

CHENNAI PORT SAFETY REGULATIONS, 1981

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PART 1

PRELIMINARY

1.1 Short Title and extent:

(a) These Regulations may be called the Chennai Port Safety Regulations, 1981. These Regulations were framed under the provisions of clause (n) of section 123 of the Major Port Trusts Act, 1963(38 of 1963)

(b) They extend to the whole of the Major Port area.

1.2. Supersession and savings:

(a) These Rules cancel and supersedes the Port of madras Safety Regulations, 1963.

(b) Nothing contained in these rules shall be deemed as derogatory to the provisions of the Explosives Act, 1984, Petroleum Act, 1934 and rules framed thereunder.

1.3 Definitions

In these rules unless there is anything repugnant to the subject or context-

(a) 'Chairman' means the Chairman of the Chennai Port Trust Board;

(b) 'Deputy Port Conservator' means the Officer heading the Marine Department of the Chennai Port Trust.

(c) 'Traffic Manager' means the Officer heading the Traffic Department of the Chennai Port Trust.

(d) 'Safety Officer' means the Officer appointed by the Chennai Port Trust Board for administering and enforcing the Port of Chennai Safety Regulations.

NOTE: The Deputy Port Conservator holds additional charge of the post of the Safety Officer, the term 'Safety Officer' wherever used in these rules shall be deemed to mean as Deputy Port Conservator-cum-Safety Officer;

(e) 'Assistant Safety Officer' means the Officer appointed by the Chennai Port Trust to assist the Safety Officer in the enforcement of the Safety Regulations.

NOTE: The Fire Officer, Chennai Port Trust functions also as the Assistant Safety Officer, the term 'Assistant Safety Officer' wherever used in these rules shall be deemed to mean as the Fire Office and Assistant Safety Officer.

(f) 'Assistant Marine Officer' means the Officer appointed by the Chennai Port Trust to assist the Deputy Port Conservator in the Port and Pilotage Section of the Marine Department.

(g) 'Safety inspectors' means officials appointed to work round the clock to assist the Assistant Safety Officer in the proper enforcement of these Rules.

(h) 'Ship' means a vessel intended to be used in the sea navigation excluding oil tanker ship.

(i) 'Oil tanker Ship' means a ship used for transportation of Inflammable liquids in bulk.

(j) 'Boat' means a barge or similar craft used for movement of goods within the port limits.

(k) 'Explosive Anchorage' means the anchorage loaded outside the enclosed harbour and the bearings of the anchorage in terms of latitude and longitude are given below:

1.	Lat.	13 deg	09.0"	N
	Long.	80 deg	19.0"	E
2.	Lat.	13 deg	06.0"	N
	Long.	80 deg	19.3"	E
3.	Lat.	13 deg	05.4"	N
	Long.	80 deg	19.0"	E
4.	Lat.	13 deg	05.4"	N
	Long.	80 deg	19.3"	E

The safety distances of (i) 553 meters from any similar ship and (ii) 1,105 meters from shore facilities, oil tankers and to main shipping channel, berthed passenger vessels and cargo vessels have been provided.

(l) 'IMCO Code' means the International Maritime Dangerous Goods Code issued by the Inter-Governmental Maritime Consultative Organization, London.

1.4. Dangerous Goods

For the purpose of these rules, the term Dangerous Goods will cover all substances included in the International Maritime Dangerous Goods Code issued by the Inter-Governmental Maritime Consultative Organisation, London and such other substances which, in the opinion of the Safety Officer, merit treatment as Dangerous Goods.

1.5. Classification of Dangerous Goods

For the purpose of these rules Dangerous Goods will be divided into the following classes. (This classification is based on the IMCO Code):-

- Class 1 - Explosive
- Class 2 - Gases; compressed; liquefied or dissolved under pressure.
- Class 3 - Inflammable liquids.
- Class 4.1 - Inflammable solids
- Class 4.2 - Inflammable solids or substances liable to spontaneous combustion.
- Class 4.3 - Inflammable solids or substance which in contact with water emit inflammable gases
- Class 5.1 - Oxidizing substances
- Class 5.2 - Organic peroxides
- Class 6.1 - Poisonous (toxic) substances
- Class 6.2 - Infection substances
- Class 7 - Radioactive substances
- Class 8 - Corrosive
- Class 9 - Miscellaneous Dangerous substances, ie any other substances which experience has shown or may show to be of such dangerous character are to be treated as Dangerous Goods.

PART 2

GENERAL PROVISIONS

2.1. Permits for dangerous goods

Dangerous goods shall not be brought into the port limits except against regular permits issued by the Assistant Safety Officer on behalf of the Safety Officer.

2.2. Safety clearance for chemical substances:

Chemical substances, whether included in the IMCO Code or not, shall pass through the port only against permits (for dangerous goods) or 'no permit required certificates' (for substances which, in the opinion of the Safety Officer, can be treated as non-dangerous goods) issued by the Assistant Safety officer on behalf of the Safety Officer.

2.3 Onus for identifying dangerous goods:

The onus for deciding whether a particular substances is to be treated as dangerous goods or not shall vest in the Safety Officer, but not in the decision taken in this Consignor/Consignee of such substances. Any decision taken in this regard by the Safety Officer shall be binding on all parties concerned.

2.4. Application for safety clearance

Steamer Agents or Consignors/Consignees intending to bring into the port area, dangerous goods and/or chemical substances may apply, in triplicate, to the Assistant Safety Officer for safety clearances of such goods/substances, at least 48 hours before such goods/substances actually arrive. A complete list of all chemical substances (whether such substances are included in the IMCO Code or not) and other dangerous goods (as per the IMCO Code) intended to be brought shall be enclosed with each of these applications. One copy each of such application and enclosure shall be forwarded to the Safety Officer and the Traffic Manager.

These lists furnish complete details regarding such goods/substances, including their full technical names, quantities, mode of packing, IMCO classification (if known) and other relevant data. Items included in these lists shall be serially numbered for reference in the follow up correspondence.

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Applications for the issue of permits for 'Explosives' shall contain the following additional information:-

Class and division in accordance with Schedule I of the Explosives Rules, 1940 the trade names of all the types of explosives and quantities of explosives of the respective class and division.

Application for the issue of permits for 'Inflammable Liquids' including Petroleum as defined in the Petroleum Act, 1934 shall contain the following additional information:-

'Flash Point(s)' of such liquid(s) and whether such liquids(s) is/are miscible with water or not.

In addition to the documents and information indicated in this rule a copy of the ship's cargo manifest also shall be forwarded to the Assistant Safety Officer so as to enable to gather information regarding transit cargo of dangerous goods carried by each ship.

2.5. Procedure for the issue of Safety Clearance:

(a) On receipt of application for the issue of safety clearance, the Assistant Safety Officer shall classify all known dangerous goods included in the cargo lists (enclosed with the application) according to the IMCO Code classification and shall issue separate permits for each class of goods in the prescribed permit forms (see Schedules.....) The Assistant Safety officer shall also identify non-dangerous goods included in the list and shall issue 'no permit required certificates' for such goods. This may be done by noting the serial numbers of such goods (as given in the cargo lists) in the blank space provided in the last paragraph of the proforma (see Schedule.....) to be used for forwarding permits to the parties concerned.

(b) If the characteristic properties of any of the items on any cargo list are not known, the Assistant Safety Officer may require the concerned Steamer Agent / Consigner / Consignee to furnish such information. This may be done by noting the serial number(s) of such items (as given in the cargo list) in the blank space provided in paragraph (2) of the proforma indicated in sub-rule 2.5(a).

On receipt of the required information from the party concerned the Assistant Safety Officer shall issue appropriate permits for

items to be treated as dangerous goods and/or 'no permit required certificates' for items to be treated as non-dangerous goods.

It shall be the responsibility of the parties applying for safety clearance to furnish the characteristic properties of any chemical substance(s), if called upon to do so by the Assistant Safety Officer.

Chemical substances of unknown characteristic properties and not cleared by the Assistant Safety officer on this ground, shall not be handled and/or transit-stored inside the port area.

(c) Permits for dangerous goods and letters forwarding such permits shall be made out in quadruplicate copies and one copy of each shall be forwarded to:-

- (i) the party who had applied for the permit;
- (ii) the Safety Officer; and
- (iii) the Traffic Shipping Control together with one copy of the cargo list received with the application for permit.

The fourth copy will be retained by the Assistant Safety Officer for departmental reference.

(d) If all the items included in a particular cargo list were to be treated as non-dangerous goods a 'no permit required certificate' will be made out in quadruplicate copies which shall be forwarded to:-

- (i) the party who had applied for safety clearance;
- (ii) the Safety Officer; and
- (iii) the Traffic Section receiving such cargo together with a copy of the cargo list.

The fourth copy may be retained by the Assistant Safety Officer for departmental reference.

2.6. Safety Cards:

The Assistant Safety Officer shall further arrange to forward to the Traffic Section receiving dangerous goods, appropriate safety cards to correspond to each of the classes of dangerous goods for which permits have been issued. These cards together with a copy of the cargo list shall be

dispatched to the Traffic Section concerned immediately after the ship bringing the goods referred to in these documents is berthed or immediately before the goods covered by such documents actually arrive for shipment.

Items of non-dangerous goods and items of goods not granted safety clearance due to non-availability of information regarding their characteristic properties shall be indicated clearly on this cargo list for the guidance of the Traffic Section officials.

The safety cards shall clearly indicate the place of storage of goods covered by each card.

Duplicate copies of these cards shall be made out and forwarded to the hazardous cargo shed in respect of all goods which are to be transit stored exclusively in this shed.

2.7. Handling and transit-storage of dangerous goods

(a) Parts 3 to 11 of these regulations stipulate the special conditions / restrictions / precautions to be observed in the handling/transit-storage respectively of clauses 1 to 9 of dangerous goods as per the IMCO Code. Handling and transit-storage of each of these classes of dangerous goods shall be subject to strict observance of the special conditions / restrictions / precautions as applicable to that particular class of dangerous goods in addition to the general provisions stipulated in this part(Part 2).

(b) The Steamer Agents / Consigners / Consignees of dangerous goods shall be responsible to observe and/or cause to be observed strictly the conditions / restrictions / precautions as laid down in these rules in so far as will apply to the goods they bring into the port area.

(c) Traffic Section Officials shall extend co-operation and assistance to the Assistant Safety Officer and Safety Inspectors in ensuring that all parties concerned observe the conditions/restrictions/precautions as laid down in these regulations.

The Traffic Section officials shall also ensure that dangerous goods/other chemical substances which have not been given safety clearance shall not be handled/transit-stored anywhere inside the port area.

Whenever a Traffic Section Official notices any act of omission or commission contrary to any of the provisions of these rules, he shall immediately and effectively prevent continuation of such violation and shall notify the Safety Officer or the Assistant Safety Officer of such violation, by telephone in the first instance, followed by a confirmatory report.

2.8 Action to be taken by the Safety enforcement staff in case of violation of these rules

On receipt of any report regarding any violation of these rules the Assistant Safety Officer, if available, or the Safety Officer on duty shall proceed forthwith to the scene of such violation and shall take and/or cause to be taken prompt measure for preventing any accident on account of such violation.

The Assistant Safety Officer shall submit to the Safety Officer a report regarding such violation and measures taken to prevent accident there from, at least within 48 hours of such occurrence.

2.9 Prohibition of transit-storage of dangerous goods in certain premises:

(a) Dangerous goods shall not be transit-stored anywhere inside the port area except inside the hazardous cargo shed and at such other places as indicated in the safety cards pertaining to individual consignment of such goods.

(b) Storage of dangerous goods in premises in the port area occupied by private parties (i.e. any party other than Chennai Port Trust) is prohibited. Substances of vegetable origin which are readily combustible (e.g. cotton, vegetable, fibers, etc) or are liable to spontaneous combustion (e.g. oil cakes, oil contaminated vegetables, fibers, etc.) may, however, be stored in premises occupied by private parties after obtaining special permission for doing so from the Safety Officer. The Safety Officer may grant such permission only on the recommendation of the Traffic Manager and subject to such special conditions/restrictions as he may consider necessary for ensuring safety.

(c) Sulphur in bulk may be stored in the open plots inside the port area after

obtaining permission from the Traffic Manager and the safety Officer.

2.10 Safety Inspectors to supervise handling dangerous goods

Handling/transit-storage of dangerous goods shall be carried out under the personal supervision of a Safety Inspector who shall ensure strict observation of these rules by all parties concerned and shall arrange to take adequate and appropriate precautions for preventing any accident.

2.11. Obligation to notify the Safety Inspectors before commencement of handling of dangerous goods

(a) Before commencement of landing/shipping of dangerous goods, the Cargo Supervisors working for the Steamer Agents/Stevedoring firms shall contact the duty Safety Inspector over telephone and shall inform him that dangerous goods are ready to be landed/shipped. Landing and shipping operations shall commence only after a Safety Inspector arrives on the scene for overseeing such operations.

(b) Parties bringing dangerous goods into the port area (for export) shall notify the duty Safety Inspector by telephone of the expected arrival of such goods just before these goods actually move into the port area. On receipt of such information the Safety Inspector shall accompany such goods and shall take and/or cause to be taken appropriate measures for the safe transit-storage and/or of such goods.

2.12. Obligation to notify the Traffic Section Officials before commencement of handling of dangerous goods

Before commencement of landing/ shipping of dangerous goods the Cargo Supervisors working for the Steamer Agents/Stevedoring firms shall notify the Shed Master or the Assistant Shed Master on duty on the respective quays or the Shed Master Lighterage (in respect of goods conveyed by boats) that dangerous goods are ready to be landed/shipped.. Landing/shipping operations shall commence only after the concerned Traffic Official has completed all arrangements pre-requisite to such operations.

2.13. Separation of dangerous goods

(a) Dangerous goods shall be handled separately class-wise; only one class of dangerous goods shall be landed/shipped at a time.

(b) While one class of dangerous goods is being loaded into/discharged from a ship's hold no other cargo shall be handled at the same hatch, or on the open deck around that hatch.

2.14 Packing of Dangerous goods:

(a) Cases/Receptacles of each class of dangerous goods brought into the port area shall conform strictly with the standard stipulated in the IMCO Code. Such cases/receptacles shall remain in a sound condition at the time dangerous goods are brought into the port area.

(b) If any case/receptacle of dangerous goods gets damaged or becomes leaky during handling in the port such case/receptacle shall be moved further only subject to observance of special accident preventive measures as may be indicated by the Safety Officer/Assistant Safety Officer/Safety Inspector on duty.

(c) Repairs to damaged cases/receptacles of dangerous goods or repacking their contents shall be carried out only subject to special restrictions as applicable to individual classes of dangerous goods as stipulated in parts 3 to 11 of these regulations.

(d) No case/receptacle of dangerous goods shall be opened anywhere within the port except after obtaining special permission to do so from the Safety Officer. Such permission may be granted only subject to such additional restrictions and precautions as the Safety Officer may consider necessary.

(e) Tools liable to produce sparks shall not be used to open / close / repair cases / receptacles of dangerous goods.

2.15. Use of boats to carry dangerous goods prohibited during bad weather

Shore to boat/boat to shore or boat to ship/ship to boat transfer of dangerous goods shall be carried out only during fair weather. Such operations shall not be carried out when in the opinion of the Safety Officer the sea is not tranquil enough for safe operations.

2.16. Responsibility of the Master of the ship carrying / discharging / loading dangerous goods

(a) Masters of ships carrying dangerous goods while lying in the port limits shall exhibit conspicuously:

(i) A red flag from sun rise to sun set; and

(ii) A red light from sun set to sun rise.

(b) Whenever dangerous goods are loaded into/discharged from a ship the Master shall depute a responsible officer of the ship to personally supervise the loading/landing operations. Such officer shall take and/or cause to be taken all due precautions as necessary for avoiding any accident.

(c) While dangerous goods are being handled the Master of the ship shall ensure that the ship's fire fighting gear is kept in readiness with hoses and branch pipes connected.

(d) Repairs to any part of the ship necessitating the use of open flame/open fire shall be forbidden while dangerous goods are being handled on any ship.

(e) Before commencement of discharging / shipping of, explosives, inflammable liquids and liquid organic peroxides, ship's engine room fire shall be carefully bunked up and all other fires or non-safety lights shall be extinguished.

(f) Masters of ships shall also observe strictly and cause to be observed strictly all the provisions in this Part (Part 2) as well as the special provisions pertaining to individual classes of dangerous goods as stipulated in parts 3 to 11 of these regulation in so far as such provisions apply to dangerous goods handled on board/alongside ships.

2.17. Floating craft

Smoking of tobacco and open fires shall be forbidden on tugs and other floating craft operating within 50 meters of ships discharging/loading dangerous goods.

2.18. Restrictions regarding smoking and open fires

Smoking of tobacco and the use and existence of open fire shall be forbidden anywhere within 100 meters of places where

explosives, inflammable liquids and liquid organic peroxides are handled/stored and within 30 meters of places where other inflammable/combustible goods are handled/stored.

2.19. Power to exempt

The Chairman on the advice of the Safety Officer and in consultation with the Chief Controller of Explosives and with the approval of the Central Government may in exceptional case exempt conditionally or unconditionally any person/consignment of dangerous goods from all or any of the provisions of these rules.

2.20. Enforcing Authority

The Safety Officer, the Assistant Safety Officer, the Safety Inspector or any other official duty authorized in this behalf by the Safety Officer shall be responsible and shall have due jurisdiction to enforce these regulations.

