

**CHENNAI PORT TRUST (HANDLING OF FREIGHT CONTAINERS
CONTAINING DANGEROUS/HAZARDOUS CARGO) REGULATIONS, 1987**

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ISSUE OF GAZETTE OF INDIA DATED THE
9TH JANUARY, 1989**

GOVERNMENT OF INDIA

**MINISTRY OF SURFACE TRANSPORT
(PORTS WING)**

NOTIFICATION

New Delhi, the 9th January, 1989

GSR 14(E):- In exercise of the powers conferred by sub-section (1) of Section 124 read with sub-section (1) of Section 132 of the Major Ports Trusts Act, 1963 (38 of 1963), the Central Government hereby approve the Chennai Port Trust (Handling of Freight Containers Containing Dangerous/Hazardous Cargo) Regulations, 1987 made by the Board of Trustees of Chennai Port in exercise of powers conferred on them by Section 123 of the said Act and published in the Tamilnadu Government Gazette dated 16th March, 1988 and 23rd March, 1988 as detailed in the Schedule annexed to this Notification.

Yogendra Narain,
Jt. Secy.
[F.No.PR-16012/13/88-PG].

CHENNAI PORT TRUST

**Chennai Port Trust (Handling of Freight
Containers Containing
Dangerous/Hazardous Cargo) Regulations,
1987**

In exercise of the powers conferred by sub-section (n) and (o) of the Section 123 of the Major Port Trusts Act, 1963(38 of 1963), the Board of Trustees of the Port of Chennai hereby makes, subject to approval of the Central Government, the following draft Regulations, relating to the regulations for Handling of Freight Containers containing Dangerous/ Hazardous Cargo and subject to publication as required under Section 124 of the above said Act.

1.1 Short Title and extent:

(a) These Regulations may be called the Chennai Port Trust (Handling of Freight

Containers Containing Dangerous/ Hazardous Cargo) Regulations, 1987.

(b) These Regulations shall come into force from the date of approval of the Central Government thereto had been published in the official Gazette under Section 124(1) of the Major Port Trusts Act, 1963,

1.2. Definitions

For the purpose of these Regulations unless the context otherwise requires –

1.2.1. 'Port' means the Port of Chennai.

1.2.2 'Deputy Port Conservator' means the Deputy Port Conservator of the Chennai Port Trust.

1.2.3 "Freight Container" for dangerous cargo hereinafter called 'Container' means an article of transport equipment specially designed and constructed for the purpose of transport of dangerous goods by one or more modes of transport.

NOTE: Containers used for the carriage of dangerous/hazardous cargo shall be of adequate strength to resist the possible stress imposed by the conditions of the services in which they are employed and they shall be properly and regularly maintained.

1.2.4. 'Closed Container' means a container which can be laden only through one or more doors in the side or end walls.

1.2.5. 'Closed Top Container' means a container with the bottom, side and end walls, tub having no roof.

1.2.6. 'Tank Container' means container especially built for transport and distributing liquids and gases in bulk in accordance with such conditions as may be required.

1.2.7 'Platform Container' means a type of loadable platform having the same overall external length with top width as the base of series/containers and equipped with top and bottom corner fittings located as on these containers, so that some of the same securing and lifting devices may be used.

1.2.8. 'Container Space' means a space occupied by one container equivalent to one TEU. One TEU measures 6.1 mts X 2.4 mts.x 2.4 mts. This distance may be occupied by a neutral container or containers.

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1.2.9. 'Container Parking Yard' means the yard in which the containers are stacked.

1.2.10 'Container Handling Equipments' means the equipments for safe handling of containers such as Transfer Cranes, Top lift Trucks, Fork lift Trucks or any other equipments fitted with special device for lifting containers.

1.2.11. 'Container Ship' means a ship in which the containers are loaded either below the deck or above deck and shall also include container oriented ships handling cargo in break bulk form.

1.2.12. 'Dangerous Cargo Shed' means a specially constructed shed used for keeping dangerous/hazardous cargo.

1.2.13. 'I.M.O (IMCO)' means international Maritime Organisation.

1.2.14. 'IMO Code' means the Code of Practice published by the International Maritime Organisation on the International Maritime Dangerous Goods.

1.2.15. 'Loading & Unloading' refer to the placing of a container aboard a ship and to its removal therefrom.

1.2.16. 'Packages' refer to receptacles for dangerous goods and receptacles containing dangerous/hazardous cargo.

1.2.17. 'Packing and Unpacking' refer to the placing of packages containing dangerous/hazardous cargo into a container and their removal therefrom.

1.2.18. 'Stuffing & Destuffing' means filing up the containers with cargo and removal of cargo from the container.

1.2.19. 'Transport Tractor-Trailer' means a combination of transport tractor with trailer coupled together permanently or temporarily designed primarily for the transportation of goods by road.

1.3. DANGEROUS/HAZARDOUS CARGO

For the purpose of this regulation, the dangerous/hazardous cargo shall cover all substances classified by the International Maritime Dangerous Goods Code by the International Maritime Organisation, London.

