehicle shall not be allowed to be repaired welding, soldering, brazing or hot riveting until its tanks, compartments, pipe and valves have been thoroughly cleaned and examined by a competent person and certified by him in writing to be free from inflammable vapor or oil.
13. No alteration in the licensed vehicle or its safety fitting shall be carried out without the previous sanction in writing of the licensing authority. Such alteration so sanctioned shall be endorsed on this licence by an amendment.
14. Every facility shall be given at all reasonable times to any Inspector or Sampling Officer for ascertaining that the rules and the conditions of this licence are duly observed or for drawing samples.
15. Any accident, fire or explosion occurring with the licensed vehicle, which is attended with loss of human life or serious injury to person or property shall be immediately reported to the nearest Magistrate or to the Officer-in-charge of the nearest Police Station and by telegraph/fax or telephone to the Director General of Explosives.
16. No vehicle allowed to transport petroleum product, without a license granted under these rules, a penalty will be imposed under section 23 of Petroleum (Amendment) Act, 2024.

FORM T
[*see article 8 of Schedule I*]

Licence to transport petroleum Class A/B in bulk on land for onsite refueling of Aircrafts, Heavy vehicles/ Machinery and Stationery equipment's by a mechanically propelled vehicle Viz, Refueller (a) Petroleum Class A/B for refueller of Aircrafts or (b) Petroleum Class A/B for onsite refueling of Vehicles/Machineries/Stationery Equipment

Licence No. …….. Fee Rs. ……

Licence is hereby granted to ……to transport petroleum Class A/B in bulk on land for on site re-fueling of the Aircrafts/ Heavy vehicles/ Machineries/ Stationery equipment's by the refueller as described below subject to the provisions of Petroleum Act, 1934 and the rules made thereunder and to the further condition of this licence.
This licence shall remain valid up to the ……day of ……20……
Date of issue ……

Licensing Authority

DESCRIPTION

1) The vehicle is loaded in the specially prepared area described in approved plan No…….. dated…….. attached hereto or in the storage premises licensed in form "K" or "L" or special form.
2) The area of operation and the equipment's to be filled……..
3) The refueller conforms to the approved drawing no. ……. dated….attached hereto and to the further particulars given below:

Make and Model ……..	Engine Number
Chasis Number	Registration Number
Name of the Registered Owner	

Space for endorsement of Renewals:

Date of Renewal	Date of Expiry	Signature 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 this licence is granted is also punishable with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

CONDITIONS OF LICENCE

1. The licence or its authenticated copy shall at all times be kept in the licensed vehicle and produced on demand by an Inspector.
2. Only responsible persons who are conversant with the conditions of this licence shall be employed for driving the licensed vehicle or attending to it.
3. The licensed vehicle shall be attended to by a responsible person during its filling, transport and onsite refueling of the tank of Aircraft, heavy vehicles/machineries and stationery equipment:

Provided that the licensed vehicle may, if its tanks and compartments are empty, be left unattended to in a place approved for the purpose in writing, by the Director General.

4. The licensed vehicle shall conform to the design and construction requirements laid down in Third Schedule.

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 extinguishers shall be kept unlocked at an easily accessible position which shall be away from the discharge faucets of the vehicles.

b) An electrically continuous hose having oil-tight coupling to match the discharge faucet of the licensed vehicle;

c) A strong and flexible cable for electrical bonding. The cable shall be at least 5 meters long and shall have at each end a suitable clamp or clip.

6. The licensed vehicle shall be loaded at a storage premises licensed in special form or form “K” or “L” having tank lorry loading facilities. The vehicle if licensed for petroleum B can be loaded at a specially prepared area attached to a fueling station licensed in form “K”. This area shall have rigid pipeline drawn from the underground tank in fueling station, delivery pump and space for parking such vehicle be segregated from facilities within fueling station by providing 60 cm brick wall with chain link fencing of total height 1.2 m and 1.8 m high brick wall segregating the same from protected works. The space for parking and filling point shall observe atleast 4.5 m clearance all around within the fencing. The size of such premises shall be minimum 10 m x 10 m. Parking of the Refueller(s) shall also be permitted at specially prepared area in fueling station approved by the licensing authority.

7. The licensed vehicle shall not be loaded if any tank or compartment, pipe valve, emergency discharge control or any safety insecure until necessary repairs have been carried out satisfactorily, and in the event of any leak in the tanks or compartments pass the test specified in Clause 5 of the Third Schedule to the Petroleum Rules.