2.21. Inspection

Steamer Agents/Consignors/Consignees of ships lying within the port limits shall when so required by the Safety Officer, the Assistant Safety Officer, the Safety Inspector or any other Official duty authorized in this behalf by the Safety Officer afford all reasonable facility to enable such officials to ascertain whether these regulations are duly observed.

The occupiers or custodians of premises within the port limits and/or owners of goods handled or stored by any of the officials aforementioned afford all reasonable facility to such officials to ascertain whether these regulations are duly observed.

2.22. Obligation to take precautions

Steamer Agents/Consignors/Consignees of dangerous goods and occupiers or custodians of all premises within the port area shall always observe and/or cause to be observed any safety precaution suggested by the Safety Officer, the Assistant Safety Officer, the Safety Inspector or any other Official duly authorized in this behalf of the Safety Officer whether or/not such precaution is provided for in these regulations.

2.23. Failure to take precaution

When Steamer Agents / Consignor / Consignees of dangerous goods handle or

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store within the port area fail to take reasonable precautions to prevent accidents, the Safety Officer may take such action as is reasonable for the safety of the port and may recover from such Steamer Agents / Consignors / Consignees such reasonable expenses as may have been incurred for so doing.

2.24. Power to destroy dangerous goods

The Safety Officer shall be empowered to arrange to dump into the sea or otherwise destroy in a safe manner cases(s) / receptacle(s) of dangerous goods, the continued storage of which in the port area may, in his opinion, endanger the safety of the port.

The owners of goods so destroyed shall not be entitled to any compensation whatsoever.

2.25. Penalties

Anyone infringing any of these rules shall be punishable with a fine which may extend to one hundred rupees and in the case of continuing infringement, a further fine of Rs.50 (rupees fifty) per diem for every day after the first during which such infringement continues.

NOTE: This penalty is not applicable for rules 3.21, 5.16, 6.11, 7.14 and A.17 wherein specific penalties for infringement of these clauses have been stipulated.

PART 3

SPECIAL RULES TO REGULATE THE TRAFFIC OF EXPLOSIVES (IMCO CLASS I)

3.1 Grouping of Explosives

For the purpose of these rules, explosives are grouped into four main groups, which are:-

- (i) Service Explosives;
- (ii) Prohibited Explosives;
- (iii) Restricted Explosives and
- (iv) Manufactured Fireworks.

3.2. Service Explosives

'Service Explosives' are Explosives owned by and/or intended for the Indian Defence Services. They will be handled within the port limits subject to conditions negotiated between the trust and the Defence Services in respect of each consignment of such

explosives., These rules shall not, therefore apply to 'Service Explosives'.

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Explosives/Dangerous Petroleum shall not be admitted into the enclosed harbour and shall be discharged before the vessels carrying such cargo enter into the enclosed harbour, vide Port of Chennai Safety Regulations which would have the same force as though they had been enacted as a regulation under this head.

This regulations shall not apply to vessels of war flying the white ensign and all armed merchant vessels;/auxiliaries in the service of the President of India and also vessels of war belonging to another countries who are on visits to the Chennai Port having been cleared by the Ministry of Defence.

Such vessels of war as enumerated above would be permitted to handle inside the enclosed harbour all types of explosives/dangerous petroleum provided the authorization of the naval Officer-in-charge Chennai shall have been given to the Embarkation Commandant, to load/unload such explosives/dangerous petroleum at all berths in the enclosed harbour and so long as these explosives/dangerous petroleum are handled by competent personnel under the direction and supervision of the Embarkation Headquarters

All the vessels enumerated above shall also be permitted to lie in the harbour in berths allotted by the Port with their explosives/dangerous petroleum properly stowed to the requirements of the Naval authorities as all such vessels would only visit the Commercial Port of Chennai after due clearance by the Naval Officer-in-Charge of Chennai.

3.3. Prohibited Explosives

The following classes of explosives are absolutely excluded from and within the port area:

- (i) Class 4 - Chlorate mixture
- (ii) Class 5 - Fulminate
- (iii) Class 7 - Division 1 – Fireworks composition

NOTE: Classifications of explosives given above are as per the classifications followed in the Explosives Rules, 1940.

3.4. Safety Explosives

The following explosives are classified as 'Safety Explosives':-

- (i) Safety Cartridges and
- (ii) Safety Fuse.

These explosives may be treated like 'Inflammable Solids' and may generally be handled and transit-stored subject to the special rules applicable to inflammable Solids (See Part 6 of these Regulations). The following additional restrictions shall, however, apply to Safety Cartridges and Manufactured Fireworks of the safety class:-

(a) A continuous security guard shall be maintained to keep off unauthorized persons from places where these explosives are handled/Stored. The Traffic Section receives these explosives shall arrange for the posting of such security guard.

(b) Those explosives shall be transit-stored in the 'lock fasts' inside the transit sheds or at other suitable places.

(c) Damaged/Unsound case(s) of these explosives shall not normally be brought into the port area. Cases getting damaged during handling at the port shall be repaired in an approved manner before they are further handled/transit-stored.

3.4(A) Manufactured Fireworks:

These explosives may be treated as inflammable solids and may be generally handled and transit-stored subject to the special rules applicable to inflammable solids (See Regulation 6) and further instructions contained in Regulation 3.4.

Those explosives shall be accepted as Cargo for direct delivery from the docks.

3.5. Restricted Explosives:

All types of explosives other than those covered under rules 3.2., 3.3. and 3.4 above shall be treated as 'Restricted Explosives'

The traffic of restricted explosives through this port shall be subject to the following special rules:

3.6. Ships not to carry Restricted Explosives while lying inside the enclosed harbour:

No ship shall have on board restricted explosives while she remains inside the enclosed harbour (i.e. the Bharathi Dock, the Inner Harbour and the Jawahar Dock).

This restriction may not apply to small quantities of explosives less than 10 kgs in all provided that such explosives are kept locked inside a magazine of approved pattern.

3.7. Landing from/Loading into ships of Restricted Explosives prohibited inside the harbour

Restricted explosives shall not be discharged from/loaded into any ship while she remains inside the enclosed harbour. Such operation shall be carried out only at the 'Explosive Anchorage'.

Ships shall be anchored at the Explosives Anchorage while landing/loading restricted explosives; such operation shall not be carried out when a ship is underway.

3.8. Maximum quantity per consignment:

The maximum quantity of restricted explosives that may be brought by/loaded into any ship shall not exceed 125 tonnes nett.

3.9. Number of consignments received at a time

The port shall receive only one consignment restricted explosives at a time. A second consignment shall arrive only after the previous consignment has moved out of the port area.

3.10. Transit cargo of Restricted Explosives:

Ships carrying explosives for discharge at other port(s) will not normally be allowed to call at this port. But the Safety Officer, may, at his discretion, waive this restriction provided that no type of explosives other than explosives of Class II or Class III Division as defined in the Explosives Rules, 1940 is carried as a transit cargo and that the quantity of such explosives does not exceed 25 tonnes.

Any ship granted exemption under this provision shall unload the transit cargo into

a boat at the Explosives Anchorage before such ship enters the harbour and may load the explosives into her again at the said anchorage on her outward journey from the port.

3.11. Technical Representative

Any consignor/consignee intending to bring restricted explosive into the port area shall depute a technically qualified person to act as the Technical Representative to take charge of individual consignment of such explosives. Such Technical Representative shall remain in charge of each consignment of explosives throughout the time that such consignment remains within the port limits. He shall observe and/or cause to be observed all the rules regulating the traffic of restricted explosives in so far as such rules apply to the consignor/consignee. He shall also take and/or cause to be taken all reasonable precautions as necessary for preventing any accident.

3.12. Cases of Restricted Explosives

Damaged/Unsound case(s) of restricted explosives shall not be discharged into boats, landed on the quay or loaded into wagons before such case(s) is/are suitably repaired or the contents thereof are repacked in a manner as per provisions contained in the Explosive Rules, 1940 and to the satisfaction of the Safety Officer.

The consignor's/consignee's Technical Representative shall be responsible for isolating such damaged/unsound case(s) and for arranging to repair such case(s) subject to provisions contained in the Explosives Rules, 1940 to the satisfaction of the Safety Officer.

3.13. Hours of working

Restricted explosives shall not be discharged from ships or shall not be loaded into boats from the shore before 0600 hours or after 1600 hours; but landing from boat to shore or shipping from boat to ship of such explosives may be done between sunrise and sunset with the permission of the Safety Officer, provided that the landing/shipping operations can be completed well before sunset.

3.14. TRAFFIC PROCEDURE IN RESPECT OF RESTRICTED EXPLOSIVES IMPORTED INTO THE PORT:

(a) Any ship bringing restricted explosives for landing at this port shall discharge such explosives into boats at the Explosive Anchorage before the ship enters the enclosed harbour.

(b) Not more than 25 tonnes of restricted explosives shall be discharged into any boat.

(c) While loading into boats, explosives shall be separated in accordance with the regulations laid down in the Indian Merchant Shipping(Carriage of Dangerous Goods) Rules, An explosive of the 6th(ammunition) class or an explosive of 7th (fireworks) class shall not be discharged into or loaded into any barge or wagon along with an explosive not of the same class and division.

(d) Boats loaded with explosives shall be towed by a tug and shall be moored alongside the Old Outer Arm where they shall like until called inside for off loading on the quay.

To give protection from rough sea during bad weather, the Safety Officer; may at his discretion permit boats loaded with explosives to lie near the northern corner of the enclosed harbour, subject to such additional restrictions that he may deem fit to impose.

(e) Boats loaded with restricted explosives shall be moored alongside the Old Outer Arm in such a way that a safety distance of not less than 100 metres is maintained between any two of such boats.

(f) Restricted explosives lying in boats shall be properly covered with clean tarpaulins to protect such explosives from the sun. Tarpaulins contaminated with Oil / Grease / Spilling of chemicals shall not be used for this purpose.

(g) Explosives boats lying alongside the Outer Arm shall never be left unattended; at least one Lighterman shall remain always on duty on each boat.

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(h) Explosives shall be discharged from boats only at the East Quay and not at any other point in the Port area.

(i) When wagons / vans to load explosives are placed on the East Quay and when other arrangements for loading into such wagons / vans are completed the Section Official-in-charge may shift the explosives boats lying alongside the Old Outer Arm directly to the landing site. Not more than one boat at a time shall proceed to the landing site.

(j) Not more than five explosives wagons/vans shall be placed at a time on the East Quay and such wagons/vans shall be positioned not less than 50 meters away from the site of landing of explosives.

(k) Transfer of explosives from the boats to the East Quay shall be carried out used exclusively the hand operated crane provided for the purpose on the East Quay. Trays and not slings shall be used for this operation.

(l) Cases of explosives so landed on the East Quay shall without delay be carefully man0carried and loaded into wagons / vans placed not less than 50 metes away from the landing point.

(m) Wagons / vans loaded with explosives shall be removed from the East Quay and out of the port area immediately after loading operations are completed. Such wagons / vans shall not remain in the port are during the night time.

(n) Wagons loaded with explosives shall not be loose shunted. If a steam engine is used for moving the wagons the engine shall be separated from the explosives wagons by not less than three empty carriages.

3.15 TRAFFIC PROCEDURE IN RESPECT OF EXPLOSIVES EXPORTED FROM THE PORT:

(a) Explosives intended for export shall be brought into the port only when the ship to received such explosives is available at the Port.

(b) Such explosives shall be brought only after arrangements have been made with the Traffic Department for keeping boats to receive the same ready at the East Quay.

(c) The arrival of such explosives shall be so timed that shore to boat transfer of the explosives can be completed between the limits of working hours stipulated in Rule 3.13.

(d) Such explosives shall be brought directly to the East Quay and shall immediately be loaded into the boats subject to restrictions stipulated in Rules 3.14 (b) and 31.4 (c)

(e) As far as possible explosives so loaded into boats shall be taken out and loaded into the receiving ship at the Explosive Anchorage on the same day. If this were not possible due to any compelling reason, the boats may be taken out and moored alongside the Old Outer Arm subject to the provisions of 3.14 (e), 3.14 (f) and 3.14 (g). The waiting period for such boats shall not exceed 24 hours.

(f) As soon as the ship is moored at the Explosive Anchorage ready to receive such explosives these boats shall be towed one after another by using a tug for the explosives being loaded into the ship.

3.16 HANDLING OF EXPLOSIVES PROHIBITED AT THE EAST QUAY WHEN A SHIP LIES ALONGSIDE THIS QUAY:

Explosives shall not be handled and shall not remain on or alongside the East Quay when a ship remains alongside this quay.

3.17 BERTHING OF OIL TANKER SHIPS WHILE EXPLOSIVES REMAIN INSIDE THE HARBOUR OR ARE BEING HANDLED AT THE EAST QUAY:

When boats loaded with restricted explosives lie at the northern corner of the Inner Harbour or alongside the East Quay and while such explosives are being handled at the East Quay, the outermost tanker berth inside the Inner Harbour shall not be used for berthing an oil tanker ship.

3.18 ACCIDENT AND FIRE PREVENTION MEASURES ;

(a) PROHIBITION OF MATCHES, FUSES, ETC:

No person engaged in the handling of explosives shall carry fuses, matches, cigarette lighters or any other appliance(s) likely to produce ignition or explosion. This

rule shall apply with particular emphasis to the Lighter men on standby duty on explosives boats lying afloat awaiting clearance.

(b) RESPONSIBILITY OF THE SHIP'S MASTER:

The Master of any ship discharging or receiving explosives shall see that the deck and the platform in the hold over which explosives are moved are covered with a suitable padding material. He shall also ensure that persons engaged in the handling of such explosives do not wear shoes having metal parts likely to create sparks.

He shall further ensure that wireless transmitter or radar installation on the ship shall not be operated while explosives are being handled on board.

(c) FIRST AID FIRE FIGHTING EQUIPMENT ON BOATS:

Each boat used for carriage of restricted explosives shall be provided with four buckets with hooks and ropes to facilitate drawing of water from the sea. These buckets shall be kept (empty) on suitable stands at the rate of two buckets at either end of the boat.

(d) FIRST AID FIRE FIGHTING EQUIPMENT ON EAST QUAY:

Six buckets with hooks and ropes to facilitate drawing of water from the sea shall be kept on the East Quay; three of these buckets complete with hooks and ropes shall be placed near the point of landing of explosives and remaining three sets shall be placed near the explosives wagons/vans. These buckets shall be kept filled up with water before commencement of handling of explosives.

(e) CARE IN THE HANDLING OF EXPLOSIVE:

Cases of explosives shall be handled with utmost care avoiding dropping on/bumping against hard surfaces. Landing cushions shall be used wherever necessary to avoid accidents, use of such cushions shall be compulsory at the landing/ loading points on the East Quay.

(f) SEARCH POCKET:

Warning against smoking use of naked lights and any type of open fire at all points

anywhere around the vicinity where explosives are handled shall be arranged. Rubber heeled shoes alone shall be permitted to be used.

3.19. RESTRICTED EXPLOSIVES TO BE PROTECTED FROM SUN AND FROM GETTING WET:

Cases of restricted explosives shall be duly protected from direct exposure to sun by covering them with clean tarpaulins.

Due care shall also be taken to ensure that restricted explosives do not get wet. In case any case(s) wet due to any accident the Technical representative shall immediately notify the occurrence to the Controller of Explosives, South Circle. Further movement of such wet case(s) shall be subject to the directions as may be given by the Controller of Explosives.

3.20. BOATS USED IN THE TRAFFIC OF RESTRICTED EXPLOSIVES:

(a) CONSTRUCTION:

Boats used for the transport of restricted explosives may preferably be built of wood. If made of steel they shall be lined internally with wood or the floor shall be lined with wood free from crevices and the sides shall be fitted with wooden grating of such design that case(s) of explosives cannot come in contact with the metal of the boat.

The boats shall be marked conspicuously on both sides with the word 'EXPLOSIVES' written in bold letters.

(b) INSPECTION OF BOATS:

Boats used for the carriage of restricted explosives shall be inspected once in every three months by the Assistant Marine Officer to ascertain their suitability and fitness for conveyance of such explosives. Any defects notified during such inspection shall be rectified before such boats are reused for carrying explosives.

Boats which may have been used for the carriage of other cargo shall be arranged to be cleaned and made entirely free of spillings of goods previously carried before they are utilized for the carriage of explosives. This shall be the responsibility of the Shed Master, Lighterage Section.

3.21. PENALTIES:

Whoever in breach of these rules transports or imports any explosive or otherwise contravenes any of these rules shall be punishable with –

(a) If he imports any explosive is such contravention: - imprisonment for a term which may extend to three years or fine which may extend to Rs.5,000 or both.

(b) If he transports any explosive in such contravention: - Imprisonment for a term which may extend to two years or fine which may extend to Rs.3000/- or both.

(c) In any other cases :- fine which may extend to Rs.1000/-

NOTE: In the imposition of the penalty prescribed for this clause the penalty under clause 2.25 will not be applicable.

PART-4

SPECIAL RULES TO REGULATE THE TRAFFIC OF GASES: COMPRESSED, LIQUEFIED OR DISSOLVED UNDER PRESSURE

(IMCO CLASS-2)

4.1 CYLINDER / CONTAINERS OF GAS:

(a) The valves of cylinders / containers of gas shall be protected against damage either by design of the cylinder / container or by provision of a stout metal cap securely attached to the body of the cylinder / container. The metal cap shall not anywhere be in actual contact with the valve or valve body.