1.4. CLASSIFICATION OF DANGEROUS/HAZARDOUS GOODS

For the purpose of this regulation, Dangerous/Hazardous goods will be divided into the following classes. These classes are based on the I.M.D.G Code classifications:

- | | |
|-----------|--|
| Class 1 | Explosives |
| Class 2 | Gases; compressed; Liquefied or dissolved under pressure |
| Class 3 | Inflammable Liquids |
| Class 4.1 | Inflammable Solids |
| Class 4.2 | Substances liable to spontaneous combustion |
| Class 4.3 | Substances which in contact with water emit inflammable gases. |
| Class 5.1 | Oxidising substances |
| Class 5.2 | Organic Peroxides |
| Class 6.1 | Poisonous (Toxic) substances |
| Class 6.2 | Infectious substances. |
| Class 7 | Radio-active substances |
| Class 8 | Corrosives |
| Class 9 | Miscellaneous dangerous substances i.e. any other substance which experience has shown or may show to be of such dangerous character as to be treated as dangerous goods |

2.0. GENERAL ACCEPTABILITY OF SHIPS CARRYING DANGEROUS / HAZARDOUS CONTAINERS INTO THE PORT

2.1.

All dangerous/hazardous cargo entering the Port area must be classified, packaged, labelled and/or marked in accordance with the IMO Code and be declared by the Ship/Shipper accordingly. The container shall also be marked as such and shall be accompanied by a Packing Certificate issued by the Operating Company indicating the contents.

2.2. Stowage:

No ship carrying containers carrying dangerous/hazardous cargo on board shall enter the Port unless the containers are

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stowed and so documented according to Section 12 of IMO Code as applicable.

3.0. RESTRICTION ON ENTRY OF SHIPS CARRYING CERTAIN CLASSES AND QUANTITIES OF DANGEROUS/HAZARDOUS CARGO.

3.1. Ships carrying explosives shall be allowed only at such of the anchorages or areas notified by the concerned Port authorities except in such quantities as may be permitted to be handled inside the Port area by the Port Regulations applicable.

3.2. No cylinder containing gases compressed, liquefied or dissolved under pressure shall be permitted to be brought inside the Ports unless such cylinders are permitted for import/export by the Chief Controller of Explosives.

3.3. Dangerous goods in tank containers of the following class and type of commodity shall be limited aboard any ship to such quantity as may be notified by the respective Port Authorities, in no case exceeding 50 Tonnes net contents being the total of all classes.

Class 2	Liquefied Inflammable or poisonous gases
Class 3.1	Inflammable Liquids e.g. Carbon Disulphide
Class 4.2	Spontaneously Combustible Liquids e.g. Aluminum Alkyls.
Class 6	Tetra methyl Lead (fuel Additives).
Class 6.1	Poisonous (toxic) substances
Class 6.2	Infectious substances.
Class 8	Corrosives
Class 9	Miscellaneous dangerous substances.

In all such cases, handling of tank containers shall be limited to day light hours and subject to the consignee taking delivery from the Port premises and they shall not be deposited for any length of time within the port premises.

3.4. The Deputy Port Conservator or Officer responsible for the safety of the Port or his authorised representative specially nominated by him for the regulation of the dangerous/hazardous cargo in the port shall be the sole authority to give permission for

landing or loading dangerous/hazardous cargo in containers.

4.0. ADVANCE NOTIFICATION

4.1. Ships

The Master or the Ship owner or Agent must inform the Port authority at least 48 hours prior to arrival of the ship of the dangerous/hazardous goods in containers aboard the ship and those to be discharged at the Port.

The intention to land or load dangerous/hazardous cargo shall be given by the Steamer Agents or Consignors/Consignees in an application made in triplicate to the Deputy Port Conservator for seeking permission at least 48 hours in advance. The application shall include a complete list of all substances with the following particulars:

1. Description of the goods (correct technical name, flash point, if any)
2. Quantity (gross mass and in case of explosives net mass)
3. U.N No.IMDG Code –Page No.(English version)
4. ES No.
5. MFAG Table No.
6. Whether the goods are MARINE POLLUTANTS in accordance with Section 23 of the General Introduction to the IMDG Code.

One copy of each such application and its enclosure shall be given to the Deputy Port Conservator, Container Terminal Manager and Traffic Manager. The list shall furnish complete details including their full/technical names, quantities, mode of packaging, IMCO Classification, if known and other relevant data. The items included in this list shall be serially numbered for reference and follow up correspondence. Application for issue of permits for inflammable liquids including petroleum as defined in the Petroleum Act shall contain the following information.

Flash points of such liquids and whether such liquids are miscible with water or not.

/In addition to these documents, a copy of the ship's cargo manifest shall also be forwarded to the Deputy Port Conservator and Container

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Terminal Manager to enable them to gather information regarding transit cargo of dangerous / hazardous goods containers carried by each ship.

4.2. EXPORTS

The intention to export dangerous/hazardous cargoes through containers shall be advised to the Port Authority prior to their delivery to the berth at least 48 hours in advance and permission obtained from the Deputy Port Conservator before the dangerous/hazardous cargo to be stuffed in containers are moved into the Port.

