

Summary of Notes of Dangerous Goods Standing Committee Meeting held on 26 November 2024

Matters of Discussion

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

Progress of the review:

- Implementation of the amended DGO, Cap. 295 and its subsidiary legislation

The Notice for amendment of Schedule 2 Dangerous Goods (S2DG) list of the Dangerous Goods (Application & Exemption) Regulation 2012 (DG(A&E)R 2012), Cap. 295E had been published in the gazette on 18.10.2024. The amendment proposal was passed on 20.11.2024 and the effective date of the amendments would be 1.1.2025. The revised Code of Practice for Control of Dangerous Goods on Land would be published in the gazette in December 2024 tentatively.

The new version of International Maritime Dangerous Goods (IMDG) Code (42-24 edition) would be published in January 2025 and came into force on 1.1.2026. The preliminary review on the amendments of IMDG Code by Fire Services Department (FSD) had been completed.

- Dangerous Goods (Shipping) Regulation 2012 [DG(S)R 2012]

Two legislative amendments to DG(S)R 2012, Cap. 295F regarding the replacement of the symbols of single right quotation mark with apostrophe for representing arc-minutes of the coordinates; and facilitating the use of alternative fuels in Hong Kong, would come into force on 6.12.2024 and 10.1.2025 respectively.

2. Safe Operation of Petrol Filling Stations (PFS)

From August to October 2024, the Dangerous Goods Enforcement Team (DGET) of FSD had conducted surprise inspections to 32 PFS during which fire safety advice was given to the PFS operators. On the other hand, inspections to PFS across the territory for the compliance of revised “Addendum to Fire Safety Requirements (FSR) for PFS” were completed satisfactorily in September 2024. During

the inspections, revised operation manuals were found being stowed in suitable places where were readily available for inspection upon request.

To further enhance fire safety considerations and to fulfil the requirements for PFS retrofitted with electric vehicle (EV) charging facilities, a new “Addendum to FSR for PFS” with additional clauses for regulating the retrofitting of EV charging facilities in PFS was being prepared and would be issued for compliance in due course. PFS licensees were reminded that installation of EV charging facilities within PFS must obtain prior approval from relevant authorities before commencement of installation works for compliance with relevant requirements.

3. Enforcement Actions Related to Over-Storage of Dangerous Goods

From August to October 2024, DGET had conducted 56 surprise inspections to hardware and chemical material stores and had taken relevant enforcement actions against cases of over-storage of DG.

4. Fire Safety at Oil Depots

The next table-top exercise on the Voluntary Mutual Aid Scheme – Provision of Reserve Foam Concentrate in the Event of a Major Oil Farm Incident was scheduled for 16.1.2025.

5. Safe Operation at DG stores

From August to October 2024, FSD had carried out 1,102 surprise inspections to approved DG stores. The condition of most of the DG stores inspected was satisfactory. A recent incident involving DG facilities was shared with Members. Licensees were reminded to observe all licensing conditions, provide appropriate staff training and introduce measures to ensure their DG stores and corresponding facilities were operated safely.

6. Proposed Amendments to the Gas Safety Ordinance (GSO), Cap. 51

The Electrical and Mechanical Services Department (EMSD) was

working on the legislative amendments for regulating hydrogen used or intended to be used as a fuel under GSO, Cap. 51. FSD had been closely collaborating with EMSD to offer advice and engage in discussions regarding the necessary consequential amendments required to be made in DGO.

7. Retrofitting EV Charging Facilities at Existing PFS

As of 25.11.2024, FSD had received 60 proposals for retrofitting EV charging facilities at existing PFS and approval was granted to 42 proposals.

To ensure the safe management of PFS retrofitted with EV charging facilities, a "Class 3/3A DG Operation Area" was proposed to separate the petrol and/or diesel fueling area from the EV charging area. To delineate these two areas distinctly, a blue line would be marked on the ground of PFS and a layout plan showing the concerned areas would be displayed in the PFS. FSD would coordinate with oil companies to implement this new measure when processing applications for retrofitting EV charging facilities at PFS.

8. Control of Special Gases in the Microelectronics Industry

To align with the Government's policy to support the research and development of microelectronics and industry development, FSD would prioritize to process related applications and maintain close liaison with practitioners of the industry to formulate additional facilitation measures. To prepare for potential incidents related to microelectronics industry, efforts were being made by FSD for reviewing the operational guidelines, contingency plan as well as training provided to its members for tackling the incidents.

The draft of "A Guide to Application for Storage and Use Licence of Special Gases in the Microelectronics Industry" (the Guide) had been sent to the Members, government departments and stakeholders previously and the comments received had been consolidated by FSD. The Guide was anticipated to be published in December 2024.

9. Enhancing Safety of Dangerous Goods Vehicle
(previously known as Dangerous Goods Vehicle Used for Storage)

Dangerous Goods Enforcement Division (DGED) of FSD had conducted enforcement operations/ surprise inspections against dangerous goods vehicle (DGV) being used as mobile DG store in various districts and legal actions would be taken against owners of DGVs who might have contravened the DGO.

10. Dangerous Goods Vehicle Tracking System

DGED had conducted a preliminary feasibility study on enhancing the safety of DG conveyance in Hong Kong. It was of the view that installation of tracking system on DGVs should be effective for monitoring the condition of DGVs in densely populated and high traffic areas and safeguarding public safety. Consultations with trades and public members would be conducted on imposing a mandatory requirement of installation of tracking system on vehicles for conveyance of Class 2 and Class 3/3A DG.

In addition, Members were briefed about the tracking system used by the Civil Engineering and Development Department to monitor its DGVs for conveyance of Class 1 DG in Hong Kong.