4. The Petrol Substitutes Regulations, 1950(a), are hereby revoked.

5. These Regulations may be cited as the Petrol Substitutes Regulations, 1953, and shall come into operation on the first day of July, 1953.

Dated this 13th day of April, 1953.

A. W. Taylor,
Commissioner of Customs and Excise.

King's Beam House,
London, E.C.3.

EXPLANATORY NOTE

(*This Note does not form part of the Regulations but is intended to indicate their general purport.*)

These Regulations, made under Section two hundred and nine of the Customs and Excise Act, 1952, lay down the conditions to be observed by producers of and dealers in petrol substitutes who send out from their premises petrol substitutes on which the excise duty on petrol substitutes has not been paid. They require that such traders shall make entry (i.e. furnish to the Commissioners full particulars in an approved form) of their premises and shall from time to time make returns to the appropriate Collector of Customs and Excise showing the quantities of petrol substitutes sent out and shall at the same time pay the duty. Traders are also required to keep available for inspection by an officer full records of their dealings in petrol substitutes.

In all these respects the Regulations substantially reproduce the effect of the Petrol Substitutes Regulations, 1950, made under Section 3 (4) of the Finance Act, 1950 (now repealed), which are revoked. The Regulations also provide for the exportation or shipment as stores of petrol substitutes without payment of duty, which has not hitherto been permitted.

PETROLEUM

1953 No. 1362

The Petroleum-Spirit (Conveyance) Regulations, 1953

Made - - - -	*7th September,* 1953
Laid before Parliament	*9th September,* 1953
Coming into Operation	*1st October,* 1953

In pursuance of the powers conferred on me by section six of the Petroleum (Consolidation) Act, 1928(b), I hereby make the following Regulations :—

1.—(1) For Regulation 2 of the principal Regulations (which contains requirements as to the keeping of the filling pipe of a tank wagon or tank trailer securely closed) there shall be substituted the following Regulation, that is to say:—

"2.—(1) In the case of a tank wagon or tank trailer the tank of which is designed to be filled through a pipe incorporated therein (which kind of

(a) S.I. 1950/1285; 1950 II, p. 321. (b) 18 & 19 Geo. 5. c. 32.

pipe is hereafter in these Regulations referred to as a "filling pipe"), the filling pipe shall at all times, except during the operation of filling the tank, be kept securely closed and, unless the filling pipe is either provided with a liquid seal or fitted with a device to form an efficient flame trap of a design approved by a government inspector, the filling pipe cover shall be kept locked and the keys shall not be carried on the wagon or trailer.

(2) In the case of a tank wagon or tank trailer the tank of which is designed to be filled through a filling opening in a manhole and without a filling pipe, the cap of the filling opening shall at all times, except during the operation of filling the tank, be kept closed and locked and the keys shall not be carried on the wagon or trailer.".

2.—(1) At the end of paragraph (*c*) of Regulation 4 of the principal Regulations (which paragraph provides that during the operation of filling or emptying the tank of a tank wagon or tank trailer adequate provision shall be made to prevent the accumulation of a dangerous static charge of electricity) there shall be added the following words, that is to say:—

"and, except in a case where the petroleum-spirit is delivered to the vehicle by means only of a loading arm which is electrically continuous, connected to the vehicle by screwing and effectively connected electrically to earth, the loading arm and the vehicle shall be earthed independently.".

(2) At the end of the said Regulation 4 (which specifies the precautions to be observed in filling or emptying the tank of a tank wagon or tank trailer) there shall be added the following paragraph, that is to say:—

"(*f*) In the case of a tank wagon or tank trailer being filled through a filling opening in a manhole and without a filling pipe, the drop pipe of the loading arm shall be so placed as to reach as nearly as is practicable to the bottom of the tank without touching it".

3. For sub-paragraph (1) of paragraph 2 of the Schedule to the principal Regulations (which provides that the capacity of a tank wagon shall not, in any case, exceed 2,500 gallons, nor shall the capacity exceed 1,500 gallons, unless the general design of the vehicle shall have been approved by order of the Secretary of State as suitable for the conveyance of quantities exceeding 1,500 gallons) there shall be substituted the following sub-paragraph, that is to say:—

"(1) The capacity of a tank wagon shall not, in any case, exceed 4,000 gallons, nor shall the capacity exceed 1,500 gallons unless—

(*a*) in the case of an articulated vehicle, the load unit and the tractor unit are constructed in accordance with a design approved by a government inspector as suitable, when the two said units are used together, for the conveyance of quantities of petroleum-spirit exceeding 1,500 gallons;

(*b*) in the case of any other tank wagon, the vehicle is constructed in accordance with a design approved by a government inspector as suitable for the conveyance of the said quantities of petroleum-spirit.".