4.3. TRANSIT

Same prohibitions and restrictions as applicable in respect of dangerous/hazardous cargo for loading or unloading within the Indian Ports shall be applicable for cargo in transit.

5.0 BERTHING

Any container ship carrying containers containing dangerous/hazardous cargo on board shall be berthed only when permission to berth is granted by the Port Authority at the designated berth.

6. The Port Authorities shall stack the Dangerous/hazardous cargo containers in either of the following:

(a) Stack the containers separately in a specially designated area which has been constructed for storage of dangerous/hazardous cargo and provided with fire fighting arrangements.

OR

(b) Stack the containers in the Parking Yard itself by providing proper segregation as per IMDG Code. (The segregation table is given in the Appendix 'A' suggested method of segregation as per IMDG or IMCO Segregation Code in a Container Parking Yard with tyre-mounted Transfer Cranes is shown in the Appendix –'B').

The Port Authorities shall devise a suitable segregation plan as regards to the classification of the cargo and type of handling in the Terminal.

7. STUFFING & DESTUFFING OF CONTAINERS:

7.1 The Port Authority shall designate container depot/Container Freight Station

suitable to handle dangerous/hazardous cargo. The stacking of containers shall be in accordance with Para 6 above. The stuffing and destuffing operation shall follow strictly the IMO Guidelines for the packing of dangerous/hazardous cargo in a Freight Container and shall comply with Classes 12& 13 of IMDG Code (Appendix 'C').

In case stuffing or destuffing is done in an area in the vicinity of stackyard, a minimum of 30 meters around shall be observed.

7.2. Before Stuffing

7.2.1. Containers into which dangerous cargo are to be stuffed shall be examined visually for damage and if there is evidence of material damage, the container shall not be packed. Containers shall be clean, dry and fit for use. Irrelevant dangerous cargo labels shall be removed or masked over before stuffing begins.

7.2.2. Information shall be provided by the Shipper about the hazardous properties of the dangerous cargo to be handled. The shipper shall also ensure that dangerous cargoes are stuffed, marked and labelled in accordance with the IMDG Code. Dangerous cargo shall not be handled unless packaged, marked and labelled in accordance with these regulations.

7.2.3. Dangerous cargo shall only be handled, stuffed and secured under direct and identifiable supervision of a responsible person deputed by the Consignor or the Consignee as the case may be who is familiar with the risks involved and know which emergency measure should be taken. He shall also ensure that any necessary protective equipment is available.

7.2.4. Smoking shall be prohibited while work is going on.

7.2.5. Suitable fire precaution measure shall be taken.

7.2.6. Packages shall be examined and any found to be damaged, leaking or sifting shall not be stuffed into a container,. Packages showing evidence of staining etc., shall not be packed into a container without first determining that it is safe and acceptable to do so,. Water or other matter adhering to packages shall be removed before packing into a container.

7.2.7. If charges are palletized or otherwise unitized they shall be compact and secured in

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a manner unlikely to damage the individual packages comprising the unit load. The materials used to band the unit load together shall be compatible with the substance unitized and retain their efficiency when exposed to moisture, extremes of temperature and sunlight.

7.2.8. In case where electric power supplied is used for any equipment or machinery in the area where containers are stacked or stuffing and destuffing is carried out, the electric supply systems in the machinery shall be of a type which will not cause any spark likely to cause hazard.

7.2.9. A container intended to carry dangerous cargo under temperature control shall be inspected and operated to ensure that the machinery is in proper working order before the shipment is made. A record of the inspection shall be maintained.

7.3. Stuffing and Securing

Special care shall be taken during handling to ensure that the packages or receptacles are not damaged.

7.3.1.. If a package containing dangerous cargo is damaged during handling so that the contents leak out, the immediate area shall be evacuated until the hazard potential can be assessed. The damaged packages shall not be transported.

7.3.2. No repacking shall be done within the Port premises. If leakage from dangerous cargo likely to cause any explosion, spontaneous combustion, poisoning or similar danger, personnel shall immediately be moved to a safe place and the emergency response organization (e.g. the fire service) , medical service shall be notified as necessary.

7.3.3. Dangerous goods shall not be stuffed in the same container with incompatible substances, Guidance of both a general and particular nature on this matter may be found in the IMDG Code.

NOTE: It is also possible that in some instances, goods of the same class shall not be stuffed into the same container as they are incompatible. For example, Peroxides and Permanganates are both oxidizing agents (Class 5.1). However, they may interact dangerously in the event of an accident.

7.3.4. Dangerous goods which may damage by taint, odour or contamination to other products shall not be stuffed in the same container as goods susceptible to such damage.

7.3.5. When dangerous cargo, particularly those of Class 6.1(poisons) and Class 8 (Corrosives) are handled, consumption of any form of food or drink shall be prohibited.

7.3.6. Special packing instructions detailed on individual packages or otherwise available must be strictly observed, (e.g) Goods marked "protect from frost" shall be stowed away from the walls of the container.

Goods marked "this way up" shall be packed accordingly. When dangerous goods consignment forms only part of the load of a container, it shall preferably be stuffed so as to be accessible from the doors of the container.

