

**KANDLA PORT  
REGULATIONS  
1967**

NAVNI DH COMPUTERS PH. 23475

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KANNIYA PORT TRUST

Notification

6th January 1968

No. DCK-G-152 (11) 67.—The approval accorded by the Central Government to the Kanniya Port Regulations, 1967, published in Part IV-G of the Gazette of India, Extraordinary, dated the 19th October, 1967, and 26th October, 1967, is published herewith in accordance with Section 121 (1) of the Major Port Trusts Act, 1963.

GOVERNMENT OF INDIA

MINISTRY OF TRANSPORT AND SHIPPING

(The Honourable Member)

New Delhi, the 30th December, 1967.

No. 2 PG (10) 67.

To,

The Chairman,  
Kanniya Port Trust,  
Chandichang, Kutch.

Subject.—Kanniya Port Regulations, 1967.

Sir,

I am directed to refer to your letter No. DCK-G-152 (11) 67, dated 14th November 1967, and to convey the approval of the Central Government under Section 121 (1) of the Major Port Trusts Act, 1963 to the Kanniya Port Regulations 1967, as per proposal contained in the Board of Trustees' Resolution No. 96, dated 12th September 1967, the same having been published previously as required in Section 121 (2) of the said Act.

Yours faithfully,

(Sd.) P. L. GUPTA,

Under Secretary to the Government of India.

K. P. BHARGAVA,

Secretary

# KANDLA PORT TRUST NOTIFICATION

GANDHIDHAM - KUTCH

In pursuance of Sub-Section (2) of Section 124 of the Major Port Trusts Act, 1963 (38 of 1963) the Board of Trustees of Kandla Port hereby publishes the following draft Regulations, made by it in exercise of the powers conferred by Section 123 of the said Act, namely :

## 1. PRELIMINARY :

### 1. Short Title Application and Commencement :

- (1) These regulations may be called the Kandla Port Regulations, 1967.
- (2) These regulations shall apply to the Port of Kandla.

## 2. Definitions :

In these Regulations unless the context otherwise required.

- (1) "Act" means the Major Port Trusts Act, 1963.
- (2) "Board", "Chairman", "Deputy Chairman", "Dock", "Goods", "Master", "Owner", "Port" and "vessel" have the same meaning as in the Act.
- (3) "boat" means a small craft which is not mechanically propelled.
- (4) "bulk oil vessel" means a vessel licensed to carry petroleum in bulk as cargo.
- (5) "certified petroleum" means petroleum certified to be non dangerous petroleum by the certificate of such description as the Central Government may from time to time by written order, prescribe, granted at the port of shipment.
- (6) "Dangerous petroleum" means petroleum which has its flashing point below 24.4° C.
- (7) "dark" means 15 minutes after sunset.
- (8) "day break" means half an hour before sunrise.
- (9) "Deputy Conservator" means an officer appointed by the Central Government to Act under the Authority of the Chairman for the supervision and control of shipping and conservancy of the Port.

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- (10) "excluded petroleum" means petroleum having its flashing point not below 93.3° C to which these rules do not apply;
- (11) "flashing point" of any petroleum means the lowest temperature at which it yields a vapour which will give a momentary flash when ignited, determined in accordance with the provisions of the Petroleum Act, 1934 (30 of 1934) and the rules made thereunder.
- (12) "fuel oil" means petroleum oil having a flash point of not less than 65.6° degrees Centigrade and ordinarily used as fuel in engines and furnaces.
- (13) "gas free certificate" means a certificate granted by an officer appointed by the Central Government in this behalf, to the effect that a vessel has been thoroughly cleaned and freed from petroleum and inflammable vapour.
- (14) "general guarantee" means a guarantee in the form set out in Appendix-1.
- (15) "Harbour Master" means an officer responsible to the Deputy Conservator and includes the officer or officers acting under the authority of the Harbour Master.
- (16) "Heavy petroleum" means petroleum which has its flashing point not below 65.6° C.
- (17) "motor vehicle" includes any car, lorry, truck, tractor, cycle or other wheeled vehicle propelled by mechanical means and used for the conveyance by road of human beings or property.
- (18) "non dangerous petroleum" means petroleum having its flashing point below 65.6° C° but not below 24.4° C.
- (19) "petroleum" means any liquid hydro-carbon or mixture of hydrocarbons and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbons but does not include any oil ordinarily used for lubricating purpose and having a flash point at or above 93.3° C.
- (20) "petroleum in bulk" means petroleum in quantities exceeding 2273 litres contained in any one receptacle.
- (21) "petroleum vessel" means a vessel carrying more than 2273 litres of dangerous or non-dangerous petroleum.
- (22) "sea-going vessel" means every description of vessel used in sea navigation or notified as sea-going by the competent authority.

- (23) "small craft" means every description of vessel not being a sea-going vessel or an inland steam vessel which is used for the conveyance by water of human beings or of goods.
- (24) "Traffic Manager" means the officer for the time being in charge of the Traffic Department and includes the deputies and assistants to the Traffic Manager and any other officer or officers acting under the authority of the Traffic Manager.
- (25) "vehicle" includes any cart, carriage, lorry, truck or other wheeled contrivance used for transportation by road of human beings or property.
- (26) "specified" means specified by the Board.

**PART II**

- 3. **Admission of vessel in to Docks and Regulations for vessels so Admitted:**  
The Board shall not be responsible for any act or default of any Port officer or Harbour Master or any deputy or assistant of any of the authorities aforesaid, or of any person acting under the control or direction of any such authority, deputy or assistant, or for any act or default of any pilot, or for any damage sustained by any vessel in consequence of any defect in any of the moorings, hawsers or other things belonging to the Board which may be used by the vessel.
- 4. **Master or Agent to Intimate Arrival of Vessel in Advance :**  
A report in writing in respect to every vessel expected to arrive at the port shall be made in advance to the Deputy Conservator or any officer or officers acting under his authority and also to the traffic manager by the master, owner or agent stating the expected date of arrival of the vessel, the name of such vessel, the cargo or carried whether in ballast, and full particulars of dimensions, draft tonnage and special features of equipment or construction. The said report shall be followed by the precise intimation giving the expected time of arrival of vessel at the Tuna Buoy (Pilot station).



**5. Pilotage :**

Subject to the provisions of the Act and the instructions in Appendix II, pilotage is compulsory and the pilots shall meet the vessels at Tuna Buoy in the case of incoming vessels and out-going vessels shall be left at the Tuna Buoy. The rules set out in Appendix II shall apply in relation to pilotage at the port.

**6. Ladder not to be lowered without pilots consent :**

No accommodation ladder or pilot ladder shall be lowered without the consent of the pilot, while the vessel is in pilot's charge.

**7. Vessels Entering During Day to Show Flag :**

All seagoing vessels on entering or leaving the Port between Day break and dark shall fly their national flag and when entering the Port, each vessel shall show her signal letters.

**8. Application for a Berth :**

A written application in respect of every vessel desiring to occupy a berth shall be made in advance, to the Traffic Manager, by the master, owner or agent, stating the name of such vessel, the cargo carried or whether in ballast.

**9. Allotment of Berth :**

A vessel shall have no claim to a berth in Port until one shall have been specially allotted by the Traffic Manager and intimation given of such allotment by Deputy Conservator. Further more, allotment of any berth in Port shall only be considered as provisional until a vessel is actually ready to enter Port and her suitability for and right to such berth is established to the satisfaction of the Traffic Manager.

**10. (i) Preferential Berth :**

The Chairman of the Board, at his discretion may accord priority, including ousting priority, to the berthing of any ship over all other ships. Under special agreement, preferential berth may be allotted and reserved for vessel belonging to Lines regularly trading with the Port. Such berth, however, may at any time be allotted to a vessel

not entitled to preferential berth if in Traffic Manager's opinion such allotment is considered advisable or necessary for Port convenience.

**10. (ii) Preferential Allotment of Berths in Port's Interest :**

Notwithstanding anything contained in the foregoing regulations, the Chairman of the Board may direct that preference be given in the allotment of berths to any vessel or vessels, if in his opinion it is desirable to do so in the interest of the Port.

**11. Berthing of Vessels :**

Vessels arriving at the Port to discharge import cargo or to load cargo shall be berthed ordinarily in the order of arrivals at outer Tuna Buoy. For this purpose mooring berths in the stream may be deemed as berths.

**12. Traffic Manager Empowered to over-rule order of preference in Allotting Berths :**

The Traffic Manager, with the approval of the Chairman, may vary the order of precedence laid down in regulation 11 where better use of port and general interests of shipping and Port render it necessary to do so.

**13. Preference of Vessels Discharging or Loading Cargoes :**

A vessel desiring to take berth for discharging or loading cargo, will normally be given preference over other vessels and will ordinarily be allotted berths in order of their arrival at Outer Tuna Buoy of the Port, provided that application for a berth shall have been made previous to or on arrival of the vessel.

**14. Vessels to be moved out of berth or shifted :**

(i) The Traffic Manager shall cause a vessel to be moved out of the berth if, in his opinion the vessel is not making a proper use of the berth and the facilities on the quay.

(ii) The Traffic Manager may cause a vessel in occupation of a berth to shift either to stream or to any other berth if, in his opinion such shifting is to suit the convenience of the port.



**15. Decision with Regard to Berthing :**

In all matters of dispute with regard to berthing, the decision of the Chairman of the Board, shall be final.

**16. Refusal to Allot A Berth :**

- (i) If the Traffic Manager or the Deputy Conservator considers that there is good reason for not allotting a berth to a vessel, he may refer the question to the chairman of the Board and pending the chairman's decision he may refuse to allot a berth.
- (ii) If the Traffic Manager or the Deputy Conservator considers that there is good reason why a vessel should not be admitted in the Port, he may refer the question to the Chairman of the Board, and pending the Chairman's decision, he may refuse to allot a berth.

**17. Regulations for the Vessels in the Port :**

No vessel shall cast off a warp that has been made fast to her to assist a vessel moving without being required to do so by the Pilot or the Harbour Master in charge of the vessel moving.

**18. Master to be in command of Vessels :**

A vessel shall not be permitted to enter or leave Port or to be moved from one berth to another in Port unless the master of such vessel or other Chief Officer holding a Master's Certificate is on board and is actually in command. Under exceptional circumstances such as the death or serious illness of the master, special arrangements shall be made with the Deputy Conservator or any officer or officers acting under the authority of the Deputy Conservator. The presence of a Pilot or any officer of the Port on Board shall, under no circumstances, be deemed to impose any liability on any such officer on the Board.

**19. (i) Vessels to be under steam or Assisted by Tugs :**

A vessel shall not be permitted to be navigated to docks, channels or entrance or docks unless propelled by her main engines or assisted, when necessary, by an efficient steam tug or tugs. In the event of insufficient steam power being provided by the master or

owner, or whenever the Deputy Conservator or any officer or officers acting under the authority of Deputy Conservator considers it desirable to do so, he is authorised to employ the Board's any other available steam tug or tugs for duties in connection with any vessel navigation the docks channel or entrances or docking or undocking; and the master or owner of every such vessel shall pay a fix rate for the use of the board's tug and shall pay for the use of any other tug engaged at such rate as the owner thereof usually charges for a similar work.

**(ii) Pressure of Steam :**

Masters of vessels entering or leaving the harbour shall be responsible for the maintenance of sufficient pressure of steam to work their engines at full speed ahead or astern as may be required, until such time as their vessels are berthed in the Port or are cleared of the harbour channels.

**20. Supply of lines, Hawsers etc. :**

A vessel entering the docks channel shall have a boat with four men in attendance for running out lines to the dock pier heads for hauling into dock and shall have in readiness and supply for use, such steel wire or other hawsers or lines, as may be required, of atleast 40 fathoms length for each bow and quarter, and such other ropes, line and fenders etc. as may be necessary to facilitate entry or to protect the vessel from injury whilst hauling into or out of dock; failing the provision of such hawsers, ropes, lines and fenders etc., they shall be supplied by the Deputy Conservator or any officer or officers acting under the authority of Deputy Conservator at the scale of rates prescribed by the Board for their use by the master or owner of the vessel. Coir springs are provided during the monsoon or bad weather at exposed berths and must be used when the Deputy Conservator or any officer or officers acting under the authority of Deputy Conservator considers it necessary. Although, endeavours will be made to provide efficient ropes, hawsers etc., for this purpose, the Board will not be responsible for the accidents resulting in loss or damage to the vessel from their providing defective or insufficient or from their breaking whilst in use.



5.

**21. Vessels Riggers And Appliances to be in Readiness :**

Masters or owners of vessels shall employ and have in readiness a sufficient number of crew, riggers, labourers, appliances, etc. on board and on shore for working their vessels in, out of, and about the docks channel and entrance and in dock. In default, or whenever necessary the Deputy Conservator or any officer or officers acting under the authority of Deputy Conservator shall employ such number or quantity of riggers, labourers, appliances etc. as he may consider necessary, at the risk and expense of the masters or owners.

6.

**22. Anchors to be Ready :**

Vessels when entering, leaving or being moved shall have both anchors ready for letting go at a moment's notice.

7.

**23. (1) Stowing of Anchors :**

Immediately after vessels shall have been moored in their berths their anchors shall be properly stowed. If of old type, in board with stocks upright; it patent stockless, hoveed into the hawde pipes in such a manner that there shall be no projection outside the lines of the vessel's side.

**(2) Projections from a Vessel's side :**

Vessels when entering, leaving, being moved or lying along side harbour walls shall have their sides free of all projections. Their boats, davits and the derricks shall be swung in board. Their yards shall be braced or peaked within the beams, and gangway ladders shall be unshipped.

**(3) Responsibility of Master :**

The master shall make arrangements for a responsible officer to be available on board all the time a sea going vessel is in the port to ensure the observance of all the rules and for the discharge of all the duties connected with the vessels and her cargo and to take every precaution against accidents to life, and limb or damage to property, and in particular :  
(a) to make his vessel securely fast to the bollards and other appliances provided for the purpose:

(b) to secure the hatch beams when in use and all hatches when not in use;

(c) to provide proper light in those parts of the vessels where work is going on or where, owing to sufficient light, injury to the persons or damage to property might result; and  
(d) to fix and keep securely fixed the gangway supplied by the port during the whole time the vessel remains along side quay berth.

**(4) Vessels to be Ready :**

All sea going vessels in the harbour shall be so ready as to be able to raise full steam at twelve hours notice, except in case of tankers and vessels carrying explosives which are to be ready at four hour notice. In Case of emergency due to tress of weather or otherwise or for reasons of special circumstances, all vessels in Port can be called upon to raise full steam at four hours notice.

**(5) Immobilisation of Vessels :**

The master of vessels are not to immobilise their vessels without obtaining prior permission from the Deputy Conservator in writing.

**24. Masters etc. Responsible for Accidents :**

Masters and owners of vessels shall be held responsible for all accidents which may in any way from failure to adopt any of the precaution specified in these regulations.

**25. (1) Vessels lying out side the port Entrance Channel to be moved:**

A vessel lying in the harbour near the entrance to the dock channel or in the fairway of the Channel, or near the docks entrance, shall be removed by the master or owner, if and when required by the Deputy Conservator or any officer or officers acting under the authority of Deputy Conservator at the risk and expense of the master or owner of such vessel.

**Explanation :**

The pilotage water consist of all the navigable water- ways inside



the harbour and the navigable channel waters upto and within a distance of two miles radius from outer Tuna Buoy in position Lt. 22° 50' 43" N; Long : 70° 07' 05" E.

**(ii) Vessels to Keep Clear :**

All vessels shall keep clear of vessels about to enter or leave the harbour which by day will be indicated by a black ball, 0.61 M in diameter hoisted at the master head of Port Signal station.

**(iii) Approaches to the Pier and landing places not to be obstructed:**

Boats, whether ship's boats or boats plying for the hire shall not lie alongside any of the pier or landing places longer than is actually necessary to embark or land passengers and their baggages etc., but will anchor or lie off at a distance of atleast 30 M. from such pier or landing place in order that approaches thereto may not be obstructed.

**(4) Wide berth to dredgers and hoppers :**

Vessels and boat approaching or passing dredgers and hopper barges exhibiting the "not under control" signal shall give such dredgers and hopper barges a wide berth and shall avoid all interference with their operation.

**26. Master etc. to Place his vessel into her Berth :**

The berth to be occupied by a vessel entering dock will be pointed out by the Deputy Conservator or any officer or officers authorised by him and the master or owner shall place such vessel in such berth on his own responsibility. A pilot will normally be put onboard all vessels to assist in moving them from dock entrance to their appointed berths and vice versa or from one berth to another berth in the docks but the Pilot will not in any circumstances incur any responsibility.

**27. Master etc. to move his own vessel when necessary and to take all precautions on board to safe gaurd life or property :**  
A vessel in port shall be in the charge of her master or owner and it shall be the duty of the master or owner when necessary, to transport

his vessel with his own hawsers etc., and appliances under his own responsibility to and from any part of port, to see that all gangways are securely placed and that at sunset or when not in use all hatch ways are properly secured and covered, in order to safe gaurd both life and property. The Board provides wire ropes for use at alongside berths at ship's risk in transporting vessels import and if, at any time in the opinion of the deputy Conservator or any officer or officers acting under his authority it is considered necessary in order to provide for the safety or protection of a vessel, or because suitable hawsers are not forthcoming or available on board the vessel such wire ropes belonging to the board shall be supplied by the Deputy Conservator or any other officer or officers acting under his authority, and a fee as laid down in the "Scale of Rates" shall be paid by the master or owner of the vessel for the use thereof.

**28. (i) Mooring Unmooring and Moving vessels in Port Under orders of the Deputy Conservator :**

All vessels within the port shall moor and unmoor or anchor in accordance with the orders of the Deputy Conservator. Masters and owners of the vessels and Serangs, Tindals and other persons incharge of launches, barges, prows or other small craft, shall obey the directions of and shall offer no obstruction to the Deputy Conservator or any officer or officers acting under his authority in regard to mooring, unmooring or moving any vessel in dock. Launches, barges, prows or other small craft shall not, ordinarily be moored or allowed to lie off side vessels in docks, except in single file and the Deputy Conservator or any officer or officers acting under his authority shall employ whatever means may be required to enforce this rule and prevent Double Banking. A vessel expect launches barges, prows or other small craft shall not be required to be moved from her berth without previous orders in writing from the Deputy Conservator or any officer or officers acting under his authority as to the mode and time of removal having first been issued in the event of its becoming necessary, the Deputy Conservator or any officer or



5. the harbour and the navigable channel waters upto and within a distance of two miles radius from outer Tuna Buoy in position Lt. 22° 50' 43" N; Long : 70° 07' 05" E.

