

**Summary of Notes of Dangerous Goods Standing Committee Meeting
held on 22 September 2010**

Matters of Discussion

1. Review of Dangerous Goods Ordinance (DGO) / Regulations

Progress of the review:

➤ Dangerous Goods (Application and Exemption) Regulation [DG(AE)R]

The Law Drafting Officer (LDO) was studying the comments on the 1st draft from Civil Engineering & Development Department. The 2nd draft of the DG(AE)R was still being awaited from the LDO.

➤ Dangerous Goods (General) Regulation [DG(G)R]

Except for Part 2 (Explosives) and Part 4 (Conveyance), the other Parts had truly reflected FSD's policy intent. The revised discussion draft from the LDO was being awaited.

➤ Dangerous Goods (Packing and Labelling) Regulation [DG(PML)R]

The Working Group (WG) had held a meeting with the Boilers and Pressure Vessels Officers of the Labour Department on 22.6.2010 and responded to LDO of the 5th working draft on 30.6.2010. The 6th working draft was being awaited.

➤ Dangerous Goods (Shipping) Regulation [DG(S)R]

LDO was still working on the 5th working draft. The LDO intended to consider the draft of DG(S)R together with the draft of DG(AE)R.

➤ FSD would liaise closely with the Security Bureau and the DoJ to expedite the reviews.

2. **Proposed Amendments to the First Schedule and Third Schedule to the Dangerous Goods (Shipping) Regulations [DG(S)R], Cap 295C**
(DGSC Paper no. 1/2010)

The DGSC Paper no. 1/2010 on the proposed amendments to the First Schedule and Third Schedule to the DG(S)R, Cap 295C was presented and discussed. Some comments were received from Members of the DGSC on the First Schedule as presented in Annex 1 and 1A of the paper.

3. **Licensing issue for Diesel of Euro V Standard arising from the Enactment of Air Pollution Control (Motor Vehicle fuel) Reg., Cap 311L**

The amended Regulation had taken effect from 1 July 2010. Motor vehicle diesel under the new standard had to have a flash point of above 55°C as determined in accordance with EN ISO 2719:2002. FSD would issue letters to all the major oil companies and other stake-holders to advise them on the licensing implication of motor vehicle diesel oil of Euro V Standard and the use of proper labels and packaging as stipulated in the DGO. With the introduction of Euro V standard, the appropriate class of DG Licences should be obtained if the content of the storage tanks had been changed.