



## Regulations on land transport of dangerous goods

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## Chapter 1 – Introductory provisions

### § 1. Purpose

The purpose of the regulation is to protect life, health, the environment and material assets against accidents, accidents and unwanted intentional incidents during land transport of dangerous goods.

### § 2. Scope

The regulation regulates preparation for, implementation and termination of any land transport of dangerous goods, including movement to or from another mode of transport, as well as requirements for control and training arrangements.

ADR and RID are part of the regulation.

ADR and RID do not, however, apply to: a. transport of dangerous goods that takes place entirely within a closed area b. transport of dangerous goods carried out by mobile machines and the dangerous goods are used by the mobile machine itself

c. military transport of explosive substances and objects in class 1, as well as transport on military vehicles of reserve containers with UN 1202 diesel oil, UN 1203 petrol, UN 1223 kerosene or UN 1863 jet fuel aircraft

d. the police's transport of dangerous goods during control and other exercise of authority e. the customs service's transport of dangerous goods during control and other exercise of authority.

0 Amended by regulations 14 Nov 2016 no. 1311 (in force 1 Jan 2017), 22 Nov 2018 no. 1733 (in force 1 Jan 2019).

### § 3. Definitions

In the regulations, the following shall be understood as follows:

*ADR* – the currently valid version of the European Agreement on International Road Transport of dangerous goods, concluded on 30 September 1957, with annexes A and B.

*Dangerous goods* – goods classified as dangerous according to ADR/RID, and which are divided into the following classes:

Class 1	Explosive substances and objects
Class 2	Gases
Class 3	Flammable liquids
Class 4.1	Flammable solids, self-reactive substances, polymerizing substances and solid explosives that have been rendered insensitive
Class 4.2	Self-igniting substances
Class 4.3	Substances that develop flammable gases in contact with water
Class 5.1	Oxidizing substances
Class 5.2	Organic peroxides
Class 6.1	Toxic substances
Class 6.2	Infection-promoting substances
Class 7	Radioactive material
Class 8	Corrosive substances
Class 9	Various dangerous substances and objects.

*Vehicle* - any motor vehicle intended for use on the road, having at least four wheels and designed for a maximum speed of more than 25 km/h and any trailer, with the exception of walk-on vehicles rails, and mobile machinery, as well as agricultural and forestry tractors that do not run faster than 40 km/h when transporting dangerous goods.

*RID* – the current version of the international regulations for the transport of dangerous goods goods by rail, which appears in Annex C of the Convention on International Rail Transport (COTIF).

*Empty, not cleaned tank* – tank, including stationary tank, that contains less liquid or gas in its liquid phase than 15 percent of the tank's volume, and a maximum of 1,500 kg.

0 Amended by regulations 13 Jan 2014 no. 26, 14 Nov 2016 no. 1311 (in force 1 Jan 2017), 22 Nov 2018 no. 1733 (in effect 1 January 2019).

## Chapter 2 – General provisions

### § 4. *General requirements for the safe execution of transport*

Anyone who handles dangerous goods must exercise caution and act in such a way that damage to life, health, the environment or material assets is prevented, as well as preventing the arrival of dangerous goods astray or in the wrong hands.

Dangerous goods must not be entrusted for transport to someone who obviously lacks knowledge and skills, or do not have the material to be able to carry out a proper transport.

Dangerous goods must be marked so that the dangerous properties are clearly visible.

Dangerous goods must be packaged securely so that no leakage or other dangerous situation occurs.

Equipment and material used for the transport of dangerous goods must be in such condition that the transport can be carried out in a safe and sound manner.

Filling and emptying of dangerous goods must take place under continuous supervision.

### **§ 5. Requirements for business**

The business must map the dangers and problems that may arise with the transport of dangerous goods and on this basis assess risk. The assessment must include internal and external conditions, including unwanted intentional incidents. Based on the assessment, plans must be drawn up and measures implemented to reduce the risk to an acceptable level.