8. Before petroleum is loaded into the licensed vehicle into the specially prepared area mentioned in conditions;-

(a) its engine shall be stopped and the battery shall be isolated by a proper switch or otherwise;

(b) its wheels shall be secured by brakes or by scotching and in the case of animal drawn vehicles, animals shall be unhitched and removed; 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;

(d) a responsible person shall be in attendance ad remain so until loading or unloading is over and the tanks and compartments have been sealed.

9. Except when called upon the traffic signals or required by an Inspector or a

Sampling Officer, the licensed vehicle shall not stop on any road, congested area or a place which is not a place approved in writing, under these rules for loading, unloading or stabling of such vehicles.

10. No smoking and no fire or artificial light or any article capable of igniting inflammable vapor shall be allowed on the licensed vehicle.

11. The licensed vehicle shall not be used for carrying passengers or for any other purpose except transport of petroleum Class A/B and refueling the Aircrafts/Heavy vehicles/Machineries/Stationery equipment's. Particulars of the area of the operation shall be intimated.

12. Vehicle shall be kept at a minimum nine meters distance for Petroleum Class A and minimum six meters distance for Petroleum Class B from any protected works all-around during refueling the tanks of heavy vehicles or machineries and stationery equipment's as the case may be:

Provided that in case of refueling of tanks of aircraft, vehicle shall be kept at a minimum nine meters distance from any protected works. Unauthorized person shall not be permitted within this safety zone during refueling. No smoking board in vernacular and English shall be displayed prominently near the premises of refueling the tanks of Aircraft, heavy vehicles/ machineries and stationery equipment's. No person shall smoke or carry matches, fire, lights, mobile phones, articles or substance capable of causing ignition of petroleum in the vicinity of refueling.

Provided that

(a) refueller of licensed capacity up to three thousand liters for Petroleum Class B shall be kept at a distance of minimum 4.5 meters distance from any protected works all-around during refueling. The distance shall be maintained by barricading;

(b) the fill point shall be at a horizontal clearance of three meters and vertical clearance of 1.2 meters all-around.

(c) the vehicle shall be in drive out position while refueling;

(d) the length of the sound and electrically continuous hose shall not exceed 10 meters.

13. Before petroleum is unloaded from the licensed vehicle-

(a) its wheels shall be secured by brakes or by scotching.

(b) its chassis shall be electrically bonded by a cable with the Aircraft, Heavy vehicles/ Machineries and Stationery equipment's, as the case may be. [The earthing arrangements shall be ensured].

14. (a) Petroleum shall be unloaded only through the pump, namely, Motoring devices mounted on the vehicle.

(b) Every Care shall be taken to prevent escape of petroleum into any drain or sewer or public road;

(c) Petroleum shall not filled into equipment's while the said equipment is in operating condition;

(d) Specific emergency plan for each site shall be prepared for implementation in case of emergency and the copy of such emergency plan shall be submitted to the District Authority.

(e) Standard Operating Procedure as approved by the Director General of Explosives shall be complied with.

15. The refueling operation shall be undertaken in the presence of authorized responsible persons of licensee and he will ensure that the tank being refueled is not leaky and is in sound condition.

16. The licensed vehicle shall not be allowed to be repaired by welding, soldering, brazing, or hot riveting until its tanks, compartments, pipes and valves have been thoroughly cleaned and examined by a competent person and certified by him in writing to be free from inflammable vapor or oil.

17. No alteration in the licensed vehicle or its safety fittings shall be carried out without the previous sanction in writing of the licensing authority. Such alternations so sanctioned shall be endorsed on this licence by an amendment.

18. Every facility shall be given at all reasonable time to any Inspector or sampling officer for ascertaining that the rules and the conditions of this licence are dully observed or for drawing samples.

19. 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 immediately reported to the nearest Magistrate or to the officer-incharge of the nearest police station having jurisdiction and by telephone/fax and also by telegram to the Director General of Explosives.

SPECIAL FORM
[*see article 9 of Schedule I]*

Licence to store petroleum in a tank or tanks in connection with a pump outfit fixed in a floating barge for fueling motor vessels.

Licence No. Fee Rs.