(ii) **Vessels to Keep Clear :**

All vessels shall keep clear of vessels about to enter or leave the harbour which by day will be indicated by a black ball, 0.61 M in diameter hoisted at the master head of Port Signal station.

(iii) **Approaches to the Pier and landing places not to be obstructed:**

Boats, whether ship's boats or boats plying for the hire shall not lie alongside any of the pier or landing places longer than is actually necessary to embark or land passengers and their baggages etc., but will anchor or lie off at a distance of atleast 30 M. from such pier or landing place in order that approaches thereto may not be obstructed.

(4) **Wide berth to dredgers and hoppers :**

Vessels and boat approaching or passing dredgers and hopper berges exhibiting the "not under control" signal shall give such dredgers and hopper barges a wide berth and shall avoid all interference with their operation.

26. **Master etc. to Place his vessel into her Berth :**

The berth to be occupied by a vessel entering dock will be pointed out by the Deputy Conservator or any officer or officers authorised by him and the master or owner shall place such vessel in such berth on his own responsibility. A pilot will normally be put onboard all vessels to assist in moving them from dock entrance to their appointed berths and vice versa or from one berth to another berth in the docks but the Pilot will not in any circumstances incur any responsibility.

27. **Master etc. to move his own vessel when necessary and to take all precautions on board to safe gaurd life or property :**  
A vessel in port shall be in the charge of her master or owner and it shall be the duty of the master or owner when necessary, to transport

his vessel with his own hawsers etc., and appliances under his own responsibility to and from any part of port, to see that all gangways are securely placed and that at sunset or when not in use all hatch ways are properly secured and covered, in order to safe gaurd both life and property. The Board provides wire ropes for use at alongside berths at ship's risk in transporting vessels import and if, at any time in the opinion of the deputy Conservator or any officer or officers acting under his authority it is considered necessary in order to provide for the safety or protection of a vessel, or because suitable hawsers are not forthcoming or available on board the vessel such wire ropes belonging to the board shall be supplied by the Deputy Conservator or any other officer or officers acting under his authority, and a fee as laid down in the "Scale of Rates" shall be paid by the master or owner of the vessel for the use thereof.

28. (i) **Mooring Unmooring and Moving vessels in Port Under orders of the Deputy Conservator :**

All vessels within the port shall moor and unmoor or anchor in accordance with the orders of the Deputy Conservator. Masters and owners of the vessels and Serangs, Tindals and other persons incharge of launches, barges, prows or other small craft, shall obey the directions of and shall offer no obstruction to the Deputy Conservator or any officer or officers acting under his authority in regard to mooring, unmooring or moving any vessel in dock. Launches, barges, prows or other small craft shall not, ordinarily be moored or allowed to lie off side vessels in docks, except in single file and the Deputy Conservator or any officer or officers acting under his authority shall employ whatever means may be required to enforce this rule and prevent Double Banking. A vessel expect launches barges, prows or other small craft shall not be required to be moved from her berth without previous orders in writing from the Deputy Conservator or any officer or officers acting under his authority as to the mode and time of removal having first been issued in the event of its becoming necessary, the Deputy Conservator or any officer or



officers acting under his authority shall employ whatever means may be required to enforce his order and the expenses so incurred in addition to the prescribed penalty shall be payable by the master or owner of the vessel in default. Masters of vessels must ascertain from the Deputy Conservator or any officer or officers acting under his authority the draft which their vessels may load and cross the dock sill.

(ii) **Projection of Rafts :**

Rafts of timber made, fast to vessels within the port, shall not be allowed to extend more than 30m from the stern, or more than 15 m from the sides of such vessels.

(iii) **Number of Boats which may be made fast to the Vessels :**

The master or other person in charge of any vessel at anchor or moored in the harbour shall not allow more than 10 cargo or other boats to be made fast to such vessels

**29. Mooring Improperly :**

Masters or owners of vessels lying alongside berths shall not permit the ropes or hawsers of their vessels to be made fast to the lamp posts on the wharves or quays, or to the pillars of any shed, or to any place or places other than the posts, bollards, mooring posts, cleats, ring bolts or other appliances specially provided for the purpose.

**30. Vessels to be in the charge of Competent persons :**

During such time a vessel is in Port, the master or owner or other responsible officer and sufficient crew shall always be on board and shall superintend and direct the carrying out of all duties in connection with the vessel or the loading or unloading of her cargo.

**31. Watchman to be kept on Deck :**

A vessel shall maintain a quarter master or watchman always on duty on deck, who shall be stationed in charge of the vessel's shore gangway and who shall attend to the mooring rope and line of the vessel and shall cause their adjustment from time to time as necessary on the rise or fall of the water; in default, the master or

owner of the vessel shall be liable and responsible for any damage resulting from such default.

**32. Vessel's propeller not to be worked :**

While a vessel berthed or moored in dock, her propeller shall not be moved either by power or hand without the previous written permission of the Deputy Conservator or any officer or officers acting under his authority and save in accordance with such conditions as he may impose.

Masters and owners will be responsible for and damage that may result from the moving of any propeller by power or hand notwithstanding that the permission required by this regulation has been obtained.

**33. Anchor or other Gear dropped in the Port To be Recovered :**

Masters and owners of vessels shall be responsible for the immediate buying of any anchor or gear that may have been dropped over board from their vessels and shall take steps for the removal from the water of any such anchor or gear within one tide.

**34. Vessels to be properly Ballasted :**

Vessels shall be kept so loaded or ballasted that in the event of fire or other emergency rising, they may with safety and without danger be removed from their berths.

**35. Repairing Vessels :**

(i) A vessel shall not carry out repairs unless a suitable berth is allotted and subject to the condition that the owner, master or any person in charge of a vessel shall not allow the commencement of any repairs, involving the use of naked lights, gas cutting or welding apparatus to or in the vicinity of the fuel storage tanks or the fuel system or involving the entry of any person into any fuel storage tank of such vessel wherein petroleum may have been deposited, unless such owner, master or other person in charge of the vessel has obtained a vapour free certificate from the inspector of Explosives. Such owner, master or other person in charge of



such vessel shall indemnify the Board for any loss or damage whatsoever arising directly or indirectly from any breach of this regulation. A berth allotted under these regulations shall be vacated immediately as and when required for a vessel desiring to load or unload cargo.

(ii) When a vessel is under repairs in the Port and in the course of repairs, it becomes necessary to open up any of the overside pipes, such pipes shall be rendered safe by being blanked off. If an overside pipe cannot be opened up in the Port but such pipes shall be opened only in the dry dock and the vessel shall not leave the dry dock till such pipes have been closed. The master or the officer-in-charge of the vessel and the owners of the vessel shall be held responsible for any accident that may in any way arise from neglect to take these precautions and for all liabilities that may arise as a result of the accident.

(iii) Repairs to or works on any vessel shall be carried out in such a manner that no chipping, sealling, pieces of wood or iron or like loose substances or materials shall be allowed to fall in water, and a canvas chule or staging shall in every instance be erected in order effectively to prevent any such loose materials as aforesaid from so falling. The Traffic Manager or the Deputy Conservator or any officer or officers acting under their authority may, if he considers it desirable, prohibit chipping or repairs causing excessive noise between the hours of 9-30 P.M. and 6-00 A.M.

**36. Use of Inflammable Materials etc. on Board Vessels :**

Pitch, resin, tallow or other inflammable materials shall not on any account be melted on board any vessels in Port or on the quays, except in such manner and in such places as shall be specified by the Deputy Conservator or Traffic Manager nor shall, any pitch, tar, oil flax, Oakum, straw, shavings or other inflammable or combustible article be allowed to remain on the deck of any vessel or on the quays, wharves or roads.

**37. Goods etc. not to be allowed to fall in the Harbour Waters :**

No cargo, goods or substances whatsoever shall be deposited thrown or allowed to fall from any vessel, quay or pier into the docks channel or entrances or into dock harbour waters. In the event of any such cargo, goods or substances being so deposited thrown or allowed to fall as aforesaid the person, master, owner or stevedore in whose charge, the cargo goods or substances was at the time shall be responsible and shall be liable for any loss or damage which may arise in consequence.

**38. Notes to be given of goods, rubbish etc. fallen into dock :**

Any person or the master or owner of any vessel or the stevedore engaged in loading or unloading any vessel who allows any such cargo, goods or substances as detailed in the preceding regulations, to fall from any vessel, pier or quay into the waters within the port limits or into port shall forthwith give notice of the occurrence and furnish all particulars connected therewith to the Traffic Manager and the Deputy Conservator or any officer or officers acting under his authority and shall immediately take measures to have the said cargo, goods or substances removed from the water.

**39. Recovery of Goods, Rubbish Etc. Fallen in Water :**

In the event of any such person, master or owner of a vessel or stevedore not having removed such cargo, goods or substances as aforesaid from the water within eighteen hours of the receipt of notices from the Deputy Conservator calling upon him to do so the deputy conservator may remove such cargo goods or substance at the expense of such defaulting person., master, owner or stevedors as aforesaid and such expenses shall without prejudice to any penalty which the person, master, owner or the stevedore may be liable, be recoverd from that person, master or owner or stevedore.

**40. Ashes, rubbish etc. not to be deposited on quays etc. without permission :**

No person shall, without authority from the Traffic Manager deposit upon any quay or pier or in the shed, any ashes, ballast, baskets, bottles, cinders, dirt, dung, refuse, rubbish, shingle, stones or other like loose materials or substances.



**41. Prevention of materials falling in port and disposal of ashes etc. :**

Masters or owners of vessels or stevedores loading or unloading ashes, ballasts, bricks, cinders, coal, dustlime, rubbish, shingle, stones, tiles or any other loose matter or thing shall use for such purposes a canvas cloth or a wooden chute to the satisfaction of the Deputy Conservator. Ashes, cinders, dust and rubbish shall be landed on the quay in such places as may be directed by the Traffic Manager whence it will be carted away, at the expense of the master or owner of the vessel.

**42. Bilge water etc. not to be pumped over Board :**

- (i) No ballast, earth, ashes, stones, rubbish water materials, filth, oil ballast water containing oil, bilges, water, sewage or refuse or any other article substance or thing of whatever kind liable to foul or capable of fouling the water shall be thrown, discharged, placed, put, emptied or allowed to leak or flow or to fall from any vessel quay or pier into the waters within the port limits or into the Port.
- (ii) If any oil is found floating around the ship, the onus of proving that it was not from the said ship, shall be, on the master of the vessel.
- (iii) A tank barge shall be used for the removal and subsequent disposal of ballast water containing oil.

**43. Cleaning of bilges etc. :**

Bilges, before being cleaned out, shall be freely flushed and they, as well as tanks, shall be left open for atleast one hour before any person shall be allowed to enter for cleaning or for any other purpose. During thistime and while the cleaners or others are at work either in the bilges, tanks, or other confined spaces on board a vessel, a constant supply of fresh airshall be pumped into such bilge, tank or other confined space by means of ventilating fans fitted with stout permanently distended hose pipes sufficiently long to reach the most distant compartment. Master and owners of vessels shall be held responsible for any accidents that shall be in

any way arise from neglect to take these precautions.

**44. Projections from deck of a vessels :**

Projections from deck of any vessel which interfere with the loading or unloading of any other vessels in Port shall be forthwith removed on requisition by the Traffic Manager.

**45. Exhaust etc. pipes :**

Exhaust steam or water from winches or other machines or engines on board vessels while alongside shall be laid down the side of the vessel to below coping by a hose or other effective appliance.

**46. Latrins and Urinals :**

A vessels water-closets and latrine shall be thoroughly cleaned and securely fastened up before entering impounded docks, and no use whatever shall be made of them during the vessel's stay in the port.

**47. Gangway lights and exhibition of lights :**

- (i) Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay-side berth in Port. One light shall be fixed at the ship end of the gangway and one at the quay-end of the said gangway.
- (ii) All vessels of whatever rig or dimension, when under way or at anchor in harbour limits, shall at night, exhibit the lights required by the International Regulations for preventing collisions at sea.

**48. Fenders :**

The fenders that do not float shall not be used over the side of any vessel. Adequate fendering at the shore berths has been provided by the Port to keep the vessel off the quay, wharf a jetty. These fenders are not to be lifted or removed by masters of vessels or their stevedores.

**49. Bells and sounding of whistles or sirens :-**



(i) Bells shall not be struck to denote the hour on board vessels while lying alongside any berth.

(ii) Every ocean-going vessel or tug towing an ocean-going vessel when passing through the harbour channel shall sound the steam whistle, at short intervals, as a warning to other vessels to get out of the way and a vessel at anchor, in the steam shall do likewise when getting under way, and it shall be the duty of all such other vessels to see that free passage is preserved through the harbour channel for every such ocean-going vessel or tug towing an ocean-going vessel.

(iii) Whistles or sirens shall not be sounded on board any tug, launch or other vessel within 200 of any quay, pier or landing place in the Port, except in cases of emergency or for the purpose of giving such warning as may be necessary or for indicate her proximity or approach to another vessel.

**50. Dangerous animals and fire arms :**

Vicious or dangerous animals and loaded guns or fire-arms shall not be kept or allowed on board any vessel while lying in the Port.

**51. Vessels with dangerous cargoes etc. :**

The Deputy Conservator or any officer/officers acting under his authority may order the immediate removal of any vessel having on board animal manures or other offensive or dangerous cargoes or any person suffering from and infectious disease.

**52. Master etc. of vessels responsible for damage :**

Master and owners of vessels shall be held liable for any damage whatsoever that shall have been caused by their vessels or servants to any of the works or property of the Board and the Board reserves the right to detain their vessels in Port until compensation claimed by the Board is paid or security has been given for the amount of damage caused.

**53. Vessels lie in Port at risk of Master etc. :**

All vessels within port lie at the risk of their master or owners, who

shall be held responsible for any loss or damage that may arise in consequence of their faulty navigation or by reason of their breaking a drift from their anchorage or mooring.

**54. Masters etc. responsibility for acts of crew etc. :**

Masters and owners of vessels shall be held liable and responsible for the acts of the crew, and of any person or persons that shall be employed about or on board their vessels.

**55. Board not to be liable for delay etc. :**

The Board shall not be liable for any detention or delay to vessels entering, remaining or going out of harbour or for detention or delay in the discharge of cargoes of vessels, or for dead freight, delay in the loading and un-loading of goods owing to a glut of vessels or goods or other circumstances beyond their control, or of a stoppage in the delivery of goods from any cause whatsoever.

**56. Notices and signals regarding outbreak of fires or other emergency:**

(i) In the event of any fire, occurring on board a vessel in the Port, the master or the owner or agent shall give immediate notice thereof, to the Deputy Conservator or any officer or officers acting under his authority. Such notice must be given in the case of every fire, whether occurring in cargo or in bunkers, and in cases where an alarm of fire has not been raised, must be in writing, detailing the measures taken or being taken, to extinguish it. The owner or master or agents of the vessels in which the fire has occurred or the owner or master or agents of the goods or articles involved, shall pay the hire charge of all plants and appliances used to extinguish the fire.

(ii) Whenever a fire occurs on board any vessel within the limits of the Port or whenever any vessel within such limits is in distress, or required assistance from other vessels or from the shore, there shall be hoisted by day the signals as required in the International Code of Signals; and by night the signals as specified in Appendix III annexed to these regulations rules.



Overheating or smouldering of coal or other cargo in holds or bunkers is to be immediately reported by letter or in person to the Deputy Conservator or any officer or officers acting under his authority and no vessel in this condition may be taken into the harbour without the permission of that officer.

**57. Diving etc. without prior permission :**

No person shall be allowed to dive in the Port or at the harbour walls thereof, or to creep or sweep for anchors, cables and stores or for cargoes lost or supposed to be lost therein or for the purpose of undertaking under-water repairs to vessels without the prior permission of the Deputy Conservator of the Port or an officer authorised by him.

**58. Sinking of a boat to be reported by the master of a vessel in certain circumstances :**

The master of any vessel in the harbour, along-side of which any cargo or other boat may from any cause be sunk whilst taking in cargo or passengers from or discharging cargo or passengers into such vessel, shall forthwith report the fact of such sinking and the place where it occurred to the Deputy Conservator.

**59. Sinking of any boats in the harbour to be reported by the master of the boat :**

The master of any cargo or other boat which may from cause be sunk in the harbour shall forthwith report the fact of such sinking and the place where it occurred to the Deputy Conservator.

**60. Lighters, Boats and other craft to be beached only at places assigned :**

No lighters, boats or other craft shall be brought ashore or beached for the purpose of repair, except at such places as may be assigned by the Deputy Conservator, for that purpose.

**61. Tindals and crew to remain in Boats :**

Tindals and the men composing the crew shall remain in their respective boats and lighters when alongside the quays, wharves

or landing places and shall obey the orders and direction of the Deputy Conservator, or the Traffic Manager.

**62. Boats and other craft to keep clear of quays and landing places :**

Any person being a tindal or a member of the crew of any boat or other craft who fails to keep such boat or other craft clear of quays and landing places shall be liable to the prescribed penalty.

**63. Boats and other craft not to make fast to quays wharves or landing places :**

No boats, lighters or crafts shall be permitted to lie along side of or make fast to the quays wharves or landing places, except when loading or unloading, or the purpose of taking off or landing passengers or baggage.

### PART III

**Regulations in respect of quays and sheds of the Loading and Unloading of vessels and of the Receipts, Delivery and Shipment of Goods-**

**64. Work in Port under the control of Traffic Manager :**

The loading and unloading of vessels shall be subject to the control of the Traffic Manager, who may at his discretion, prohibit the discharge of such goods which in his opinion are likely to obstruct traffic or cause congestion or hinder the convenient use of the berths.

Notwithstanding the provisions of Regulation No.113 the Traffic Manager may at his discretion, also remove to the other areas as under his jurisdiction, any goods upon landing in the Port or soon thereafter, the storage of which on Port premises is likely to obstruct traffic or cause congestion. The apportionment of quay space to be occupied by each vessel shall similarly be determined by the Traffic Manager.

**65. Working hours for the landing and shipping of cargo :**

5. (i) The working hours for the purpose of landing and shipping of cargo both by day and night (which must be observed also on Sundays and Board's holidays if over time work is permitted, on those days) shall be fixed by the Board from time to time.

(ii) Work during nights or on Sunday or Board's holidays, is subject to the permission of the Collector of Customs being obtained by the party concerned.

6. **Working hours for other weeks :**

The hours during which work other than the landing and shipping of cargo may be carried on, will be fixed by the Board from time to time to suit the exigencies of work.