This restriction shall apply also to empty cylinders / containers.

(b) Cylinders / Containers of Gas shall be marked or labelled legibly with the name of the gas, Cases in which cylinders / containers of gas are packed also shall be marked or labelled likewise.

4.2 LANDING / LOADING / TRANSIT-STORAGE OF CYLINDERS / CONTAINERS OF GAS:

(a) Cylinders /Containers of Gas shall be handled with utmost care at all stages of their handling in the Port area. They shall not be dropped on or bumped against hard surfaces or rolled or otherwise rough handled. Landing cushions shall be used

wherever required by the safety enforcement staff.

(b) Trays (but not slings) shall be used for landing or loading cylinders / containers of gas. This restriction will not apply to large tanks of gas, which may be lifted / lowered in any other safe manner.

(c) Due care shall be taken to prevent contamination of cylinders / containers or gas with oily / fatty substances.

(d) Cylinders / Containers of different types of gas shall be separated from one another during handling and shall be transit-stored well segregated from one another.

(e) Cylinders / Containers of gas shall be handled well separated from other cargo and shall be transit-stored well segregated from other classes of dangerous goods and combustible substances.

Cylinders / Containers of inflammable gas shall not be placed in the proximity of those containing oxygen, compressed air or nitric oxide. Cylinders / Containers containing chlorine shall not be placed in the proximity of those containing ammonia.

(f) Cylinders / Containers of gas shall be transit-stored in the hazardous cargo shed. Actual places of storage of gases shall be indicated on the safety cards issued by the Assistant Safety Officer.

They shall not be stored inside the transit sheds and warehouses.

(g) Cylinders / Containers of gas shall, at all times, be protected from sun's heat and other sources of direct heat.

(h) Cylinders / Containers of gas shall not be over stowed with other cargo.

4.3 LEAKAGE OF GAS:

(a) In the event of any accidental leakage of gas from a cylinder / container, the Assistant Safety Officer or the Safety Inspector on duty shall be notified of the occurrence immediately by telephone and prompt measures for avoiding accidents shall be taken and / or caused to be taken pending arrival of the Assistant Safety Officer or Safety Inspector.

The Master of the Ship (if the leakage occurs on board a ships) or the Traffic Section Official concerned (if the leakage occurs elsewhere) shall be responsible for

taking action as indicated in the preceding para.

NOTE:

(i) Inflammable Gases such as Acetylene, Hydrogen, Coal gas, Cooking gas, etc. are liable to form 'explosive mixtures' with the air, such mixtures may be ignited even by a spark, which may result in a shattering explosion.

(ii) Gases, such as Chlorine, Ammonia, etc., are liable to cause suffocation even in small quantities. They will attack the eyes, the throat and the lungs and may cause destruction of the mucous membranes; exposure to these gases can even be fatal.

(b) On receipt of information regarding accidental leakage of gas, the Assistant Safety Officer, if available, or the Safety Inspector shall immediately turn out to the scene of occurrence and shall take and / or cause to be taken prompt and effective preventive measures for avoiding any accident.

4.4. PENALTIES:

The penalty for any one infringement of any of these by-laws shall not exceed one hundred rupees and in case of a continuing infringement shall not exceed fifty rupees per diem for every day after the first during which such infringement continues.

PART-5

SPECIAL RULES TO REGULATE THE TRAFFIC OF 'PACKED INFLAMMABLE LIQUIDS' (IMCO-CLASS-3)

5.1 These rules cover only 'Packed Inflammable Liquids', i.e. Inflammable Liquids packed in drums, receptacles and cases.

Rules to regulate 'Inflammable Liquids' carried in bulk (i.e. in tanks of oil tanker ships) are included as Appendix-A to these Regulations.

5.2 For the purpose of these rules, Packed Inflammable Liquids will be divided into the following groups.

(i) Packed Inflammable Liquids –

Petroleum, Class-A means, which are inflammable liquids having flash point below 23⁰ C.

(ii) Packed Inflammable Liquids –

Petroleum, Class-B means, petroleum having flash point of 23⁰ C and above but below 65⁰ C.

(iii) Packed Inflammable Liquids –

Petroleum, Class-C means, petroleum having flash point of 65⁰ C and above but below 93⁰ C

SPECIAL RESTRICTIONS APPLICABLE TO PACKED INFLAMMABLE LIQUIDS –

GROUP-A

5.3 No ship shall have on board Packed Inflammable Liquids – Group-A, in excess of 30,000 litres while she remains inside the enclosed harbour. This maximum shall be inclusive of any quantity of such liquids carried by the ship as transit cargo.

5.4 If any ship arrives at this Port with Packed Inflammable Liquids Group-A, in excess of 30,00 litres the ship shall enter the enclosed harbor only after the excess quantity is discharged into boat(s) at the Explosive Anchorage.

Pending reshipment of this excess cargo, the boat(s) so loaded shall lie at such place(s) and subject to such additional restrictions as the Safety Officer may indicate.

The ship may on her outward journey, reship this cargo from the boat(s) at the Explosive Anchorage.

5.5. If the total quantity of Packed Inflammable Liquids – Group-A on any ship lying in the port were to exceed 30,000 litres on account of any fresh load accepted for shipment at this port, the quantity in excess of 30,000 litres shall not be loaded inside the enclosed harbour. Such excess quantity may be loaded into boat(s) at any berth situated to the east of the Jawahar Dock and boats so loaded may be taken out to the Explosive Anchorage, where the contents may be loaded into the receiving ship.

5.6 Packed Inflammable Liquids – Class-A, may be landed / shipped directly at all quay berths except the North Quay, subject to strict observance of the following safety precautions:-

(i) The drums / receptacles / cases of such liquids shall be landed directly into trailers which shall have been kept ready for

this purpose before the landing operation commences. Trailers so loaded shall be removed immediately to the hazardous cargo shed for transit storage of the liquids.

(ii) Packed Inflammable Liquids – Class-A, to be shipped from this port shall be brought on the quays only when arrangements for loading them directly into the ship have been completed and the consignment shall be shipped immediately thereafter.

(iii) Before landing or loading of such liquids commences, all inflammable / dangerous goods shall have been removed from the quay.

(iv) A fire engine shall be kept standing by on the quay whenever landing / loading of such liquids is carried out.

(v) Steam locos shall not be allowed to operate within 100 metres of the points where such liquids are handled.

(vi) While such liquids are being landed / loaded no other cargo shall be laded from or loaded into the same ship.

(vii) Provision of wooden barricades shall be made to demarcate the place where such Petroleum is handled and to keep off unauthorized persons from the vicinity.

(viii) Persons in such vicinity shall be subjected to search for matches, etc.

(ix) 'No smoking' boards shall be exhibited during the handling of Packed Inflammable Liquids – Class-A.

5.7 A ship lying at the Moorings may discharge Packed Inflammable Liquids – Class-A, into boat(s) kept ready for the purpose. A ship lying alongside the North Quay may discharge such liquids overside into boat(s)

Boat(s) so loaded shall be taken to any quays situated to the east of Jawahar Dock where the contents may be transferred to the shore, to be transported directly for transit-storage in the hazardous cargo shed.

5.8 PACKED INFLAMMABLE LIQUIDS

Class-A, intended to be loaded into any ship lying at a Mooring or the North Quay shall be loaded into boats at any quay situated to the east of Jawahar Dock; boats so loaded may be brought alongside the ship and their contents may be shipped with due diligence.

5.9 PACKED INFLAMMABLE LIQUIDS

Class-A, intended to be shipped at any Mooring or the North Quay shall be brought into the Port area only after the ship to received the same is ready and boats are kept ready for shore to mooring transport of such liquids.

5.10 TRANSIT – STORAGE OF PACKED INFLAMMABLE LIQUIDS – GROUP-A :

Packed Inflammable Liquids shall not be stored anywhere inside the port area except inside the hazardous cargo shed.

(NOTE: - At present this shed has a storage capacity of 90,000 litres of inflammable liquids).

In case, the total quantity of inflammable liquids to be transit-stored exceeds the total storage capacity of the hazardous cargo shed, the Safety Officer may, on the recommendation of the Traffic Manager, permit the excess quantity to be transit-stored afloat in boats at such places and subject to such additional restrictions as he may indicate. (This facility will depend on the availability of barges for being spared for this purpose.)

The port shall not accept any Inflammable Liquids – Class-A, if the hazardous cargo shed is full and the additional transit-storage facility (afloat in boats) also is utilized.

5.11 Packed Inflammable Liquids – Class-A, shall be handled only during the day light hours.

The landing / shipping operations shall be so timed as to ensure that all phases of the operations (landing and transit-storage arrangements with regard to import cargo on arrival into the port and completion of shipment in respect of export cargo) are completed between sunrise and sunset of any single day.

SPECIAL RESTRICTIONS APPLICABLE TO PACKED INFLAMMABLE LIQUIDS – GROUP-B

5.12 The restrictions applicable to Packed Inflammable Liquids – Class-A shall generally apply also to Packed Inflammable Liquids- Group-B, subject to the following modifications and relaxations:-

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(a) There will not be any quantitative limit on Packed Inflammable Liquids – Class-B carried by any ship.

(b) The maximum quantity of Packed Inflammable Liquids- Class-B, that any ship may land / load at a time, at any berth or mooring shall be 80,000 litres provided that this quantitative restriction will not apply to consignments shipped at the East Quay, where unlimited quantities of Packed Inflammable Liquids – Class-B, can be handled.

(c) In any ship intends to discharge or load quantities of Packed Inflammable Liquids – Class-B, in excess of 80,000 litres at any berth or mooring the same may be permitted at the discretion of the Safety Officer, provided that only on lot limited to 80,000 litres is handled at a time, i.e. in case of imported cargo the first lot not exceeding 80,000 litres shall have been removed from the quay to the transit-storage site before handling of the second lot commences and in respect of export cargo the first lot not exceeding 80,000 litres brought on the quay shall have been shipped before another lot is brought on the quay.

(d) Handling of Packed Inflammable Liquids – Group-B, may be allowed during the night time subject to special permission granted at his discretion by the Safety Officer and subject to such additional restrictions that the Safety Officer may find fit to impose.

(e) Packed Inflammable Liquids – Group-B, shall normally be transit-stored in the hazardous cargo shed.

If sufficient vacant storage space is not available in the hazardous cargo shed the Safety Officer may, however, permit transit-storage of Packed Inflammable Liquids-Class-B in open plots separated by not less than 20 metres from any building, plant or installation. Consignments so stored in the open plots shall be covered fully with clean tarpaulins and such tarpaulins shall be 'weighted' all round to prevent them from getting displaced due to breeze, etc.

5.13 The receptacles of Inflammable Liquids – Class-B and A brought into the port limits shall be in a sound and undamaged condition when they arrive at the Port.

In case any receptacle becomes damaged or leaky during handling at this port, such receptacle shall not be moved further except after it is repaired or the leak is arrested in a manner satisfactory to the Assistant Safety Officer or Safety Inspector. Under no conditions shall leaky and open containers of Inflammable Liquids – Class-B and A be handled / transit-stored in the Port limits.

(NOTE:- Vapour escaping from an open / leaky container of Inflammable Liquids is liable to form an explosive mixture with air; even a spark may ignite this mixture with explosive violence. Being heavier than air, such vapour may flow to considerable distances before being diffused in the air.)

5.14 The Safety Officer, may, at his discretion, relax all or any of the handling restrictions applicable to Packed Inflammable Liquids – Class-B, if the total quantity of such liquids landed from / loaded into any ship is less than 10,000 litres.

Transit-storage restrictions shall, however, remain unchanged even with regard to such small consignments.

5.15 INFLAMMABLE LIQUIDS – Group-C:

The restrictions applicable to Packed Inflammable Liquids- Class-A, and B shall not apply to Packed Inflammable Liquids – Class-C, Such liquids shall not, however, be taken into or stored inside any transit shed or warehouse.

5.16 Any person contravening any of the above rules is punishable with fine which may extend to five hundred rupees and for every subsequent offence with fine which may extend to two thousand rupees.

(NOTE:- In the imposition of the penalty prescribed for this clause the penalty under Clause 2.25 will not be applicable).

PART – 6

SPECIAL RULES TO REGULATE THE TRAFFIC OF INFLAMMABLE SOLIDS (IMCO CLASS 4-1), INFLAMMABLE SOLIDS OR SUBSTANCES LIABLE TO SPONTANEOUS COMBUSTION (IMCO CLASS 4-2) AND INFLAMMABLE SOLIDS OR SUBSTANCES WHICH IN CONTACT WITH WATER EMIT INFLAMMABLE GASES (IMCO CLASS 4-3).

A. INFLAMMABLE SOLIDS (IMCO Class 4-1)

6.1 Receptacles / Containers:

Inflammable Solids shall be brought within the port limits only in receptacles / containers which are in a sound and undamaged condition.

If packed in effectively closed drums / receptacles such drums shall continue to remain in an effectively closed condition. If packed in bags / cases the condition of the bags / cases shall be such that no spillage will occur during handling and transit-storage in the port area.

6.2 Handling: Inflammable solids shall be handled with utmost care, avoiding bumping against or dropping on hard surfaces or otherwise rough handling.

6.3 Landing/Loading:

Inflammable solids may be landed / shipped at any quay or mooring without any quantitative limit and without any restrictions regarding the working hours.

6.4 Transit-storage:

Inflammable solids shall be transit-stored at such places, as may be specifically indicated in the safety cards issued to cover individual consignment of such goods. Some of the highly hazardous substances coming under this class shall be transit-stored inside the hazardous cargo shed.

6.5 Separation during handling and storage:

Inflammable solids shall be well separated from other classes of dangerous goods and combustible substances during handling and shall be transit-stored well segregated from other classes of dangerous goods and combustible substances. Particular care shall be taken to ensure that at no time are these substances transit-stored anywhere in the vicinity of oxidizing substances and organic peroxides.

6.6 Spillage:

Every care shall be taken to avoid spillage of Inflammable solids during handling and transit-storage.

In the event of any spillage, such spilling shall be swept separately and shall be disposed of in a safe manner under the personal supervision of a Safety Inspector.

Under no circumstances shall railway rolling stock or other vehicles be permitted to move over spilling or inflammable solids; other cargo shall not be rolled / pushed over spilling or inflammable solids.

B. INFLAMMABLE SOLIDS OR SUBSTANCES LIABLE TO SPONTANEOUS COMBUSTION (IMCO CLASS 4-2).

6.7 Rules 6.1 to 6.6 applicable to Inflammable solids shall apply with equal emphasis to Inflammable solids or substances liable to spontaneous combustion.

The following additional restrictions shall also apply to inflammable solids or substances liable to spontaneous combustion.

(a) If packed in hermetically sealed containers, such containers shall remain in a hermetically sealed condition throughout the period that they remain inside the port limits.

(NOTE: Some of the substances coming under this class are liable to ignite spontaneously by mere exposure to air).

(b) Inflammable solids or substances liable to spontaneous combustion shall be transit-stored in small stacks either inside the hazardous cargo shed or in any other premises indicated in the safety cards covering individual consignments of such goods. Proper alleyways shall be left between such small stacks and between the stacks and the walls all around.

Such stacks shall be inspected regularly and periodically by the Assistant Safety Officer / Safety Inspector for signs of overheating. In case any stack is found to be warmer than normal, such stacks shall be broken up, cooled by aeration and re-stacked in a safe manner.

C. INFLAMMABLE SOLIDS OR SUBSTANCES WHICH IN CONTACT WITH WATER EMIT INFLAMMABLE GASES.

6.8 Rules 6.1 to 6.6 applicable to Inflammable Solids shall apply with equal emphasis to Inflammable Solids or Substances which in contact with water emit inflammable gases.

The following additional restrictions shall also apply to Inflammable Solids or

Substances which in contact with water emit inflammable gases:

(a) Inflammable Solids or Substances which in contact with water emit inflammable gases shall not be handled whenever it is raining.

During all stages of handling and transit-storage of such substances, all possible precautions shall be taken to prevent such substances getting wet or exposed to damp air.

(b) As some of the substances coming under this class are liable to react dangerously even with damp air, no containers which are damaged / open shall be permitted to be stored anywhere in the Port area.

In case any container of such substances gets damaged or opened during handling / transit-storage, the Safety Officer may take such action as he considers necessary for ensuring safety. He may even order destruction of the contents of such container in a safe manner.

6.9 Penalties:

The penalty for any one infringement of any of these by-laws shall not exceed one hundred rupees and in case of a continuing infringement shall not exceed fifty rupees per diem for every day after the first during which such infringement continues. This sub-rule will apply to Inflammable Solids mentioned in Rules 6.1 to 6.6.

6.10 Penalties:

The penalty for any one infringement of any of these by-laws shall not exceed one hundred rupees and in case of a continuing infringement shall not exceed fifty rupees per diem for every day after the first during which such infringement continues. This sub-rule will apply to Inflammable Solids or substances mentioned in Rules 6.1 to 6.7.

6.11 Penalties:

The penalty for contravening any of the above rules shall be a fine which may extend to Rs.500/- and for every subsequent offence a fine which may extend to Rs.2000/-. This sub-rule will apply to Inflammable Solids or Substances mentioned in Rule 6.8.

(NOTE:- In the imposition of the penalty prescribed for this clause the penalty under clause 2.25 will not be applicable).