8. MARKING AND LABELLING:

8.1. The containers shall be sealed prior to dispatch. However, they shall not be locked unless specifically required and agreed to by the container operator. In such cases a key shall be readily available at all times.

8.2. Container in which dangerous goods are stuffed shall bear IMCO dangerous Goods Code Class Labels(Placards) not less than 250 mm x 250 mm in size. Except where not required by IMDG Code there shall be at least four such labels (Placards) placed externally in conspicuous places, one on each side and one on each end. Labels for the sides of the container shall be affixed in such position that they are not obscured when the container doors are opened.

8.3. The container shall also bear externally the correct technical name of each of the dangerous substances packed therein.

8.4. Additional labels as may be required by rail and road transport authorities shall be provided.

9. STUFFING CERTIFICATE

Those responsible for the stuffing of the dangerous cargo into a container shall provide a "Container Stuffing Certificate" certifying that this has been properly carried out and embodying the following provisions:

9.1. That the container was clean, dry and apparently fit to receive the goods.

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9.2. No incompatible goods have been stuffed in the container.

9.3. All packages have been externally inspected for damage and only dry, sound packages packed.

9.4. All packages have been properly stuffed in the container and secured and suitable securing materials used.

9.5. The container and packages are properly marked and labelled.

9.6. The dangerous cargoes in the container are those for which acceptance has been specifically obtained with the shipment in question.

9.7. The consignor of the dangerous cargoes has in each case issued a dangerous cargoes declaration as to nature of the hazard and that the cargoes are suitably package for transport by sea.

9.8. The container stuffing certificate shall be forwarded with the container to be available at the time of loading on board ship.

9.9. The permission of the Deputy Port Conservator has been obtained for stuffing the cargo.

10. GENERAL ADVICE ON RECEIPT OF CONTAINERS CONTAINING DANGEROUS / HAZARDOUS CARGOES FOR STUFFING / DESTUFFING

Containers containing dangerous cargo shall be destuffed with care, always bearing in mind that the cargo may have been damaged in transit. Before the doors are opened, this possibility shall be borne in mind in relation to the properties of cargo. For example, depending on the contents of the container, there may exist the possibility that leakage has caused an unsafe concentration of toxic, inflammable or explosive vapour, or to have produced an oxygen enriched (or depleted) atmosphere. If there is evidence that damage has occurred and such a condition exists, expert advice must be sought before commencing to destuff the containers.

10.1. Any container which carried dangerous cargo particularly toxic products, shall be ventilated before unpacking commences, that is the doors shall be kept open for an adequate period.

10.2. After a container containing dangerous goods has been unpacked, particular care must be taken to ensure that no hazard remains. This may entail special cleaning, particularly if toxic spillage has occurred or it suspected. When satisfied that a container offers no hazard, the dangerous goods labells shall be removed.

10.3. If any container shows signs of heat it shall be removed to a safe place and fire services immediately notified. Care shall be taken to see that any fire fighting methods to be used are suitable for the cargo in question.

10.4. Attention is drawn to the fact that the consignee is normally obliged to return the container, after discharging clean and suitable for the transport of every kind of cargo. This applies especially when poisonous, dangerous or obnoxious cargo has been transported.

11. Destuffing of dangerous /Hazardous Cargoes

11.1. Notification of import of dangerous cargo must be given to the concerned Port Authority by the Operator prior to the arrival of the container within the Port.

11.2. The import cargo documents must be endorsed with a "Dangerous Goods" stamp by the Operator or the persons responsible for preparing the documents before the container is discharged.

11.3. Dangerous cargo containers shall be destuffed with care, always bearing in mind that the cargo may have been damaged in transit. Before the doors are opened, this possibility shall be borne in mind in relation to the properties of the cargo. If there is evidence that such damage has occurred, expert advice must be sought before commencing destuffing of the container.

11.4. As cargo is destuffed and checked, it must be separated according to its class and placed in the correct storage area. Any discrepancy in respect of marks, labels or type of packaging must be reported to the Supervisor and the Operating Company shall be advised at the earliest opportunity.

11.5. Areas for the storage of the various classes shall be clearly defined and where possible there shall be an outside stowage provided the packaging is suitable. In any event dangerous goods shall be set apart from the general cargo within the transit shed.

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11.6. Removal of import dangerous cargo must be effected immediately.

11.7. All dangerous cargo labels shall be removed as soon as the container can be declared non hazardous.

12. Total quantity dangerous cargo in a designated area shall not exceed five container loads.

13. FIRE FIGHTING

13.1. Special fire fighting provisions shall be made in the designated areas where dangerous/hazardous cargo containers are kept. These shall include:

13.1.1. The provision of all fire fighting equipment as required by national or local regulations in properly maintained and fully operational condition.

13.1.2. The provision of clear information as to emergency routines to be followed and a regular practice of such routines.

13.1.3. Goods liaison between the container base and the fire brigade. The means to call the fire service shall be readily available at all times.

13.1.4. Gods housekeeping and cleanliness. For example, patches of oil mixed with sawdust are a potential source of ignition, heaps of rubbish can be readily ignited, piles of gunnage can assist in the rapid spread of fire etc.