7. **Use of Quay cranes and all mobile handled equipments :**

The allotment of quay, cranes and all mobile handling equipments for the purpose of discharging import cargo or loading export cargo or for any other purpose requiring use of such equipment shall be at the discretion of the Traffic Manager.

8. **Vessels lying idle :**

The Traffic Manager may, in his discretion cause a vessel to be moved from her berth which has remained idle for two consecutive working days.

9. **Vessels working slowly :**

A vessel loading or discharging cargo at berth may be ordered to vacate a berth if the Traffic Manager is satisfied that her rate of loading or discharge is avoidably below the average for similar vessels carrying similar cargoes.

10. **Vessels to be moored before working cargo :**

Goods shall not be loaded into or unloaded from a vessel until that vessel shall have been moored at her appointed berth.

71. **Breaking bulk :**

(i) Before the master or agent of a vessel proceeds to "break bulk" he shall deposit with the Traffic Manager a true copy of the general manifest which will not be returned. The master or agent of a vessel shall also lodge, with the Traffic Manager, a true copy of the freight manifest, in which must be entered the details appearing in the general manifest and also the gross weight including leakage in the case of liquids in bulk and gross weight of each consignment manifested not less than six clear working days before proceeding to "break bulk". When the consignment comprises individual packages of uneven weight the weights of packages shall be separately furnished in Metric system. It shall be within the discretion of the Traffic Manager to reduce the said period in the case of cargoes loaded into the vessel at the last port of call of the vessel and also in the case of vessels which loaded cargoes at any of the Ports in the Union of India. Non-submission of the manifest within the stipulated time may result in the vessel concerned not being permitted to "break bulk".

(ii) In the case of iron and steel consignments hatch lists indicating (a) description, (b) Quantity, (c) weight in Metric system in each hatch, shall also be submitted before proceeding to break bulk.

(iii) In respect of any "other port cargo or cargo meant for transhipment", if allowed to be discharged, a supplementary manifest giving full details of gross weights in Metric systems, shall be filed before being permitted to discharge such cargo, if details of such consignment are not already included in the original Import General Manifest filed for the vessels.

72. **Production of vessels papers cargo details etc. :**

Mastes and owners of vessels if and when called upon by the Traffic Manager shall produce any book, voucher or other document referring to the landing or shipment of their vessels' cargo. In the case of imports of bag goods, and before unloading is commenced, a true copy of the manifest showing the quantity under owner's marks, of the goods contained in each hatch of the vessel, shall





... shall direct any vessel which such vessel is about to be shifted is vacant. The master removing any cargo not shipped from the old to the new berth, provided that 12 hours notice to transfer shall have been given. The Board shall not be responsible for any delay which may be caused to a vessel in effecting a transfer under this regulation.

#### 78. Vessels overlapping or double banked :

Vessels occupying quay-side berths shall give such facilities for loading and unloading cargo to and from vessels occupying outside berths as the Traffic Manager may consider reasonable, and the Board shall not be responsible for any delay or demurrage that may occur by reason of overlapping or double banking of vessel, to the overside, loading or unloading of such vessel.

#### 79. Issue of licences to stevedores :

(i) The Board may, once in two years, issue licences on application to firms and individuals, granting them permission to perform the work of stevedoring vessels and no stevedore shall be allowed to work on board any vessel save under such licence.

(ii) The application for the grant of a licence or for renewal shall state, inter alia, the experience and competency to do the work of stevedoring with details of labour strength and the gear available. Every licensed Stevedore shall deposit a sum of Rs.250 as earnest money, for the proper performance of work permitted under the licence. The deposit will be refunded when the licence ceases to be operative after adjusting the claim if any of the Board.

(iii) The applicant for a licence shall produce evidence that a steamship company or a regular charterers of vessels is prepared to enter into a contract for stevedoring their vessels.

(iv) The applicant for a licence shall produce evidence that a

the Board that he has-

- (a) sufficient staff;
- (b) minimum working gear as may be prescribed;
- (c) financial solvency to meet the normal obligation; and
- (d) qualifying experience sufficient in the opinion of the Board.

(v) The licence shall be non-transferable.

(vi) A sum of Rs. 100 will be payable by every licence once in two years to the Port as administrative charges.

(vii) The Board may at any time cancel any licence or may suspend the same for such period as it may specify for breach of any of the terms of the licence or for breach of any of the provisions of the regulations or rules of the port, the licence may likewise be cancelled or suspended if after the grant thereof, it is discovered that the application for the licence contained any misrepresentations or mis-statements of material facts or if the licensee shall have been adjudged insolvent or shall have gone into liquidation as the case may be. The licence may also be cancelled if the licensee or his workmen cause any damage to the Board's property, unless the same is made good within 30 days of the receipt of the demand, or cause damage to any vessel or equipment thereof or if the licensee of his workmen cause any obstruction to any work in the Port or for other sufficient reason."

(viii) In all matters concerning the issue, revocations, suspensions of renewal of licence, the decision of the Board shall be final and binding.

(ix) "Provided that before action contemplated in (vii) above is taken, a reasonable opportunity of being heard shall be given to the Licensee."

#### 80. Conditions of licence to stevedores :

(i) Every stevedore shall be responsible for the due observance and performance by all staff and labour employed by him during the operation of loading and unloading of a vessel or work



5. The Traffic Manager or the Deputy Conservator shall direct any vessel to move from any one berth to any other, provided that the berth to which such vessel is about to be shifted is vacant. The master, owner or the agent of the vessel shall be responsible for the cost removing any cargo not shipped from the old to the new berth, provided that 12 hours notice to transfer shall have been given. The Board shall not be responsible for any delay which may be caused to a vessel in effecting a transfer under this regulation.

6. **78. Vessels overlapping or double banked :**  
Vessels occupying quay-side berths shall give such facilities for loading and unloading cargo to and from vessels occupying outside berths as the Traffic Manager may consider reasonable, and the Board shall not be responsible for any delay or demurrage that may occur by reason of overlapping or double banking of vessel, to the overside, loading or unloading of such vessel.

7. **79. Issue of licences to stevedores :**  
(i) The Board may, once in two years, issue licences on application to firms and individuals, granting them permission to perform the work of stevedoring vessels and no stevedore shall be allowed to work on board any vessel save under such licence.

8. (ii) The application for the grant of a licence or for renewal shall state, inter alia, the experience and competency to do the work of stevedoring with details of labour strength and the gear available. Every licensed Stevedore shall deposit a sum of Rs.250 as earnest money, for the proper performance of work permitted under the licence. The deposit will be refunded when the licence ceases to be operative after adjusting the claim if any of the Board.

9. (iii) The applicant for a licence shall produce evidence that a steamship company or a regular charterers of vessels is prepared to enter into a contract for stevedoring their vessels.

(iv) The applicant for a licence shall prove to the satisfaction of

the Board that he has-

- (a) sufficient staff;
- (b) minimum working gear as may be prescribed;
- (c) financial solvency to meet the normal obligation; and
- (d) qualifying experience sufficient in the opinion of the Board.

(v) The licence shall be non-transferable.

(vi) A sum of Rs. 100 will be payable by every licensee once in two years to the Port as administrative charges.

(vii) The Board may at any time cancel any licence or may suspend the same for such period as it may specify for breach of any of the terms of the licence or for breach of any of the provisions of the regulations or rules of the port, the licensee may however be cancelled or suspended if after the grant thereof, it is discovered that the application for the licence contained any mis-representations or mis-statements of material facts or if the licensee shall have been adjudged insolvent or shall have gone into liquidation as the case may be. The licensee may also be cancelled if the licensee or his workmen cause any damage to the Board's property, unless the same is made good within 30 days of the receipt of the demand, or cause damage to any vessel or equipment thereof or if the licensee of his workmen cause any obstruction to any work in the Port or for other sufficient reason."

(viii) In all matters concerning the issue, revocations, suspensions of renewal of licence, the decision of the Board shall be final and binding.

(ix) "Provided that before action contemplated in (vii) above is taken, a reasonable opportunity of being heard shall be given to the Licensee."

**80. Conditions of licence to stevedores :**

(i) Every stevedore shall be responsible for the due observance and performance by all staff and labour employed by him during the operation of loading and unloading of a vessel or work



5. incidental thereto of all the relevant rules and regulations prescribed from time to time by or under the Indian Dock Labourers Act, 1934 or the Indian Dock Labourers Regulations, 1948 or by or under any statutory enactment, rules, regulations or notification of the Central or state Government.

6. (ii) Every Stevedore shall ensure that all loading and unloading operations which shall conform in all respects to the requirements of the Indian Dock Labourers Regulations, 1948 as from time to time amended, are carried out with his own gear and he will be held solely responsible for any accident or damage resulting from the use of defective gear.

7. (iii) Every Stevedore shall employ at least one experienced foreman and a tindal to superintend the loading or unloading of cargo or bunkering of coal or fuel at each hatch way at which loading, unloading or bunkering is being carried on. The tindal shall supervise the slinging or unslinging of goods in the hold and whenever a vessel is loading cargo in between docks alone, shall see that between deck hatches that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places and that the hatch covers are properly put on and effectively secured to prevent their displacement, before commencing work, the foreman shall remain on deck and see that the crane chain is not taken out of the square of the hatchway and that the hook does not catch coming or foul any of the ship's gear or damage any structure or erection ashore. The foreman shall give correct signals to the crane driver and shall superintend the taking off and putting of the beams and hatch covers and shall see that persons keep out of danger on deck and do not stand under any hoist. It shall also be the duty of the foreman, when work is stopped for the day or night to search and satisfy himself that no one is remaining in the hold and the stevedores shall be solely responsible to the owners of the ship and to the board in the event of any injury or damage being caused to any person or property in the course of the loading, unloading or bunkering operations. The gears possessed by the stevedores shall be

got tested by him at his own cost by the Competent Authority every year and the test certificate shall be produce. Non compliance of this requirement shall render the licence to be cancelled by the Board on expiry of fifteen days notice given by the board to the stevedore asking him to ratify the defects. On expiry of this period no further notice shall be given.

(iv) Stevedore to pay compensation :

(a) Whenever the board has to pay compensation to any employee or any workman or his dependents under the provisions of any law for the time being in force the stevedore shall reimburse the board any sum so paid if the liability of the board arose out of any negligence or carelessness on the part of the stevedore or his agents, employees or workmen. For such purpose the amount of the compensation as determined under such law shall be taken as binding and conclusive as between the board and the stevedore.

(b) If any gear plant or property of the board is damaged in the course of stevedoring as a result of any negligence or carelessness of the stevedore his agents, employees, or workmen, the stevedore shall compensate the board for any loss or damage caused or injured by such negligence or carelessness.

81. Discharge of a vessel's cargo to be under the superintendence of master etc. or stevedore their liabilities :

(i) Cargo shall not be discharged, loaded or shifted in any vessel in the Port except under the direction and superintendence on board such vessel or of the master or owner or the vessel or of a stevedore licenced by the Board to perform such work in the Port.

(ii) The master, owners, or stevedore shall be personally liable in respect of any loss or damage arising from the careless or improper slinging of goods on board such vessel and shall in every instance observe the following precautions :

(a) that the sling is laid out flat without turns or kinds before



5. any goods are loaded therein.  
(b) that after each sling has been made up and with the first strain on heaving up, the running loop is well beaten home with a wooden bar in order that the grip may be made secure.

**82. Masters, etc. and stevedores working cargoes to provide proper lights on board :**

Masters and owners of vessels in Port and the stevedores working the cargoes of such vessels shall be personally and severally responsible for the proper provision of lights in all those parts of vessels where work is being carried on in any way connected directly or indirectly with the use of the Boards crane quays, piers or other property. In default they shall personally and severally be liable in respect of any loss or damage to life, limb or property that may result.

**83. Making up of slings-cranes not to be used under vessels's coamings:**

Slings of import goods shall be made up directly under the open hatch way of any vessel unloading and in no circumstances whatsoever shall Board's cranes be employed for the purpose of breaking out or removing goods from under the coamings.

**84. Use of vessel winches :**

Masters and owners of vessels employing their own cranes or winches for the loading and unloading of goods shall do so at their own risk and responsibility in respect of any loss or damage to goods arising from any cause whatsoever.

**85. Heavy lifts :**

The Traffic Manager may prohibit the landing from any vessel of any single article or package of over six tons in weight, except by the Board's cranes provided for the purpose, should it, in his opinion, be necessary or advisable to do so.

**86. Discharge of heavy lifts :**

(i) Single articles and packages of over six tons in weight on

discharge from a vessel, shall be properly lowered and firmly and securely placed on trucks standing not less than two meters from the edge of the quays and made ready to receive and remove all such articles, and packages from the quay; in default, the Board will refuse to accept receipt or acknowledge any liability or responsibility in respect of any loss or damage occurring to such articles or packages.

(ii) Single articles and packages of one metric ton and over in weight or shall not be loaded on board any vessel unless the gross weight of each such article or package is marked upon it by the consignors and their agents in the manner set out below:

**(I) Manner of marking and packing of heavy packages :**

(A) (a) The gross weight on a heavy package shall be marked thereon in English and the regional language with a kind of paint which is not affaceable.

(b) Where a heavy package is of a light colour, black paint shall be used and where the package is of a dark colour, white or yellow paint shall be used.

(B) The gross weight of a heavy package shall be marked thereon metric tons, kilogrammes, standard pounds or standard mounds.

(C) The gross weight shall be marked on two sides of a heavy package so that in whatever position the package is placed the marking is easily visible.

(D) Every letter or figure used to mark the gross weight of a heavy package shall be atleast seven and half c.m. in length and one half c.m. in breadth.

(E) (a) The goods in heavy package shall be securely packed in a strong covering, in such manner that there is no movement of the goods inside the package or any danger of the disintegration of the goods or the covering.



5. (b) The covering shall be of such material and nature as can stand the strain of the package being handled during the course of loading or unloading so that the risk of any injury to persons who handle the packages is minimised.

6. (ii) **Marking of approximate weight in certain circumstances:**  
Where at the place from which heavy package is consigned there are no means available for determining the correct weight of the package the anticipated minimum and maximum weight of the package in metric tons, kilogrammes, standard pounds or standard mounds shall be marked thereon, in the manner herein before specified. Provided that such anticipated maximum weight shall be so assessed that it does not fall below the actual weight of the package. Consigners and their agents, masters, officer, owners and the agents of the vessel and stevedores will be held responsible any breach of the provision of this regulation.

7. **87. Discharge of Dangerous, hazardous and fragile goods :**  
Kegs or drums of oils, etc. bricks earthenware pipes and similar goods, which require careful handling and as far as practicable, dangerous or hazardous cargo shall be discharged from a vessel in iron trays and not in wire or rope net slings; the Board will not be liable or responsible in respect of any loss or damage to such goods arising or resulting from the non-observance of this provision.

8. **88. Use of the Board's and other gear etc. :**  
All gear, iron sheels, slings, tubes, etc., provided by the Board shall when no longer required be returned and shall not be left lying about the quays or roads. Masters and owners of vessels and stevedores will be charged hiring fees on all such gear etc., from the date of requisition until return. All gear etc. not provided by the Board shall be removed from the quay or road within two hours of deposit thereon; expenses of the Master or owner of the vessel or stevedore at the person to whom such gear belongs.

**89. Supply of labour by the board for working goods :**

(i) The board may provide the necessary labour for handling import, but will accept no responsibility for loss or damage arising in consequence of sufficient labour being unobtainable owing to strike or riots to the sudden out break of epidemic disease or to any other cause or cause beyond their control.

(ii) The Board may, however permit owners of cargoes or their agents to undertake the landing or shipment or both of goods from and on vessel subject to such conditions as may be prescribed by the board from time to time.

(iii) Labour shall be supplied under the following conditions-

(a) Application shall be made in writing and signed by the master or chief officer or agents of the vessel requiring labour.

(b) Application for labour at night shall be made by 2 P.M. (1.S.T.); for the following day by 3.00 P.M. (1. S. T.).

(c) Labour ordered and supplied but not fully or properly utilised shall be paid for at actual cost during such time as it shall not have been properly utilised.

(d) Labour ordered and supplied but sent away or not required shall be paid for the day or night as the case may be.

(e) Vessels coming alongside a berth in the afternoon shall be supplied with labour only if such is available unless previous orders shall have been given to the Traffic Manager.

(f) At least four hours notice shall be given for extra labour required during the day.

**90. The receiving, sorting and stacking of import goods :**

The Board may subject to the foregoing conditions, undertake the receiving, sorting and stacking of all general import goods unloaded on the quays subject to the following reservations :

(i) Iron and steel bars, hoops, pipes, etc. and similar materials



and articles will be stowed according to marks provided that only such that goods shall not be discharge from a vessel in a mixed condition.

(ii) Sugar, rice other bag goods, bales etc. will be sorted and stacked in dock only according to the owner's principal marks thereon.

(iii) Sugar, rice and other bag good and swan timber will be allowed to be discharged from a vessel at night only on undertaking to sort or defray the cost of sorting such goods.

(iv) The Traffic Manager may refuse to receive any goods discharged from the vessel which for want of description or proper distinguishing marks, he considers would be difficult to deliver to proper owners.

(v) The Board reserves the right to refuse to deliver part only, of a consignment of iron and steel bars, hoops, pipes or of any similar materials or articles.

#### 91. Responsibility of the goods :

(i) The Board will not take charge of, or be responsible for any goods discharged from any vessel not properly berthed according to the board's regulations.

(ii) The responsibility of the Board for the conditions or safe custody of goods imported into or exported shall not commence until such goods have been received into the charge of the Traffic Manager. The Board will not be answerable or liable deficiencies of merchandise produced by natural or unavoidable cause nor for damage or deficiencies cause to cargo such as motor vehicles, castings and other fully fabricated goods arising out of their being unpacked or unprocessed. The Board will not be answerable of liable for any losses or deficiencies whatever, unless ascertained, pointed out to and acknowledged by the Traffic Manager previous to the removal of the goods from the port permission.

#### 92. Responsibility for import goods :

Import goods unloaded from vessels alongside (except in case of special arrangements where the landing and delivery of goods is undertaken by the owners of the vessels) shall be received charge of on the quay by the Traffic Manager who will undertake their proper stacking either on the quays or in the sheds and will hold such goods for delivery to the proper owner.

#### 93. Damaged etc. goods landed by day :

Remarks will be passes on all goods landed from any vessels in any apparently broken, chafed or damaged condition and for all such goods the Board will neither accept nor admit any responsibility or liability whatsoever.

#### 94. Damage etc. goods landed by night :

The Board will accept at liability whatever in respect of the undernoted classes if discharged at night. Ship owners and agents desiring to discharge such goods at night are permitted to do so entirely at their own risk and responsibility.