Licence is hereby, granted to _____ valid only for the storage of _____ gallons of petroleum in _____ tanks fitted in a barge described below and as shown on the plan thereto attached subject to the provisions of the Petroleum (Amendment) Act, 1934, and the rules made there under and to the further conditions prescribed on the back of this licence.

This Licence shall remain in force till the 31st day of December 20 .

Dated the …….. day of ……, 20……. Licensing Authority
Plan No…… dated…..……..

Description of the licence oil barge:

Date of renewal	Date of expiry	Signature of licensing authority
(1)	(2)	(3)

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 this licence is granted is also punishable with fine up to equal to licence fee for a first offence and which may extend to two times licence fee for any subsequent offence.

Schedule III
[*see rules* 64 and 82]

Design and construction of Tank Vehicles for Transporting Petroleum in Bulk

1. Basic design of tank vehicle:

(1) Tank vehicles for the transportation of petroleum in bulk shall be designed and constructed according to sound engineering practice to ensure correct structural relationship between the tank, the propulsion equipment and supporting members, ruggedness, safe-road performance and breaking power.

(2) In the case of an articulated vehicle, the weight at the ground of the carrying axles of the tank shall not exceed 60 percent of the designed gross laden weight.

2. Material construction of tank:

The tank shall be constructed of mild steel or High strength Alloy Steel or Austenitic Stainless Steel or Aluminum Alloy having the following requirements approved by the Director General.

A. Physical requirements:

(a) Steel to be of classification Paksteel HR 275 (PS 1020) or equivalent, which corresponds to ISO 4995.

(b) Mild Steel or High Strength Alloy Steel or Austenitic Stainless Steel:

Property	Mild Steel (MS)	High Strength Low Alloy Steel (HSLA)	Austenitic Stainless Steel (SS)
(1)	(2)	(3)	(4)
Yield Strength	1,700 Kg/CM^2	3,100 Kg/CM^2	1,700 Kg/CM^2
Ultimate Strength	3,100 Kg/CM^2	4,200 Kg/CM^2	4,900 Kg/CM^2
Elongation 50 mm samples	20%	25%	30 %

(c) Aluminum Alloys: Only aluminum allow material suitable for fusion welding and in compliance with ASTM B-209 Allow 5052, 5086, 5154, 5254, 5454, 5652 or equivalent specification for Aluminum and Aluminum-Alloy Sheet and Plate, shall be used.

(d) All heads, baffles, and ring stiffeners shall be permitted to use zero temper (annealed) or stronger tempers and all shells shall be made of materials with properties equivalent to H32 or H 34 tempers, except that lower ultimate strength tempers shall be permitted to be used if the minimum shell thickness are increased in inverse proportion to the lesser ultimate strength.

B. Thickness of metal

Minimum thickness of the tank shall be related to the volume capacity of the tank expressed in liters per centimeters and the distance between partitions, or baffles or other stiffeners as well as to major radius of shell curvature as specified in the table below:

TABLE										
Volume Capacity in Liters per Centimeter										
Maximum Shell Radius	Distance between Heads, Baffles, or Ring Stiffeners	Up to 21			Over 21 to 27			Over 27		
		MS	HSLA SS	AL	MS	HSLA SS	AL	MS	HSLA SS	AL
Less than 175 cm	90 cm or less	2	2	2.2	2	2	2.5	2.5	2	3
	Over 90 cm to 135 cm	2	2	2.5	2.5	2	3	3	2	3.5
	Over 135 cm	2	2	3	3	2	3.5	3.5	3	4
175 cm or more, less than 225 cm	90 cm or less	2	2	2.5	2.5	2	3	3	2	3.5
	Over 90 cm to 135 cm	2	2	3	3	2	3.5	3.25	3	4
	Over 135 cm	3	2	3.5	3	3	4	3.5	3	4.5
225 cm or more, less than 310 cm	90 cm or less	3	2	3	3	2	3.5	3.25	3	4
	Over 90 cm to 135 cm	3	2	3.5	3	3	4	3.5	3	4.5
	Over 135 cm	3	3	4	3.5	3	4.5	4.2	3	5
310 cm or more	90 cm or less	3	2	3.5	3.5	3	4	3.5	3	4.5
	Over 90 cm to 135 cm	3.5	3	4	3.5	3	4.5	4.2	3	5
	Over 135 cm	3.5	3	4.5	4.2	3.5	5	4.5	4.2	6

Note.- If the tank has other than circular cross-section, the radius for the purpose of this table shall be maximum for that portion of the cross-section under consideration.