PART 7

SEPCIAL RULES TO REGULATE THE TRAFIC OF OXIDISING SUBSTANCES (IMCO CLASS 5-1) AND ORGANIC PEROXIDES (IMCO CLASS 5-2)

A. OXIDIZING SUBSTANCES (IMCO Class 5-1)

7.1 Containers:

Oxidizing substances shall be brought into the port only in sound and undamaged containers/cases.

7.2 Spillage:

In case containers/cases of oxidizing substances are found to be in an open/damaged condition after their arrival at the port such containers/cases shall be handled/transit-stored only subject to taking such effective measures for preventing spillage as may be indicated by the Assistant Safety Officer/Safety Inspector.

If spillage, however, occurs under unavoidable circumstances, such spillage shall be swept separately and shall be disposed of in a safe manner under the personal supervision of the duty Safety Inspector.

(NOTE: Spillage of Oxidizing substances when mixed with the spillings/dust of other combustible substances are liable to be ignited with explosive violence; even mere friction as caused by vehicles and railway rolling stocks moving over or cargo being dragged or rolled may be sufficient to cause ignition of such mixtures)

7.3 Separation during handling and transit-storage:

Oxidizing substances shall be well separated from other dangerous goods as well as combustible substances during landing/loading and shall be transit-stored well segregated from any cargo. Very special care shall be taken to ensure that oxidizing substances never come in contact with acids.

(NOTE: Oxidizing substances are liable to make materials burn more easily; they will give up oxygen when involved in a fire, which will intensify the fire to explosive

properties. They will react violently with acids; highly toxic gases are evolved during such reaction)

7.4 Landing/Loading:

Oxidizing substances can be landed/loaded as any quay or moorings without any quantitative limit or restriction regarding working hours.

7.5 Transit-storage:

Oxidizing substances shall be transit-stored at such places as will be specifically indicated in the safety cards issued to cover individual consignments of such goods.

Ground space used for storage of oxidizing substances shall be cleaned thoroughly before such goods are stacked and immediately after such goods are cleared from the storage site(s).

7.6 Special restrictions on Ammonium Nitrates:

Ammonium nitrate to be brought to the port shall have been certified to be free from organic impurities above a permitted level. Parties intending to bring Ammonium nitrate into the port shall forward to the Assistant Safety Officer, a purity certificate to the above effect, issued by a competent Governmental Authority in the country of manufacture.

Any ship carrying Ammonium Nitrates not satisfying this condition shall not be permitted to enter the enclosed harbour; such uncertified Ammonium Nitrate shall not also be brought to the port for export.

This rule will not apply in Ammonium Nitrate of fertilizer goods.

B- ORGANIC PEROXIDES (IMCO class 5.2)

7.7 Receptacles of Organic Peroxides:

Receptacles / packages of Organic Peroxides brought to the port shall remain in a perfectly safe and sound condition. Such receptacles/packages shall be examined carefully by a Safety inspector along with a responsible Officer of the ship at the port shall be permitted only if the Safety Inspector is satisfied that they remain in a safe/undamaged condition.

If any receptacles have been provided with pressure release valves or venting arrangements, such valves or venting

arrangements shall be in a perfectly normal condition. If the pressure release valve/venting arrangement on any receptacle is found choked/damaged or if any signs of earlier leakage is noticed in the receptacle of any liquid Organic Peroxide such receptacle shall be deemed to be in an unsafe condition and it shall be jettisoned forthwith.

Before lifting for being jettisoned the receptacle shall be drenched in copious quantities of water applied from the open end of a hose line and the drenching operation shall continue while the receptacle is being lifted and dropped into the sea.

Under no conditions shall repacking of Organic Peroxides be permitted within the port limits.

7.8 Handling of Organic Peroxides:

Receptacles of liquid Organic Peroxides shall be lowered/lifted /transported/transit-stored in a dead upright position. Even slight tilting of receptacles shall not be tolerated, specially so in respect of receptacles provided with pressure release valves or venting arrangements.

(NOTE: Handling of receptacles in a tilted position may cause spillage of their contents. These liquids, if spilt, are liable to react violently with the metal of the receptacles or any other substances they contact, which may lead to shattering explosions).

Other Organic Peroxides (not in the liquid state) also shall be handled with utmost care avoiding any rough handling whatsoever; suitable landing cushions shall be used wherever necessary.

(NOTE:- All Organic Peroxides are liable to cause disastrous accidents if subjected to friction).

7.9 Organic Peroxides shall be transit-stored only inside a separate compartment of the hazardous cargo shed; no other substance shall be stored in this compartment along with Organic Peroxides.

Receptacles of liquid Organic Peroxides shall be stacked only in single tier. If pressure release valves venting arrangements are provided on any receptacles, special care shall be taken to ensure that such valves of venting

arrangements are not blocked during transit-storage of such receptacles.

7.10 Landing of Organic Peroxides:

Peroxides may be landed directly on all quay berths except North Quay subject to strict observations of the following safety precautions:-

Organic Peroxides shall not be handled at the Moorings and the North Quay:

(i) Receptacles/cases of such peroxides shall be handed directly into trailers subject to observance of Rules 7.7 and 7.8. Trailers for this purpose shall have been kept ready before landing operation commences. Trailers so loaded shall be removed immediately to the hazardous cargo shed for transit-storage of Organic Peroxides.

(ii) Before landing of Organic Peroxides commences, all inflammable/dangerous goods shall have been removed from the quay.

(iii) A fire engine shall be kept standing by on the quay whenever landing of Organic Peroxides is carried out.

(iv) Steam locos shall not be allowed within 100 metres of places where liquid Organic Peroxides are handled.

(v) While Organic Peroxides are being landed no other cargo shall be landed from or loaded into the same ship.

7.11 Separation of Organic Peroxides:-

Organic Peroxides shall be handled severely isolated from any other cargo and shall be transit-stored as stipulated in rule 7.10. Under no conditions shall they be permitted as come in contact with acids, metallic oxides and other dangerous goods.

7.12 Protection from heat:

At all stages of handling and transit-storage Organic Peroxides shall be well protected from the sun and any other source of direct heat.

(NOTE: Some Organic Peroxides are liable to decompose on prolonged exposure to sun or other source of direct heat; the consequences of such decomposition will be violent).

7.13 Working hours:

Organic Peroxides shall be handled only during day light hours. Landing operations shall be so planned that landing, shifting to hazardous cargo shed and storage therein are completed during the course of a single day.

7.14 Penalties:

The penalty for contravening any of the above rules shall be a fine which may extend to Rs.500 and for every subsequent offence a fine which may extend to Rs.2000.

(NOTE: In the imposition of the penalty prescribed for this clause the penalty under clause 2.25 will not be applicable.

PART 8

SPECIAL RULES TO REGULATE THE TRAFFIC OF POISONOUS (TOXIC) SUBSTANCES (IMCO CLASS 6-1) AND INFECTIOUS SUBSTANCES (IMCO CLASS 6-2)

A. POISONOUS (TOXIC) SUBSTANCES (IMCO CLASS 6-1)

8.1 Receptacles :

Receptacles of Poisonous substances brought in the port shall remain in a hermetically sealed or effectively closed condition so as to prevent escape there from of vapours/liquids/dust.

8.2 Inspection before landing/loading:- Before landing of Poisonous substances or immediately after such substances are brought to the port for export the duty safety Inspector shall inspect the receptacles thereof to ensure that they are in sound and safe condition.

Receptacles found to be in an unsound / damaged / open condition during such inspection shall not be landed / shipped. Other goods reasonably suspected to have been contaminated with Poisonous substances spilt from unsound / damaged / open receptacles shall not also be landed / shipped.

(NOTE: The ship may over carry damaged/open receptacles of poisonous substances and other goods which are suspected to have been contaminated with poisonous substances spilt from such receptacles taking such precautions as may be suggested by the Assistant Safety Officer

to prevent hazards from such damaged/open receptacles and other contaminated goods during the ship's stay within the port limits.

Open/damaged receptacles poisonous substances brought for export shall be removed forthwith from the port area taking due precautions to avoid hazards there from.)

8.3 Landing/Shipping : The following precautionary measures shall be observed and/or caused to be observed strictly during landing/shipping poisonous substances:-

- (i) Such substances shall be handled well separated from other cargo.
- (ii) During landing or loading poisonous substances no other cargo shall be landed from or loaded into the same hatch/hold.
- (iii) Receptacles of poisonous substances shall be landed/loaded/transported in the upright position, ie. with bungs/lids or tops of cases up so as to eliminate the possibility of spillage.

8.4 Receptacles damaged during handling:

in case any receptacle/case of any poisonous substance becomes leaky or damaged during handling at the port such receptacles/case shall be handled only subject to such effective precautions (for preventing hazards) as may be suggested by the duty Safety Inspector.

Such receptacles/cases shall be handled only by men wearing protecting clothing and respirators of an approved type.

(NOTE: - Man handling damaged/open receptacles of poisonous substances shall wear rubber/polythene gloves, rubber boots; rubber aprons/oil skin suits and respirators or an approved type.

Sufficient quantities of such protective equipment shall be kept ready at all times in the Central Gear Depot)

8.5 Transit-storage:

Receptacles/Cases of poisonous substances shall not be stored inside transit sheds and warehouses. They may be stored in the hazardous cargo shed.

If at any time the storage space inside the hazardous cargo shed is found insufficient

poisonous substances may be stored in the open well away from places where goods are stacked and men may work. Stacks of poisonous substances stored in the open shall be properly covered over with clean tarpaulins; the edges of these tarpaulins shall be weighted down properly to prevent displacement due to wind, etc, portable boards bearing the 'skull and cross bones symbols' and the word 'poison' printed boldly in English and its Tamil equivalent shall be exhibited prominently all around such stacks.

8.6 Disposal of the contents of damaged/open receptacles:

In case any receptacle/case of any poisonous substances becomes damaged during handling or transit-storage at the port the disposal of its contents and all other goods suspected to have been contaminated with the poison spilt from such receptacle/case shall be carried out as decided by the Safety Officer in consultation with the Traffic Manager. The concurrence of the Port Health Officer and Customs Authorities will be obtained before deciding the mode of disposal.

8.7 Action to be taken in the event of any accident involving poisonous substances:

In the event of any receptacle/case of any poisonous substances getting accidentally damaged / leaky during landing / loading / transporting /transit-storage, the Safety Inspector (if available at the site) or the Traffic Sections official shall:-

- (i) Notify the Safety Officer and Assistant Safety Officer
- (ii) Direct the men in the vicinity to move away to a safe area.
- (iii) Arrange to send to the Port Trust Hospital all men who are suspected to have been contaminated with the poison after giving first aid if practicable.

A responsible employee of the section shall accompany these men to convey to the duty Doctor information regarding the name and known properties of the poison involved in the accident.

- (iv) Take suitable action for de-contaminating the area of spillage

(Goods contaminated by the spilt poison shall be isolated for disposal as stipulated in rule 8.6)

**B INFECTIOUS SUBSTANCES
(IMCO CLASS 6-2)**

8.8. This part has not so far handled infectious substances (i.e. disease producing germs, etc.) and traffic of such substances is not likely in the foreseeable future. No rules are, therefore, framed to regulate the traffic of infectious substances.

8.9 Penalties:

The penalty for any one infringement, of any of these by-laws shall not exceed one hundred rupees and in case of a continuing infringement shall not exceed fifty rupees per diem for every day after the first during which such infringement continues. This sub rule will apply to rules 8.1 to 8.7 only.

PART 9

**SEPCIAL RULES TO REGULATE THE
TRAFFIC OF RADIOACTIVE
SUBSTANCES (IMCO CLASS 7)**

9.1 Radioactive Substances passing through this port have been limited to the types used for therapeutic purposes. Their traffic is permitted against special permits issued by the Directorate of Radiation Protection., Government of India, and general precautions to be taken in their handling also are indicated by the said Authority.

No special rules or regulating the traffic of these substances are, therefore, considered necessary at the present stage.

However, consignees of Radioactive Substances received at this port shall depute a technically qualified person to take charge of each consignment of each substances; he shall work in collaboration with the duty Safety Inspector in ensuring safety during the handling /transit-storage of such substances.

PART 10

**SPECIAL RULES TO REGULATE THE
TRAFFIC OF CORROSIVES
(IMCO CLASS 8)**

10.1 Receptacles/Carboys:

Receptacles/ Carboys of Corrosives brought to the port shall remain in a perfectly sound and undamaged condition.

10.2. Inspection before landing / shipping:

Before Corrosives are landed from any ship the receptacles/carboys thereof shall be inspected by the Duty Safety Inspector. If any receptacle /carboy is found damaged or leaky it shall not be landed; the ship may over carry such receptacle/ carboy or may destroy its contents subject to taking such precautionary measures as may be indicated by the Duty Safety Inspector.

Corrosives brought to the port for export also shall be inspected by the Safety Inspector immediately after their arrival into the port. If any receptacle/carboy is found damaged/leaky during such inspection, the same shall be removed forthwith from the port limits subject to taking due precautions for preventing any accident or the comments thereof may be destroyed subject to taking precautionary measures as may be indicated by the Duty Safety Inspector.

10.3 Landing/Shipping:

The following precautionary measures shall be observed and/or caused to be observed strictly during landing/shipping of Corrosives:-

(i) Such substances shall be handled well separated from other cargo. Acids and alkalis shall never be mixed while landing or shipping.

(ii) Receptacles/Carboys of Corrosives shall be landed/loaded/transported in the upright position i.e. with the bungs/stoppers of receptacles or tops of cases up so as to eliminate the possibility of spillage.

10.4 Damaged / Leaky receptacles / Carboys:

In case any receptacle/carboy of any Corrosive substances becoming leaky or damaged during handling at the port such receptacle/carboy shall be handled only subject to taking effective precautions for preventing accidents as may be suggested by the duty Safety Inspector.

Such receptacle/carboy shall be handled only by men wearing protective clothing of the type stipulated in Rule 8.4.

10.5. Transit-storage:

Receptacles/Carboys of Corrosives shall not be stored inside the transit sheds and

warehouses. They may be stored in the hazardous cargo shed.

If at any time the storage space inside the hazardous cargo shed is found insufficient, Corrosives may under exceptional circumstances be stored on covered platforms transit shed verandahs subject to taking special precautions to ensure that they are well separated from any other cargo.

(NOTE: Corrosives can char most organic matters and may cause ignition of such matter. They will attack metals when inflammable and/ or poisonous gases are involved. They react dangerously with inflammable gases / liquids / solids, oxidizing substances, organic peroxides and radioactive substances. Flames of some of the Corrosives are very dangerous).

10.6 Disposal of contents of receptacles/carboys damaged during handling/transit-storage :

In case any receptacle/carboy of any Corrosives substances becomes damaged during handling or transit-storage at the port, the contents thereof shall be destroyed and rendered harmless as decided by the Assistant Safety Inspector/Duty Safety Inspector. The Port Fire Service will undertake to carry out this work.

10.7 Action to be taken in the event of an accident involving Corrosives :

In the event of any accident involving Corrosives the Safety Inspector (if available at the site) or the Traffic Section Official-in-Charge shall take or arrange to take action as indicated below:

- (i) Notify the Assistant Safety Officer
- (ii) Direct men in the vicinity to move away to a safe area
- (iii) Arrange to send to the Port Trust Hospital all men who are suspected to have been contaminated with Corrosives after giving a thorough washing of the affected parts of the body with copious quantities of water.

A responsible employee of the Section must accompany these men to convey to the duty Doctor information regarding the name of

the Corrosive involved in the accident.

- (iv) Take suitable action for decontaminating the area of spillage, as well as all articles contaminated by the spilt Corrosives.

PART 11

SPECIAL RULES TO REGULATE THE TRAFFIC OF MISCELLANEOUS DANGEROUS SUBSTANCES (IMCO CLASS 9)

11.1 This class contains substances which, although dangerous have not been allotted to any of the other classes.

It includes substances which are mildly inflammable/toxic/corrosive or which present some special risks not covered by any one of the other classes. As the characteristic properties of substances included in this class differ from one substance to another, framing general rules to cover this class of goods is impracticable. The following procedure is laid down for overcoming this difficulty.

While giving safety clearances to each of the substances included in this class, the Assistant Safety Officer will carefully consider the characteristic properties and known hazards of such substances and shall stipulate reasonable restrictions and precautionary measures as necessary for ensuring safety during its handling and transit-storage.

PART 12

DANGEROUS CHEMICALS IN LIMITED QUANTITIES

(a) An additional class of Dangerous Goods included in 'Carriage of Dangerous Goods in Ships':-

'Carriage of Dangerous Goods in Ships' published by the Board of Trade, London, includes an additional class of dangerous goods, viz. Class -10- 'Dangerous Chemicals in limited quantities' , but such a class is not allotted in the IMCO Code.

As classification of 'Dangerous Goods' adopted in the Chennai Port Safety Regulations is listed on the iMCO Code, this additional class is omitted in these regulations, substances falling under this class can, however, be allotted to Classes 1

CHENNAI PORT SAFETY REGULATIONS, 1981

to 9 (IMCO Code) depending on their characteristic properties.

Safety Clearance for these substances, may, therefore, be given by classifying such substances appropriately under one or the other of the IMCO Classes.

(b) Common list of Dangerous Goods:- An approved Common list of hazardous substances for adoption by all ports in India does not exist at present. Action for complying such a list has been initiated by the Central Government.

Once this list is finalized and approved by the Government the same shall be adopted as an adjunct to these regulations.