All packages containing bullion, specie, and other goods

referred

to in regulation 102.

Cinematograph films

Clock & Watches

Currency notes

Electroplated Ware.

Gold and silver ware.

Gold and Silver leaf.

Gold and silver cloth, lace, thread, braid, kinkob real or imitation.

Heavy lifts of cover three tons.

Ivory (elephant's tusks or Moyer's teeth).

Silk piece goods.

Stamps and stamped papers.

Statues (bronze or marble)

Unprotected castings.

Velvet and velveteen.

Wines and spirits



5 and articles will be stacked according to marks provided that only such that goods shall not be discharge from a vessel in a mixed condition.

6. (ii) Sugar, rice other bag goods, bales etc. will be sorted and stacked in dock only according to the owner's principal marks thereon.

7. (iii) Sugar, rice and other bag good and swan timber will be allowed to be discharged from a vessel at night only on undertaking to sort or defray the cost of sorting such goods.

8. (iv) The Traffic Manager may refuse to receive any goods discharged from the vessel which for want of description or proper distinguishing marks, he considers would be difficult to deliver to proper owners.

9. (v) The Board reserves the right to refuse to deliver part only, of a consignment of iron and steel bars, hoops, pipes or of any similar materials or articles.

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The Board will accept at liability whatever in respect of the undernoted classes if discharged at night. Ship owners and agents desiring to discharge such goods at night are permitted to do so entirely at their own risk and responsibility.

All packages containing bullion, specie, and other goods referred to in regulation 102.  
Cinematograph films  
Clock & Watches  
Currency notes  
Electroplated Ware.  
Gold and silver ware.  
Gold and Silver leaf.  
Gold and silver cloth, lace, thread, braid, kinkob real or imitation.  
Heavy lifts of cover three tons.  
Ivory (elephant's tusks or Moyer's teeth).  
Silk piece goods.  
Stamps and stamped papers.  
Statues (bronze or marble)  
Unprotected castings.  
Velvet and velveteen.  
Wines and spirits



95. **Responsibility for amount of goods only received :**

The Board will accept responsibility in respect of import goods only for the number of articles or packages acknowledged and signed for by the Traffic Manager in the receipts granted for such import goods to the master or owner of the vessels.

96. **Issue of receipt and remarks list :**

The Traffic Manager will furnish receipts in the Form as given in Appendix IV to masters and owners of vessels in respect of all goods landed together with a 'Remarks' list of damaged for doubtful packages not later than the end of the forth working day following the date of landing.

96. (a) **Issue of Out-Turn Report :**

The out-turn report of vessel shall be issued within 45 days from the date of expiry of the free period. The Chariman may, however, relax this limit in special circumstances."

97. **Application for export :**

Every export application submitted for shipment of goods and every customs export shipping bill presented to the office, of the Traffic Manager for assessment of amounts due to the Board shall show full details of the consignments covered by the documents including the description of the cargo quantity of cargo and gross weight of each consignment in Metric system including literage in the case of liquids in bulk. Where the consignment comprises of packages of different weights the gross weight in Matric system of each package shall be furnished in addition.

98. **Responsibility for export goods :**

(i) Goods brought into dock for shipment must be given into the charge of the Traffic Manager or his authorised receivers at the transit sheds, and must be placed in the sheds and the receipt there for obtained in the Form specified in Appendix-IV. The Board accepts no responsibility for goods not so taken charge of and placed or for any goods placed inheopen and

all such goods will lie at shippers sole risk.

(ii) Subject to the provisions of regulation 89, the Board will provide labour for shipment of all export goods taken charge of as above, and will undertake the proper shipping and delivery of such goods to the master or owner of the vessel.

99. **Responsibility for loss or damage :**

The Board shall not be, in any way responsible, for the loss or damage to , goods of which it has taken charge, unless notice of such loss or damage has been given within four days from the date of the receipts given for the goods.

100. **Shipment of goods :**

Goods for shipment shall not be loaded on board any vessels unless:

(i) the customs export shipping bill and Shipping order shall have been produced (in the case of transhipment goods, the Transhipment on Boat Note and the Shipping Order ) from the vessel's agent; and

(ii) the Shippers of the goods delivers to the shed master a copy of the customs export shipping bill or tranship permit or boat note as the case may be which shall be for the use of and be retained by the Traffic Manager and

(iii) the shipper of the goods produced the export Application duly endorsed in token of the receipt of charges due there under together with receipt for the other charges that may be due to the Board on the said goods.

101. **Goods for shipment :**

Goods for shipment shall be received in the Port only under the orders of the Traffic Manager; they shall be stacked according to his direction and shall under no circumstances be allowed to obstruct the traffic.

102. **Valuable goods :**

Packages containing bullion, specie, precious stones, gold



5  
6.  
dust, jewellery or other property of considerable value and appearing on the general manifest shall be delivered direct to owner or by Masters to owners of vessel under their own responsibility but only after intimation shall have been given to the Traffic Manager (through his officers in the shed) for examination and verification of the Custom and other documents. In like manner shippers of the articles enumerated in this regulation shall make similar arrangements for shipment.

**103. Responsibility for lost or damaged goods :**

The Board will accept no liability or responsibility whatsoever for lost or damage to goods unless notice of loss or of the damage alleged shall have been received prior to shipment or deliver as the case may be, subject to the provisions of regulation 99.

**104. Delivery of goods, bill of Lading and delivery order :**

- (i) Goods landed and received charge of by the Traffic Manager shall be delivered only on production of the bills of lading, accompanied by an order authorising delivery from the master or owner of the vessel discharging such goods or his agent. Any alternations informalities or discrepancies appearing in a bill of lading shall be certified by the master or owner of the vessel or his agent before delivery will be given.
- (ii) The Board shall accept delivery orders from the master or owner of the vessel or his agent in lieu of the bills of lading if the concerned lines indemnify the Board against claims for effecting delivery of goods of the strength of their delivery order in lieu of Bills of lading.

**105. Delivery of goods—payment of charges :**

Owners and/or their representatives applying for delivery of goods shall fill in the imports application from set out in except the columns in which the wharfage and other charges payable are to be entered, and will sign the same. The import application thus field accompanied by the custom import bill of entry and true copy thereof, superscribed 'Bill of Entry for Boards Use ' which shall be for the use of and be

retained by the Traffic Manager, shall be presented at the Traffic Manager's office where the charges shall be assessed, received and the import application endorsed in token of receipt of charges due there under. The import application thus endorsed accompanied by the bill of Lading and the Order from the master, owner or agents of the vessels authorising delivery, shall then be presented at the shed when an officer of the Board will examine the documents and being satisfied that they are in order and on being furnished with an acknowledgement for the goods, will grant delivery and authorise the passing of the said goods.

**106. Detention of goods for freight etc. :**

Goods landed from a vessel in port and given into the custody of the Board shall be detailed for freight or other charges payable to the owner of the vessel on receipt of the due notice in writing from the master or owner of the vessel or his agents; such goods shall be retained either in the warehouses or sheds of the Board at the risk and expense of the owner of the said goods until the lien shall have been discharged or the amount claimed for freight shall have been deposited with the Board. Goods delivered from a vessel into boats of floated in waters of Ports for removal outside the Port shall not be detained.

**107. Delivery of goods overside :**

In every case where delivery of goods is given over a vessel's side into boats the master or owner shall himself take such steps as he may think necessary to secure payment of any outstanding amount that may be due in respect of freight or other charges.

**108. Liability for open packages :**

Permission granted by the collector of customs to owners or their representatives at their request to open packages shall be countersigned by the Traffic Manager.

**109. Opening of Packages—restrictions :**

No packages shall be opened on the harbour premises by the importer, exporter or owner for appraisement examination of survey without



5 the permission of the Traffic Manager. No workman shall be employed to open packages on the harbour premises for appraisalment, examination or survey, unless authorised in writing to do so by the Traffic Manager.

6. **110. Packages opened at owner's risk :**

Goods opened by order of the customs department for examination for appraisalment, or for survey at the request of the steamer agents or of the owner of the goods, lie and remain at the risk of the owner thereof.

7. **111. Delivery of goods :**

Goods taken delivery of, but not removed from Board's premises shall lie at the risk of the owner thereof.

8. **112. Removal of goods :**

Goods shall not be removed from the quays, roads, or sheds unless covered by a Customs Import Bill of Entry of Export Shipping Bill and upon production of the Board's receipt for wharf dues as the case may be receipt for other charges that may be due upon the goods.

9. **113. Removal of Goods to uncleared goods warehouses :**

The Traffic Manager may order the removal of all uncleared goods from the Port sheds to the uncleared goods warehouse immediately after the expiry of the free days allowed under the Board's scale of rates and without any previous notice whatsoever to the owner of the goods.

10. **114. Payments of dues :**

Port charges on goods landed together with any other charges incurred under the Board's scale of rates, shall be paid before removal of the goods from the Port premises, to any person or persons authorised by the Board to receive and issue receipt for them. Similarly dues on goods to be shipped shall be paid before their shipment. Rent for the spare allotted by the Board for storage of goods, either covered or open shall be paid in

advance and wharfrage on rail borne goods before removal of the goods from the port premises.

**115. Documents to be produced by shippers and consignees :**

All application for permission to export or to import goods shall be on form approved by the Board, and such forms shall in all cases be correctly filled in and signed by the shipper or consignee of the goods or by his agent. Whenever required by the person authorised by the Board to call for and inspect them, all necessary documents shall be produced by the shippers or consignees or their agents at the time of shipping or landing of goods. Whenever cargo is shipped by vessel other than that entered on the application for permission to ship it, a fresh application must be submitted to the Board for permission to ship the cargo in question.

GUJARAT GOVERNMENT GAZETTE, 10-12-1992

**KANDLA PORT TRUST**

Notification

Administrative Office,  
Post Box No. 50,  
Gandhidham \_ Kutch.  
Dated 24th April,  
1992.

No. MR/FB/1705/(5) - In exercise of the powers conferred by Section 123 of the Major Port Trusts Act 1963, the Board of the Trustees of the Port of Kandla hereby make the following regulation.

**TRANSPORT, HANDLING AND STORAGE OF DANGEROUS GOODS IN THE PORT OF KANDLA REGULATIONS, 1991.**

**PART - 1**

**1. SHORT TITLE & COMMENCEMENT :**

(1) These regulations may be called "The Transport, Handling and Storage of Dangerous goods in the Port of Kandla



5 the permission of the Traffic Manager. No workman shall be employed to open packages on the harbour premises for appraisement, examination or survey, unless authorised in writing to do so by the Traffic Manager.

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**PART - 1**

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(1) These regulations may be called "The Transport, Handling and Storage of Dangerous goods in the Port of Kandla



Regulations, 1991", and are framed under provisions of clauses (f) and (n) of Section 123 of Major Port Trusts Act, 1963 (38 of 1963) in supersession of all previous regulations on the subject made by the Port of Kandla.

(2) They shall come into force on the date of publication of the approval of the Central Government there to in the official Gazette under section 124 (1) of the Major Port Trusts Act, 1963.

**2. APPLICATION :**

These Regulations shall apply within the Port limits of Kandla Port and in all the Docks, wharves, Quays, Bunders and on lands under the control and superintendence of the Officer appointed by the Board of Trustees or nominated by the competent authority for the purpose of superintending the handling/storage and disposal of dangerous goods at the Port of Kandla.

**3. DEFINITIONS :** In these regulations unless the context otherwise requires.

- (a) **Boat :** 'Boat' means a barge or similar craft used for movement of goods within the Port.
- (b) **Chairman :** 'Chairman' means the Chairman of the Board of Trustees of the Port.
- (c) **Competent Authority :** 'Competent Authority' for the purpose of these regulations means an Officer duly appointed by the Board of Trustees to administer the provisions of these regulations.
- (d) **Dangerous Goods :** 'Dangerous Goods' means goods which by reason of the nature, quantity or mode of storage of such goods are either singly or collectively liable to en-danger the life of the health of the persons within the Port Limits or on a vessel or to cause damage to property within such Port Limits and includes much goods contained in a receptacle, portable tank, Freight container or vehicles as defined in the IMDG Code. The term include an empty receptacle, portable tank or tank vehicle which has been previously used for carriage of dangerous goods unless such receptacle has been cleaned and dried or, when the nature of the former contents

permits such carriage with safety and allow the container to be closed securely.

**DANGEROUS GOODS INCLUDE ALL SUBSTANCES**

- (a) Having properties coming within the classes listed in the IMDG Code.
- (b) Substances defined as explosives as defined by the Indian Explosives Act, 1884, and/or the Explosives Rules, 1983.
- (c) Any other goods which the competent authority may specify as dangerous goods.
- (d) Hazardous chemicals listed in Schedule-1 of the manufacture, storage and import of Hazardous chemicals Rules, 1989.
- (e) Handling. - 'Handling' means the operation of loading and unloading of a vessel, railway wagon or vehicle transfer to, from or within a storage area and/or within a vessel and transhipment between vessels and any ancillary operations in the Port Area and includes stuffing and destuffing of freight container, IMDG Code. - 'IMDG Code' means the latest edition of International Maritime Dangerous Goods Code issued by the International Maritime Organisation, London.
- (f) IMO. - 'IMO' means the International Maritime Organisation. Inspector of Dangerous Goods. - 'Inspector of Dangerous Goods' for the Purpose of this regulations means a person appointed by the Competent Authority to ensure compliance with these rules at any handling or transport of the Dangerous goods.
- (g) **Master :** 'Master' means the master of the vessel, or a tug master in charge of an unmanned two or the persons in charge of a vessel and includes any person, other than a Pilot having charge of a vessel.
- (h) **Owner :** 'Owner' when used in relation to goods includes any consignee, shipper or agent for the sale or custody of such goods and when used in relation to any vessel includes any part owner, charterer, consignee or mortgagee in possession thereof.



- (k) **Agent** : Includes shippers agents, clearing & forwarding agents and handling agents working on behalf of shipping agencies, exporters, importers & charterers.
- (l) **Responsible Person** : 'Responsible Person' means a person appointed by the 'Owner' and/or 'Master' and empowered to take all decisions relating to the tasks of transport, handling and storage of dangerous goods, and having the necessary knowledge and experience for that purpose.
- (m) **Transport** : 'Transport' means the movement of dangerous goods by one more modes of transport in port.
- (n) **Unstable Substance** : 'Unstable Substance' means a substance which may present a hazard under transport or storage conditions due to spontaneous reaction (e.g. Polymerisation, decomposition etc.) unless the necessary specific precautions are taken to prevent such a hazard (e.g. inhibition, dilution, refrigeration or other equally effective measures).
- (o) **Vessel** : 'Vessel' means any seagoing vessel or inland water craft including any boats used for the carriage of dangerous as cargo.
- (p) **Marine Pollutants** : A solution or a mixture containing 10% or more of a substance identified in the IMDG Code as a Marine Pollution Shall be required to be marked as a marine pollutant and be required to comply with the IMDG Code irrespective of the class.

#### 4. CLASSIFICATION OF DANGEROUS GOODS :

For purpose of these rules, Dangerous Goods will be divided into the following classes.

- Class 1 Explosives.
- Class 2 Gases, Compressed; liquified or dissolved under pressure.
- Class 3 Flammable liquids.
- Class 4.1 Flammable solids.
- Class 4.2 Flammable solids or substances liable to spontaneous combustion.

- Class 4.3 Flammable solids or 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 Infection substances.
- Class 7 Radioactive substances.
- Class 8 Corrosive.
- Class 9 Miscellaneous Dangerous Substances, i.e. and other substances, which experience has shown or may show to be of such dangerous character, are to be of such dangerous character, are to be treated as dangerous Goods.
- Note 1 :** Regulations for handling of Dangerous Goods of Class 2 to Class 9 have been specified in Part IV of these Rules.
- Note 2 :** Supplementary rules for handling of explosives in the Ports of Bombay, Madras and Calcutta are notified under the Indian Explosives Act, 1994.
- Note 3 :** Additional requirements for handling of dangerous goods of class 2 to class 9 for the Port of Kandla are specified in the Schedule II.
- Note 4 :** Evaluation of the Hazards of the harmful substances if not notified by TMO, the shipper/consignee shall be advised to apply to the Director General of Shipping, Government of India, for the same under the provision of the Merchant Shipping (Dangerous Goods) Rules.

### PART - II

#### 5. ARRIVAL OF THE VESSEL :

The Owner/Agent of a vessel wishing discharge and/or load dangerous goods shall submit to the Competent Authority the following documents at last 48 hours in advance before the



vessel's arrival in Port &

- (1) Application form (as described in Schedule 1.).
- (2) Dangerous goods list (3 copies) (Schedule 1.).
- (3) Dangerous goods not (3 copies) for export cargo (Schedule 1.).
- (4) Certificate of packaging (for Export cargo only, if required), Cargo Manifest.
- (5) Materials Safety Data Sheet (MSDS) of all dangerous.
- (6) Details of goods marine pollutants.
- (7) Questionnaire on the characteristics of the Dangerous Goods for storage, handling and transport in the Indian Ports (Schedule 2).
- (8)

6. **DEPOSIT :** In case where a limited period of storage in Port is permitted, Port shall collect a deposit of Rs. 5000/- (Five thousand) from the Owner/Agent to cover the handling, storage, Escort and disposal of such goods. The amount so deposited shall be refunded after the cargo is duly handled and cleared out of Port within the limited period as per permit issued under section 8. 0. If the cargo is not cleared within the permitted period of storage, a penalty of Rs. 3000/- (Three thousand) shall be liable to pay.

7. **GRANT OF PERMIT :** Competent Authority on receipt of these documents and the deposit shall give instructions to the Owner/Agent specifying the mode of discharge, storage, separation requirements, equipments to be made available and any other condition concerning safety of the Port and/ or the vessel. In relation to the container cargoes the Competent Authority shall also designated the areas depot where the container shall be stuffed/destuffed.

8. **COMMENCEMENT OG CARGO HANDLING :**

- (1) The Master shall submit a dangerous goods checklist as prescribed in shedule 1.
- (2) The vessel may commence handling of dangerous goods only after obtaining instructions from the Competent Authority, as specified in 8. 0. (and after the Inspector of Dangerous Goods

has satisfied himself of the correctness of the check-list and other declaration made by the Owner/Master.