13.1.5. Proper care shall be taken to minimize sources of ignition such as smoking, unprotected or ill maintained electrical installations or repair equipment.

13.1.6. Proper care of machinery and with its operations, particularly where refuelling is concerned.

13.1.7. Clear access to fire appliances within the premises shall be maintained and a route kept clear all times to allow rapid access for emergency vehicles from outside.

13.2. SPECIAL EQUIPMENT

13.2.1. Adequate and proper breathing apparatus shall be provided and men trained in its use so as to render immediate assistance should personnel be affected by a noxious fumes.

13.2.2. Protective clothing, comprising rubber boots and gloves and apron together with

oilskins shall be available for use in dealing with aplit material.

13.2.3. Receptacles of inert material shall be available for use in minimizing the spread of split liquid.

13.2.4. Nothing in this section shall prevent calling upon the proper emergency services as soon as trouble arises.

13.3. LIGHTING

13.3.1. Wherever and whenever dangerous goods are handled, or other goods handled adjacent to dangerous goods, adequate and flame proof lighting shall be provided.

13.3.2. It shall be remembered that labels may appear to change colour in artificial light.

14. PENALTIES

Any one contravenes any of the aforesaid provisions or orders made there under shall be punishable with fine which may extend to Rs.10,000/- and where the contravention or failure is a continuing one with fine which may extend to Rs.1000/- per day of such continued offence. The quantum of fine in each case shall be determined by the Deputy Port Conservator.

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APPENDIX –‘A’ SEGREGATION TABLE

	1.4 1.5	2.1	2.2	3.1 3.2	3.3	4.1	4.2	4.3	5.1	5.2	6.1	7	8
Explosives	1.4 1.5	2	1	2	2	2	2	2	2	2	X	2	2
Inflammable Gases	2.1	2	X	2	2	1	2	1	2	4	X	2	1
Non-Inflammable Gases	2.2	1	X	2	2	X	1	X	X	2	X	1	X
Inflammable liquids	3.1 3.2	2	2	2	2	2	2	2	2	3	X	2	1
Non-Inflammable liquids	3.3	2	2	2	1	2	2	1	3	X	2	1	
Inflammable Solids	4.1	2	1	X	2	1	1	1	1	2	X	2	1
Spontaneously Combustible Substances	4.2	2	2	1	2	2	1	1	2	2	X	2	1
Substances which are dangerous when wet	4.3	2	1	X	2	2	1	1	2	2	X	2	1
Oxidizing substances	5.1	2	2	X	2	1	1	2	2	2	1	1	2
Organic Peroxides	5.2	2	4	2	3	3	2	2	2	1	2	2	
Poisons	6.1	X	X	X	X	X	X	X	1	1	X	X	
Radioactive substances	7	2	2	1	2	2	2	2	1	2	X	2	
Corrosives	8	2	1	X	1	1	1	1	2	2	X	2	
Miscellaneous Dangerous Substances	9												

The numbers in the table are defined in the next page.

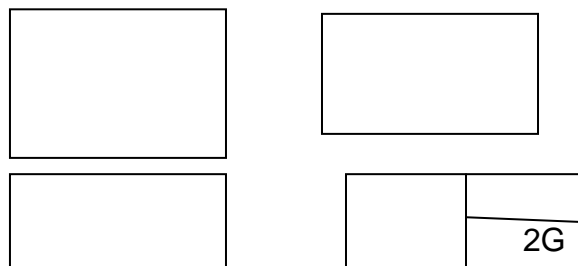
The numbers in the table at pre-page are defined as follows:

IMDG Code Definition	Containerbase Segregation
1. Away from	Not touching each other nor overstacking one with the other
2. Separate from	3 Metres (10ft) apart unless separated by fire-resistant wall
3. Separated by a complete compartment	3 Metres (10ft) apart unless separated by fire-resistant will
4. Separated longitudinally by an intervening complete compartment	In different sections of the containerbase separated by a roadway or other effective fire block, or at least 25 metres (80 ft) apart.
X No general segregation recommended	If in doubt refer to the IMDG Code. O. The Blue Book for particular substance.

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1. Storage space should also be selected as between outside and inside the buildings in accordance with the following guidelines:

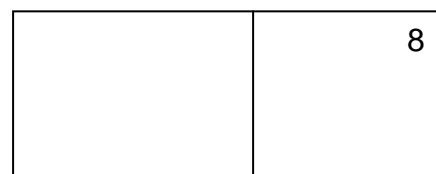
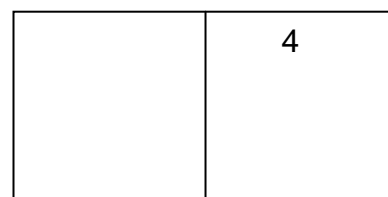
1.1. Commodities which the carriage by sea rules require to be stowed only on the deck of a ship should not be stored inside a building unless the building is specially equipped for such purpose.