Principal Regulations:

The Chennai Port Safety Regulations, 1981 published in Part II Section 3(1) of the Gazette of India vide Ministry of Shipping and Transport's Notification No.GSR 724 dated 10th August, 1982 (File No.PW/PGL-27/79)

SCHEDULE 1-1

(a) Proforma – Permit for D.G Class 1(R)
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 1(R) Date.....

Permit Messrs

to land/ship the under mentioned 'Restricted Explosives' from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

NOTE: This permit is issued subject to the following conditions:-

(1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2

and 3 of the Chennai Port Safety Regulations, 1981.

(2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 1(R)
(reverse)

Precautionary measures to be observed during the handling of restricted explosives

1. Damaged/Unsound cases shall not be handled except after they are repaired or the contents thereof are repacked in a manner as per Schedule 2 of the Explosives Rules, 1940 and to the satisfaction of the Safety Officer.
2. Handling shall be carried out only between 0600 and 1600 hours (day time)
3. Different classes of Explosives shall not be mixed during handling/loading, each class shall be handled and loaded separately.
4. Explosives shall be protected from the sun and from getting wet.
5. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 1(R)
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 1(R) – Restricted Explosives.

(Reference :D.G Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned consignment of 'Restricted Explosives' is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

CHENNAI PORT SAFETY REGULATIONS, 1981

Description	Quantity
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Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Permit for D.G Class 1(R)
(reverse)

Precautionary measures to be observed during the handling of restricted explosives

1. Damaged/Unsound cases shall not be handled except after they are repaired or the contents thereof are repacked in a manner as per Schedule 2 of the Explosives Rules, 1940 and to the satisfaction of the Safety Officer.
2. Handling shall be carried out only between 0600 and 1600 hours (day time)
3. Different classes of Explosives shall not be mixed during handling/loading, each class shall be handled and loaded separately.
4. Explosives shall be protected from the sun and from getting wet.
5. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

SCHEDULE 1-2

(a) Proforma – Permit for D.G Class 1(S)
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 1(S)
Date.....

Permit Messrs

to land/ship the under mentioned 'Safety Explosives' from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 3 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 1(S)
(reverse)

Precautionary measures to be observed in the handling/transit-storage of safety explosives

1. Keep off unauthorized persons from places where these explosives are handled/stored; a continuous security guard shall be mounted for ensuring this condition.
2. Transit-store only inside the 'Lock fasts' in Transit sheds.
3. Damaged/Open cases shall not be handled/transit-stored except after repairing them on an approved manner.
4. Handle the cases with utmost care, avoiding bumping against or dropping over hard surfaces. Use landing cushions wherever necessary.

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(b) Proforma Safety Card for D.G Class 1(S)
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety Card... Class 1(S)–Safety Explosives.

(Reference: D.G. Permit No.....dated...)

S.S. concerned,

Please note that the under mentioned 'consignment of Safety Explosives' is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 1(S)
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Safety explosives

1. Keep off unauthorized persons from places where these explosives are handled/stored; a continuous security guard shall be mounted for ensuring this condition.
2. Transit-store only inside the 'Lock fasts' in Transit sheds.
3. Damaged/Open cases shall not be handled/transit-stored except after repairing them on an approved manner.
4. Handle the cases with utmost care, avoiding bumping against or dropping over hard surfaces. Use landing cushions wherever necessary.

SCHEDULE 1-3

(a) Proforma – Permit for D.G Class 2
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 2 Date.....

Permit Messrs

to land/ship the under mentioned Gase(s) from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of Gas Cylinders in the port area shall be subject to strict observance of the rules under Part 2 and 4 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 2
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Gases

1. Valves of cylinders/containers shall be protected by valve caps or other protective devices; do not land or accept for shipment cylinders/containers that do not satisfy this condition.
2. At all costs prevent contamination of cylinders/containers of gas with oily fatty substances.
3. Separate cylinders/containers of different types of bases during handling / transit – storage.

CHENNAI PORT SAFETY REGULATIONS, 1981

4. Transit-store well separated from other dangerous goods and combustible cargo.
5. Protect cylinders / containers from the sun and other sources of direct heat.
6. Do not over stow cylinders/ containers with any other cargo.
7. In the event of leakage of gas, inform the Assistant Safety Officer.
8. Handle cylinders/containers with utmost care, avoiding bumping against or dropping over hard surfaces. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 2
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 2 – Gas(es)
(Reference: D.G. Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned 'consignment of Gas(es) is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 2
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Gases

1. Valves of cylinders/containers shall be protected by valve caps or other protective devices; do not land or accept for shipment cylinders/containers that do not satisfy this condition.
2. At all costs prevent contamination of cylinders/containers of gas with oily fatty substances.

3. Separate cylinders/containers of different types of bases during handling/transit – storage.
4. Transit-store well separated from other dangerous goods and combustible cargo.
5. Protect cylinders/containers from the sun and other sources of direct heat.
6. Do not over stow cylinders/ containers with any other cargo.
7. In the event of leakage of gas, inform the Assistant Safety Officer.
8. Handle cylinders/containers with utmost care, avoiding bumping against or dropping over hard surfaces. Use landing cushions wherever necessary.

SCHEDULE 1-4

(a) Proforma – Permit for D.G Class 3
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 3 Date.....

Permit Messrs

to land/ship the under mentioned Packed Inflammable liquid(s) – Group A/B from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 5 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

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(a) Proforma – Permit for D.G Class 3
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Packed Inflammable Liquids

1. Do not land or accept for shipment leaky/open receptacles.
2. If receptacles become leaky during handling/transit-storage such leaks shall be arrested forthwith by same efficient means.

Never allow leaky or open receptacles of inflammable liquids to remain within the port limits without taking adequate precautionary measures;

3. Handle receptacles with utmost care avoiding dropping on or bumping against hard surface. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 3
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 3 – Packed Inflammable liquid(s) – Group A/B

(Reference: D.G. Permit No.....dated.....)

S.S. concerned,

Please note that the under mentioned 'consignment of Packed Inflammable liquid(s) – Group A/B is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 3
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Packed Inflammable liquids.

1. Do not land or accept for shipment leaky/open receptacles.

2. If receptacles become leaky during handling/transit-storage such leaks shall be arrested forthwith by same efficient means.

Never allow leaky or open receptacles of inflammable liquids to remain within the port limits without taking adequate precautionary measures;

3. Handle receptacles with utmost care avoiding dropping on or bumping against hard surface. Use landing cushions wherever necessary.

SCHEDULE 1-5

(a) Proforma – Permit for D.G Class 4,1
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 4.1Date.....

Permit Messrs

to land/ship the under mentioned Inflammable solid(s) from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 6 of the Chennai Port Safety Regulations, 1981.

- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

CHENNAI PORT SAFETY REGULATIONS, 1981

(a) Proforma – Permit for D.G Class 4.1
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Inflammable Solid(s)

1. Do not land or accept for shipment Inflammable solids in open/damaged receptacles.
2. Receptacles that become damaged during handling shall not be moved further except after taking effective measure for preventing spillage.
3. Spilling, if any shall be swept separately and disposed of in a safe manner.
4. Handle and transit store well separated/segregated from other dangerous goods and combustible cargo, especially so from oxidizing substances and organic peroxides.
5. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 4.1
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 4.1 – Inflammable Solid(s)

(Reference: D.G. Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned 'consignment of Inflammable Solid(s) is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 4.1
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Inflammable Solid(s).

1. Do not land or accept for shipment Inflammable solids in open / damaged receptacles.
2. Receptacles that become damaged during handling shall not be moved further except after taking effective measure for preventing spillage.
3. Spilling, if any shall be swept separately and disposed of in a safe manner.
4. Handle and transit store well separated/segregated from other dangerous goods and combustible cargo, especially so from oxidizing substances and organic peroxides.
5. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

SCHEDULE 1-6

(a)Proforma – Permit for D.G Class 4.2
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 4.2 Date...

Permit Messrs

to land/ship the under mentioned Inflammable solid(s) or Substances(s) liable to spontaneous combustion from / by s.s./ m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2

CHENNAI PORT SAFETY REGULATIONS, 1981

and 6 of the Chennai Port Safety Regulations, 1981.

- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

- (a) Proforma – Permit for D.G Class 4.2
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Inflammable Solid(s) or Substances(s) liable to spontaneous combustion

1. The receptacles shall remain in a hermetically sealed condition throughout.
2. If receptacles get damaged/open during handling they shall not be moved further except after taking effective measure for preventing spillage and spontaneous heating.
3. Spillings, if any shall be swept separately and disposed of in a safe manner.
4. Handle and transit store well separated/segregated from other dangerous goods and combustible cargo, especially so from oxidizing substances and organic peroxides.
5. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

- (b) Proforma Safety Card for D.G Class 4.2
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 4.2 – Inflammable Solid(s) or Substances(s) liable to spontaneous combustion

(Reference : D.G. Permit No.....dated.....)

S.S. concerned,

Please note that the under mentioned 'consignment of Inflammable

Solid(s) or Substances(s) liable to spontaneous combustion is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

- (b) Proforma – Safety Card for D.G Class 4.2
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Inflammable Solid(s) or Substances(s) liable to spontaneous combustion

1. The receptacles shall remain in a hermetically sealed condition throughout.
2. If receptacles get damaged/open during handling they shall not be moved further except after taking effective measure for preventing spillage and spontaneous heating.
3. Spillings, if any shall be swept separately and disposed of in a safe manner.
4. Handle and transit store well separated/segregated from other dangerous goods and combustible cargo, especially so from oxidizing substances and organic peroxides.
5. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

SCHEDULE 1-7

- (a) Proforma – Permit for D.G Class 4,3
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No...Permit for D.G. Class 4.3 Date.....

CHENNAI PORT SAFETY REGULATIONS, 1981

Permit Messrs
to land/ship the under mentioned
Inflammable solid(s) or Substances(s) which
in contact with water emit(s) inflammable
gas(es) from/by s.s./m.vdue to arrive
on or about.....

Description	Quantity
-------------	----------

NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 6 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 4.3
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Inflammable Solid(s) or Substances(s) which in contact with water emit(s) inflammable gas (es)

1. At all costs protect from damp.
2. Do not land or accept for shipment receptacles which are not in a hermetically sealed condition.
3. Receptacles damaged during handling shall be moved further only after taking effective precautions against spillage and contact of the contents with moisture.
4. Spillings, if any, shall be swept separately and disposed of in a safe manner.
5. Handle and transit-store well separated/segregated from other

dangerous goods and combustible cargo, especially so from oxidizing substances and organic peroxides.

6. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 4.3
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 4.3 – Inflammable Solid(s) or Substances(s) which in contact with water emit(s) inflammable gas(es)

(Reference: D.G. Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned 'consignment of Inflammable Solid(s) or Substances(s) which in contact with water emit(s) inflammable gas(es) is to be landed / shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 4.3
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Inflammable Solid(s) or Substances(s) which in contact with water emit(s) inflammable gas(es)

1. At all costs protect from damp.
2. Do not land or accept for shipment receptacles which are not in a hermetically sealed condition.
3. Receptacles damaged during handling shall be moved further only after taking effective precautions against spillage

CHENNAI PORT SAFETY REGULATIONS, 1981

and contact of the contents with moisture.

4. Spillings, if any, shall be swept separately and disposed of in a safe manner.
5. Handle and transit-store well separated/segregated from other dangerous goods and combustible cargo, especially so from oxidizing substances and organic peroxides.
6. Handle with utmost care, avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

SCHEDULE 1-8

(a) Proforma – Permit for D.G Class 5.1
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 5. Date.....

Permit Messrs

to land/ship the under mentioned Oxidizing Substance(s) from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 7 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 5.1
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Oxidizing Substance(s)

1. Land or accept for shipment only receptacles which are in a sound condition.
2. Spillings, if any, caused during handling shall be swept separately and disposed of in a safe manner.
3. Handle / transit-store well separated/segregated from other cargo especially so from acids
4. Ground space used for storages or oxidizing substances shall be cleaned thoroughly before they are stacked and immediately after they are cleared.
5. Handle with utmost care avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 5.1
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 5.1 –Oxidizing Substance(s)

(Reference: D.G. Permit No.....dated.....)

S.S. concerned,

Please note that the under mentioned ‘consignment of **Oxidizing Substance(s)** is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

CHENNAI PORT SAFETY REGULATIONS, 1981

(b) Proforma – Safety Card for D.G Class 5.1
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Oxidizing Substance(s)

1. Land or accept for shipment only receptacles which are in a sound condition.
2. Spillings, if any, caused during handling shall be swept separately and disposed of in a safe manner.
3. Handle / transit-store well separated/segregated from other cargo especially so from acids
4. Ground space used for storages or oxidizing substances shall be cleaned thoroughly before they are stacked and immediately after they are cleared.
5. Handle with utmost care avoiding dropping on or bumping against hard surfaces. Use landing cushions wherever necessary.

SCHEDULE 1-9

(a) Proforma – Permit for D.G Class 5.2
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 5.2 Date....

Permit Messrs

to land/ship the under mentioned Organic Peroxide(s) from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 7 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or

caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 5.2
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Organic Peroxide(s)

1. Land only receptacles which are in a safe and sound condition. If pressure release valves or venting arrangements are provided such valves or venting arrangements shall be in a perfectly normal condition
2. Damaged/leaky receptacle(s).of liquid Organic Peroxides shall be jettisoned forthwith applying water from the open end of a hose line on the receptacle(s) before and while being petitioned.
3. Repacking of Organic peroxides is strictly forbidden.
4. Receptacles of liquid Organic Peroxides shall be lowered and carried in the dead upright position. Other Organic Peroxides also shall be handled with utmost care. Use suitable landing cushions wherever necessary.
5. Transit-store in a separate compartment of the hazardous cargo shed subject to special precautions.
6. Handle severely isolated from any other cargo.
7. Protect from the sun or any other source of direct heat.

(b) Proforma Safety Card for D.G Class 5.2
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 5.2 – Organic Peroxide(s)

(Reference: D.G. Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned 'consignment of **Organic**

CHENNAI PORT SAFETY REGULATIONS, 1981

Peroxide(s) is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
Transit-storage.....	
(P.T.O)	Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 5.2
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Organic Peroxide(s)

1. Land only receptacles which are in a safe and sound condition. If pressure release valves or venting arrangements are provided such valves or venting arrangements shall be in a perfectly normal condition
2. Damaged/leaky receptacle(s) of liquid Organic Peroxides shall be jettisoned forthwith applying water from the open end of a hose line on the receptacle(s) before and while being petitioned.
3. Repacking of Organic peroxides is strictly forbidden.
4. Receptacles of liquid Organic Peroxides shall be lowered and carried in the dead upright position. Other Organic Peroxides also shall be handled with utmost care. Use suitable landing cushions wherever necessary.
5. Transit-store in a separate compartment of the hazardous cargo shed subject to special precautions.
6. Handle severely isolated from any other cargo.
7. Protect from the sun or any other source of direct heat.

SCHEDULE 1-10

(a) Proforma – Permit for D.G Class 6.2
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 6.2 Date...

Permit Messrs

to land/ship the under mentioned Poisonous (Toxic) Substance(s) from/by s.s./m.v due to arrive on or about.....

Description	Quantity
-------------	----------

NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 8 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 6.2
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Poisonous (Toxic) Substance(s)

1. Land or accept for shipment only receptacles which are in a hermetically sealed/effectively closed condition.
2. The contents of any receptacles that becomes damaged during handling/transit-storage may be destroyed with appropriate sanction.
3. Isolate and dispose of other cargo suspected to have been contaminated with poison as directed by the Safety Officer.
4. In case of an accident involving a poisonous substances men shall be

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moved away from the vicinity and those suspected to have been contaminated shall be sent to Port Trust Hospital after giving first aid, if possible.

shall be sent to Port Trust Hospital after giving first aid, if possible.

SCHEDULE 1-11

(b) Proforma Safety Card for D.G Class 6.2
(obverse)

(a) Proforma – Permit for D.G Class 7
(obverse)

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Safety CardClass 6.2 – Oxidizing Substance(s)

S. No...Permit for D.G. Class 7. Date.....

(Reference : D.G. Permit No.....dated....)

Permit Messrs

S.S. concerned,

to land/ship the under mentioned Radioactive Substance(s) from/by s.s./m.vdue to arrive on or about.....

Please note that the under mentioned 'consignment of **Poisonous (Toxic) Substance(s)** is to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
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Description	Quantity
-------------	----------

Transit-storage.....

NOTE: This permit is issued subject to the following conditions:-

(P.T.O) Safety Officer, Ch.P.T.

(1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 9 of the Chennai Port Safety Regulations, 1981.

(b) Proforma – Safety Card for D.G Class 6.2
(reverse)

(2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

Precautionary measures to be observed in the handling/transit-storage of Poisonous (Toxic) Substance(s)

(P.T.O) Safety Officer, Ch.P.T.