9. **RESPONSIBILITIES OF THE MASTER :**

- (1) The Masters of vessels carrying dangerous goods while lying in the Port Limits shall exhibit where it can best be seen.
  - (a) a red flag from sunrise to sunset and
  - (b) a red light from sunset to sunrise.
- (2) He shall whenever dangerous goods are handled.
  - (i) depute a responsible person to personally supervise the operations. Such Officer shall take and/or cause to be taken all the due precautions as are necessary under the IMDG Code and these regulations.
  - (ii) Keep the fire fighting gear in readiness with hoses and branch pipes connected.
  - (iii) Ensure that repairs to any part of the vessel necessitating the use of open flame/open fire are not carried out.
  - (iv) Blank caregully fires in engine room and extinguish all other fires or or non-safety lights.
  - (v) Maintain efficient and effective communication with the reasonable person on the shore and singal station Kandla Tower.
  - (vi) Provide and use when necessary the equipment specified in the EMS Schedule as published by the IMO and MFAG published by the same authority.
  - (vii) Provide access and facility to the officials of the port for the inspection of the Dangerous goods.
  - (viii) Ensure that no damaged/leaky containers or packages of dangerous goods are landed either in barge or ashore without the express permission of the Competent Authority of the Port.
  - (ix) Ensure that appropriate personal protective equipment is used by those engaged in handling of these dangerous goods and also ensure that the cargo gear and the accessories used are as required for safe handling of such goods.
  - (x) Ensure that all the dangerous goods are correctly declared as required by the IMDG Code before discharging.



**10. RESPONSIBILITIES OF OWNER/AGENT :**

- (1) Owner/Agent shall make a true and correct declaration of the dangerous goods to be handled in the Port and those in transit through the Port, whether in container's or other packages.
- (2) Cases/receptacles of each class of dangerous goods brought into the Port area shall confirm strictly with the packaging standard stipulated in the IMDG Code. Such cases/receptacles shall remain in a sound condition while dangerous goods are handled in the Port area.
- (3) If any cases/receptacles of dangerous goods is damaged or stais Leaking during handling in the Port, preventive measures as may be indicated by the competent authority shall be followed.
- (4) Repairs to be damaged cases/receptacles of dangerous goods or repacking their contents shall be carried out under the supervision of the Competent Authority, subject to special restrictions as applicable to individual classes of dangerous goods.
- (5) No cases/receptacles of dangerous goods shall be opened any where within the Port area except for the purpose of during samples by the Customs in an approved manner and with permission to do so from the Competent Authority. Such permission may be granted subject to such additional restrictions and precautions as may be considered necessary.
- (6) Tools liable to produce sparks shall not be used to open/close/repair cases/receptacles of dangerous goods or for drawing samples. As far as it is practicable to do so, samples shall be drawn by suction method without tilting the container.
- (7) Marking, labelling and packing of all the hazardous goods will be as prescribed in IMDG Code.
- (8) Handle any goods which are in a leaky, damaged or in a deteriorated condition only on the specific instructions of the Competent Authority.
- (9) Provide every facility to the Competent Authority to inspect the dangerous goods.
- (10) Agents/Owners bringing dangerous goods shall ensure that

all the formalities for the clearance of the goods especially with the Customs are completed so that the delivery of the cargo can be taken almost immediately.

(11) Stuffing and destuffing of dangerous goods in freight containers shall be undertaken as per recommendations of the IMO and the inspect of dangerous goods .

**11. OBLIGATION TO TAKE PRECAUTIONS :**

- (1) Steamer Agents/Consignors/Consignees of dangerous goods and occupiers or custodian of all premises within the Port area shall always observe and/or cause to be observed any safety precautions required by the Competent Authority and prescribed in these regulations.
- (2) When dangerous goods are handled or stored within the Port area Agents/Owner/Consignors/Consignees fail to take reasonable precautions to prevent accidents, the Competent Authority may take such action as is reasonable for the safety of the Port and may recover from such Agents/Owner/Consignors Consignees such reasonable expenses as may have been incurred from the amount deposited and if the amount so deposited is not adequate, the Port may recover its expenses by sale of the cargo.

**12.**

**DETERMINATION OF CATEGORIES OF NEW SUBSTANCES**

When Owner/Agent seeks to import cargo which dangerous but not covered by the IMDG Code sufficient notice shall be given to the competent authority to arrange for the modalities for the reception of such cargo, failing which such cargo may be refused entry. If such cargo is listed in Schedule 18 the manufacture, storage and Import of hazardous Chemicals Rules, 1989, the Owner/Agent shall seek specific permission and inform the Pollutant Control Board of the Safety measure being taken for the receptions of such cargo.

**13. RESPONSIBILITY OF BARGE OWNER/OPERATOR :**

- (1) Barges carrying dangerous goods shall not load different classes of cargoes which are incompatible and shall



- maintain sufficient segregation between classes when carrying more than two classes which are compatible. In every case the instructions given by the Inspector of Dangerous Goods to the Competent Authority will be complied with.
- (2) Surface area in holds as well as on deck of barges/lighters carrying dangerous goods should be of non-friction and non-sparking type.
  - (3) Lighting of naked lights or open flames on barges carrying dangerous goods at any place is strictly prohibited.
  - (4) A safe distance of 9.0 meters should be maintained between two barges berthed along side at any designated wharf or pier.
  - (5) As far as practicable Barges will not be Double Banked while handling.
  - (6) Overnight stay at any wharf of pier of barges/lighters with dangerous goods shall be with the express permit granted by Inspector of Dangerous Goods.
  - (7) Barges shall be permitted to come alongside by the Ship Superintendent and he shall be given sufficient notice to receive such barge and plan handling.

### PART - III

#### IMPORT OR EXPORT OF EXPLOSIVE BY SEA

As per provision in Explosive Rules, 1983, explosive shall be imported or exported by sea except at the Ports of Bombay, Cochin, Calcutta, Madras, Tuticorin or Visakhapatnam provided that export only of explosives in such quantities as may be specified by the Chief Controller of Explosives, may be done at the Port of Kandla and Mormugao.

#### 14. GENERAL PROVISIONS :

- (1) The Competent Authority may refuse Dangerous Goods intended for storage within or transit through the Port, if it is considered that their presence is likely to endanger life or property, because of their condition, the condition of their mode of conveyance, or the conditions that may be prevailing in the PORT AREA.

- (2) If any dangerous substance within the Area constitutes an unacceptable hazard, the Competent person may order the removal of such substances or packages, freight, container, portable tank, vessel or vehicle containing it to any other place or to sea as considered necessary.
- (3) An unsuitable substances will not be accepted unless all conditions necessary to ensure its safe transport and handling have been met and properly certified.
- (4) Only one class of cargo will be handled at a time.
- (5) The Competent Authority may destroy in a safe manner such dangerous goods which in their opinion end near the safety of Port. Where such Dangerous Goods are so destroyed, the Owner/Agents of goods shall not be entitled to any compensation whatsoever. The Port may removed or destroy any Dangerous Goods which have been handled or transported contrary to the instructions of the Competent Authority. The expenses for so doing may be recovered from the deposits or from the sale of the cargo, if the deposit is not adequate to meet these expenses.
- (6) The vessel will retain on board all the pollutants and stop caused by the leakages of any dangerous cargoes and take every precautions as per anti-pollution rules of the Port.
- (7) Competent Authority shall direct the handling of marine pollutants. Every precaution shall be taken to ensure that such pollutants are not dumped in the Marine Environment of dumped at sea.

#### 15. POWER TO EXEMPT :

- (1) Any reason may appeal with respect to any order issued by the Inspector of Dangerous Goods of the Port or by the Competent Authority. Such appeal shall be heard by the chairman and his decision shall be final.
- (2) The Chairman on advice of the Competent Authority may in exceptional cases exempt conditionally or unconditionally any



person or consignment of dangerous goods from all or any of the provisions of these rules.

**16. PENALTIES :**

- (1) Any person who commits a breach of any regulations shall be liable to pay penalty of Rupees Ten Thousands and if the breach continues, a further penalty of Rupees One Thousand per day or part thereof for period during which the said breach continues. The penalty as aforesaid shall be in addition to any action that may be or may be taken under applicable Port regulations for the time being in force.
- (2) If the default continues, the Competent Authority may with the concurrence of the Chairman have the vessel removed from the berth. This will be in addition to the other penalties levied.

**PART - IV**

**REGULATIONS FOR HANDLING OF DANGEROUS GOODS (IMDG CODE) CLASS II TO IV**

**HANDLING/STORAGE OF GASES COMPRESSED, LIQUIFIED OR DISSOLVED UNDER PRESSURE. (IMDG CLASS - II)**

**17. DEFINITIONS :** This class covers types of gases.

- 1. Flammable gases.
- 2. Non-flammable gases.
- 3. Poisonous gases.

**18. PRECAUTIONARY MEASURES :**

The Owner/Agent shall abide by all the instructions as specified by the Competent Authority.

19. Fabrication fittings, makings, colour code and labelling on cylinders manufactured in India shall conform the requirements of Gas Cylinder, Rules, 1981 if the capacity is upto 1000 litres and of SMPV (U) Rules, 1981 of the capacity exceeds 1000 litres. Cylinders imported shall be in compliance with the IMDG Code be made to indicate that the appropriate authority has tested and certified the same.

- 20. (a) The values of the cylinders/containers carrying gas shall be protected either by being so designed or attached to the body of the said cylinder/container. There will be no physical contact between metal cap and the valve or the valve body.
- (b) Cylinders/Containers of gas shall be marked or labelled legibly as per IMDG Code with the name of the gas. Cases in which cylinders/containers of gas are packed shall also be marked or labelled likewise.

**21. HANDLING AND USE OF CYLINDERS :**

- (a) Cylinders shall be adequately supported during handling.
- (b) Trolleys and cradles of adequate strength shall as far as possible, be used when moving the cylinders.
- (c) The cylinders shall be handled carefully and not be allowed to fall upon one another or otherwise subjected to any undue shock.
- (d) Sliding, dropping or paying with cylinders is prohibited.
- (e) Liquified petroleum gas cylinders and cylinders containing liquifible gases shall always be kept in an upright position and shall be so placed that they cannot be knocked over.
- (f) Cylinders used in horizontal position shall be so secured that they cannot roll.
- (g) Open flames, lights, lighting of fires, welding and smoking shall be prohibited in close proximity to any cylinder containing flammable gases except those only in use for welding, cutting or heating.

22. All the gas cylinders/containers shall be stacked on trays when handling. However, if this is not practicable, slings of any other



safe method shall be used as prescribed by the Competent Authority.

23. Every care and precaution shall be taken to prevent the contamination of valve and fittings of the cylinders containers by oily and fatty substances.
24. Cylinders/containers containing flammable gases shall be handled separately and kept adequately separated from each other and from cylinders having other type of gases, at all time.
25. Cylinders/containers of gas shall at all times be protected from sun's rays and other sources of direct heat.
26. Cylinders/containers of gas shall not be over-stowed with other cargo.
27. These regulations are also applicable in the case of empty cylinders/containers, unless they are effectively made gas free.

#### HANDLING AND STORAGE OF PACKED FLAMMABLE LIQUIDS

##### IMDG Code Class - III

28. These regulations cover Flammable "Liquids" packed in drums receptacles and cases. Containers for petroleum products shall confirm to the requirements laid down in the petroleum rules 1976.  
For the purpose of these rules, Flammable Liquids will be divided into the following groups.
  - I. Class 3.1 Low flashpoint group of liquids having a flash point be low 18° C (00 F).
  - II. Class 3.2 Intermediate flashpoint group of liquids having flashpoint of 18° C (0° F) upto, but not including 23° C (73° F), closed cup test.
  - III. Class 3.3 High flashpoint group of liquids having at a flashpoint of 23° C (73° F) up to and including 61° C (141° F) closed cup test.

29. Precautionary Measures - The Owner/Agents shall abide by all the instructions as described by the Competent Authority.

30. The liquids in this class are liable to polymerise and liberate dangerous gases and heat, possibly resulting in rupture of the receptacle. Therefore, utmost precautions and care should be taken when handling the containers/receptacles holding these liquids. They shall not be dropped, bumped, rolled or otherwise, mishandled.
31. The vapour from nearly all the liquids in this type have properties of narcotic effect to some degree. Labour handling them shall be protected against this hazard.
32. When this goods are handled, they shall be away from all the direct source of ignition, even in the transit, they shall be kept cool and well ventilated place.
33. All personnel working in this area of near vicinity are prohibited from bringing matches lighters or flints or any other material likely to cause ignition or spark.
34. Whenever a leaky drum is traced, it shall be isolated under the instructions of the competent authority.
35. Barring exigencies, these goods shall be only handled during the day light hours.
36. The packaging of these goods is such as to protect them from external source of ignition. If this is damaged it should be rectified under the instructions of the Competent Authority.
37. Non-Sparking tool and saction methods should be used when drawing samples from these liquids.
38. Segregation and separation of these cargoes vis-a-vis other car goes shall be a precribed in the IMDG Code.

#### HANDLING AND STORAGE OF GOODS PRESCRIBED IN IMDG CODE-CLASS IV

39. (A) Class IV (I) Flammable Solids : The substances in this class are solids possessing the properties of being easily ignited



by external sources, such as sparks and flames, and of being readily combustible, or of being liable to cause or contribute to fire through friction.

(B) Class IV (ii) Substances liable to spontaneous combustion :  
The substances in this class are either solids or liquids possessing the common property of being liable spontaneously to heat and to ignite.

(C) Class IV (iii) Substances which in contact with water emit flammable gases. The substances in this class are either solids or liquids possessing the common property, when in contact with water, of evolving flammable gases. In some cases are liable to spontaneous ignition.

#### A. IMDG CODE CLASS IV (i)

40. Precautionary Measures : The Owner/Agent shall strictly abide by the instructions for handling of these goods as given by the competent authority.

41. Care shall be taken to ensure that the packages are damaged during the handling. This cargo should not be dropped, dumped, rolled or otherwise mishandled.

42. Particular care shall be taken that there is no spillage of this cargo during handling. In the event of spillage, it shall be disposed of in a safe manner as prescribed by the Competent Authority.

43. Under no circumstances, any vehicles of machineries or other cargo be allowed to rollover these spillage of flammable solids.

44. It is particularly important to ensure that at every stage during handling/ storage or transporting such cargo is handled away and at safe distance from other cargoes as may be prescribed by the Competent Authority.

#### B. IMDG Code Class IV (ii)

45. All the above regulations are applicable to this category also. In addition, these will be subject to the following restrictions.

46. If packed in hermetically sealed condition throughout the period, they can be allowed to remain within the Port area.

47. Flammable solids or substances liable to spontaneous combustion shall be transit in small stacks either inside the hazardous cargo shed or in any other premises indicated in the instructions 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 competent authority 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. IMDG CODE CLASS IV (iii)

48. Regulations from 40.0 to 44.0 shall be applicable to this class also. In addition, they will be subject to the following restrictions.

49. Flammable solids or substances which in contact with water emit flammable 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.

50. As some substances are liable to react dangerously even with the damp air, any container holding this cargo which is damaged or broken shall be handled as directed by the Competent Authority and henay taken such action as is considered necessary for ensuring safety. He may even order the destruction of the container, if he deems it necessary.



## HANDLING/STORAGE IMDG CODE CLASS V

51. Class V-1 : Oxidising substances (Agents) : These are substances which, although in themselves not necessarily combustible, may either by heating oxygen or by similar processes increase the risk and intensity of fire in either material with which they come into contact.
52. Class V-11 : Organic peroxids : Organic substances which contain the bivalent 0-0 structure and may be considered derivatives of hydrogen peroxide, where one or both of the hydrogen atoms have been replaced by organic radicals. Organic peroxides are thermally unstable substances, which may undergo exothermic self-accelerating decomposition. In addition, they may have one or more of the following properties.
- be liable to explosive decomposition.
  - burn rapidly.
  - be sensitive to impact or friction.
  - dangerously with other substances.
  - cause damage to the eyes.
53. Precautionary Measures : The owner/Agent shall strictly abide by the instructions for handling these goods as given by the Competent Authority.
- A. OXIDISING SUBSTANCES IMDG CODE CLASS V (I)**
54. All the substances in this class have the property of giving off oxygen when involved in fire and mixture of these substances are readily ignited with combustible material sometimes even by friction or impact. Therefore, all the Boats, all the places on the shore or warehouses shall be thoroughly cleaned prior to receipt of this cargo.
55. Any damaged or leaky container shall be moved under the instructions of the Competent Authority.
56. In the event of spillage of this cargo, such spillage should be self separated and disposed off as prescribed by the Competent Authority.

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Under no condition should this spillage be rolled over by weight of any type.

57. These substances should particularly be well separated from acids, since they are liable to give off toxic gases.
58. It is necessary to thoroughly clean the barges and all the areas where this cargo was stored after its delivery or disposal.
59. Special restrictions of Ammonium Nitrate-Ammonium Nitrate to be brought to the Port should be certified to be free from organic impurities, as specified by the IMDG Code. A certificate of purity issued by the Competent Government Authority in the country of manufacture will have to be produced before such cargo or vessel is allowed inside the docks. These rule will not apply to Ammonium Nitrate of Fertilizer grade.
- B. ORGANIC PEROXIDE IMDG CODE CLASS V (II)**
60. Handling of Organic Peroxides : Receptacles of liquid organic peroxide shall be handled in dead up right position. Even slight tilt may lead to spillage. This liquid is liable to react violently with the metal of the receptacle or any other substances they contact, which may lead to violent explosion.
61. Other organic peroxides (not in the liquid state) shall be handled with utmost care, using leading cushions if necessary thus avoiding frictional contact.
62. If any package/receptacles containing organic peroxides is discovered to be in damaged or in a leaky condition, it shall be adreched copiously with water and disposed off in a manner as directed by the Competent Authority. Re-packing or repair of the damaged receptacle is not permitted in the Port area.
63. While these goods are being handled the fire houses should be laid out with the fire crew in readiness through-out.
64. Contact of organic peroxide with the eye shall be avoided and when working this type of cargo, necessary protective equipment is to be provided and used.
65. At all times, this cargo should be kept away from sparks, flame or

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any other source of ignition.

66. These cargo packages shall be protected from direct sun's rays and stored and handled in well ventilated places.

67. Organic peroxide shall be handled separately and isolated from any other cargo. ...

68. This cargo shall only be handled during the day light hours.

#### HANDLING/STORAGE MDG CODE CLASS VI

69. (1) Class VI-I-Poisonous (toxic) substances " Toxic " has the same meaning as " Posonous ". There are substances liable either to cause death or serious injury or to harm health if swallowed or inhaled, or by skin contact.

(2) Class VI-II : Infectious substances : These are substances containing viable micro-organisms or their toxins which are known, or suspected, to cause disease in animals or humans.

#### 70. PRECAUTIONARY MANSURES :

The Owner/Agent shall strictly abide by the instructions for handling of these goods, as given by the Competent Authority.