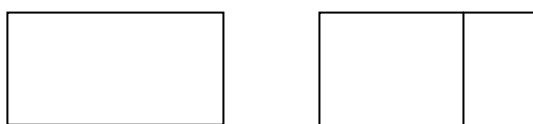
1.2. Table

IMCO class	Description	Storage
1.4	Safety Ammunition	Inside - Lock up
1.5	Very insensitive substances	Inside - Lock up
1.	Other than Safety Ammunition & Class 1.5	Not to be stored except by special arrangement.
2	Compressed Gases - Inflammable - Poisonous - Inert - Small cylinder(e.g. Lighter fuel)	Outside Outside Either Inside
3.	Inflammable liquids	
3.1	Low F.P. below -18 deg C(0 degree F)	Outside
3.2	Intermediate F.P. -18 deg upto 23 deg C(0 deg - 73 deg F)	Outside Small quantities inside
3.3	High F.P. 23deg C -61 deg C(73deg -141 deg F)	Either
4.1.	Inflammable solids	Either
4.2	Spontaneous Combustible	Outside(keep dry)
4.3	Emit inflammable Gases in contact with water	Outside (Keep dry)
5.1	Oxidising substances	Large quantities outside. Small quantities (less than 2 tons) either
5.2	Organic Peroxides	Outside (construed to be kept closed)
6.1	Poisons(toxic)	Either (look for other hazards and store accordingly)
6.2	Infectious	Accept only by special arrangement
7	Radio active	According to transport Class & A.E.A recommendations
8	Corrosives	Either(consider degree of corrosive and secondary hazard)
	Miscellaneous (not to be construed as necessary low hazard)	According to particular hazard and quantity.

All hazardous containers to be placed tier 1 if possible, not exceeding tier 2 for fire fighting purposes. General containers can still use hazardous slots in order to utilise all the blocks. All hazardous containers to have doors facing outwards. Port Fire and Port Safety Officers to have fire plans and segregation plans of container yard, giving fire hydrant positions. These officers must also know the hazardous containers and contents in the yard at any one time. It would also be convenient if these officials had a slot board (wood will do) with 'T' cards carrying cargo information. Cards could also be marked with the type of equipment needed to deal with an accident.



APPENDIX 'B' IMCO SEGREGATION



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APPENDIX 'C'

COPY OF SECTION 12 AND EXTRACT OF
SECTION 13 OF INTERNATIONAL
MARITIME DANGEORUS GOODS CODE

SECTION 12. CONTAINER TRAFFIC

12.1.1. The recommendations of this text apply to containers in which packages of dangerous goods are loaded.

12.1.2. In container traffic a number of small packages is enclosed for transit in a large box fitted with doors and lifting points. The size and construction of the container may vary with the trade in which it is employed. Many containers are the demountable bodies of road or rail vehicles.

12.1.3. Containers used for the carriage of dangerous goods should be of adequate strength to resist the possible stresses imposed by the conditions of the services in which they are employed.

12.1.4. Dry dangerous goods in bulk may be carried in containers specially approved for this purpose by the competent authorities.

12.2. Permitted Shipments

12.2.1. Dangerous goods should only be transported in containers when they are packed as recommended in this code except as provided in Section 12.1.4.

12.2.2. Containers in which dangerous goods are loaded should not be transported on board passenger vessels unless such goods are specifically permitted by this Code to be so transported.

12.2.3. A dangerous substance should not be stowed in the same container with any other substance with which it is deemed incompatible by this code unless the requirement for segregating those substances is not more stringent than "Away from" (as defined in Section 15.8) and such segregation within the container can be assured during transport.

12.3. Container Certification

12.3.1. The requirements set out in Section 9 of the General Introduction to this Code with respect to the documentation of packaged dangerous goods should be met.

12.3.2. Containers in which dangerous goods are loaded should be examined extremely for damage, signs of leakage or shifting of contents. Any container found to be damaged ,leaking or shifting should not be

accepted for shipment until repairs have been effected and/or damaged receptacles removed.

12.4. Marking and Labeling

12.4.1. Containers in which dangerous goods are loaded should bear labels as specified for each class in this code, affixed on the outside, in a conspicuous place.

12.4.2. The special dangerous goods list or manifest(required by Regulation 5(c) of Chapter VII of the Convention) should indicate clearly those containers in which dangerous goods are loaded and their location in which dangerous goods are loaded and their location in the ship. The total quantity of each dangerous substance, in addition to the description as required under the above Regulation, should also be shown in the list or manifest.

12.4.3. Individual packages loaded in a container are exempt from the labeling requirements but the use of dangerous goods on such packages is recommended in case they need to be quickly identified in an emergency.

12.5. Stowage of Containers

12.5.1. Containers in which dangerous gods are loaded should generally be carried and segregated in accordance with the stowage requirements laid down in this code for such goods, e.g. if dangerous goods which are required to be stowed on deck are carried in a container, then that container must also be stowed on deck.

12.5.2. Containers in which dangerous goods are loaded should also be generally segregated in accordance with this code. In those cases where such segregation is not possible by virtue of the construction of ship (e.g. where there are no intervening bulkheads on a container deck) alternative segregation arrangements may be accepted provided the competent authority is satisfied that an equivalent degree of safety is thereby assured.