The business must ensure that everyone who deals with dangerous goods has sufficient knowledge and skills to enable them to carry out their tasks in a safe and responsible manner.

When ADR/RID requires the employer to keep documentation of completed training, this documentation must be kept throughout the entire employment period and at least one year after the termination of the employment relationship.

Owners and users of vehicles, railway carriages and other material are obliged to keep them in good condition through systematic condition control and maintenance.

0 Amended by [regulation 14 Nov 2016 no. 1311](#) (in force 1 Jan 2017).

### **§ 6. Notification and reporting of accidents and near misses**

In the event of an accident where there has been or is a risk of leakage or fire, the driver of a vehicle must, train driver/conductor/locomotive driver immediately make sure to notify the fire service.

Businesses must report accidents and near misses that occur in connection with transport of dangerous goods, when the incident has or could have had consequences for life, health, the environment or material values. It must be reported within 8 days and on a prescribed form.

0 Amended by [regulation 14 Nov 2016 no. 1311](#) (in force 1 Jan 2017).

### **§ 7. Stay during transport**

Dangerous goods must be transported and unloaded without undue delay.

If a stay is still required during transport, the stay must take place in a suitable place. When assessing suitability, both the safety of the surroundings and the securing of the load against unauthorized persons must be taken into account.

In individual cases, the fire service can direct vehicles with dangerous goods to specific areas for stay during transport.

The transport document must be presented to the fire service on request.

0 Amended by [regulation 22 Nov 2018 no. 1733](#) (in force 1 Jan 2019).

### **§ 8. Dangerous goods at the goods terminal**

The person responsible for the operational operation of the goods terminal must be able to instruct at the request of the fire service where dangerous goods are located at the terminal.

0 Amended by [regulation 14 Nov 2016 no. 1311](#) (in force 1 Jan 2017).

### **§ 9. Language**

For transports that take place entirely in Norway, it is sufficient to use Norwegian on labeling and in documentation. However, written instructions with measures for accidents or emergencies must be drawn up in a language that the vehicle's crew can read and understand.

0 Amended by [regulation 14 Nov 2016 no. 1311](#) (in force 1 Jan 2017).

### **§ 10. Security advisor**

Businesses involved in the transport of dangerous goods must appoint one or more safety advisers who will be responsible for helping to protect life, health, the environment and material assets, as well as preventing unwanted intentional incidents related to activities with dangerous goods.

The business must send notification of who it has appointed as security adviser to DSB.

Businesses that only carry out the following activities are exempt from the obligation to designate safety advisor and send a notification according to the first

- paragraph:
- a. transport of dangerous goods that do not require marking with an orange sign according to ADR/RID 5.3.2.
  - b. occasional transport of hazardous waste defined as dangerous goods in transport categories 3 and 4 in ADR/RID chapter 3.2 table A, on the condition that the company's main or secondary activity is not the transport, loading or unloading of dangerous goods
  - c. control and rescue tasks in connection with the transport of dangerous goods
  - d. military transport of dangerous goods
  - e. transport of dangerous goods which in its entirety takes place within a closed area.

0 Amended by [regulations 13 Jan 2014 no. 26, 22 Nov 2018 no. 1733](#) (in force 1 Jan 2019).

### **§ 11. Exemption from requirements for an ADR certificate of competence**

The requirement for a certificate of competence according to the provisions of the ADR does not apply:

- a. to repairs and workshop checks of empty, not cleaned tanks
- b. to officials in the Norwegian Road Administration in connection with checks
- c. to military personnel who transport fuel belonging to class 3 if the transport is military and the driver has undergone military training and a test approved by the Norwegian Armed Forces.

0 Amended by [regulation 14 Nov 2016 no. 1311](#) (in force 1 Jan 2017).

### **Section 11a. ADR exam**

Anyone who does not pass the exam within 1 year of completing training loses the right to take the exam exam. To be able to take the exam, the training must be completed again.