71. Receptacles- Receptacles of poisonous substances brought in the Port shall remain in a hermetically sealed or effectively closed condition so as to prevent escape therefrom or vapours/liquids/dust.

72. The receptacles/containers should be inspected prior to receipt of the barge and at all times, they are being handled. Any leaky or damaged receptacles should be moved only under the instructions of the Competent Authority.

73. The substances of this class which has a flash point below 61°C, 141.8°F is also by definition inflammable liquid. Therefore, while handling such type of substances, all the care shall be exercise as recommended for inflammable liquid and they should be stored in a cool and well ventilated place.

74. All receptacles containing such cargo shall be handled in an upright position to prevents pills pisge.

75. These substances could be poisonous either by skin absorption, ingestion or inhalation. Therefore, labourers of any person involved in handling these substances shall be protected by appropriate protective equipment as prescribed by the Competent Authority. ...

76. The receptacles of such substances should be handled well separated from the other cargo.

77. If and when these substances are stored in open, they should be properly covered with weighted tarpauline, inspected frequently to detect any leakages and the stack should be prominently marked with appropriate IMDG, label, so that the people working in the vicinity can identify it as poisonous goods. However , these substances with a flash point of less than 61°C , 141.8° F be stored in a cool and well ventilated place as any flammable liquid is stored.

#### 78. DISPOSAL :

In case of damage or spoilage during transit or storage, the disposal of the contents and at any other goods contaminated by the spoilage shall be determined by the Competent Authority with the advice from the Port Health Officer and the Customs Officer shall be suitably informed.

79. ACTION TO BE TAKEN IN THE EVENT OF ANY ACCIDENT INVOLVING POISONOUS SUBSTANCES in the evence of any receptacle/case of any substance getting accidentally damage/leaky during handling of transit storage.

(i) Notify the Competent Authority.

(ii) Direct the men in the vicinity to move away o a safe area.

(iii) Arrange to send to the Port Trust Hospital, persons who are suspected to have been contaminated with the poison after giving First Aid if practicale. A responsible employee of the section shall accompany these persons to convey to the Duty Doctor information regarding the name and known properties of



the poison after giving First Aid if practicable.

- (iv) Suitable action shall be taken for de-contaminating the area of spillage. (Goods contaminated by the spill poison shall be isolated for disposal as stipulated.)

#### **80. DE-CONTAMINATION :**

In case of spillage involving poisonous substances of this class, particularly, liquid pesticides, decontamination measures, appropriate to the substances concerned shall be carried out under the supervision of the Competent Authority.

- (1) No person shall be allowed to enter any hold of a vessel or compartment where there is any reason to suspect leakage of some substances of this class unless the Master or the responsible officer has taken all safety measures and is satisfied that it is safe to enter the same.

- (2) Emergency entry into the hold under other circumstances shall only be undertaken by trained staff wearing self-contained breathing apparatus and other protective clothing.

#### **. INFECTIOUS SUBSTANCES { IMDG CODE CLASS VI (ii) }**

- 81. Any Owner/Agent wishing to handle infectious substances, shall give the competent authority all the relevant particulars of the goods to be handled in sufficient time. This time should be enough for the Port Authorities to seek the expert advice and help so that these goods can be handled abiding by all the restrictions as may be determined by such experts. Such goods will not be handled in any other condition.

#### **HANDLING OF RADIO ACTIVE SUBSTANCES (IMDG CODE CLASS VII)**

#### **82. DEFINITION :**

For the purpose of carriage, any material with a specific activity of more than 70 KBo/Kg. must be declared as a radioactive material.

- 83. Consignees/Agents wishing to handle such material shall seek the advice of BARC (Trombay) for instructions regarding the handling of these goods.

- 84. They shall submit to the Competent Authority copies of the hazardous cargo manifest (Schedule I) together with the copies of the BARC instructions sufficiently in advance to enable the Port to make arrangements to receive this cargo.

- 85. This cargo shall be handled by the consignees under expert technical supervision. However, the Competent Authority shall be responsible to see that all the recommendation of the Atomic Energy Regulation card are carried out.

#### **HANDLING & STORAGE OF CORROSIVES (IMDG CODE CLASS VIII)**

#### **86. PRECAUTIONARY MEASURES :**

The Owner/Agent shall strictly abide by the instructions for handling of these goods as given by the Competent Authority.

- 87. Substances in this class have the property of severely damaging living tissues. The substances may emit vapours, which can cause irritation to the mucous membranes, some vapours can even be toxic. Therefore, it is very essential that all the people handling this cargo and likely to come in contact with this substances shall be provided with appropriate personal protective equipments.

- 88. This cargo shall be handled well separated from the cargo of other class and special care should be taken to ensure that acids and alkalis are well separated.

- 89. The receptacles/carboys should be handled with extreme care and always in an upright position to prevent damage or spillage.

- 90. Any damaged receptacle/carboys shall be isolated moved further under instructions of the Competent Authority and special precautions shall be taken to avoid direct skin contact.

- 91. The goods in this class with a flash point of less than 61°C shall be



any other source of ignition.

66. These cargo packages shall be protected from direct sun's rays and stored and handled in well ventilated places.

67. Organic peroxide shall be handled separately and isolated from any other cargo.

68. This cargo shall only be handled during the day light hours.

**HANDLING/STORAGE MDG CODE CLASS VI**

69. (1) Class VI-I Poisonous (toxic) substances " Toxic " has the same meaning as " Poisonous ". There are substances liable either to cause death or serious injury or to harm health if swallowed or inhaled, or by skin contact.

(2) Class VI-II : Infectious substances : These are substances containing viable micro-organisms or their toxins which are known, or suspected, to cause disease in animals or humans.

**70. PRECAUTIONARY MANSURES :**

The Owner/Agent shall strictly abide by the instructions for handling of these goods, as given by the Competent Authority.

71. Receptacles-Receptacles of poisonous substances brought in the Port shall remain in a hermetically sealed or effectively closed condition so as to prevent escape therefrom or vapours/liquids/dust.

72. The receptacles/containers should be inspected prior to receipt of the barge and at all times, they are being handled.. Any leaky or damaged receptacles should be moved only under the instructions of the Competent Authority.

73. The substances of this class which has a flash point below 61°C, 141.8° F is also by definition inflammable liquid. Therefore, while handling such type of substances, all the care shall be exercise as recommended for inflammable liquid and they should be stored in a cool and well ventilated place.

74. All receptacles containing such cargo shall be handled in an upright position to prevents pills pisge.

75. These substances could be poisonous either by skin absorption, ingestion or inhalation. Therefore, labourers of any person involved in handling these substances shall be protected by appropriate protective equipment as prescribed by the Competent Authority.

76. The receptacles of such substances should be handled well separated from the other cargo.

77. If and when these substances are stored in open, they should be properly covered with weighted tarpauline, inspected frequently to detect any leakages and the stack should be prominently marked with appropriate IMDG, label, so that the people working in the vicinity can identify it as poisonous goods. However , these substances with a flash point of less than 61°C , 141.8° F be stored in a cool and well ventilated place as any flammable liquid is stored.

**78. DISPOSAL :**

In case of damage or spoilage during transit or storage, the disposal of the contents and at any other goods contaminated by the spoilage shall be determined by the Competent Authority with the advice from the Port Health Officer and the Customs Officer shall be suitably informed.

79. ACTION TO BE TAKEN IN THE EVENT OF ANY ACCIDENT INVOLVING POISONOUS SUBSTANCES in the evence of any receptacle/case of any substance getting accidentally damage/leaky during handling of transit storage.

(i) Notify the Competent Authority.

(ii) Direct the men in the vicinity to move away o a safe area.

(iii) Arrange to send to the Port Trust Hospital, persons who are suspected to have been contaminated with the poison after giving First Aid if practicale. A responsible employee of the section shall accompany these persons to convey to the Duty Doctor information regarding the name and known properties of



the poison after giving First Aid if practicable.

- (iv) Suitable action shall be taken for de-contaminating the area of spillage. (Goods contaminated by the spill poison shall be isolated for disposal as stipulated.)

#### **80. DE-CONTAMINATION :**

In case of spillage involving poisonous substances of this class, particularly, liquid pesticides, decontamination measures, appropriate to the substances concerned shall be carried out under the supervision of the Competent Authority.

- (1) No person shall be allowed to enter any hold of a vessel or compartment where there is any reason to suspect leakage of some substances of this class unless the Master or the responsible officer has taken all safety measures and is satisfied that it is safe to enter the same.

- (2) Emergency entry into the hold under other circumstances shall only be undertaken by trained staff wearing self-contained breathing apparatus and other protective clothing.

#### **INFECTIOUS SUBSTANCES ( IMDG CODE CLASS VI (ii) )**

81. Any Owner/Agent wishes to handle infection substances, he shall give the competent authority all the relevant particulars of the goods to be handled in sufficient time. This time should be enough for the Port Authorities to seek the expert advice and help so that these goods can be handled abiding by all the restrictions as may be determined by such experts. Such goods will not be handled in any other condition.

#### **HANDLING OF RADIO ACTIVE SUBSTANCES (IMDG CODE CLASS VII)**

#### **82. DEFINITION :**

For the purpose of carriage, any material with a specific activity of more than 70 KBo/Kg. must be declared as a radioactive material.

83. Consignees/Agents wishing to handle such material shall seek the advice of BARC (Trombay) for instructions regarding the handling of these goods.

84. They shall submit to the Competent Authority copies of the hazardous cargo manifest (Schedule I) together with the copies of the BARC instructions sufficiently in advance to enable the Port to make arrangements to receive this cargo.

85. This cargo shall be handled by the consignees under expert technical supervision. However, the Competent Authority shall be responsible to see that all the recommendation of the Atomic Energy Regulation board are carried out.

#### **HANDLING & STORAGE OF CORROSIVES (IMDG CODE CLASS VIII)**

#### **86. PRECAUTIONARY MEASURES :**

The Owner/Agent shall strictly abide by the instructions for handling of these goods as given by the Competent Authority.

87. Substances in this class have the property of severely damaging living tissues. The substances may emit vapours, which can cause irritation to the mucous membranes, some vapours can even be toxic. Therefore, it is very essential that all the people handling this cargo and likely to come in contact with this substances shall be provided with appropriate personal protective equipments.

88. This cargo shall be handled will be separated from the cargo of other class and special care should be taken to ensure that acids and alkalis are well separated.

89. The receptacles/carboys should be handled with extreme care and always in an upright position to prevent damage or spillage.

90. Any damaged receptacle/carboys shall be isolated moved further under instructions of the Competent Authority and special precautions shall be taken to avoid direct skin contact.

91. The goods in this class with a flash point of less than 61° C shall be



flammable goods and as such all the necessary precautions shall be taken during its handling and storage.

92. These goods shall be stored in covered spaces and when this is not possible, they shall be stored in the open on a covered platform well segregated from other cargoes and well marked.

93. Whenever any receptacle/carboys handling corrosive substances get damaged, they shall be rendered harmless or destroyed as directed by the Competent Authority.

94. In the event of an accident:

- (i) All the persons in the vicinity shall be directed to move away to safer area.
  - (ii) The affected persons shall be given first aid and thereafter immediately transferred to a hospital or other place of treatment.
  - (iii) Specialised medical aid shall be summoned.
  - and
  - (iv) The competent Authority shall be notified forthwith.
95. The Competent Authority shall organise suitable action for de-contaminating the area of spillage as well as articles contaminated by the spill corrosive.

**HANDLING AND STORAGE OF MISCELLANEOUS  
DANGEROUS SUBSTANCES  
(IMDG CODE CLASS IX)**

96. Class IX : includes a number of substances, which cannot be properly brought under any of the precisely referred classes because they offer a particular danger which cannot be properly covered by the regulations for the other classes or which presents a relatively low transport hazard.

97. While giving the clearance for such substances the competent Authority shall carefully consider the characteristics properties and known hazards of such substances and shall stipulate such precautionary measures as may be necessary for ensuring safety during their handling and storage.

**PART IV**

**98. SAVINGS :**

Nothing contained in these regulations shall be deemed to be derogatory to the provisions of the Merchant Shipping Act, 1958, the Explosive Act, 1884, Petroleum Act, 1934/1976, the Inflammable Substance Act, 1952, Dock Workers (Safety, health and Welfare) Regulations 1990, the environment Act, 1986 and the Regulations frame there under.



**SCHEDULE - I  
APPLICATION FORM FOR DISCHARGING/LOADING  
DANGEROUS GOODS**

Name of Clearing and Shipping Agency

To,  
The Deputy Conservator,  
Kandla Ports Trust.

Sir,

**Ref. : Name of the ship and Voyage No.**

The above vessel is expected to arrive at this Port from.....(Port) on.....(date).

2. \* She will be carrying on board dangerous goods for discharge at this port.  
(Attach separate list)
3. \* The vessel also carries the following dangerous Goods & transit cargo for the next port/s of call of.....(Names of Port/s).  
(Attach separate list).
4. \* We propose to load the following dangerous goods on the subject vessel for the ports mentioned below  
(Attach separate list).
5. Please acknowledge and issue necessary instructions for the above cargo on the list attached.

Thanking you,

Yours faithfully,

This Schedule should contain the following Enclosures :

1. Dangerous Goods lists.
2. Dangerous Goods note.
3. Check list.
4. Cert. of packaging.
5. (For export cargo if required),  
List of transit cargo if on board.

**SHIP'S CHECKLIST FOR DANGEROUS GOODS**

Ship's name : \_\_\_\_\_ Port : \_\_\_\_\_  
Berth : \_\_\_\_\_ Date : \_\_\_\_\_  
Instruction for completion :

The Safety of operation require all the questions to be answered in the affirmative. If an affirmative answer is not possible the reason should be given.

**REMARKS**

1. Is the vessel securely moored ?
2. Is there an effective deckwatch in attendance on Board ?
3. Is the ship-shore communication system operative ?
4. Are fire hoses and fire fighting equipment ready for immediate use ?
5. Are sea and overboard discharge valve, when not in used, closed, so that the pollutants are not discharged overboard ?
6. Are 'No Smoking ' signs prominently displayed in work area and smoking requirements being observed ?
7. Are the requirements for the use of galley and other cooking appliances being observed ?
8. Are naked light requirements being observed ?
9. Is the personal protective gear available for use by the work force?
10. Is the work area properly illuminated for the purposes of carrying on the work ?
11. Is the handling equipment properly tested and certified and suitable for use ?
12. Are you ready to implement the EMS plan as prescribed for the cargo ?
13. Do you have the necessary antidotes as prescribed by MFRAG Code ?
14. Are repairs involving hot work in the vicinity of the work place stopped ?
15. Are the containers, packages, carbuoys, bottle or drums or any other means of packing and free of damage, free of elakage and otherwise safe for the purpose ?

**MASTER**



## FOOTNOTE

No vessel will commence handling of dangerous goods unless the check-list is signed by the Master. In addition, if any of the answers is in the negative permission of the competent Authority is required prior to starting handling of dangerous goods operation.

### Schedule II OF HANDLING OF DANGEROUS GOODS IN KANDLA PORT "

- 1.0. Competent Authority for handling of dangerous good is the port Dy. Conservator.
- 2.0 Inspector of dangerous goods is any person who look after the day to day working and handling of dangerous goods.
- 3.0 The dangerous goods are divided into four categories depending on flash point and nature of hazard.
- 4.0 **CATEGORY 'A'** : Low flash point (below 10 degree C) or other goods which are too dangerous to be handled through the Dock. These can be discharged in stream and landed on Bunder area for direct delivery. Goods not to stay in the docks. Export of 'A' Category cargo in containers shall be permitted on container freight station at berth. No. 6 for direct loading on the vessel subject to the conditions in the permit issued for the purpose.
- 4.1 **CATEGORY 'B'** : Intermediate flash point (above 10 degree C) or other substance which present moderate degree of hazard. These shall be landed in the docks on trucks for immediate direct delivery only. Containers containing Category 'B' cargo shall be landed in dock on trucks and immediately removed to hazardous cargo yard for storage for a limited period of 5 days. Stuffing/destuffing of container of category B, C & D shall be permitted in the hazardous container yard under fire watch. The fire watch charges as per the port scale of rate shall be payable by the owner/agent.

#### 4.2

**CATEGORY 'C'** : High flash point (above 24 degree C to 60 degree C) or other goods which present lesser degree of hazard, Category C. Cargo shall be permitted to be discharged on truck for storage in the hazardous cargo shed for a period of 5 days under fire watch. The fire watch charges are to be payable by the owner/ Agent as per the Port scale of rate. Category 'C' Cargo in containers shall be discharged on trucks and removed to hazard container yard for storage for a period of 5 days pending delivery.

#### 4.3

**CATEGORY 'D'** : Flash point above 60 degree C or other goods like poisonous, toxic and corrosives etc. which also have hazardous properties. Category D shall be discharged in the dock and stored in the hazardous cargo shed subject to handling and storage instructions stipulated by the competent authority. D category cargo in containers also shall be landed in the dock and stored in hazardous cargo yard for maximum period of 10 days pending delivery.

#### 5.

##### **RESPONSIBILITY OF THE OWNER/AGENT :**

The Owner/Charterer/Agents or consignees shall obtain prior clearance from the Inspector hazardous Goods regarding the mode of handling of the dangerous goods prior to the vessels arrival in the Port. Even when the vessel in carrying Category 'C' or 'D' type cargo where vessels are allowed to come into the docks prior permission will have to be obtained failing which the vessel may to refused dock entry.

#### 6.0 **RESPONSIBILITY OF SHIP'S MASTER :**

The Ship master will make to the Pilot correct and true declaration of the dangerous goods on the ship prior to vessel's berthing in stream or in docks.

#### 7.0 **RESPONSIBILITY OF BARGE OWNER :**

Barges carrying dangerous goods shall not mix different classes of cargoes which are incompatible and also will maintain sufficient segregation between classes when carrying more than two classes which may be compatible.