1. Land or accept for shipment only receptacles which are in a hermitically sealed/effectively closed condition.
2. The contents of any receptacles that becomes damaged during handling/transit-storage may be destroyed with appropriate sanction.
3. Isolate and dispose of other cargo suspected to have been contaminated with poison as directed by the Safety Officer.
4. In case of an accident involving poisonous substances men shall be moved away from the vicinity and those suspected to have been contaminated

(a) Proforma – Permit for D.G Class 7.
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Radioactive) Substance(s)

1. Observe precautions as suggested by the Director of Radioactive Protection, Government of India.
2. Handle/Transit-store under the personal supervision of a technically qualified person deputed by the consignee/consignor.
3. Handle with utmost care avoiding dropping on or bumping against hard

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surface. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 7
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 7. – Radioactive Substance(s)

(Reference: D.G. Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned 'consignment of Radioactive Substance(s) to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 7
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Radioactive) Substance(s)

1. Observe precautions as suggested by the Director of Radioactive Protection, Government of India.
2. Handle/Transit-store under the personal supervision of a technically qualified person deputed by the consignee/consignor.
3. Handle with utmost care avoiding dropping on or bumping against hard surface. Use landing cushions wherever necessary.

SCHEDULE 1-12

(a) Proforma – Permit for D.G Class 8
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 8.
Date.....

Permit Messrs

to land/ship the under mentioned Corrosive(s) from/by s.s./m.vdue to arrive on or about.....

Description	Quantity
-------------	----------

NOTE: This permit is issued subject to the following conditions:-

- (1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 10 of the Chennai Port Safety Regulations, 1981.
- (2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

(a) Proforma – Permit for D.G Class 8.
(reverse)

Precautionary measures to be observed in the handling/transit-storage of Corrosive(s)

1. Land or accept for shipment only receptacles/ carboys which are in a perfectly sound condition.
2. Handle/Transit-store well separated /segregated from any other cargo.
3. Receptacles of liquid corrosives shall be dandled in the dead upright position.
4. Receptacles damaged during handling shall not be touched except by men wearing approved protective clothing.
5. Contacts of damaged receptacles/carboys shall be destroyed

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and rendered harmless by some efficient means.

6. Men suspected to have been contaminated with Corrosives shall be sent to Port Trust Hospital after thoroughly washing the affected parts of the body.
7. Handle with utmost care avoiding dropping on or bumping against hard surface. Use landing cushions wherever necessary.

(b) Proforma Safety Card for D.G Class 8
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

Safety CardClass 8. – Corrosives(s)

(Reference: D.G. Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned consignment of Corrosive(s) to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Description	Quantity

Transit-storage.....

(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 8
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Corrosive(s)

1. Land or accept for shipment only receptacles/ carboys which are in a perfectly sound condition.
2. Handle/Transit-store well separated /segregated from any other cargo.
3. Receptacles of liquid corrosives shall be dandled in the dead upright position.

4. Receptacles damaged during handling shall not be touched except by men wearing approved protective clothing.

5. Contacts of damaged receptacles / carboys shall be destroyed and rendered harmless by some efficient means.

6. Men suspected to have been contaminated with Corrosives shall be sent to Port Trust Hospital after thoroughly washing the affected parts of the body.

7. Handle with utmost care avoiding dropping on or bumping against hard surface. Use landing cushions wherever necessary.

SCHEDULE 1-13

(a) Proforma – Permit for D.G Class 9
(obverse)

THE CHENNAI PORT SAFETY ORGANISATION

S. No.....Permit for D.G. Class 9. Date...

Permit Messrs

to land/ship the under mentioned Miscellaneous Dangerous Goods from/by s.s./m.vdue to arrive on or about.....

Description	Quantity

NOTE: This permit is issued subject to the following conditions:-

(1) The traffic of these explosives in the port area shall be subject to strict observance of the rules under Part 2 and 11 of the Chennai Port Safety Regulations, 1981.

(2) Precautionary measures as indicated overleaf shall be observed and/or caused to be observed by all parties concerned.

(P.T.O) Safety Officer, Ch.P.T.

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(a) Proforma – Permit for D.G Class 9.
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Miscellaneous Dangerous Goods

- 1.
2.
3.

(b) Proforma Safety Card for D.G Class 9
(obverse)

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Safety CardClass 8.– Miscellaneous Dangerous

(Reference: D.G. Permit No.....dated....)

S.S. concerned,

Please note that the under mentioned consignment of Miscellaneous Dangerous Goods to be landed/shipped from/by s.s./m.vdue to arrive on or about.....

Table with 2 columns: Description, Quantity

Transit-storage.....
(P.T.O) Safety Officer, Ch.P.T.

(b) Proforma – Safety Card for D.G Class 9
(reverse)

Precautionary measures to be observed in the handling / transit-storage of Miscellaneous Dangerous Goods

- 1.
2.
3.

SCHEDULE 2

Proforma of the letter forwarding Permits, calling for certain clarifications, etc.

CHENNAI PORT SAFETY ORGANISATION

Chennai , dated.....

To

Messrs.....

Sirs,

Sub: Permit for landing / shipping Dangerous Goods from/by ss/mv.

Ref: Your application No..... dated.....and the cargo list(s) enclosed therewith.

1. Permit(s) for landing/shipping item(s) Nos.....as on your cargo list(s) is/are forwarded herewith. This/These item(s) is/are Dangerous Goods. Precautions as detailed on the reverse of the Permit(s) shall be observed and or caused to be observed strictly in its/their handling transit-storage.

2. The characteristic properties of item(s) No(s).....as on your cargo list(s) is/are not known. I am, therefore, unable to decide whether or not it/ they is/are Dangerous Good(s).

You are, therefore, requested to furnish full particulars regarding the characteristic properties of and the known hazards inherent in this/these item(s) of cargo. Whether or not it/they is/are to be treated as Dangerous Goods will be decided only after receipt from you of the required information.

In the meantime you are to understand clearly that this/these items(s) shall be landed/shipped only after this department is enabled to make a decision as aforesaid and take appropriate follow up action.

3. Item(s) No(s).....as on your cargo list(s) is/are Non-Dangerous Goods; no permit(s) is/are necessary for its/their landing/shipping.

Yours faithfully,

Safety Officer, Ch.P.T.

Copy to Traffic Shipping Control,

Copy to: S.S. concerned,

Copy to: D.C's Office

APPENDIX –A
CHENNAI PORT BULK PETROLEUM
REGULATIONS

Part 1 – Preliminary

- A.1** Short Title and extent::
- (a)** These Regulations may be called Chennai Port Bulk Petroleum Regulations, 1981.
- (b)** They extend to the whole area lying within the Chennai Port limits
- A.2** Application of Petroleum Rules, 1976 not barred: - These rules shall be in addition to and not in derogation to the Petroleum Rules, 1976. Nothing contained in these Rules shall be deemed to be contrary to any of the provisions of Petroleum Rules, 1976.
- A.3** Definitions:-
- (a)** 'Oil tanker' means ship licensed to carry petroleum in bulk s cargo.
- (b)** 'Petroleum' means liquid Hydrocarbon or mixture of Hydrocarbon and inflammable mixture (liquid viscous or solid) containing any liquid hydrocarbon.
- (c)** 'Petroleum –Class A' means petroleum having flash point below 23 degree C.
- (d)** Petroleum – Class 'B' means petroleum having flash point 23 degree C and above but below 65 degree C.
- (e)** Petroleum – Class 'C' means the petroleum having flash point of 65 degree C and above but below 93 degree C.
- (f)** 'Bulk Petroleum' means petroleum carried in bulk in the tanks of oil tankers.
- (g)** 'Bharathi Dock' means the new outer harbour in which the Oil Jetty is situated.
- (h)** 'Inner Harbour' means old enclosed harbour lying between Bharathi Dock and Jawahar Dock.
- (i)** Other terms and in these rules shall have the same meaning as defined

in Part I, Preliminary of the Chennai Port Safety Regulations, 1981.

Part 2 – General Provisions applicable to all Oil Tankers

- A.4** Notice of arrival of Petroleum:- The Master of every oil tanker carrying petroleum shall deliver to the pilot a written declaration under his signature in form 1 prescribed in Schedule II of the Petroleum Rules, 1976.

Provided that if in anticipation of an oil tanker's arrival, the Agent of such oil tanker delivers to the Deputy Port Conservator a written declaration as aforesaid, no such declaration need be made by the Master of such vessel.

The declaration given as aforesaid shall contain the following information in addition to the details furnished in Form 'A':-

- (a)** The name/names of the petroleum product / products;
- (b)** The flash point of such product / products; and
- (c)** whether such product / products is / are miscible with water or not.
- A.5** Oil tankers carrying Petroleum in bulk:-
- (a)** No oil tanker carrying Petroleum-Class 'A' in bulk shall enter the inner Harbour. Such oil tankers shall be berthed only at the Old Jetty situated in the Bharathi Dock.
- This sub-rule will not apply to oil tankers carrying on board less than 750 liters of Petroleum –Class A as part of the tanker's stores (but not as cargo) if such petroleum is carried in appropriate receptacles other than the cargo tanks and is stored in a safe manner.
- (b)** No oil tanker shall enter the inner Harbour from the Bharathi Dock after having discharged Petroleum Class –A until the tanks which contained Petroleum Class A have

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been gas freed and a certificate has been obtained by the Master from the Controller of Explosives, South Circle, to the effect that such Officer has, after examination with the aid of a vapour testing instrument, found the vessel to be entirely clear of Petroleum –Class A and vapour thereof.

Such certificate shall be forwarded to the Assistant Safety Officer before the oil tanker enters the inner Harbour.

- (c) Oil tankers carrying only Petroleum class B and Petroleum Class C and less than 750 litres of Petroleum Class A (as exempted under sub-rule A.5 (a)) may proceed direct to and operate at one of the other of the two Oil Moorings inside the Inner Harbour.

But when boats containing explosives lie alongside the East Quay or when explosives are being discharged at the East Quay, the outer most of these two Oil Moorings shall not be occupied by an oil tanker.

- (d) Discussion to allot any berth or mooring to any oil tanker and to order shifting of any tanker whenever necessary shall vest in the Deputy Port Conservator. His orders in this regard shall be binding on all Masters of oil tankers.
- (e) Cleaning the tanks of oil tankers shall not be carried out within the port limits except with permission in writing of the Deputy Port Conservator. During such cleaning the Master of the oil tanker shall take particular care to ensure that no oil/oily water/oily refuse is discharged into the sea or on the shore.

If necessary, the tankers may use the stop facilities provided ashore for discharging oil/oily water/oily refuse, subject to obtaining the permission to do so from the Trust's Chief Mechanical Engineer.

The Chief Mechanical Engineer may grant such permission only after making sure that sufficient space is available in the stop tank for

receiving such oil / oily water / oily waste.

- (f) Oil tankers shall not carry out any repairs within the port limits without the permission in writing of the Deputy Port Conservator. If considered necessary the Deputy Port Conservator shall require the Master of the oil tanker to produce a gas free certificate of the type indicated in rule A-5(b) before information for carrying out any repair is granted.

- (g) Oil tankers shall within port limits exhibit conspicuously a red flag not less than 1 sq mt from sun rise to sun set and a red light from sun set to sun rise.

Every oil tanker whilst lying within the port limits shall keep the end of a wire hawser having a large eye paid out to the water's edge at bow and quarter to enable tugs to take hold of in case of an emergency.

- (h) Throughout the time an oil tanker is in the port, a responsible ship's officer and a ship's Engineer shall always be on board the tanker, night and day to carry out and to give effect of these rules and to take all precautions for the safety of the oil tanker and her cargo.

- (i) Power shall be maintained at least to work the oil tanker's anchor cables and mooring times throughout the time an oil tanker remains within the port limits.

A.6 Landing/Loading of Petroleum in Bulk:

- (a) Before any petroleum in bulk is discharged from loader into any oil tanker the owner of the cargo or the Agents of the oil tanker shall obtain permission to do so from the Deputy Port Conservator, the Traffic Manager and the Assistant Safety Officer.

The Assistant Safety Officer will issue a written permit in this regard, for and on behalf of the Deputy Port Conservator.

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- (b) All safety devices and requirement incorporated into or carried by oil tankers in accordance with Lloyds or other approved Societies' specifications shall remain in good working condition throughout the period that such tankers remain within the port limits. All pipes and appliances used for landing/loading petroleum in bulk shall be free from leakage.

Discharging/Loading of petroleum shall commence only after all such safety devices and equipment are inspected and tested by a competent ship's officer and found to be in good working condition. If any time while discharging/loading of petroleum is in progress, the oil tanker shall immediately stop discharging/loading. Discharging/loading shall thereafter resume only after such defective device/equipment has been restored to working condition.

- (c) A certificate signed by the Master of the oil taker to the effect that oil safety devices/equipment referred to in rule A-6(b) are in good working condition shall be delivered to the Assistant Safety Officer before discharging/loading of petroleum can commence.

- (d) Throughout the period that petroleum is being discharged/loaded connections on the oil tanker and/or the pipelines shall be under the constant supervision by a responsible Officer of the oil tanker.

Throughout the permit that petroleum is discharged/loaded, the pipelines and other fittings on the Oil Jetty/North Groyne shall be under the constant supervision of a responsible employee of the owners of the petroleum.

- (e) When landing/loading of petroleum has been commenced such landing or loading shall be proceeded with due diligence, utilizing the full capacity of pumps available on the tanker. In case such operations are suspended or discontinued for any

reason the tanks and holds of the oil taken shall be closed immediately.

A.7 Accident/Fire Protection:

- (a) One Police Sergeant and two Constables (or an equivalent guard drawn from the Central Industrial Security Force) shall remain on duty on board the oil tanker during the whole time that petroleum is being discharged/loaded.

NOTE: Arrangements for this guard shall be made by the Agent of the vessel. Oil tanker operations shall commence only after such guard has arrived on board the tanker.

- (b) No person engaged in landing/loading of petroleum and/or operations connected therewith shall carry matches, lighters or any other material liable to cause fire/ignition/explosives.

Police or CISF personnel shall be posted at the western end of the North Groyne or the Oil Jetty, as the case may be, for ensuring that this condition is observed by all persons proceeding beyond these points. The guard on the tanker shall ensure that the condition is observed by all persons who may board the tanker from boats.

If any of these forbidden articles are being carried by any person proceeding to the North Groyne of the Oil jetty or boarding any tanker, the Police Security Guard shall take charge of such articles and may return the same when the person leaves the prohibited area.

- (c) No person shall be allowed on the tanker except those on genuine business connected with the working of the oil tankers.

- (d) Open fires, smoking of tobacco and the use of non-safety light shall be prohibited at all times on any part of the Oil Jetty and the North Groyne.

During discharging/loading of Petroleum Class A open fires, smoking of tobacco and the use of non-safety lights shall be forbidden on the oil tanker and on floating craft

lying alongside or remaining within 300 metres of the tanker.

During discharging/loading of Petroleum Class B, this safety distance may, however, be limited to 30 metres in so far as it applies to floating crafts.

Harbour Craft proceeding with 300 meters of oil tankers discharging / loading Petroleum Class A and within 30 meters of oil tankers discharging/loading Petroleum Class B shall ensure that galley fires, other naked flames and non-safety lights are either damped down or extinguished.

(e) Iron or steel hammers or any other instrument capable of causing sparks shall not be used for the purpose of opening or closing the hatches or tank lids of an oil tanker nor shall chipping form rust or paint be carried out in the vicinity while the tanker discharges/loads petroleum.

(f) Boats/Floating craft which are not employed for any work connected with oil tanker operations shall not be allowed within 30 meters of the oil tanker. The Agent/Master of the oil tanker utilizing the services of any boat for tanker work shall ensure that the boatmen do not contravene any of the fire prevention measures stipulated in this rule.

Unauthorized boats/floating craft going alongside or near oil tankers are liable to be prosecuted. If any boat/floating craft even attempts to proceed near the floating pipelines used for tanker operation inside the enclosed harbour, the licence of such boat/floating craft is liable to be cancelled by the Deputy Port Conservator.

A.8 Enforcement and penalties

(a) Enforcing Authority:- The Safety officer, the Assistant Safety Officer, the Safety Inspector or any other Officer duly authorized in this behalf by the Safety Officer, shall be

responsible and shall have due jurisdiction to enforce these rules.

(b) Masters and/or Agents of oil tankers lying within the port limits and carrying petroleum as cargo shall when so required by the Safety Officer, the Assistant Safety Officer, the Safety Inspector or any other officer duly authorized in this behalf by the Safety Officer afford all reasonable facility to enable such officers to ascertain whether these rules are duly observed.

A.9 Power to exempt

The Chairman on the advice of the Deputy Port Conservator and in consultation with the Chief Controller of Explosives, and with the approval of the Central Government may, in exceptional cases, exempt conditionally or unconditionally any party/oil tanker from all or any of the provisions of these rules.

Such exemptions may be granted subject to any special restrictions that the Chairman or the Chief Controller of Explosives may find fit to impose.

A.10 Any person contravening any of the above rules is punishable with fine which may extend to one hundred rupees and in the case of a continuing infringement with a further fine of one hundred rupees per diem for every subsequent day for which such infringement continues.

Part 3 - Special Rules to regulate oil tanker operations at Oil Jetty

A.11 Any oil tanker may discharge/load any grade of petroleum (Classes A, B and C) at the Oil Jetty. There will not be any time limit regarding commencement of operations at this Jetty i.e. discharging/loading of even Petroleum Class A may commence at any time during day or night.

A.12 Under no circumstances shall petroleum be pumped through the pipelines on the Oil Jetty at pressure exceeding 12 kilograms per square centimeter. This maximum pressure

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shall not be applied to the pipelines until one hour after the commencement of discharge of petroleum.

A.13 When an oil tanker has finished discharging/loading of petroleum, discharging/loading pipelines shall immediately be emptied of petroleum at least upto the block valve on the Oil Jetty by flushing water through oil tanker pump or by any other efficient means.