0 Added by regulation 14 Nov 2016 no. 1311 (in force 1 Jan 2017).

## Chapter 3 – Special requirements for certain types of goods, packaging, tanks and vehicles

0 Amended by regulation 14 Nov 2016 no. 1311 (in force 1 Jan 2017).

### § 12. *Transport of hazardous waste*

Transport of up to 500 kg net of hazardous goods, classified as hazardous waste in accordance with the waste regulations, is not subject to other requirements in ADR than those that apply to packaging, tanks, labelling, joint packaging, safety advisor and transport documents, when the driver is trained in: a. regulations for the transport of hazardous waste b. main types of hazards, including labeling and hazard notices c. preventive measures and safety measures adapted to the various types of hazards d. safe loading, unloading and transport of hazardous waste e. function and procedures for operating technical equipment on vehicles f. basic knowledge to minimize the likelihood of unwanted incidents g. emergency procedures, including necessary measures to ensure the safety of the crew as well as the public and the environment h. awareness of security i. the regulations for the transport of dangerous goods in road tunnels and applicable preventive measures and contingency measures for such transport.

The duration of the training must be a minimum of 6 hours. Documentation of the training must be kept by the business and made available to the driver or the competent authority on request.

When collecting liquid hazardous waste delivered in jugs, boxes or the like, it can be used UN-approved drum, rigid IBC or large packaging as outer packaging. Remains of glue, paint, resin solutions or the like in packaging of up to 10 litres, can be transported on pallets with pallet frames, and which are also satisfactorily secured against leakage.

Hazardous waste that is part of the collection scheme from households can be transported in special boxes with secured lid. Such boxes are allowed to be labeled "Hazardous waste". The requirements in ADR/RID regarding joint packaging do not need to be met if sufficient measures have been taken to prevent dangerous reactions.

The declaration form in accordance with the waste regulations can be used as a transport document.

The provisions in this paragraph do not apply to: a. explosive substances and objects class 1 b. substances promoting infection class 6.2 c. radioactive material class 7.

0 Amended by regulation 13 January 2014 no. 26.

### § 13. *Airport tanker*

Airport tankers that are not intended for use on public roads and that do not have an ADR approval certificate can drive with an empty, uncleaned tank between airports, to and from workshops, and carry out a test drive, if it is marked with orange signs and danger leaflets in accordance with ADR 5.3 .

0 Amended by regulation 13 January 2014 no. 26.

#### **Section 14. *Transport of flammable liquids in class 3 carried out by foreign military forces***

The requirements in ADR do not apply to foreign military forces that transport flammables liquids in class 3, if they meet corresponding regulations from the home country.

The vehicles and tanks must still be marked in accordance with ADR.

The vehicles, the tanks and the associated equipment must have a similar level of security as in ADR and completed controls must be able to be documented on request.

The driver must have adapted training, which also includes current driving conditions. Completed training must be documented on request.

0 Repealed by regulation 14 Nov 2016 no. 1311 (in force 1 January 2017), added by regulation 1 Sep 2022 no. 1531.

#### **§ 15. *Prohibition on filling and emptying IBCs on vehicles***

It is not permitted to fill or empty flammable liquid class 3 into or from an IBC that is on a vehicle. The ban does not apply to flammable liquids in packaging group III.

0 Amended by regulation 16 March 2010 no. 394.

#### **Section 16. *Extended shelf life for packaging for certain corrosive substances***

Packaging, excluding IBC and large packaging, which is only used for the transport of UN 3412 formic acid, can be used up to 10 years from the date of production if it is used in a controlled return system.

IBC of rigid plastic (31H1) which is only used for the transport of the following substances in class

8: a. UN 3412 formic

acid b. UN 1824 sodium hydroxide solution with a maximum of 52 percent sodium

hydroxide c. UN 2672 ammonia solution with a maximum of 25 percent

ammonia d. UN 1791 sodium hypochlorite solution with maximum 15 percent sodium

hypochlorite e. UN

1789 hydrochloric acid that is used in a controlled and documented return system can be used for up to 7.5 years from the date of production.