#### 7.1



- In every case, the instructions given by the Inspector of dangerous goods or the competent Authority will be complied with.
- 7.2 Surface area of barges/lighters carrying dangerous goods should be of non-friction and non-sparking type.
- 7.3 Lighting of naked lights or open flame on barges carrying dangerous goods at nominated location is strictly prohibited.
- 7.4 A safe distance as determined by the competent authority should be maintained between two barges berthed alongside the nominated location.
- 7.5 Barges will not be double banked at nominated location.
- 7.6 Overnight stay of barges/lighters at nominated location is prohibited. They can also come alongside with the prior permission of Shed Superintendent on duty to enable him to make adequate arrangement in time to receive the barges and ensure enforcement of prescribed procedure regarding unloading during day-light hours.
- 7.7 The Port Department Inspector or an Officer with Police powers as nominated by the competent authority shall be responsible to see that the provisions of these regulations from and including 7.4 to 7.6 are complied with.
- 8.0 The vessels carrying 'A' or any other category of dangerous goods, in container for other ports are allowed to retain their cargoes on board. Similarly, when the cargoes is in packages for other port in categories 'B', 'C' and 'D', these categories also may be retained on board. However, in all cases of transit cargoes, the true and correct declaration will be made by the Agent/Owner to the Dy. Conservator Kandla Port Trust and he shall abide by such precautions as may be prescribed by Dr. Conservator. The Master of the incoming vessel shall also make a correct and true declaration of the dangerous cargo in transit to the Pilot.

Resolution 58. Resolved to approve the Transport Handling and Storage of Dangerous Goods in the Port of Kandla Regulations, 1991, as per Annexure II, under section of the Major Port Trusts Act, 1963.

Illigible,  
Secretary.  
KANDLA PORT TRUST.

122 Unpressed cotton aloe fibre unpressed hemp cotton fly oily waste American cotton etc. :

Packages of unpressed cotton, known as buffaloes docras, and bundles, American cotton, hemp and jute, except in full pressed bales, Indian aloe raha, coir and other fiber, flex, waste (clean and oily), cotton fly grasses, of all kinds coal-tar pitch and cinema and camera films, except those having a cellulose, acetate or other safety base, exposed or unexposed, packed in wooden or light metal cases, and scrap or waste, films of cellulose, acetate or other safety base, packed in wooden cases or iron or steel drums. And other hazardous goods which the Board may from time to time notify shall not be placed on any Port quay, wharf, road, or stored in shed but shall forthwith be shipped, or taken delivery of by the owner of the goods or by master, owner or agents of the vessel. The Traffic Manager, may by arrangement, allow unpressed cotton, etc., and other hazardous goods to be stored on the quays or other open spaces, at the risk and responsibility of the owner and the Board will not be responsible or liable for any damage sustained from rain or from any cause whatsoever. Unpressed cotton, etc., and other hazardous goods placed in Port shall be removed by the owners or shippers, if called upon, on six hour's notice being given by the Traffic Manager and if not so removed, the Traffic Manager may remove such goods at the cost of the said owner or shipper. Package of American cotton cannot be received into any of the Port sheds; but will be landed on the quay and if not cleared within 24 hours will be carted at the expense of the owner and stored in the special shed erected for the purpose.

123 Gases and liquids under pressure :



5. The handling of cylinders containing gases and liquids shall be regulated by the rules set out in this behalf.

124 Board not responsible for loss or damage to goods under certain circumstances :

The Board shall not be responsible for the loss or damage to goods caused by fire, water, used in extinguishing fire, vermin, other unavoidable causes or circumstances beyond their control.

125 Board not bound to find storage space for goods :

The Board shall not be bound to find storage space for any goods, either in its godowns or in the open.

126 Regulations relating to the discharge of grains and other dry cargoes in bulk :

Subject to the conditions hereunder specified, a vessel will be allowed to discharge grain or other dry cargoes in bulk by means of the suction process or pumping out process through pipe lines or other similar applications at such berths as may from time to time be allotted for the purpose by the Traffic Manager.

(i) Written application for permission to use the appliances above noted and erection of pipe lines for such purposes for discharging grain or other dry cargo in bulk shall be made in advance to the Traffic Manager by the Master, owner, agent or consignee stating the number of such appliance which will be in operation.

(ii) Such master, owner, agent or consignee shall be liable to indemnify the Board for any loss or damages whatsoever, arising from any of the operations connected with the discharge of grain or other dry cargoes in bulk through such pumps or appliances and pipe lines.

(iii) The rate of discharge from a vessel will be so regulated as to keep pace with the rate of baggage of the grain or other dry cargoes in bulk, stacking of bags and their clearance and such master, owner, agent or consignee shall for the purpose.

maintain a competent supervisor at the shed who shall superintend and direct the carrying out of all the operations in connection with the vessel's discharge.

(iv) The Traffic Manager may, in his discretion, direct any of the operations connected with the vessel's discharge to be suspended for such length of time as he may consider necessary, if in his opinion, the continuance of the operation is likely to result in damage to any of the property belonging to the Board and or cause congestion on the wharf or the transit areas in and around the shed.

127 Petroleum vessel and bunkering of vessels :

The transport, discharge or loading of petroleum at Kandla Port will be regulated by the rules set out in the Port of Kandla (Petroleum) Rules, 1955.

## PART IV

### MISCELLANEOUS

128 Quays, etc. to be under the authority of the Traffic Manager :

The quays, sheds, gates and the land within the Port boundaries shall be in the charge of the Traffic Manager who shall direct and manage all operations connected with the handling and shipping of goods, and with their storage in the shed and in the open. He shall have proper custody of all goods lying in the Port and taken whatever steps he may consider necessary for the proper maintenance of order.

129 Public excluded from the harbour premises except on business :

(i) Admission to the harbour premises shall be regulated by means of permits, passes, tickets, licences, badges or tokens (hereinafter generally called 'permits') which shall, on application, be issued by or under the authority of the Traffic Manager, to such of the public as have lawful business to transact within the premises connected with the purposes, services or works of the Port.



the holder to obtain admission upto the Customs barrier.

(ii) The onus of proof, that their business of the Port premises if lawful shall lie on persons.

(iii) Entrance to the Port :  
The entrance gates and wicket gates of the Port shall be kept open during the working hours appointed by the Board and ingress and egress by the gates and wickets at unauthorised hours shall be allowed only to persons holding special passes issued for this purpose by the Traffic Manager.

#### 130 Admission of visitors to meet passengers :

Visitors desiring to see off passengers embarking and to meet passengers disembarking may be permitted to enter in the Port on purchasing the permit issued by the Board at the entrance of the Port and persons possessing such a permit however, only entitled trespassers. The possession of such a permit however, only entitled the holder to obtain admission upto the Customs barrier.

#### 131 Exclusion of undesirable persons :

Any person, even if in possession of a permit shall be liable to exclusion and to forfeiture of this permit should he, hold one, if his conduct within the harbour premises has been proved to have been disorderly or he to be an undesirable person. Any person who is reported by the Police to be a known depreddator, or by the Customs authorities as being a smuggler, or who is known to suffer from a contagious disease likely to be communicated to others by contact or who is proved guilty of preying on passengers or of annoying them be excluded from Port premises without reason being assigned.

#### 132 Motor vehicles in harbour premises :

(i) Motor lorries or other vehicles for the conveyance of goods shall not be driven along or upon any roads, wharves or quays within the Port or be admitted into or allowed in the Port unless a licence in that behalf has been produced from the Traffic Manager, permitting such lorry or vehicle to do so and except in accordance with the following conditions :  
(a) Such motor vehicles shall conform in all respects to the

provisions of the Motor Vehicles Act 1939, and the rules made thereunder.

(b) Such motor vehicles shall not be left unattended.

(c) Such motor vehicles shall ordinarily traverse the recognised roads in the Port; but may be permitted on the wharves, transit sheds and upon open storage spaces for the purpose of being loaded and unloaded subject to control by the Board and Police Officer.

(d) Such motor lorries or vehicles, when entering or leaving the Port, shall stop at the Port gates until permission to pass has been obtained from the Board and Customs Officers on duty at the gate and the driver thereof shall on demand produce for inspection the licence permitting the lorry or vehicles entry into the Port.

(e) No such motor vehicles will be allowed to remain within the Port longer than shall, in the opinion of the Traffic Manager, be necessary for the purpose of loading or unloading goods. Loitering and plying for hire is prohibited.

(f) No such motor vehicles shall fill their tanks with petrol or other fuel within the Port without a special permit from the Traffic Manager.

(g) No such motor vehicles shall be driven along or upon any roads within the Port at speeds exceeding eighteen Kilometers per hour and upon wharves or quays, at speed exceeding eight kilometers per hours.

(h) No such motor vehicles shall be driven over any of the Port entrance or communication bridges at speeds exceeding eight kilometers per hour and shall not cross such bridges when axle weights are in excess of those shown on the respective notice boards erected at or near to those bridges.

(i) The licence granted to any vehicle under this regulation may be revoked by the Traffic Manager at any time, in his absolute discretion without assigning any reason whatsoever and no refund of the proportionate fees with respect to the unexpired portion of the period of the licence will be granted.



- (ii) Motor Vehicles for the conveyance of persons and their personal luggage (if any) shall not be allowed on any of the roads, wharves or quays within the Port, except in accordance with the following conditions:
- (a) Such motor vehicles shall conform in all respects to the provisions of the Motor Vehicles Act, 1939, and the rules made thereunder.
  - (b) On ordinary working days, during working hours prescribed such motor vehicles will be permitted to use only the gates notified by the Board from time to time.
  - (c) On sanctioned holidays, during non-working hours and at night between sunset and sunrise such Motor vehicles will be permitted to use the other gates by the Traffic Manager.
  - (d) Such motor vehicles, being motor vehicles, adapted to carry more than nine persons including the driver, will only be allowed into the Port with the special permission of the Traffic Manager.
  - (e) Such motor vehicles will not be permitted upon the wharves fronting the Port transit sheds or be permitted to enter any warehouse, shed or other building appertaining to the Port.
  - (f) Such motor vehicles, shall not be left un-attended except in such parking places as may from time to time be notified by the Traffic Manager. Loitering and playing for hire is prohibited.
  - (g) Such motor vehicles, when entering or leaving the Port shall stop at the Port gates; until permission to pass has been obtained from the Board and Customs Officers on duty at the gate.
  - (h) No such motor vehicles will be allowed to remain within the Port longer than shall, in the opinion of the Traffic Manager, be necessary for the purpose of conveying passengers to or from the Port.
  - (i) No such motor vehicles shall fill their tanks with petrol or other fuel within the Port without a special permit from the Traffic Manager.
  - (j) No such motor vehicle shall be driven along or upon any roads within the Port at speeds exceeding eighteen

- kilometers per hour and upon wharves or quays at speeds exceeding eight kilometers per hour.
- (k) No such motor vehicles shall be driven over any of the Port entrance of communication bridges at speed exceeding eight kilometers per hour and shall not cross such bridges when their axle weights are in excess of those shown on the respective notice boards erected at or near to those bridges.
  - (l) Any such motor vehicle admitted into or allowed in the Port between sunset and sunrise shall be so admitted or allowed at the sole risk and responsibility of the owners thereof and the Board will accept no responsibility for any damage to any motor vehicle or for any damage, injury or loss to the driver or to any passenger or passengers therein, howsoever, the same may be caused or sustained or may arise; and every occupant of any such motor vehicle admitted into or allowed in the Port between sunset and sunrise, whether driver or passenger, shall sign his name in a book kept for the purpose at the respective gate houses of the main gates aforesaid agreeing that he is admitted into the port at his own risk.
  - (ii) Goods, imported or exported, in bulk and not packed i.e. manganese ore, old iron, coal or coke, and similar articles, shall only be permitted to be transported through the Port in vehicles adequately fitted with bottom side, front and tail boards, the latter to be at least 45 cms. in height. Every vehicle loaded with such goods shall, before entering the Port, be stopped at the gate house of the Port gate at which it is sought to enter the Port, to enable the Board's Officer on duty to see that the vehicles is fitted in accordance with the provisions of this regulation. All vehicles not so adequately fitted shall not be permitted to enter the Port.

### 133 Permission to take photographs in the Harbour :

No person shall take photographs inside the harbour, without the written permission of the Traffic Manager.

### 134 Night and holiday work :

Application to work at night, or on Sundays or on holidays, shall be



made to the Traffic Manager, who on production of necessary permission from the Customs Department, will make necessary arrangements for the proper conduct thereof. For work at night, or on Sundays and the holidays prescribed by the Board, the extra rates fixed by the Board, from time to time, shall be paid.

(i) The Traffic Manager may in his discretion direct masters or owners of vessels to work at night, or on Sundays or on holidays, if in his opinion it is necessary to do so in the interest of the turn round of vessels in the Port.

#### 135 Refund of charges :

(i) Claims for refund of any toll, due, rent, rate or charge levied under the Major Port Trusts Act, 1963, or any other law for the time being in force shall be preferred in writing within six months either from the date when such toll, due rent, rate, charge shall have been paid or from the date when bill therefore shall have been preferred, otherwise no such claim shall be entertained, unless it arises from an error on the part of an employee of the Board and no such claim shall be accepted without the express sanction of the Board.

(ii) No claim for refund of a sum less than Rs. 2 whether made separately or in conjunction with other claims, shall in any circumstances be entertained unless such claim arises from an error on the part of an employee of the Board.

#### 136 Licensed carpenters to be allowed in the sheds for opening and repairing cases :

The Traffic Manager may grant licences to person to work as carpenters for opening and repairing cases at the instance of the owners, thereof, and no other person, or persons shall be allowed to carry any carpenters tools or other instruments used for such purposes, under any pretext whatsoever.

#### 137 Issue of licences to hawkers :

No person/firm shall canvas for or conduct business within the port or on board any vessel in the Port without a valid licence issued by the Traffic Manager. For this purpose, the

Traffic Manager may issue licences to approved persons/firms, these licences shall be renewable yearly, provided that such person/firms shall have first obtained the approval in writing of the Collector of Customs and that such licence shall not entitled the holder to go on board any vessel without the permission of the Master, owner or agent of such vessels. The issue of such licence shall be subject to the payment of annual fee and deposit as under :

#### ANNUAL FEE DEPOSIT.

- A. Licences for doing business of ship chandlers and chipping painting, ship repairs and electronic instrumen repairs. Rs. 250- Rs. 2,500 -
- B. Licences for doing business of Laundry, novelty, curious and tailoring Rs. 100/- Rs. 1,000/-
- C. Licences for doing business of cobblers, barbers, type writer repairers, radio repairers and news paper vendors. Rs. 10/- Rs. 100-

#### 138. Removal of trucks and hand barrows :

Trucks and hand barrows loaded with goods and not immediately taken shall be liable to removal by the Traffic Manager at the risk and expense of the owners of the goods. Trucks and hand barrows belonging to merchants and others and left lying about the Port shall be liable to removal and confiscation by the Traffic Manager.

#### 139. Destruction of or damage to any of the Board's property :

Any person who shall cut, deface, or injure any moorings, rope, chain, lifebuoy, lifeline or life savings appliance or any buoy-rope or cable shall without prejudice to any penalty to which he may be liable, be required to pay the amount of damage, repair and recovery.

#### 140. No person shall obstruct the lawful execution of orders by Board's employee ,

No person shall molest, assault, resist, hinder, obstruct, impede or interrupt or attempt to molest, assault, resist hinder obstruct impede or interrupt any employee of the Board in the execution of his duly



or disobey his lawful orders or use abusive or offensive language or aid or incite other to do so.

**141 Temporary enclosure may be erected on the quays etc. :**

(i) An enclosure may be made upon any wharf, pier, quay or landing place within the harbour, where passengers by sea, or troops or horses or other animals embark or land for the purpose of preventing, the public from having access to the space used for the embarkation or landing of the passengers or horses or other animals.

(ii) The Traffic Manager shall, subject to the directions of the Board, affix to such enclosure a notice which may be either temporary or permanent prohibiting on each occasion any persons other than passengers or troops or their servants or persons employed in the embarkation of landing or horses or other animals as the case may be or officials or licenced porters or employees of the Board from entering or remaining with the enclosures when passengers or troops or horse or/other animals are embarking or landing.

(iii) Certain sites shall, from time to time be set apart as occasion may require, by order of the Traffic Manager at his discretion, to enable boatman or porters to obtain their food, and all persons bringing such food shall be restricted to those sites and the pathway leading thereto, and therefrom which shall be indicated by notice-boards.

**142 Smoking etc.:**

Smoking and the use of any unprotected fire or light in any shed or warehouse within the Port is strictly prohibited and no person shall smoke or ignite matches or other inflammable articles on any pier or quay or on Board any vessel within Port alongside the quay are except in such places as may be allocated for the purpose.

**143 Charge of fires and lights of Board vessels :**

Lighting of fires, naked lights smoking and dealing with any outbreak of fire in the Port area will be governed by the provisions set out in Appendix-V

**144 Accessibility of vessels to Port and Police officials :**

Vessels in the Port and all parts thereof shall be held and made free and accessible to Port and police officials for inspection purposes in regard to fires and lights whenever demanded and no person shall disobey, any order of any Police Officers or watchman for extinguishing any fire or light used in contravention of these regulations.

**145 Declaration of a non-weather working day:**

Application for any day to be declared a non-weather working day shall be addressed to the Deputy Conservator, whose decision as to whether the day shall be declared wholly or in part non-weather working day shall be final.

**146 Issue of leaving permits :**

Application must be made atleast six clear hours before the Pilot is required to leave, to the Deputy Conservator or any officer or officers working under his authority by the Master, agent or owner in respect of every vessel, which he desired to leave the Port(excepting vessels engaged in a regular Mail service and running to schedule) and the Deputy Conservator will thereupon grant a leaving permit in the form set out in Appendix-IV to these regulations stating the time and date at which the vessel must be ready to move, provided all Port charges chargeable or due have been paid or, as the case may be, the damage and cost have been realised, or nevertheless that, should the Traffic Manager require to detain a vessel in the Port on account of non payment of charges due to the Board or for any other reason, the Deputy Conservator will on receipt of such intimation from the Traffic Manager refuses to issue a leaving permit or allow the vessel to leave the Port and if leaving permit shall already have been issued, he shall cancel the same and inform the applicant accordingly.

**147. Statement by master etc. of vessels before re-admission :**

(i) Application must be made to the Traffic Manager by the master, agent or owner in respect of every vessel which having been laid up in the stream, or which after working cargo in the stream, desired to occupy a berth in the Port and the Traffic Manager



will thereupon allot a berth. The Harbour Master thereupon will intimate the time and date at which the vessel must be ready to move in the form set out in Appendix-VI.

(ii) Tankers ballast which have been allotted a berth will not be allowed to enter the Port unless a certificate signed by the Inspector of Explosives concerned is produced to the effect that the vessel is free from dangerous vapour. Provided that a vessel used for the carriage of petroleum in bulk which has not carried petroleum of a flash point below 93.3 degrees centigrade since her last gas free certificate was granted and which is entering the Port, for the purpose of hull painting and examination only, may be admitted thereto on a certificate issued by the master of the vessel stating that the tanks have been properly cleaned out.