12.5.3. Packages of dangerous substances and any other goods within the containers should be adequately braced and secured for the voyage. The packages should be loaded in such a way that there will be a minimum likelihood in such a way that there will be a minimum likelihood of damage to fittings during transportation. Such fitting on packages should be adequately protected.

12.5.4. Containers equipped with refrigerating or heating equipment, and which give rise to a toxic and/or inflammable hazard should be stowed on deck they may be stowed and operated under deck provided that adequate ventilation and other safety precautions, to the satisfaction of the competent authority, are observed.

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<p>13.1. <u>SECTION 13- PORTABLE TANKS</u> 13.1.1. <u>Applicability and Definitions</u> 13.1.1.1. <u>Applicability</u></p>	<p>13.1.1.1. The recommendations of this Section apply to portable tanks (as defined in 13.1.2.1.) fitted with pressure relief devices, intended for the carriage of dangerous liquids.</p> <p>13.1.1.2. Attention is drawn to the fact that no provisions have been included in respect of any additional fire-fighting and protection measures or other special equipment which may be necessary on ships carrying portable tanks.</p> <p>13.1.1.3. Portable tanks of types other than those covered by this section may be considered for the carriage of dangerous liquids under special conditions to be prescribed by the competent authority.</p> <p>13.1.1.4. Where exceptional hazards exist for an individual substance, additional requirements may be specified by the competent authority.</p> <p>13.1.2. For the purposes of this section a portable tank means a tank having a capacity of 450 liters (100 gallons) or above for the transport bulk liquids with a vapour pressure of less than 3kp/cm² – Absolute – (43 psia) at a temperature of 50 degree C(122 degree F). The tank should not be permanently secured on board the ship and its contents should not be loaded or discharged while the tank remains on board. The loaded tank should be capable of being lifted on and off the ship.</p> <p>13.1.2.2. Maximum allowable working pressure is the maximum gauge pressure permissible at the top of a tank in its operating position. This pressure is based on calculations for every element of the vessel using nominal thickness exclusive of: (a) Allowances for corrosion, and (b) thickness required for loadings other than pressure</p> <p>13.1.2.3. Start to discharge pressure is the value of static pressure below which no bubbling occurs when a pressure relief valve is tested by means of air under a specified water seal on the outlet.</p> <p>13.1.2.4. Total containment pressure is the sum of the vapour pressure in kp/cm² (psig) at a reference temperature at the liquid surface as specified by the competent authorities concerned plus the effect on total pressure of the partial pressure contributed by the presence of air and other gases in the ullage space, the liquid expansion as determined by the bulk mean reference temperature, and the effect of the solubility of air and other gases in the liquid, plus a minimum dynamic pressure of 0.35 kp/cm² (5 psig) In no case should the total containment pressure be taken to be less than 1.75 kp/cm² (25 psia) where no</p>	<p>acceptable data for solubility exists, it should be neglected.</p> <p>13.11. <u>Testing and Inspection of Portable Tanks</u></p> <p>13.11.1. Such tests and inspections as the competent authority may require should be carried out during construction.</p> <p>13.11.2. Every Portable tank, and all piping, valves and other accessories thereof which are subject to the pressure of the tank contents, except pressure relief devices, should be tested by complete filling (including domes, if any) with water or other liquid having a similar density and applying a pressure of not less than 1 ½ times the maximum allowable working pressure. The details of the test should be as prescribed by the competent authority.</p> <p>While under pressure, the tank should be inspected for leakage, corroded areas, dents, or other conditions which indicate weakness that might render the tank unsafe for transportation service, and it should not be placed in or returned to service if any evidence of such unsafe condition is discovered until the tank etc, has been repaired and the test repeated and passed successfully.</p> <p>13.11.3. A tank should not be accepted for shipment unless the pressure relieving devices have been examined by a competent person in the previous six months. A visual and external examination may suffice. However, for those cargoes which tend to render the devices in operative, the competent authority may require more frequent examination.</p> <p>13.11.4. Tanks and their fittings should be inspected internally and externally with sufficient frequency and with due regard to the contents carried, but in no case at intervals greater than 2 ½ years, under conditions prescribed by the competent authority.</p> <p>13.11.5. All pressure relief valves should be retested and inspected at intervals of not more than 2 ½ years, with due regard to the contents carried and under conditions prescribed by the competent authority.</p> <p>13.11.6. Tanks should be retested hydraulically at intervals of not more than five years under conditions prescribed by the competent authority. Other types of retest may be permitted, exceptionally, as prescribed by the competent authority.</p>
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13.12. Marking the Portable Tanks

- 13.12.1. Metal identification plates - There should be on every portable tank a rustproof metal plate permanently attached to the tank in a place rapidly accessible for inspection. Upon the plate should be marked by stamping, embossing or other means, at least the information indicated below. This plate should not be painted so as to obscure the markings thereon.

Manufacturer's name
 Date of manufacture.....
 Tank Serial No.....
 Maximum allowable working pressure.....kp/cm² (psig)
 Test Pressure..... kp/cm² (psig)
 Total water capacity.....litres(gallons)
 Maximum weight of liquid to be carried.....(Kilo tons)
 Maximum gross weight(kilo tons)
 Control or permit identification of competent authority.....
 Hydraulic test date.....
 Authority who witnessed the hydraulic test.....
 Code, rules or regulations (by name or other identification) under which tank is designed.....