3. Joints:

All joints to tank, its shell, heads, partitions, baffles and stiffeners shall be welded in accordance with recognized good practice and the efficiency of any joint shall not be less than 85 percent of the adjacent metal so joined.

4. Division of tank into compartment:

(1) Unless expressly permitted in writing by the Director General, a tank having anet capacity exceeding 5 kilolitres shall be divided into compartments by oil-tight partitions.

(2) Every partition shall be either dished, corrugated, reinforced or rolled. Flat partition without reinforcement shall not be allowed.

Tank vehicles designed to transport Class A Petroleum in one or more compartments and Class B or Class C Petroleum in other compartment or compartments, shall be provided with double partition and shall be equipped with separate piping, hoses for such classes of product.

5. Testing of tank:

(1) Every tank shall have all its compartments tested to a minimum air or hydrostatic guage pressure of 0.316 Kg/cm^2 and the individual compartments shall be tested with adjacent compartments empty and at atmospheric pressure.

(2) Air pressure if used shall be held for a period of at least 5 minutes during which the entire surface of all joints under pressure shall be coated with a solution of soap and water, heavy oil, or other material suitable for the purpose foaming or bubbling of which indicates the presence of leaks.

(3) Hydrostatic pressure, if used, shall be done by using water held for a period of at least 10 minutes, during which pressure as prescribed above shall be applied and gauged at the top of the tank.

(4) All joints under pressure shall be inspected during the time for the issuance of liquid to indicate leaks.

(5) All enclosures shall be in place while test by either method is made.

(6) During these tests, operative relief devices shall be clamped, plugged, or otherwise rendered inoperative.

6. Accident Damage Protection:

(1) The design, construction, and installation of any fitting to the shell or ends of the tank shall be such as to minimize the possibility of fitting damage or failure adversely affecting the product retention integrity of the tank and structural members, such as the suspension sub-frame, overturn protection shall be utilized as sites for attachment of fittings and any other accessories to a tank.

(2) The welding of any fitting to tank shall be made by attachment to a mounting pad and the thickness of a mounting pad shall be not less than that of the tank to which it is attached and the pad shall extend at least 50 mm in each direction from any point of attachment of any fitting and shall have rounded corners or otherwise, be shaped in a manner to preclude stress concentrations on the shell or ends and the mounting pad shall be attached by a continuous weld around the pad.

(3) Every tank shall be provided with a rear bumper to protect the tank and piping in the event of read-end collision and to minimize the possibility of any part of the colliding vehicle striking the tank or any piping containing product and the bumper shall be located at least 150 mm to the rear of any vehicle component that is used for loading or unloading purposes or may at any time contain product while in transit and the bottom surface of the bumper must be at least 100 mm below the lower surface of any part of tank or piping which contains product during transit and not more than 1m from the ground when the vehicle is empty and structurally, the bumber shall be designed to successfully absorb the impact of the vehicle with rated payload (i.e. prevent damage that will cause leakage of product), with a declaration of 2 “g” using a factor of safety of two based on the ultimate strength of the bumber material and for the purposes of these rules such impact shall be considered uniformly distributed and applied horizontally (parallel to the ground) from any direction at an angle not exceeding 30 degrees to the longitudinal axis of the vehicle.

(4) All closures for loading, unloading and manhole with fittings shall be protected from damage that will result in leakage of product in the event of overturning of the vehicles, by being enclosed within the body of the tank or dome attached to the tank or by guards.

7. Anchoring of tank:

(1) Tanks with frames not made integral with the tank as by welding shall be provided with restraining devices to eliminate any relative motion between the tank and frame that may result from the stopping, starting, or tuning of the vehicle.

(2) Such restraining devices shall be readily accessible for inspection and maintenance.

(3) Any tank designed and constructed so that it constitutes in whole or in part the structural member used in lieu of a frame shall be supported in such a manner that the resulting stress levels in the tank do not exceed 20% of the minimum ultimate strength of the material as authoirsed and the design calculations of the support elements shall include loadings imposed by stopping, starting, turning, and dynamic loading under all product configurations using 20% of the minimum strength of the support material.

8. Discharge and filling faucet or pipe;
(1) Discharge Faucet: Each compartment of a tank shall be fitted with a discharge faucet which shall besubstantially made and so attached, and the discharge end of the faucet shall be threaded or so designed as to permit the hose being tightly coupled to it.