The same procedure shall also be observed whenever discharging / loading pipelines have to be discontinued for any reason.

A.14 Throughout the period that petroleum is being discharged / loaded at the Oil Jetty the pipelines and fitments on the Oil Jetty shall be under constant supervision of an employee of the Port Fire Service not below the rank of a Sub Officer.

One leading Fireman and atleast 3 Fireman shall be posted for patrolling the fitments and pipelines on the Jetty under the guidance of the Sub Officer.

A fire fighting tug shall also be in continuous attendance on the other side of the tanker throughout such period.

Part 4 – Special Rules applicable to tankers operating at the Oil Moorings in the Inner Harbour

A.15 Every time before an oil tanker commences discharging/loading of petroleum, the floating pipelines shall be tested for 10 to 15 minutes by pumping water through at a pressure not below 7.75 kilo grams per square centimeter

A.16 Under no conditions shall petroleum be pumped through the floating pipelines at a pressure exceeding 7 kilograms per square centimeter.

This maximum pressure shall petroleum be pumped through the floating pipelines a pressure exceeding 7 kilograms per square centimeter.

The maximum pressure shall not be applied to the pipelines until one hour after the non-commencement of discharge of petroleum.

When an oil tanker has finished discharging/loading petroleum the floating pipelines as well as the shore pipelines upto the block valve ashore shall be emptied or petroleum by ship's pump flushing water.

The same procedure shall also be observed every time pumping in suspended for any reason whatsoever.

Under no circumstances shall floating pipelines be disconnected from the tanker valve before they have been emptied completely of all traces of petroleum

A.17 Any person contravening any of the above rules is punishable with fine which may extend to five hundred rupees and for every subsequent offence with fine which may extend to two thousand rupees.

NOTE: in the imposition of the penalty prescribed for this clause the penalty under Clause 2.25 will not be applicable.

SCHEDULE

Proforma of the Permit to discharge/load Petroleum in bulk

THE CHENNAI PORT SAFETY ORGANISATION

S.No.....Date.....

Permit to discharge/load Petroleum in bulk

Permit Messrs.....to discharge/load the undermentioned items of petroleum from/into s.s./m.vexpected to arrive on or about.....

Description of Petroleum	Quantity
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NOTE: This permit is issued subject to the provisions of the Chennai Port Bulk Petroleum Regulations, 1981.

Safety Officer, Ch.P.T.

APPENDIX – B

SPECIAL RULES TO REGULATE BUNKERING OPERATIONS

- B.1** Bunkering operations shall be carried out only after giving at least two hours notice in writing to the Deputy Port Conservator and the Assistant Safety Officer.
- B.2** Throughout the period a ship is receiving petroleum into her bunkers, the Master or the First Mate of the ship shall be persons on board for ensuring that all the conditions/restrictions in these rules are complied with in so far as these rules apply to the ship and fitments on board.
- B.3** A ship's Officer shall be on watch and an attention shall stand alongside the flexible connection pipe(s) while bunkering is in progress.
- B.4** The suppliers of petroleum as bunker shall be responsible for ensuring that flexible pipes used for bunkering operations are in a sound condition and will withstand an internal pressure of not less than 2.5 kilograms per square centimeters.
- They shall also ensure that all joints are oil tight and that spillage is avoided when flexible pipes are disconnected. Any unavoidable spillage caused during disconnection of the flexible pipes shall be arranged to the property cleaned up with sand.
- B.5** The Officer on watch duty on the ship which receives petroleum as bunker shall be responsible for ensuring that all the valves in the ship's tanks and other connections are properly regulated to receive the bunker and that due watching is always given to the suppliers before any valves are closed so as to prevent the possibility of a sudden increase in

pressure which may cause a burst in the flexible pipelines.

- B.6** The suppliers of petroleum as bunker shall be liable for any damage whatsoever caused to the property/cargo belonging to or in the charge of the Trust by any leakage of such petroleum due to any negligence or defect in/failure of apparatus or appliances belonging to the suppliers.
- The Master or the Agents of the ship receiving petroleum as bunker shall be liable for any such damage being caused by negligence or defect in/failure of apparatus or appliances belonging to the ship.
- B.7** No cargo other than steel plates, iron rails and similar goods unaffected by oil shall remain on the wharf within 10 meters of the bunker oil stand-pipes and shed doors immediately behind such standpipes shall be closed while bunkering is in progress.

APPENDIX – C

RULES RELATING TO FUNCTIONING OF WORKSHOP FOR REPAIRS INVOLVING HOT WORK ON BOARD TANKERS

- C.1 For the purpose of these rules:-**
- (i) 'EXPLOSION PROOF' means electrical equipment or apparatus as defined and certified as explosion proof or flame proof when unclosed in a case which is capable of withstanding an explosion of a flammable hydrocarbon vapour, air mixture, or other specified flammable vapour, which may occur within it and of preventing the ignition of hydrocarbon or other specified vapour surrounding the enclosure by sparks, flashes or explosions of vapour within. It must operate at such an external temperature that surrounding flammable atmosphere will not be ignited thereby.
- (ii) 'FLAMMABLE' means capable of being ignited and of burning in air. The term 'Flammable gas' is used to mean a vapour air mixture within the flammable range.

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- (iii) 'GAS' means hydrocarbon and other vapours from petroleum as well as their mixture with air.
- (iv) 'GAS FREE' means that a tank, compartment or container has been tested using an appropriate gas indicator and found to be sufficiently free at the time of the test of toxic or explosive gases for a specified purposes.
- (v) 'GAS VENT LINES' means the piping system fitted in a tanker to relieve pressure of vacuum in cargo tanks.
- (vi) 'HAZARDOUS AREA' is one in which an explosive (flammable) atmosphere may be present continuously or intermittently or be present due to an abnormal or transient condition.
- (vii) 'HOT WORK' means any work which involves welding, burning, soldering, brazing, sand blasting and chipping by spark producing tools and use of certain power drivers tools non-flame proof electrical equipment with internal combustion engines and including any other work which is likely to produce sufficient heat capable of igniting inflammable gases.
- (viii) 'HOT WORK CERTIFICATE' means a certificate given by the Controller of Explosives certifying that he has in an adequate and suitable manner tested for the presence of inflammable vapour the oil tank compartment, gases, or other part of the vessel specified in the certificate and found to be free there from and that having regard to all the circumstances in the case including likelihood or otherwise of the atmosphere be inflammable, the use of naked lights, fires, lamps may in his opinion be permitted in the oil tank, compartment, space or other part of vessel specified in the certificate.
- (ix) 'MAN ENTRY CERTIFICATE' means a certificate given by the Controller of Explosives certifying that he has in an adequate and suitable manner tested the atmosphere in the oil tank or other fuel in the certificate and found that having regard to any circumstances of the case including the likelihood or otherwise of the atmosphere being or becoming dangerous, entry to the oil tank or space without wearing breathing apparatus may in the opinion be permitted.
- (x) 'NAKED LIGHTS' means open flames or fires, exposed incandescent material and any other unconfined source of ignition.
- (x0) 'OIL TANK' means any tank or compartment in which oil is or has been carried as cargo or for use as lubricating oil for engines or holder or as fuel for aircraft on board.
- (xii) 'PERMANENT BALLAST TANKS' means tanks having no connection with the cargo system and which are used for the carriage of ballast only.
- (xiii) 'RESPONSIBLE OFFICER' means (a) the Master or any officer to whom the Master may delegate responsibility for any operation or duty;
(b) Responsible Officer is the head of the ship repairs, Assistant Manager or a Superintendent or any Officer who is in control on the site of the work being undertaken and conversant with hazards attending work covered by this code and also familiar with precautions for fire fighting and other aspects.
- (xiv) 'SCALE' means deposit or incrustation which may form on metal as a result of electrolytic or chemical action.
- (xv) 'SLUDGE' means deposits in cargo tanks which may contain petroleum and water and also sand and scale or other foreign matter.
- (xvi) 'SPONTANEOUS COMBUSTION' means ignition of a combustible material termed 'Spontaneous' if the inherent characteristics of the materials cause a heat producing exothermic chemical action and thus ignition without exposure to external fire, spark or abnormal heat.

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- (xvii) 'SLOP' means a mixture of petroleum and water arising from tank washing and not the collection of sludge from oil tanks.
- (xviii) 'TANK' means a receptacle of petroleum and water arising from tank washing and not the collection of sludge from oil tanks.
- (xix) 'TANKER' means a ship specially constructed or converted to carry liquid bulk cargo.
- (xx) 'ULLAGE' means the depth of free space left in a tank above the liquid.
- (xxi) 'VENTING' means the procedure for release of gas or intake of air from and to cargo tanks.

C.2 Repairs in receptacles:- No person shall cause to be repaired or repair by hot work any tank or container which has last contained petroleum unless it has been thoroughly cleaned and is free from petroleum and petroleum vapour or otherwise prepared for safety carrying out such hot repair and in all cases certified in writing by a competent person to have been go prepared. The certificate required under this rule shall be preserved by the repairer for a period of at least 3 months and produced to an Inspector on demand.

C.3 Responsible Officers as defined in sub-rule (xiii) of rule B.2

The Master or other Officer in Charge as specially responsible or a responsible Officer of the ship repair firm of any vessel which has last entried petroleum on board, whether as a cargo or as a fund or any vessel licensed under rule shall see that -

- (a) All due precautions are taken for the prevention of accidents due to ignition of petroleum or petroleum vapour.
- (b) So long as there is petroleum vapour or oil in a tank all openings from the tank to the atmosphere except the gas escape line are kept closed and locked or otherwise fastened in a satisfactory manner; and when it is necessary to take dip or samples, the ullage plugs or sighting parts are closed immediately this has been done; provided that subject to the provisions of clause (c) such Master or Officer – in – Charge may cause

the necessary openings to be opened or unlocked for the purpose of taking on board or unloading Petroleum –Class B or Petroleum-Class C for cleaning the tanks or for other sufficient reasons;

- (c) No person enters tank or an enclosed space which had or suspected to have contained petroleum without wearing a breathing apparatus of a type approved by the Chief Controller of Explosives unless he gets the concerned tank or space examined by an Officer appointed by the Central Government in this behalf with the aid of an approved petroleum vapour testing instrument and obtains a certificate from him to the effect that the said tank or space is free from dangerous petroleum vapour.
- (d) The vessel does not undergo repair by 'hot work' to any of its tanks, parts or fittings which are likely to contain petroleum vapour or petroleum unless he gets each such part or fitting, as the case may be, examined by an Officer appointed under clause (c) with the aid of an approved petroleum vapour testing instrument and obtains a certificate to the effect that the said tanks, parts or fittings are free from dangerous petroleum vapour or petroleum.
- (e) The vessel used for the carriage of petroleum is bulk as a cargo is not taken among other ships or to a dry dock unless the vessel is proceeding to an oil berth or a certificate is produced from an officer appointed under clause(c) to the effect that he has examined all the tanks, cofferdams, pump rooms and such other parts as deemed necessary with the aid of an approved vapour testing instrument and that such tanks, cofferdams, pump rooms and other parts are free from dangerous petroleum vapour together with a declaration from the Master that to the best of his knowledge there is no dangerous petroleum vapour present in any other part of the

vessel not covered by the above certificate.

- (f) The Officer granting a certificate required under clauses (c), (d) and (e) may specify conditions and make recommendations to maintain the gas free condition of tanks, space or parts certified.

C.4 The Code of conduct for ship repairers as found in these rules should be followed in toto whenever ship repairs are carried out on board.

C.5 Code of conduct for Ship repairers – Preliminary Procedures

On receipt of order for repair on any ship before starting any kind of work and workman boarding the ship, a declaration regarding the general condition of the ship shall be obtained by the repairer from the Master in the form given in the Schedule to this Code.

II On receipt of the above declaration a responsible officer of the repairer shall undertake a general inspection of the job that are to be undertaken to assess the possible hazards that may develop during repair work and safety requirements to overcome the same.

III The repairer shall ensure that all statutory requirements laid down in this code are fulfilled by the Master before undertaking any job.

IV A responsible officer or the repairer shall be present on board a tanker when repair work is in progress.

1. Man entry certificate for cold work

1.1. No person shall enter or authorize another person to enter any tank, compartment or other space in which oil was last carried and any pump room unless a certificate for man entry into such a place, issued by the Controller of Explosives has been obtained and the place has been adequately ventilated.

1.2 If after the issue of a man entry certificate the atmospheric condition of a tank or any other place to which the certificate pertains undergoes

change workman shall be evacuated from such a place and allowed to re-enter the space only after a fresh man entry certificate has been obtained.

2 Hot work certificate

2.1 No hot work shall be undertaken:

2.1.1. In any oil tank in a vessel in which oil tank oil or liquid hydrocarbon was last carried unless a valid hot work certificate has been obtained in respect of that oil tank and of any oil tanks, compartment or space adjacent thereto.

2.1.2. On the outer surface of any oil tank in a vessel in which oil tank oil was last carried unless a valid hot work certificate has been obtained in respect of that oil tank.

2.1.3. On the outer surface or in any compartment or space adjacent to an oil tank in a vessel in which oil tank oil was last carried unless a hot work certificate has been obtained in respect of that compartment or space.

2.1.4. Inside or on the outer surface of any pump room and similar space in which oil was handled unless a hot work certificate has been obtained in respect of that pump or space.

2.2 In addition to the requirement given in 2.1. no hot work shall be undertaken on any part of an oil tanker unless a valid hot work certificate has been obtained in respect of that work.

3. Validity of Man entry Hot work certificate

3.1. A certificate will remain valid only for such a period as has been stipulated therein.

3.2. A Certificate in respect of any tank or other compartment will cease to be valid even before the expiry of the period for which it has been certified to be valid if;

3.2.1. A change has been made in the existing installation in respect of that compartment or space by the

- removal of pipes, or any other fittings.
- 3.2.2.** The floor space in that compartment or space is removed and the under floor space hosed down with water or otherwise disturbed.
- 3.2.3.** Any part of the cargo oil pump unit is dismantled or disturbed in that compartment or space.
- 3.2.4.** Oil or ballast is pumped or transferred through any installation situated in that compartment or space.
- 3.2.5.** There is any reason to doubt about pollution of the atmosphere of the tank or space.
- 4. Hot work in tanks or other places on an oil tanker:**
- 4.1.** No hot work shall be carried out:
- 4.1.1.** On any steam smothering valve chest or steam pipes leading from that chest, to an oil tank, and certified for hot work.
- 4.1.2.** On any pipe line of a tank certified as gas free unless special precautions are taken to secure safety.
- 4.1.3.** On the valve chest for heating steam or any pipe line leading from that valve chest to an oil tank not certified for hot work.
- 4.1.4.** On any part of a gas vent system unless the system has been isolated from an oil tanks including stop tanks not certified gas free for hot work and the system has been blown through with compressed air.
- 4.1.5.** In any oil tank, pump room or other space if subsequent to the issue of hot work certificate in respect of that tank, pump room or space, any work was carried out which might have allowed entry or release of oil or oil vapour into that tank, pump rooms or space.
- (The gas free certificate for hot work in such event would be deemed to be invalid and further hot work shall be done only after a fresh gas free certificate has been issued in respect of that tank pump room or space by the Controller of Explosives.
- 4.2** Without prejudice to other relevant rules, hot work in the engine room of a ship in mid stream may be done provided that:
- 4.2.1.** The vessel is not loading, discharging or bunkering oil, or ballasting /de- ballasting.
- 4.2.2.** Tank washing or gas venting operations are not being carried out.
- 4.2.3.** All tank opening are securely covered.
- 4.2.4.** Only ship's equipments are used for the purpose.
- 4.3.** No section of any cargo oil pipe line or steam heating coil in a tank shall be subjected to hot work, even if a tank is certified gas free for hot work unless and until at least one of the sections is removed with the use of hand tool and the system is blown through with compressed air.
- 4.4** An assurance in writing shall be obtained from the Master or Officer-in-Charge of the vessel under repair that pumping up of running up operations which may disturb the condition in the pump room or other spaces certified for hot work will not be carried out.
- 4.5.** Before hot work is undertaken a responsible Officer shall examine the area to be treated to satisfy himself that such work can be safely undertaken. In particular, he shall ensure that:
- 4.5.1.** There is no oil impregnated scale or other material likely to give off gas.
- 4.5.2,** Adjacent compartments are also gas free and no gas from other compartments can be introduced by way of common gas vent lines, oil lines or heating system.
- 4.5.3** No flammable or toxic gas remains in the vicinity.
- 4.5.4.** There is no flammable material in adjacent spaces which might catch fire by the transmission of heat through the bulkheads.