An annual condition check must be carried out for IBCs that are older than 5 years.

0 Repealed by regulation 13 Jan 2014 no. 26., added again by regulation 14 Nov 2016 no. 1311 (in force 1 Jan 2017).

## **Section 17. Transport of dangerous goods by bus**

If the bus company allows it, passengers can bring dangerous goods that are for their own personal use and packaged in original packaging.

Regardless of the bus company's assessment, explosive substances and objects, with the exception of publicly accessible fireworks and small arms ammunition, are not permitted to be transported on buses with passengers.

## **§ 18. Tank transport with an agricultural or forestry tractor**

For transport in own agricultural or forestry operations, in a tank with an agricultural or forestry tractor with or without a trailer, which does not travel faster than 40 km/h when transporting dangerous goods, the provisions of the ADR on fire-extinguishing equipment, written instructions, marking, tanks and equipment, and for tank trailers requirements for electrical equipment, apply accordingly.

For transports outside the company's own agricultural or forestry operations, the requirement for an ADR certificate of competence also applies.

The tractor mentioned in the first paragraph must have a national approval certificate.

Ammonia tank must meet all requirements in ADR 2005 part 6.8 or later editions included the requirements for periodic control. Ammonia tanks must undergo magnetic powder testing at least every six years to detect any cracks.

0 Amended by regulations 13 Jan 2014 no. 26, 14 Nov 2016 no. 1311 (in force 1 Jan 2017).

## **Section 18a. Use of extra large vehicle combinations**

Vehicles that transport dangerous goods and that must have approval according to ADR part 9 as a FL, AT, EX/II or EX/III vehicles shall not be included in modular wagon trains or other wagon trains that exceed the weights and dimensions specified in regulation 25 January 1990 no. 92 on the use of vehicles § 5-4.

0 Added by regulation 22 Nov 2018 no. 1733 (in force 1 Jan 2019).

## **Section 18b. Tank transport of UN 3375, intermediate for explosives**

Products classified and approved as UN 3375 AMMONIUM NITRATE EMULSION, SOLUTION or GEL, liquid or solid, and which have passed tests a, b and ci test series 8 in the UN Test Manual, part I section 18, can be transported without the suitability for transport in tank being further proven by testing, if the transport takes place in a tank made of aluminium. When an aluminum tank for UN 3375 is used on mobile manufacturing units for explosives (MEMU), explosive ink or other special pressure relief arrangements are not required on the tank.

This provision does not apply to transport in multimodal tanks.

0 Added by regulation 22 Nov 2018 no. 1733 (in force 1 Jan 2019).

## Chapter 4 – Transport of explosive substances and objects

### **Section 19. *Prohibition against loading explosives and lighters together***

Loading explosives in compatibility group D and lighters in compatibility group B together in the same vehicle is not permitted.

### **§ 20. *Loading and unloading of explosive substances and class 1 objects***

Explosive substances and objects class 1 can be loaded and unloaded in a public place when this is a user place or a place that has permission to store explosive goods.

Transshipment of explosive substances and objects class 1 by order from the control authority is allowed in a public place.

### **§ 21. *Packaging for pyrotechnic emergency equipment etc. which is to be destroyed***

Pyrotechnic emergency equipment, airbag charge, airbag unit and seat belt pretensioners that should for destruction can be transported in outer packaging consisting of a UN-approved plastic barrel with a removable lid, on the condition that each item: a. is considered to belong to classification code 1.3G b. is packaged in plastic inner packaging.

The transport document must indicate that packaging provision P101 has been used.