(2)Filling Faucet: Each compartment of a tank designed for bottom loading, with dome covers closed, shall be provided with filling faucets as per API Standard.

(3) Each compartment of the tank with top loading filling arrangements shall be provided with a top filling pipe which is such that-

(i) its inner end is fitted with a proper type of splash deflector and the outer end threaded or so designed as to ensure leak proof connection with the filling hose;
(ii) it extends down nearly to the bottom of the tank;
(iii) its outer end is fitted with an oil tight locker cap.

9. Emergency discharge control;

(1) The outlet of each compartment of the tank shall have an efficient and reliable shut-off valve located inside the shell or in a sump forming an integral part of the shell.

(2) The operating mechanism for the shut-off valve shall be provided with a secondary control in an easily accessible position but remote from all fill openings and discharge faucets.

(3) The secondary control required by sub-paragraph (2) shall be provided with a fusible section which will permit the shut-off valve to close automatically in the event of a fire.

(4) A shear section which will break under strain shall be provided between the internal shut-off valve and the discharge faucet, and the shear section shall be located in the piping system outboard of each of tank internal valve with 100 mm of the major radius of the tank shell or with 100 mm of a sump, but in no case more than 200 mm from the major radius of the tank shell and the minimum allowable road clearance of any tank component or protection device located between any two adjacent axles on a fully loaded vehicle combination shall be at least 4 cm of each 100 cm separately such axles and in no case less than 30.5 cm.
as close as possible to the internal shut-off valve.

10. Normal –venting

(1) Every compartment shall be fitted with an independent vacuum and pressure operated vent with a minimum effective opening of 3 square centimeters, the opening being covered with two layers of non-corroding metal wire gauge having not less than 11 meshes percentimeter.

(2) The vent shall be so arranged as to limit the pressure within the compartment to 0.21 kg/cm and the vacuum to 5 centimeters water gauge.

11. Emergency venting for fire exposure:

In addition to normal venting, each tank compartment shall be equipped with either pressure actuated vent

of fusible vent or a combination of both, but, fusible vents shall not be provided on tanks of capacity 25 Kilolitre and above.

(1) Pressure actuated vent or vents wherever provided shall set to open at not less than 0.21 kg/cm^2 or below and the pressure actuaged devices shall be designed so as to prevent leakage of liquid past the device in case of surge or vehicle upset, except that they shall function in case of pressure rise under any condition of vehicle rollover attitude and the relieving capacity of pressure actuated vents shall be related to the capacity of the compartments and shall not be less than as under:

Net Capacity of tank Compartment (KL)	Minimum Emergency Venting (M^3/Hr)
(1)	(2)
1.	1474
2.	1753
3.	2372
4.	2990
5.	3509
6.	4083
7.	5273

(2) The fusible type of emergency vent wherever provided shall have a minimum fire-venting opening of a net area in square centimeters equal to 8 plus 4.3 times the gross capacity of the compartment in kiloliters and shall be activated by elements operating at a temperature not exceeding 120°C and the emergency fusible vent shall be so designed as to prevent loss of liquid through the vent in the case of vehicle upset except in the case of pressure rise when in the upset position.

12. Loading and Unloading protection:

Where the tank is designed to be loaded or unloaded with the dome cover closed, the vent or vents provided for normal venting shall limit the vacuum to 0.07 kg/cm^2 (6.9 kpa) and the tank pressure to 0.21 km/cm^2 (20.7 kpa) based on maximum product transfer rate and the vent valve shall have sufficient liquid capacity to prevent pressure from exceeding 0.21 kg/cm² (20.7 kpa) to prevent accidental overfilling.

13. Tank-gauging arrangements:

(1) Each compartment shall be fitted with a dip pipe or any approved-tank-gauging device.
(2) The dip pipe, if provided, shall be carried up to the bottom of the tank and opening in the dip pipe, except the capped top opening, shall be covered with two layers of wire gauges having not less than 11 meshes per cm.
(3) The dip pipe shall be fitted with an oil tight locker cap.

14. Tank overturns protection:

(1) All tank top fittings shall be protected from damage in the event of overturning of the vehicle chassis on which it is mounted.
(2) Where protection to tank top fittings are provided by enclosing them within the contour of the shell or within a rigid coming welded to the tank shell, the area enclosed by such protection shall be adequately drained and provided with plugs or cut-outs to enable the section to be gas-freed completely before repair.

