



पी एन जी आर बी
PNGRB

पेट्रोलियम एवं प्राकृतिक गैस विनियामक बोर्ड

Petroleum and Natural Gas Regulatory Board

प्रथम-तल, वर्ल्ड ट्रेड सेंटर, बाबर रोड, नई दिल्ली 110001

1st Floor, World Trade Centre, Babar Road, New Delhi – 110001

PNGRB/Tech/12-Inci/(2)/2023-Part(1) (E-4405)

13th February, 2025

To,
Shri B S Negi
Managing Director,
Gasonet Services Limited
DEPL House, neighbourhood shopping complex,
Sector 4, Nerul (W), Navi Mumbai-400706

**Subject: Guidelines for Road Transportation of Hazardous Petroleum Products, LPG,
Natural Gas etc.**

Dear Sir,

In view of recent road incidents involving transportation of LPG in Tank Truck resulting in several casualties and injuries, PNRB has reviewed the relevant existing statutory Rules/Regulations, contractual obligations between entity and transporter, existing practices in road movement of bulk LPG.

As part of its ongoing efforts to improve safety in road transportation of hazardous petroleum products, PNRB has formulated guidelines with an aim to enhance safety. These guidelines (attached herewith as **Annexure-1**) shall be adhered by all the entities engaged in road transportation of petroleum products, LPG, Natural Gas etc. Also, Entities shall ensure compliance with all existing statutory Rules/Regulations as well as other contractual commitments related to road transportation of petroleum products, natural gas etc.

You are advised to submit point wise compliance report on implementation of aforementioned guidelines within a one-month period i.e., by 13.03.2025.

Yours faithfully

(Anjan Kumar Mishra)
Secretary

Annexure-1

Guidelines for safe Road Transportation of Petroleum Products , LPG, Natural Gas etc.

1. A quarterly Intensive safety check shall be done to ensure compliance to all statutory Rules/Regulations for all aspects of Road transportation of Petroleum Products such as MS, HSD, LPG etc. to ensure that all safety fittings are installed/maintained/tested as per applicable Rules/Regulations. Concerned Officers be identified and made responsible for compliance of the contractual conditions with Transporters.
2. Entities should avoid Road Transportation of Bulk Petroleum Products over long distances. Efforts should be initiated to identify alternate modes and restrict Road Transportation for short distances only. The option of Pipelines / Railway Rakes should be utilized to the nearest point of destination. Captive Pipelines of other OMCs should be utilized to the extent of spare Capacity available under Product sharing or as Common Carrier. (PNGRB maybe informed in the case of the latter).
3. While deciding the mode of travel, commerciality should not be the only consideration. Public safety is also an important consideration particularly when the travel is over long distance and through congested areas.
4. Entity to develop comprehensive Journey Management Plan (JMP) which includes the following and ensure its dissemination to drivers/crew of each tanker/lorry.
 - i. Providing clarity about the authorized stops along a particular route.
 - ii. Sensitization regarding Black Spots & Accident-Prone Areas and precautions to be taken thereof.
 - iii. Defensive Driving to be adopted and adequate care while manoeuvring.
 - iv. Climate/weather forecast for the route.
 - v. Emergency Actions to be taken in case of accidents.
 - vi. Importance of TREM card and other foreseeable hazards enroute.

(Ref. PART-H, Clause 10.2.1, Petroleum and Natural Gas Regulatory Board Technical Standards and Specifications including Safety Standards for Petroleum Installations Regulations, 2020, & Clause 28.2 Codes of Practices for Emergency Response and Disaster Management Plan (ERDMP) Regulations, 2010)

5. Entity to ensure installation and proper functioning of ABS (Anti-Lock Braking System), VTS (Vehicle Tracking System), Speed Governor, Front/Rear cameras, Anti-collision devices etc. Moreover, in-transit surveillance of Truck/Lorry to be maintained and deviations (if any) to be investigated for possible causes.
6. Entities to strictly prohibit Night Driving of Petroleum Product Tankers/ Lorries i.e., between 2300 hrs to 0600 hrs (Timings maybe fixed at senior level considering seasonal and other factors like fog conditions, local restrictions, security, etc.). For those stretches of Roads where there are local restrictions and driving in the restricted hours are unavoidable, Entity to designate Nodal Officer at the State / Regional/ Zonal Level for making suitable relaxations. The same to be approved by competent authority and recorded in Entity SAP Portal.
7. Availability of alternate Driver/Helper should be ensured by Entities throughout the duration of the Journey. This should be included in the Transportation Contract signed between Entity and Transporter.
8. Entities to ensure inscription of details of Tank Lorry crew on Invoice and its cross-checking at the Dealer's/ Distributor's end. Entities should develop Biometric/APP based attendance system of Tank Lorry Crew at Loading/Unloading location and dealership to ensure presence of authorized crew during the entire journey.
9. To address concerns of driver/crew fatigue, Entities should take necessary steps such as identifying suitable halts along the Truck/Lorry route, to enable adequate rest/refreshment of drivers/crew etc.
10. Entities shall enforce minimum qualifying criteria (over and above Statutory Requirements) that Driver (main as well as alternate) needs to meet before being allowed to drive a Truck/Lorry carrying hazardous Petroleum Products. Entity should ensure medical fitness of Truck Lorry driver/crew prior to commencement of Journey by sporadic inspections. Entities should suitable mechanism to take penal action against defaulting employees/contractors/drivers/crew including blacklisting of drivers/crew/contractor on industry basis for violation of any Rules/Regulations/Guidelines/Instructions.
11. Entities should strive to ensure minimum waiting time for Truck Lorry Driver/Crew at designated locations of Loading/Unloading of Petroleum Products, since extended waiting duration may add to fatigue.
12. Appropriate restriction on hours of work for any person engaged in operating a Road Transport Vehicle should be applied. This shall be in accordance with Motor Transport Workers Act, 1961, inter-alia covering the following but not restricted to: -

- i. No adult motor transport worker shall be required or allowed to work for more than eight hours in a day and forty-eight hours in a week.
- ii. For all motor transport workers, a rest interval of at least half an hour must be provided after every five hours of work. Under no circumstances the period of work shall exceed five hours a stretch.
- iii. Minimum of nine consecutive hours between the termination of duty on one day and the commencement of duty on the following day must be allowed to all transport workers.

For transport worker involved in road transport of petroleum products transporting the duty hours shall be in line with Part H, Clause no. 10.2.2(2) Petroleum and Natural Gas Regulatory Board (Technical Standards and Specifications including Safety Standards for Petroleum Installations, Regulations - 2020).