0 Amended by regulation 13 January 2014 no. 26.

## Chapter 5 – Transitional provisions

### **Section 22. *National approval certificate for vehicles transporting dangerous goods***

Vehicles that do not meet the relevant requirements in ADR chapter 9 for the dangerous goods which to be transported, but which is permitted to be used in accordance with a national transitional provision in this regulation, must have a national approval certificate for the vehicle. This certificate is only valid in Norway. Technical control and renewal of the certificate must take place annually as prescribed for ADR-approved vehicles in ADR sections 9.1.2.3 and 9.1.3.4.

0 Amended by regulations 13 January 2014 no. 26, 27 April 2016 no. 433.

### **Section 23. *Transitional provision for tanks and tank vehicles***

Tanks and tank vehicles which do not meet the current requirements for construction, but which were built before 1 January 1997 in accordance with Norwegian regulations, can still be used for domestic transport up to and including 31 December 2019, if they meet the original requirements for safety as well as that inspection and tests are carried out in accordance with the provisions of ADR.

0 Amended by regulations 13 January 2014 no. 26, 27 April 2016 no. 433.

#### **Section 24. (Repealed)**

0 Repealed by regulation 13 Jan 2014 no. 26.

#### **§ 25. (Repealed)**

0 Repealed by regulation 13 Jan 2014 no. 26.

#### **§ 26. Transitional provision for mobile explosives manufacturing unit (MEMU)**

Mobile explosives manufacturing unit (MEMU) which was built and approved according to national regulations before 1 July 2009, but which does not meet the requirements of the ADR for construction and approval which applied from 1 January 2009, can be used with a national approval certificate for the vehicle.

National approval certificate for MEMU can be given to vehicles that satisfy the construction requirements that applied when the unit was built, as well as the conditions stated in the unit's original decision on approval, regardless of the duration of the approval.

0 Amended by regulation 13 January 2014 no. 26.

#### **Section 27. (Repealed)**

0 Repealed by regulation 13 Jan 2014 no. 26.

#### **§ 28. (Repealed)**

0 Repealed by regulation 13 Jan 2014 no. 26.

#### **§ 29. (Repealed)**

0 Repealed by regulation 14 Nov 2016 no. 1311 (in force 1 Jan 2017).

## **Chapter 6 – Supervision and control**

#### **Section 30. Supervisory and control authority**

DSB supervises that the provisions of this regulation are complied with.

The Directorate for Radiation Protection and Nuclear Safety is the professional and supervisory authority for class 7 radioactive material.

DSB, the Norwegian Public Roads Administration, police and customs can control the transport of dangerous goods by road.

DSB, police and customs can control the transport of dangerous goods by rail.

DSB can control matters directly related to the land transport of dangerous goods at businesses goods. The Norwegian Public Roads Administration and the police can inspect dangerous goods vehicles at businesses.

DSB can use recognized control bodies and other expert assistance in connection with the control.

0 Amended by regulation 16 Jan 2019 no. 21.

### **§ 31. Implementation of control on the road**

Inspections must be carried out as random samples over as large a part of the road network as possible. The place where the control authority deems it necessary to detain the vehicle or direct the vehicle to must be suitable for the purpose and not involve unacceptable risk.

Inspection of vehicles must be carried out in accordance with the checklist in Directive 95/50/EC Annex I. The inspection authority must give the driver of the vehicle a copy of the checklist or a certificate showing the result of the inspection. At the request of the inspection authority, the checklist/certificate must be presented at subsequent inspections so that further inspections can be simplified or, as far as possible, avoided.

The control authority can demand the presentation of the documents that must accompany the transport of dangerous goods, and require inspection of the cargo. If it does not involve an unacceptable risk, the control authority can take samples of the goods for further examination in laboratories recognized by DSB.

The inspection shall not exceed a reasonable time.

In the event of a violation of the provisions of this regulation, and in particular in the case of violations listed in Directive 95/50/EC Annex II, the control authority can either detain the vehicle or direct the vehicle to a suitable place until the vehicle has been brought into compliance with the rules. Depending on the circumstances or for reasons of safety, the control authority may also impose other necessary measures before transport can resume. The inspection authority can on the spot withdraw an approval certificate for a Norwegian-registered vehicle if it is in such a condition that continued use is unwarranted.