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- 4.5.5.** There will be no release of petroleum gas or liquid while hot work is in progress.
- 4.5.6.** Adequate fire extinguishing equipment is laid out ready for immediate use.
- 4.5.7.** The area to be treated is notified to the Master or Officer-in-Charge of the ship and a permit in writing obtained from him for the work on a day to day basis.
- 4.6.** The vessels, for general survey and for extensive repair lasting for several days, shall have the oil tanks thoroughly chipped only after obtaining gas free certificate for the hot work certificate shall be obtained again before commencement of gas cutting and welding. Hot work certificate on day to day basis for part of a tank shall not be accepted.
- 4.7.** All vessels from the valve spindles in the pump room shall be removed to prevent handling, of these valves by any unauthorized person and to indicate that it is not to be disturbed, while the work is in progress.
- 4.8.** Electric wire or insulation paneling in any of gas cutting or electric welding work shall be removed to prevent them from catching fire.
- 4.9.** A man to watch the other side of welding surface shall be present while welding is in progress.
- 4.10.** Painting and hot work shall not be undertaken in the same area simultaneously
- 4.11.** Hand tools shall only be used for the purpose for which they are designed. The risk of igniting of petroleum vapour by frictional sparks produced by metal to metal impact in correct and normal usage is slight but care must be taken to prevent improper use.
- 5. Chief Precautions**
- 5.1** Launches barges and other vessels shall not be taken alongside an oil tanker ship unless prior permission has been obtained by the Master of the Ship from the port authorities to do so.
- 5.1.1** As far as practicable the launches, etc. shall preferably be taken on the leeward side of the ship.
- 5.2.** Such launcher, barges, vessels and equipments such as compressors, generator sets, etc. which may give out sparks shall have spark arrestors fitted at their exhaust.
- 5.3.** When a launch or a barge is permitted to go alongside an oil tanker special care shall be taken to see that no open light or coal lit 'SIGHRI' is used for cooking and other purposes.
- 5.4** Always ensure that on the other side of the bulkhead on which gas cutting and welding is to be done no combustible, explosive material or paint is stored.
- 5.5.** While undertaking hot work on above or below decks and around accommodation spaces precautions shall be taken to ensure sparks, hot metal chips, etc., do not enter cargo spaces which may contain inflammable materials.
- 5.6.** Inform the Master or the Chief Officer of the vessel to arrange one of the members of ship's personnel to keep watch when hot work at stated in (5.5.) is in progress.
- 5.7.** While doing hot work outside the accommodation ensure that all port holes are shut tight and are in closed position until hot work is finished.
- 5.8.** Gas cutting direction should preferably be from in board to out board to prevent the sparks flying in the direction of the accommodation.
- 5.9** While the gas cutting or welding work is in progress inside the cargo holds, the Duty Officer of the vessel shall be informed not to do any painting work in the vicinity and directly underneath the place of hot work.
- 5.10.** Insist upon thorough cleaning of the holds and crevices within such holds wherein cargo like sulphur and other substances have been carried. If such holds are to be subjected to hot work during repairs.

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5.11 Check for burning or smouldering materials at the site/vicinity of hot work before leaving such places for any shore intervals on completion of work.

6. Personnel Safety

6.1. Responsible Officer of the Repairers shall ensure that-

6.1.1. Workman boarding oil tankers shall use safety shoes having soles made of or covered with anti-sparking material.

6.1.2. No person wearing synthetic apparel shall enter any oil tank, board any tanker ship unless the tank or the ship, as the caps may be, is vapour free.

6.1.3. Workmen shall not wear metallic bracelets and rings while working on a tanker.

6.1.4. While carrying the repair items along the jetty, if a trolley issued for the purpose, it shall have rubber conversed wheel rims and shall be in good order.

6.1.5. Tools shall not be carried by personnel into oil tanks but lowered in a canvas bag or plastic bucket.

6.2. Toxic and explosives gases may generate in compartments such as bilge wells by the decomposition or organic matter in water. Hence all such spaces should be treated in the same way, as if they were carrying petroleum and other explosive materials.

6.3 In the event of fire inside an oil tank, due to any cause, after the staging had been rigged up for work a thorough inspection of the staging shall be carried out, before the work is resumed and workman are allowed to go on those staging.

6.4 The status of the tanks and other dangerous spaces in the ship shall be indicated at prominent place on the tank or space with signs for easy recognition of workmen also.

6.4.1. Red Circle 30 cms diameter:- Which indicates that man entry and hot

work are not permitted in that tank or space.

6.4.2. Yellow Circle 30 cms diameter :- While indicates that only man entry and cold work are permitted in that tank or space.

6.4.3 Green Circle 30 cms diameter :- Which indicates that only man entry and hot work are permitted in that tank or space.

7. Miscellaneous

7.1 No work which involves immobilization of engines shall be undertaken on board a tanker vessel berthed alongside on oil jetty.

7.2 While a person makes initial entry into a cofferdam or other confined space, another person shall be posted to standby near the point of entry into the space to keep watch and render summon aid, if required.

7.2.1. The person making the initial entry shall wear lifeline for the relay of distress signals as and when required,

7.3 No naked light or any other sources of ignition shall be taken near a drum or tank known to have contained paint or has been freshly coated with paint. This precaution shall also apply to any tank or a very small enclosed compartment freely coated with zinc with primer.

8. Gas Welding and Gas Cutting

8.1 Cylinders and Accessories:

8.1.1. No damaged or defective cylinders shall be taken into use.

8.1.2. Defective hose or hose in doubtful condition shall not be taken into use.

8.1.3. The blow pipes and of hoses shall have hose protectors fitted on them for protection against flash backs.

8.1.4. Hose coupling shall be of the type that cannot be unlocked or disconnected without an initial rotary movement.

8.1.5. Fuel hose and oxygen hose shall be distinguishable from one another.

- 8.1.6.** Sparks, lighters shall be maintained in such a condition as to ignite the gas on the first strike.
- 8.2** Handling and Transport of Cylinders:
- 8.2.1.** Cylinders shall not be dropped, dragged or permitted to strike one another.
- 8.2.2.** Cylinders shall be shifted by tilting and rolling them on the bottom edges.
- 8.2.3** Valves shall be kept closed and protection caps secured in place before cylinders are moved.
- 8.2.4.** Cylinders shall not be lifted or carried by means of their valves or valve fittings.
- 8.2.5** When cylinders are transported by vehicles they shall be secured in place.
- 8.2.6.** Lifting gear for cylinders shall be-
- 8.2.6.1.** Of good construction, sound material and adequately strong and free from defects.
- 8.2.6.2.** Tested and fully examined before being put in use by a competent person; and
- 8.2.6.3.** Thoroughly examined by a responsible person.
- 8.2.7** Lifting gear shall not be loaded beyond their safe working load.
- 8.3** Use of cylinders and accessories
- 8.3.1.** Before connecting a regulator to a cylinder valve, the valve shall be opened slightly and closed immediately to remove the grit. Measures shall be taken during this operation to prevent the gas so released from reaching and possible source of ignition.
- 8.3.2.** Cylinder valve shall be opened slowly and excessive force to shut supply shall not be applied while closing.
- 8.3.3.** Burner torches shall be lit only by the use of spark lighters provided for the purpose.
- 8.3.4.** Cylinders shall be kept at least 4 meters away from the site welding or cutting operation so that spark or hot slag or flame may not reach them.
- 8.3.5.** It is to be ensured that oil grease or other combustible materials do not come into contact with cylinders, valves, regulators and fittings.
- 8.3.6** Cylinders shall not be taken into confined spaces.
- 8.3.7** Oil shall not be applied on valve fitting and cap threads.
- 8.3.8** Cylinders or pipe line valve shall be closed when-
- 8.3.8.1** A defect develops in the gear
- 8.3.8.2** The work is stopped for the time being or is completed.
- 8.3.8.3.** The supply of gas ceases; or
- 8.3.8.4** They have to be moved
- 8.3.9.** Cylinders whether full or not shall not be used as rollers or supports.
- 8.3.10** Cylinder shall be placed in such a way so that they cannot become part of an electric circuit.
- 8.3.11.** Do not test for leaks of gas with flame. Test by using soap water.
- 8.3.12.** While carrying out heating or gas cutting work, water shall be sprayed on the metal surface having metallic continuity with the surface to prevent heat being conducted to other areas treated with toxic coating or where some combustible material is stored.
- 8.3.13** While opening a box containing rubber hoses it shall be ensured that the people in the vicinity do not smoke.
- 8.3.14.** Gas manifolds shall bear the name of the substance that contain.
- 8.3.15** No acetylene generating plant shall be installed on board a ship under repair.
- 9. Arc welding and cutting equipments**
- 9.1.** Equipments used in welding operation shall be of good construction, sound material suitable for the work free from defect as maintained in good order.

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- 9.2** It shall be ensured that –
- 9.2.1.** Electrode holders are of a capacity of safely handling the maximum rated current required to be carried by the electrode.
- 9.2.2.** Electrode holders are capable of gripping the electrode firmly.
- 9.2.3** All welding cables are of flexible are of flexible type, completely insulated and are capable of handling maximum current requirement for the work and the frames of arc welding machine are grounded efficiently.
- 9.3** Cables in poor repairs shall not be used. When a cable becomes worn to the extent of exposing bare conductors the portion so exposed shall be protected by means of suitable insulation tape.
- 9.4** When a structure of pipeline is continuously employed as a around return circuit all joint shall be bonded.
- 9.5** No wire slings or shackles shall be used as on earth load.
- 10. Safety in use**
- 10.1** Persons employed in arc welding operations and workers in the vicinity shall be provided with suitable personal protective equipments.
- 10.2.** Welding, electrodes shall not be struck against cylinders.
- 10.3** When live electrode holders are to be left unattended electrodes shall be removed and the holders so placed or protected that they do not make electrical contact with employees or conducting objects.
- 10.4** All regulators shall be put in the 'OFF' position, if out of use for any length of time.
- 10.5.** Preservative coatings giving out toxic vapours shall be scraped from and around the surface where cutting or welding is to be carried out.
- 10.6.** Drums, containers or hollow structures which had contained flammable substances shall be thoroughly cleaned of such substances before starting welding or cutting.
- 10.7** Welding or cutting work shall not be undertaken on the outside vicinity of a tank or other space for which only man entry gas free certificate has been obtained.
- 10.8** Hollow one piece cast brass buckets or jacketed vessels shall be vented either by opening a plug or drilling a hole before starting heating or gas welding in order to prevent building up of pressure and subsequent explosion.
- 10.9** All structural voids like inside of the rudder built up skegs, bilge keels, etc. shall be vented by opening out of the plugs at the top most part and at the bottom and if possible shall be filled with water and drained before gas cutting heating or welding is started.
- 10.10** At the end of each shift during lunch break or if the work is suspended for a considerable length of time the welding current shall be 'Switched Off'.
- 10.11.** Electrical equipments exposed to weather shall be adequately protected against moisture or corrosion.
- 10.12.** Cables shall be kept clear of loads running gear and moving equipments.
- 10.13** Only duly authorized persons shall be permitted to install, adjust, examine, repair, displace or remove electrical equipments
- 10.14** No tank or drum container shall be subjected to hot work unless the greasy contents if any, is thoroughly cleaned. The tank or drum shall be fitted with water to drive away all gases before hot work is commenced
- 10.15** If a welder has to enter a tank or drum which has contained petroleum products for welding internally the same shall be tested for gas free condition before starting work. An approval certificate from the

Controller of Explosives must be obtained.

11. Ventilation

- 11.1.** Before allowing workmen to enter any cofferdam, pump room or other confined space such space shall be adequately ventilated.
- 11.2** When hot work is to be done in confined space general mechanical ventilation i.e. blowers or local exhaust ventilation shall be arranged.
- 11.3.** General mechanical ventilation shall be of sufficient capacity individually or collectively, as to produce at least once air change per hour and to maintain the fumes and smoke within safe limits.
- 11.4** Local exhaust ventilation shall consist of freely movable hoods placed as close to the person carrying out hot work as is possible. The system shall be of sufficient capacity and so arranged as to remove fumes and smoke at the source and keep their concentration at the breathing zone within safe limits.
- 11.5.** Contained air exhausted from a working space shall be discharged into the open air or otherwise clear of the course of intake.
- 11.6.** All air replacing that withdrawn shall be clean.
- 11.7.** Oxygen from a cylinder or torch shall not be used for ventilation purpose.
- 11.8.** When a confined space is provided with only one means of access the ventilation ducts shall be of such a type and so arranged as to permit free passage of workman through the opening.
- 11.9** When a confined space cannot be adequately ventilated workmen employed therein shall be provided with air respirators.
- 11.10** General mechanical or local exhaust ventilation shall be provided whenever welding, cutting or heating or metals of toxic significance like

those mentioned below is carried out:-

- (a)** Zinc bearing base of filter metals coated with zinc.
- (b)** Lead based metals.
- (c)** Cadmium bearing filter materials.
- (d)** Chromium bearing metal or metals coated with chromium bearing materials are used.

12. Use of Electrical Equipments

12.1 General:

- 12.1.1** All portable electrical equipments shall be carefully examined for possible defects before being used. Special care shall be taken to ensure that insulation in undamaged and that cables are securely attached. All equipments shall be effectively earthed.
- 12.1.2.** When the tanker is not wholly gas free the recommendation set out in 12.2. shall be observed.
- 12.1.3.** Electric hand lamp shall not be taken inside the pump room which is not certified gas free for hot work.
- 12.1.4.** Self contained battery fed or equipment lamps of certified type are to be used in any dangerous space.
- 12.1.5.** For temporary electric lights, distribution, boxes shall be of enclosed type and such boxes shall be fitted with carriage fuses instead of open fuses even if the vessel is gas free.

12.2 Hand Torches and Hand Lamps-

- 12.2.1** Only Self contained battery fed hand torches or hand lamps of an approved type shall be used within the restricted area enclosing all tanker berths and on board a tanker while at a berth. Such torches or lamps shall be marked and covered by a certificate issued by the appropriate authority and shall be well maintained.

12.2.2 The use of portable electrical equipments, on wandering leads, shall be prohibited over the tank deck and within the cargo tanks and adjacent spaces unless-

12.2.2.1 The compartment over which or within which the equipment and/or lead is to be used is gas free throughout the period during which the equipment is in use.

12.2.2.2. Compartments adjacent to it are also gas free.

12.2.2.3. All tank openings to other compartments if not gas free are closed and remain so.

12.2.2.4 The equipment and circuit of any wandering leads intrinsically safe.

12.2.2.5 The electrical equipment is wholly within an approved explosion proof container, an approved air pressurized container or an approved safety torch.

12.3. In hazardous areas electrical equipments used shall be FLAME PROOF

12.4. When giving 3 phase AC supply to the ship from shore it shall be ensured that a four core cable is used and the 'Earth' cable is connected to the ship's steel structure.

12.5. Cables used for power supply to and in the ship shall be of proper rating and kept in good condition and to full insulation.

13. Fire Fighting

13.1. Adequate number of fire extinguishers and buckers filled with water or sand be readily available when hot work operations are in progress.

13.2. Exit signs shall be provided indicating escape routes leading to deck from all places of work.

13.3. Fire patrol shall be arranged and the entire ship shall be covered at least once in an hour.

13.4. In the ship under repair responsibility of initial fire fighter rests with the Master of the vessel.

14. Smoking

14.1 Personnel when working about the ship shall not carry matches or particularly lighters and the risk of doing so shall be impressed upon all.

14.2. In places where smoking is authorized suitable containers shall be made available for extinguishing cigarettes and disposing matches.

C.6 Penalties:

Any person contravening any of the above rules is punishable with fine which may extend to five hundred rupees and for every subsequent offence with fine which may extend to two thousand rupees.

NOTE: - In the imposition of the penalty prescribed for this clause-

(i). The penalty clause under the Appendix A vide Rules A 17 is applicable for contraventions of the provisions under Appendix C and

(ii). the penalty under clause 2.25. will not be applicable.

CHENNAI PORT SAFETY REGULATIONS, 1981

SCHEDULE
DECLARATION FORM
REFER APPENDIX C Code C.5

(To be filled in by the Master of the vessel,
in duplicate)

I, the Master of the Vessel s.s./m.v.....of gross tonnage..... with Registration No.....have entered the.....Harbour on.....The particulars regarding the cargo and other information are given as under:

1.	Type of cargo carried-	
(a)	General(Dry)	
(b)	Chemicals	
(c)	Petroleum Oil	
(d)	Explosives(other than dangerous cargo)	
2.	The last cargo was of petroleum/dangerous / hazardous nature; and	
(a)	Date and Port of loading	
(b)	Date and Port of discharging	
(c)	Action taken to compartments to ensure safety for working	
3.	Cargo tank - washing practice followed (ie. Number of cargo tanks washed) between one cargo discharge and the next loading. Please state pressure and temperature of the water jet used.	
4.	The present condition of tanks, pump rooms and other spaces where repair is intended to be carried out:-	
(a)	Is the Vessel certified vapour free by whom? (With date and certificate number)	
(b)	Number of tanks washed by butter-worthing	
(c)	Number of tanks gas freed.	
(d)	Are pump room and other places where work has been authorized- (i) Gas free for man entry? (ii) Gas free for hot work?	
5.	State the number of the tank carrying slops, if any?	
6.	What is the quantity and quality of oil cargo residue and slop on board and the tank numbers? NOTE: By slops is incant a mixture of petroleum and water arising from tank washing and not the collection of sludge from tanks.	
7.	State the location of the cross-bunkers and other hazardous chemicals like hydrozinc, etc. carried for ship's use, if any.	
8.	State whether the fire fighting services are in working condition- (a) Smothering steam (b) Fire pump (c) CO2 and other equipments (d) Portable fire fighting equipments	

The above information are true to the best of my knowledge.

Master of the Vessel

For Repairer's use only

I have personally gone through the contents of this proforma and I certify that necessary safety precautions with SAFETY RULES FOR HOT WORK have been taken for carrying out the repairs/other connected work.

A Senior Responsible Officer of the Repairer who has been delegated with the requisite authority by the ship repairer.

N.B. : One copy of this form is to be sent to Safety Department prior to commencement of work.