4. In proviso (*a*) to sub-paragraph (3) of paragraph 3 of the Schedule to the principal Regulations (which proviso permits in certain cases the fuel tank of a tank wagon, other than an articulated vehicle, to be behind the fire-resisting shield) the words "other than an articulated vehicle" shall be omitted.

5. In sub-paragraph (2) of paragraph 5 of the Schedule to the principal Regulations (which sub-paragraph provides that the tank of a tank wagon or tank trailer, if of more than 600 gallons capacity, shall be divided into self-contained compartments, no one of which shall contain more than 600 gallons) for the figure "600", in both places where it occurs, there shall be substituted the figure "800".

6.—(1) At the beginning of sub-paragraph (1) and of sub-paragraph (2) of paragraph 6 of the Schedule to the principal Regulations (which paragraph relates to the filling pipes of tank wagons and tank trailers) there shall be inserted the following words, that is to say:—

"In the case of a tank wagon or tank trailer provided with filling pipes,".

(2) In sub-paragraph (1) of paragraph 6 of the said Schedule, the proviso (which states that the alternative provision that the covers over filling pipes shall be provided with locks shall not apply to tank wagons of a capacity exceeding 1,000 gallons used for conveying petroleum-spirit to or from any place within the county of London or the county borough of West Ham) shall be omitted.

7. After paragraph 6 of the Schedule to the principal Regulations there shall be inserted the following paragraph, that is to say:—

"6A. In the case of a tank wagon or tank trailer designed to be filled through a filling opening in a manhole and without filling pipes—

(*a*) the cover of the manhole shall be securely attached to the tank, and if eyebolts are used for this purpose there shall be not less than six fitted with locking nuts; and

(*b*) between the cover of the manhole and the body of the tank if it is not welded thereto and between the cap of the filling opening and the said cover there shall be a gasket of such material and so designed as effectively to prevent the escape of petroleum-spirit.".

8. For paragraph 7 of the Schedule to the principal Regulations (which relates to dipping pipes in a tank) there shall be substituted the following paragraph, that is to say:—

"7.—(1) Any dipping pipe shall reach as nearly as is practicable to the bottom of the tank, and any opening in a dipping pipe other than the upper orifice shall be covered with fine wire gauze of not less than 28 meshes to the linear inch.

(2) In the case of a tank wagon or tank trailer designed to be filled through a filling opening in a manhole and without filling pipes, any dipping pipe shall be separate from, and outside of, the cover over the filling opening.".

9. In these Regulations the expression "the principal Regulations" means the Petroleum-Spirit (Conveyance) Regulations, 1939(a).

10. These Regulations may be cited as the Petroleum-Spirit (Conveyance) Regulations, 1953, and shall come into operation on the first day of October, 1953.

David Maxwell Fyfe,
One of Her Majesty's Principal Secretaries of State.

Home Office,
Whitehall.
7th September, 1953.

(a) S.R. & O. 1939/1209; Rev. XVIII, p. 33; 1939 II, p. 2732.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

The Petroleum-Spirit (Conveyance) Regulations, 1939, do not make special provision for tank wagons and tank trailers designed to be filled through a filling opening in a manhole and without a fixed filling pipe. Regulations 1, 2 (2), 7 and 8 of these Regulations make appropriate safety provisions for such vehicles, and Regulation 6 (1) is consequential. Regulation 2 (1) makes more detailed provision for preventing the accumulation of a static charge of electricity during filling or emptying. Under the amendments effected by Regulation 3 the maximum permitted capacity of a tank wagon is increased and more detailed provision is made as to the approval of the design of articulated vehicles of a capacity exceeding 1,500 gallons, and under Regulation 5 the maximum permitted capacity of the compartments into which larger tank wagons must be divided is increased. Regulation 4 makes a minor amendment in relation to articulated vehicles, and Regulation 6 (2) removes a minor restriction regarding filling pipes imposed in relation to conveyance in London and West Ham.

PHARMACISTS

1953 No. 1678 (C. 6)

The Pharmacy Act, 1953 (Commencement) Order, 1953

Made - - - - 19th November, 1953

At the Court at Buckingham Palace, the 19th day of November, 1953

Present,

The Queen's Most Excellent Majesty in Council

Whereas by subsection (2) of section eleven of the Pharmacy Act, 1953(a), it is provided that that Act shall come into operation on such day as Her Majesty may by Order in Council appoint:

Now, therefore, Her Majesty, in pursuance of the power conferred upon Her by the said subsection (2), is pleased, by and with the advice of Her Privy Council, to order and it is hereby ordered, as follows:—

1. The Pharmacy Act, 1953, shall come into operation on the thirty-first day of December, 1953.

2. This Order may be cited as the Pharmacy Act, 1953 (Commencement) Order, 1953.

W. G. Agnew.

(a) 1 & 2 Eliz. 2. c. 19.