### **Section 32. Cooperation with other countries regarding road inspections and inspections**

Serious and repeated violations that pose a safety risk for the transport of dangerous goods which is committed by a business that is domiciled in another country that is covered by the EEA agreement, must be reported/reported to the authorities in the country where the vehicle is registered or where the business is established.

The authorities in the country where serious and repeated infringements have been established can request the authorities in the country where the vehicle is registered or where the business is established, to take appropriate measures against the violator. The authorities of the country where the vehicle is

registered or where the business is established must in that case notify the authorities in the country where the violation has been ascertained of what measures have been taken in relation to the transport or the business.

If, during a roadside inspection of a vehicle registered in another country, conditions are found which gives reason to assume that serious or repeated offenses have been committed which cannot be proven due to a lack of evidence at this check, the authorities in the countries concerned assist each other in clarifying the situation. If in this context an inspection visit is made to the business, the other affected country is informed of the result of the inspection.

## Chapter 6a – Control bodies that must approve, control and test packaging, tanks and bulk containers

0 The chapter added by regulation 16 May 2022 no. 859 (in force 1 July 2022).

### Section 32a. Scope

This chapter applies to designation and requirements for inspection bodies which, according to the rules in the regulations, including ADR/RID, must approve, check and test packaging, tanks and bulk containers for the legal transport of dangerous goods. The chapter does not apply to approval, control and testing of packaging, tanks and bulk containers for class 7 radioactive material.

This chapter does not apply to equipment that is regulated in regulations on transportable pressure equipment.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### Section 32b. Designation of control bodies

Businesses that will become a control body for packaging, tanks and bulk containers according to this regulation can, after applying to DSB, be designated as a control body.

Control bodies must have a Norwegian organization number and be accredited for the tasks.

Control bodies for tanks and bulk containers must be accredited according to EN ISO/IEC 17020 type A (except section 8.1.3). Control bodies for packaging must be accredited according to EN ISO/IEC 17020 type A (except section 8.1.3) or EN ISO/IEC 17025.

Businesses must document in their application to DSB with an accreditation certificate from a national accreditation body that the requirement in the second and third paragraphs has been met. The accreditation documents must refer to the approvals, checks and tests in ADR/RID that the control body can carry out.

A designation as a control body is valid until the accreditation expires or is withdrawn, or until the designation is changed in accordance with Section 32j , second paragraph.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### Section 32c. Organizational requirements for control bodies

Control bodies must a. have employees with relevant training and good professional qualifications, b. have access to appropriate premises and equipment, c. maintain a clear distinction between control body functions and other activities, d. have a documented system for quality control, and e. maintain an efficient and appropriate report and document archive.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### **Section 32d. Duties of control bodies**

According to the designation, the control bodies must carry out the tasks of approval, control and testing according to ADR/RID part 4 and part 6.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### **Section 32e. Control bodies' certification of inspectors for IBC**

Packaging control bodies can certify inspectors for initial inspection and periodic inspection of IBCs. Inspection bodies must ensure that the certification scheme is sound and issue a certificate of competence valid for five years to inspectors who have completed a course and passed an exam.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### **Section 32 f. Control bodies' approval and monitoring of internal bodies**

Control bodies for tanks can approve and supervise internal bodies for periodic, intermediate and extraordinary controls of atmospheric tanks according to ADR chapter 6.8.2.4.2, 6.8.2.4.3 and 6.8.2.4.4.

The rules in ADR chapter 1.8.7 apply similarly to the approval and monitoring of internal organs for the control of atmospheric tanks for the road transport of flammable liquids in class 3.

The internal body's checks of atmospheric tanks must not be carried out by personnel who have carried out repairs or maintenance on the same tank.