14. Marking and Certifying:

(1) Manufacturer's Certificate: A certificate signed by the manufacturer of the tank certifying that each such tank is designed, constructed, and tested in compliance with these rules shall bee procured, and such certificate shall be retained in the files of the carrier during the time that such tank is employed by him.

(2) In addition to this certificate, there shall be on every tank a metal plate not subject to corrosion located on the left side, near the front, in place readily accessible for inspection and such plate shall be permanently affixed to the tank by means of soldering, brazing, welding or other equally suitable means, and upon it shall be marked in characters at least 5 mm high by stamping, embossing, or other means of forming letters into or on the metal of the plate itself the information indicated below the plate shall not be painted so as to obscure the markings thereon.

Manufacturer's Name …….
Approved place of manufacture…….
Director General Approval No. and Date ……
Manufacturer's Serial No……..
Date of manufacture ……
Original test date (MM/YY)

Test Pressure…….. Kg/cm^2
Shell Material……
Weld Material…….
Nominal tank capacity be compartment (front to rear)…….KL
Empty weight and tank fittings……..Kgs
Gross vehicle weight……Kgs
Loading limits……,……LPM
Unloading limits …… LPM
Date of Tank test……..

SCHEDULE IV
[*See rule 104*]

(i) Shops may be allowed where petrol pumps, compressed natural gas stations and Liquefied Petroleum Gas Automotive fuel stations are located on highways and main roads.

(ii) The dimensions of plot for petrol pump, compressed natural gas station, liquefied petroleum gas, Automotive fuel station for shop shall meet the all safety distance requirements and isolation distances as mentioned in the relevant rules and regulations.

(iii) Shops, Bakery, Pharmacy, shall be at least 6 meters away from petroleum storage tanks or Liquefied gas storage tanks gas kits and all dispensing units.

(iv) Fast food chains (take-away, dine-in), shall be at least 10 meters away from petroleum storage tanks or Liquefied gas storage tanks gas kits and all dispensing units.

(v) Fast food chains, may be allowed, for dine-in where the site have a minimum frontage of 46 meters, and for take-away where the site have a minimum frontage of 36.5 meters, and in both cases, minimum depth shall be 30.5 meters. Fire extinguisher trolley mounted of 50 kgs, and two fire extinguisher of 20 kgs shall be provided at fast food chain.

(vi) All other ancillary facilities other than mentioned at serial no. (iii), (iv), (v), shall be at least 5 meter away from petroleum storage tanks or liquefied gas storage tanks, gas kits and all dispensing units.

(vii) Entrance to shop shall be kept clear at all times.

(viii) There shall be no opening from adjacent premises to a shop.

(ix) Shop shall not be opened at any petrol pump, compressed natural gas station, liquefied petroleum gas, Automotive fuel station without prior approval in writing of the Director General of Explosives.

(x) Roof of the building other than CNG Compressor Room/ CNG Gascade Room, may be used for any purpose subject to the condition that, openings shall not be towards storage facility, with the prior approval of the Director General.

(xi) Heaters, burners or any appliance likely to cause spark shall not be used inside a shop/ fast food chain, etc., however an electric oven, or a micro-wave oven may be used, with the prior approval of the Director General.

(xii) At least two fire extinguishers of 10 Kg. each shall be provided exclusively for shop, Bakery, Pharmacy, Tyre Sale Shop, vehicle wheel alignment and balancing.

(xiii) Seating arrangement for customers shall not be provided inside the shop, pharmacy, or bakery, etc.

(xiv) A separate fee per year or part thereof shall be paid for every ancillary facility, as specified below, which is not directly connected with the storage and distribution of petroleum, compressed natural gas, liquefied petroleum gas through dispensers.

Ancillary Facilities

1. Fee for Tuck shop	35,000
2. Fee for Pharmacy	35,000
3. Fee for Bakery	35,000
4. Fee for Fast food Chain (Dine-in and take away)	150,000
5. Fee for Fast food Chain (Take-away Only)	100,000
6. Fee for kit conversion shop	5,000
7. Fee for Vehicle/Service Station	5,000
8. Fee for Tyre Puncture Shop	5,000
9. Fee for Wheel alignment/balancing Shop	35,000
10. Fee for Tyre Sale Shop	35,000
11. Fee for ATM Facility	5,000

[No.]

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