13.12.2. Test date and markings

- 13.12.2.1. The date of the last hydraulic test and the witnessing authority mark should be clearly stamped on the metal identification plate specified above.

- 13.12.2.2. The date of the last visual examination as prescribed by Section 13.11.4 should be visibly marked on the tank in a manner satisfactory to the competent authority.

- 13.12.3. Special purpose tanks, Special purpose tanks should be marked to indicate the substance they are permitted to carry.

13.13. Certification of Portable Tanks

- 13.13.1. A certificate from an approved inspecting agency affirming that the tank complies with the competent authority's requirements should be filed so as to be available to that authority.

13.14. General Handling Precautions for Portable Tanks

- 13.14.1. The following recommendations and precautions are applicable only for tanks designed and constructed according to the provisions shown in this section (e.g. tanks with pressure relief devices).

- 13.14.2. Portable tanks should only carry liquid cargoes which are specifically authorized by the competent authority of the country concerned.

- 13.14.3. It is also envisaged that in due course the entry for each individual substance in the dangerous Goods Code will indicate whether that substance may be carried in a portable tank and what type of tank is required.

- 13.14.4. It is also envisaged that the Dangerous Goods Code will give individual requirements for the stowage of such substances on portable tanks and will indicate any differences between their stowage and that of approved packing.

- 13.14.5. Until such time as the amendments to the Code have been completed stowage of portable tanks should be as recommended in 13.15.

13.15. Stowage of Portable Tanks

- 13.15.1. Portable tanks should be stowed in accordance with the provisions of section 14 of this code except that the position of stowage should be in accordance with the following table:

IMCO Class	Passenger Ships		Cargo Ships	
	On deck	Under deck	On deck	Under deck
Explosives 1	*	*	*	*
Gases 2	*	*	*	*
Inflammable 3.1.	Prohibited	Prohibited	Permitted	Prohibited 1
Liquids 3.2.	Prohibited 1) Permitted	Prohibited 1)	Permitted Permitted	Prohibited 1 Permitted 2
3.3.	*	*	*	*
Inflammable solids 4.1	*	*	*	*
Spontaneously combustible substances 4.2.	Prohibited	Prohibited	Prohibited 1)	prohibited
Substance dangerous when wet 4.3.	Prohibited	Prohibited	Permitted 3)	Permitted 3)
Oxidizing substances 5.1.	Prohibited 1)	Prohibited	Permitted 3)	Permitted 3)
Organic peroxide 5.2.	Prohibited 1)	Prohibited	Prohibited 1)	Prohibited 3)
Poisons 6	Prohibited 1)	Prohibited 1)	Permitted 3)	Permitted 3)
Radioactive substances 7	*	*	*	*
Corrosives 8	Permitted	Permitted	Permitted	Permitted
Misc Dangerous Substances 9	Permitted 3)	Permitted 3)	Permitted	Permitted 3)

- Not applicable.

1. Except under special conditions to be specified by the competent authority..
2. If not having poisonous or similar properties shown by a secondary label.
3. Under conditions to be specified by the competent authority.

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- 13.15.2. Table in 13.15.1. applies to portable tanks containing liquids only. It does not apply to such tanks containing solids (also if dispersed or wetted) gases or liquefied gases.
- 13.15.3. Where the individual entry for a substance in the Code is more restrictive than the table with regard to stowage, the individual entry should apply.
- 13.15.4. If a portable tank is to be shipped containing a liquid for which the individual entry shows one or more secondary labels, due consideration should be given to all properties of that liquid and stowage should be arranged accordingly.
- 13.15.5. Portable tanks found to be leaking or significantly damaged so as to possibly affect the integrity of the tank or its lifting and securing arrangements should not be accepted for shipment.
- 13.15.6. Portable tanks having residue of loading adhering the outside of the tank should not be accepted for shipment unless cleaned and found to be satisfactory.
- 13.15.7. Portable tanks should not be over-slowed unless they are carried in specially design ships and unless they are specially protected to the satisfaction of the competency authority. Due attention should be paid to Section 13.9.1.2.
- 13.15.8. Portable tanks should not be accepted for shipment in ullage condition liable to produce an unacceptable hydraulic force due to surge within the tank.
- 13.15.9. Empty tanks not gas free should comply with the same provisions as tanks filled with their previous product.
- 13.16. SEGREGATION OF PORTABLE TANKS
- Portable tanks containing dangerous liquids should be segregated in accordance with the international Maritime Dangerous Goods Code (See Section 15)
- 13.17. Securing of Portable Tanks
- 13.17.1. In addition to the usual securing means provided for transportation, additional securing means, satisfactory to the competent authority and the master of the vessel, may be required in order to ensure more thoroughly against significant movement of the portable tanks during the sea voyage.
- 13.17.2. In determining the adequacy of the securing devices, the motions and accelerations of 13.4.7 should be assumed.
- 13.17.3. Special instructions displayed on the tanks should be observed.