Atmospheric tanks are fixed tanks or loose tanks for the transport of liquids with a vapor pressure not exceeding 110 kPa (1.1 bar) (absolute) at 50 °C which are constructed in accordance with the provisions of ADR 6.8.1.1.14 a), and which is equipped with a ventilation system in accordance with 6.8.2.2.6.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### **Section 32g. Control bodies' reporting obligation to DSB**

Control bodies must submit a report to DSB within the first quarter of each year on

a. approvals, checks and tests carried out in accordance with the designation, b. refusals, restrictions, suspensions or withdrawals of type approval certificates, c. any conditions affecting the scope and conditions of the designation, and d. conducted courses for inspectors of IBC.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### **Section 32h. Fee**

Control bodies may charge a fee for approval, control and testing in accordance with these regulations. The size of the fee must be in reasonable proportion to the control body's expenses in the implementation of the tasks.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### **Section 32i. Supervision of control bodies**

DSB can supervise control bodies designated in accordance with this chapter.

When exercising supervision, Act 14 June 2002 no. 20 on protection against fire, explosion and accidents with dangerous substances and on the fire service's rescue tasks § 33 to § 36 on the supervisory authorities' right to demand information, right of access and right to obtain samples.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

### **Section 32j. Reactions against control bodies**

DSB can give inspection bodies the orders necessary to ensure that the inspections are carried out in compliance with this regulation. If necessary, an order can be issued to stop the control activities until deviations are corrected or until a decision on changing the designation has been decided.

DSB can temporarily or permanently change the designation of a control body if it is discovered: a. significant or repeated

deviations from the requirements in § 32b to § 32h, b. significant or repeated deviations from the requirements for the content, method and assessments of the controls according to ADR/RID,

c. that orders which are necessary to ensure that the controls are carried out in accordance with the regulations, do not is complied with or that a written warning is not heeded, d. that the control body evades supervision, or e. that controls are carried out for which the control body has not been designated.

0 Added by regulation 16 May 2022 no. 859 (in force 1 July 2022, see amending regulation part II for transition rules).

## **Chapter 7 – Final Provisions**

### **§ 33. Examination administrator**

DSB appoints an examination administrator for the safety adviser and ADR competence certificate.

The examination administrator prepares and makes known the necessary administrative routines for carrying out the examination and issuing certificates. The exam administrator can charge a fee for completing the exam, for not attending the exam and for issuing certificates.

### **§ 34. Complaint**

Individual decisions made by DSB can be appealed to the Ministry of Justice and Emergency Preparedness.

Individual decisions made by the examination administrator, the Norwegian Road Administration, the police, customs, and control bodies, can be appealed to DSB.

The complaint must be submitted to the authority or control body that made the individual decision.

0 Amended by regulations 22 Nov 2018 no. 1733 (in force 1 Jan 2019), 16 May 2022 no. 859 (in force 1 July 2022).

### **Section 35. Reaction agents**

In the event of a breach of the provisions of this regulation or a decision made in accordance with it the provisions in the Fire and Explosion Protection Act § 37 - § 40 and § 42 apply accordingly.

DSB can withdraw the ADR competence certificate in case of violation of provisions in law, regulations or if special reasons so require. DSB decides when and under what conditions the certificate of competence can be returned after such a withdrawal.

### **§ 36. Deviation**

DSB may deviate from the provisions of these regulations in individual cases when there are special reasons and it does not conflict with international agreements that Norway has entered into. Deviations must be limited in time and apply to clearly defined transport operations. Special conditions can be set for such deviations. When assessing whether a deviation should be granted, particular emphasis is placed on maintaining the safety level despite a deviation.

0 Amended by regulation 14 Nov 2016 no. 1311 (in force 1 Jan 2017).

### **§ 37. Entry into force**

The regulation enters into force on 1 July 2009.

From the same time, regulation 1 December 2006 no. 1331 on the transport of dangerous goods by road and rail is repealed.