**148 Orders' etc. of the Deputy Conservator or his authorised officers to be carried out :**

Masters and owners of vessels shall obey all direction of Deputy Conservator or his authorised officers in relation to the orlation and manner of approaching the Port entrances and of coming into or going out of Port and shall not offer, any obstruction to the opening or shutting of the Port gates; and no person shall open or shut or attempt to open or shut any Port gate, sluice or valve, or swing bridge without the authority of the Deputy Conservator.

**149. Unprotected lights not allowed :**

Unprotected lights shall not be allowed on deck or in any cargo compartment of vessels in Port loading cotton.

**150. Signals according to international code :**

(i) The signals as prescribed in the International code of signals are to be used in the harbour and such signals as may be require and necessary shall be hoisted, displayed and observed as the case may be, by the master of the vessel entering or leading the harbour whilst in pilotage charge. The master shall hoist or display signals in such position as the pilot in-charge shall direct.

The signals shall be in accordance with Appendix-III annexed to these regulations.

(ii) Dredgers to Carry signals Day and Night : Dredgers at work, laying out chains or when not under control and hopper barges similarly employed in attendance on such dredgers and not under control shall carry the regulation signals by day and night.

**151. Precautions for avoiding collision :**

The International regulations for the prevention of collision at sea shall apply within the limits of the Port of Kandla, except when they conflict with these regulations in which case these regulations shall prevail.

**152. Licensing of craft plying in the Port :**

The licensing and regulations for harbour craft and crew thereof in the Port of Kandla shall be governed by the Harbour Craft Rules for the Port of Kandla 1955.

**153. Penalty :**

Except where a penalty has been specially provided for the Major Port Trusts Act 1963 or in any of these regulations, the penalty for breach of any of these regulations shall be rupees two hundred and where the breach is of a continuing one, the penalty shall be rupees fifty for every day after the first day during which such breach continues."Provided that before the penalty is imposed, a reasonable opportunity of being heard shall be given to the party".

**154 Interpretation :**

If any question arises regarding the interpretation of these regulations, the matter shall be referred to the Board who shall decide the same.



APPENDIX I

(see Regulation 2 (14) )

FORM OF GENERAL GUARANTEE

To  
The Board of Trustees for the Port of \_\_\_\_\_ owners

We \_\_\_\_\_ being \_\_\_\_\_ Agents or the Owners

S.S.

of the \_\_\_\_\_ Line of Steamship known as \_\_\_\_\_ do hereby

declare and warrant that in terms of the bunkering contract (s)  
S.S.

for the said \_\_\_\_\_ the Oil  
Line of Steamship

Suppliers have been and are bound to supply to the said  
S.S.

\_\_\_\_\_ fuel oil of all of which the flash point is  
Line of Steamship

in all cases at or about 150° Fahrenheit and that no fuel oil except that  
supplied under the above contract (s) has been utilised for

bunkering the said \_\_\_\_\_ ship  
Line of ships.

The guarantee is a general guarantee and shall continue in  
force until expressly revoked by us in writing.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_

APPENDIX II  
(See Regulation 5)

The following will be the subsidiary regulations for pilotage at  
the Port of Kandla.

PILOTAGE

1. Pilotage into and out of Kandla Port is compulsory except for those vessel specifically exempted by the Port authorities or exempted under the provision of the Indian Ports Act, 1908.
2. The Pilot boards incoming ships and disembarks from out going ships in the vicinity of the outer Tuna Buoy in position 22°-50' 7" N, 70° 07' 1" E and assists in piloting a vessel to and from her assigned berth and also in berthing and unberthing the vessel.
3. The master shall supply to the Pilot all information with regard to quarantine, dangerous goods on boards, ship's draft and matter relating to the ship's behaviour etc. and shall, on completion of pilotage and berthing/unberthing complete and sign the certificates on specified forms presented by the pilot.
4. In the event of an outward bound vessel over-carrying a pilot outside the limits of the Port, the master shall be bound to land the Pilot at the nearest possible port and shall be liable to pay all expenses incurred on this account.
5. Pilots shall be supplied with breakfast between 7-00 and 9-00 A.M., with lunch between Noon and 2-00 P.M. dinner between 6-00 and 8-00 P.M. Indian Standard Time failing which the master shall pay compensation for food viz. Rs. 3 for any of the meals missed by a Pilot.
6. The master of a vessel shall display such signal or signals as may be required by the Pilot and shall be in night, keep hand, two Red, two Green and three white lights, visible all round the horizon to be used as may be directed by the Pilot.
7. The master of the vessel shall be responsible to take on board, such equipment as the pilot may carry with him in the interest of pilotage of ships, viz., R/T equipment, Binocular, Pilot's kit etc.



8. Every ship, entering or leaving the harbour shall be provided with the following :

- (a) An efficient pilot ladder to enable the Pilot to embark and disembark with safety, and shall be of sufficient length to reach the water, when the ships is in an unloaded/loaded condition and has no lift from the deck on which it is intended that the Pilot shall embark and disembark.
- (b) A man-rope of not less than 63.5 m.m. circumference shall be provided on each side of the ladder and the inboard end of the man-rope shall be firmly secured to the ship.
- (c) Means shall be provided to enable the ladder to be used on each side of the ship and to enable the Pilot to pass safely from the head of the ladder to the deck of the ship.

9. **Prohibited Anchorage :**

Vessels are not to anchor in the buoyed Channel or in the Kandla Creek system at places other than appointed berth within a radius of 457 M. of the outer Tuna Buoy in position 22° 50' 7" N, 70° 07' 1" E. If a master is forced to anchor in the prohibited area through circumstances beyond control and if he has no Pilot on board he will bring this fact to the notice of the Harbour Master.

10. **Service of Harbour Tug :**

It will be incumbent upon the master of a vessel to avail of the service of harbour tugs, while navigating within the port limits if the harbour Master or the Pilot, considers that tugs are necessary for the safe navigation and manoeuvrability of the vessel.

11. **Anchoring and mooring :**

In the event of a vessel parting her riding cable, whether secured to an anchor or to a buoy it is necessary to have an anchor ready for letting go, without delay, and to be prepared to meet such emergency with readiness and despatch as the result of the parting of the riding chain may be extremely serious.

**Note :** Any infringement of any of the above regulations, shall be punishable with a fine which may extend to five hundred rupees plus the reasonable expenses incurred in removing the same in accordance with the provisions of the Indian Ports Act XV of 1908.

APPENDIX III

(See Regulation 56 (ii) and 150

SIGNALS FROM VESSELS

Signals can be made, when necessary, by using the 'International Code of Signals'. They will be acknowledged by hoisting the answering pendant at the signal mast over the Port office. Communications by Semaphore and Morse Code, respectively, may be made to the Port signal station by displaying the flag "Z" by day and flashing "Z" at short intervals, by night.

All vessels, when within the Port limits, shall display the following signals, as and when required :

Signal	Night where Hoisted	Significance
Day	Night	
B O R	Where best seen	Have explosive on board including Kerosene or Petrol. Note: (Vessels having any quantity of explosives other than for their own use should make use of this signal.
G O W	On Foremast head	I require a Pilot.
F N	Foremast yard arm	I entering the harbour.
N	Do.	Am proceeding out of the harbour.
X	Do.	Am shifting berth in the harbour.
Black Ball	At foremast head	Am proceeding at half speed.
609.6 mm diameter	(a) half mast	Am proceeding at half speed.
	(b) Right up.	



**Note :** Flags F, N and X shall be repeated by the Port signal station to indicate ships entering Port, leaving Port and shifting within the harbour respectively and shall act as warning to the harbour craft and sailing vessels.

W	O	W	Where best seen	Want doctor, or medical assistance in order to attract immediate attention which should be repeated at short intervals if necessary.
O	O	W		
O	O	W		

**Note :** If any person working on any of the Port craft or any other vessel in the harbour sustain serious injury requiring immediate medical aid the following shall be the signals to be made to the Port Signal Station:

**By Day :**

- (i) Hoist the International Code Flag Signal 'AL' on the mast or on the yard arm or any other place from where it can best be seen and;
- (ii) If provided with means of making sound signals, a series of not less than 5 short blasts at intervals of one minute.

**By Night :**

- (i) If provided with signalling apparatus flash the letter 'W' on the signalling lamp or falling that burn a red flare from where it can be best seen; and
- (ii) If provided with means of making sound signals, sound a services of not less than 5 short blasts at intervals of one minute.

The above signals may be supplemented by sending a message to the Port Signal Station by using semaphore in the day time and morse code during the night if the vessel is provided with these means of signalling.

DQ	O	R	Where best seen.	Am on fire and require immediate assistance.
O	O	R		

**Note :** Vessels are to sound eight short blasts followed by a long blast on the whistle in order to attract immediate attention which shall be repeated at short intervals if necessary.

DV	O	R	Where best seen	Have sprung a leak and require immediate assistance
O	O	W		
O	O	W		

DZ	O	R	-do-	Require immediate assistance.
O	O	R		
O	O	W		

DY	O	R	-do-	Require a driver.
O	O	R		
O	O	R		

ST	O	W	-do-	Want Police.
O	O	W		
O	O	W		

YA	O	W	-do-	Require Tug.
O	O	R		

ANG	O	W	-do-	Have parted moorings.
O	O	R		
O	O	W		

**Note :** Whenever it is found necessary to alter berthing orders to the approaching vessel, the following signals shall be displayed from the Signal Station to advise Pilot on board.

Signal	Where hoisted	Significance
Blue square.	Where	Anchor in stream
flag over a black ball	best seen	till further orders

**Fire on Port area :**

In the event of outbreak of fire on shore, in the Port area, or on board a ship lying alongside a shore berth, a blue square flag by Day and 2 green lights one over the other by night will be displayed from the yard arm of the Port Signal Station and also eight short blasts followed by one long long blast will be sounded on the Port siren and repeated at short intervals.



N.B.-All the night signals shall be made in one hoist the lights being in a vertical line one over the other not less than 914.40 mm apart.

Quay means a berth where a ship can lie alongside the shore or alongside a break water.

Quay berths, swinging mooring berths, fixed mooring berths and stream anchorage berths in the Kandla Creek will be indicated by signals as follows for the purpose of allocation of berth to incoming ships, by flag Signal during day and by flash on morse lamp at night, from the port signal station :

Alongside berths	Swinging moorings	Miscellaneous mooring
Q 1 : Quay No. 1 M 1 :	Swing mooring No. 1.	D-1, 2, 3 : Double moorings.
Q 2 : Quay No. 2 M 2 :	Swing mooring No. 2.	No. 1, 2, 3, etc.
Q 3 : Quay No. 3 M 3 :	Swing mooring No. 3.	S 1 : Salt Moorings 1, 2, 3 etc.
Q 4 : Quay No. 4 M 4 :	Swing mooring No. 4.	E 1 : Explosive mooring 1, 2, 3, etc.
T-1 Tanker Jetty 1		Ships in stream : Quarantine and 1 others 2 3 4

**MASTER OF HARBOUR CRAFT**

Square blue flag with flour Red : All harbour crafts are to repair horizontal stripes hoisted at : to the Port passenger landing stage  
 Port Signal Station. : with the quickest possible despatch.

**APPENDIX IV**  
(Regulation 96 and 98 )

Book No. \_\_\_\_\_ No. \_\_\_\_\_ Name and date of arrival of ship \_\_\_\_\_ Shed No. \_\_\_\_\_ Tally Clerk's name \_\_\_\_\_

**PORT OF KANDLA**  
**Traffic-Department**

Book \_\_\_\_\_ No. \_\_\_\_\_ Day/Night of \_\_\_\_\_  
 Barge No. \_\_\_\_\_  
 Tally sheet issued Under Regulation No. 96 and 98 of Port Trusts Regulations.

**IMPORT/EXPORT/SHIFTING**

Tally of cargo Ex. SS. \_\_\_\_\_  
 PER MV \_\_\_\_\_ arrived on \_\_\_\_\_  
 Agent \_\_\_\_\_  
 At berth 1/2/3/4/5/6 moorings 1/2/3/4/5/6.  
 By Crane No. \_\_\_\_\_ At Hatch No. \_\_\_\_\_ Time commenced \_\_\_\_\_  
 Derrick \_\_\_\_\_ Time finished \_\_\_\_\_

**CONTENTS AND STATE OF CONTENTS UNKNOWN**

Marks	Description	Particulars of tally	Total
Received copy tally sheet.			
Agent's Representative. _____			Port Tally Clerk. _____
			Total. _____



APPENDIX V  
(See Regulation 143)

PROVISIONS AS TO CHARGE OF FIRES AND LIGHTS  
ON BOARD VESSELS

**SMOKING.** - Smoking is not permitted anywhere inside harbour premises. This restriction shall not, however, apply to residence, inside offices canteens, rest and dining rooms and latrines, provided no inflammable materials are stored in the vicinity. Smoking on board ships shall be regulated by the Ship's Officers, and the masters shall be responsible to take all necessary safety precautions for the prevention of fire on board. Un-extinguished butts or matches should not be thrown anywhere outside from the above premises. Notices prohibiting smoking in the harbour area shall be prominently displayed and it shall be the duty of the Port Fire Officer to see that they are at all times legible and in good repair.

**FIRE ALARM.** - On noticing fire, a general fire alarm shall be raised on the siren from the Port signal tower by giving 8 short blasts followed by one long blast. The alarm shall be repeated at short intervals.

The fire calls shall be despatched.

- (a) by port telephones
- (b) by direct line from signal station; and
- (c) by cycle messengers or by word of mouth by loud hailer.

**NAKED LIGHTS.** - No Naked lights shall be used in the Port area except under a proper fire watch. In exceptional cases, permits for the use of hurricane lanterns and petromax lights in open space at the risk and expense of the applicants shall be given by the Traffic Manager on receipt of a written requisition from the parties in each case stating the number and description of the lights, the place and the purpose for which the lights are required. Such permission shall be granted subject to the applicant giving an undertaking in writing that (a) such lights shall be used at a safe distance away from any cargo stacks and (b) due precautions as necessary shall be taken against fire risks. The Shed Master-in-charge shall advise the Fire Officer in writing giving full details

every time when permission is granted so that fireman may be posted to keep watch, under no circumstances shall the use of such lights be permitted anywhere near the place where hazardous goods are stored. Should it be necessary to start a fire or use below lamps ery-acetylene apparatus or any other appliance requiring an open flame, the Traffic Manager is to be advised 24 hours in advance and his written permission obtained. Open flame shall not be started until a fire watch has been posted.

Under no circumstances shall gas or oil lights be left unattended. Locomotives, etc. liable to cause sparks, working in the Port area shall always be fixed with flame (spark) arresters.



## SECTION II OUTBREAK OF FIRE

Anyone observing a fire shall immediately :

- (a) in case of ship's fires inform the Ship's Officer, who shall be responsible for raising the alarm as laid down.
- (b) or if the ship is alongside the jetty, treat the fire as on shore, and inform the Ship's Officer who shall then carry on as laid down.

Method to be used in calling the Port Fire Service :

**Atloat by day-** Inform the Port Signal Station :

- (i) "Fire in S.S. ...." who shall inform the Fire Station by telephone.

Hoist International Fire signal "D.Q." Sound 8 short blasts followed by one long blast on ship's whistle or siren and repeat at short intervals till answered or help arrives.

After promulgating the call, the Signal Station will answer by hoisting a blue square flag and by sounding short blasts followed by one long blast on Port siren and repeated at short intervals.

(ii) **Atloat by night :**

- (a) Hoist two red light one over the other 6 ft. apart visible all round the horizon.
  - (b) Sound ship's whistle or siren as above.
  - (c) The Signal Station shall answer by hoisting two green lights one over the other visible all round the horizon and sound 8 short blasts followed by one long blast on Port siren and repeat at short intervals.
- It is to be understood that when ships are alongside the alarm shall be raised by telephone in addition to the above procedure.

**To Raise Alarm by Telephones :** Run to the nearest telephone lift the receiver and dial Port Signal Station and or Port Fire Brigade. On being connected state clearly :

Fire in ship at " ..... "  
 Fire ashore " ..... "

**To Raise Alarm Verbally :** Run to the nearest fire station and state clearly the location and if possible the details of materials on fire in order to enable the Fire Officer to formulate his plan of action.

Action to be taken on Receipt of a Fire call :

The station receiving the call will despatch the firer appliance immediately from the nearest fire station and inform.

- (1) The Port Fire officer.
- (2) Harbour Master.
- (3) The Assitant Traffic Manager.
- (4) The Deputy Conservator.
- (5) The Traffic Manager.
- (6) The Chairman.

The officers at S. No. 4 and 5 shall be informed on orders from Harbour master while the Chairman shall be informed if so ordered by the Deputy Conservator.

**Sequence of Operations :**

Immediate action to deal with any fire until final extinction, shall be carried out. In order to obtain maximum efficiency in all matters concerning a possible outbreak, fires, shall be divided as follows :

- (1) Small fire i.e. any fire occurring within the harbour limits on shore not necessitating use of more than one jet.
- (2) Medium Fire i.e. fire necessitating the use of two to five jets. In view of the fact that the fire on ships are always more hazardous than those on land, the former shall be regarded as medium fire.
- (3) Serious fire i.e. any fire involving the use of more than five jets, or fire affecting explosives or petroleum on bulk.



## RESPONSIBILITY FOR CONTROL OF OPERATIONS

Small fire	Medium fire	Serious fire
Port fire Officer	Dy. Conservator	Chairman
Assessment of risk, -do-	-do-	-do-
Control of operations -do-	Port fire officer	Port fire officer.
Fighting fires ashore.		
Port fire officer	Port Fire Officer	Port Fire
in collaboration with the master and Dy. Conservator or harbour Master.	in collaboration with the master Dy. Conservator or Harbour Master	collaboration with the master and Dy. Conservator or Harbour Master.
Alloat. Officer		

**Ship Master.** - In the case of a ship fire the master shall take immediate steps to fight the fire with all appliances and men at his disposal. He shall make personal contact with the responsible Port authorities to co-ordinate fire fighting operations.

Masters of adjacent ships shall make all necessary arrangements to prevent possible extension of fire to their respective vessels.

**Attending Ship Fires.** - The Fire Officer in charge of the operations shall for so long as any appliance is made available by the Port authority for the purposes of those operations have full control over the manner in which it is used.

The master, or in his absence the Officers-in-charge shall be responsible for bringing to the notice of the Fire Officer any special circumstances affecting the safety of the ship of the conduct of the fire fighting operations. If the master or the Officer-in-charge fails to bring such special circumstances to the notice of the Fire Officer, the latter shall be responsible for ascertaining these and to take appropriate steps to ensure

the safety of the ships.

In the event of disagreement between the Fire Officer and the ship's authority, the decision of the Deputy Conservator or in his absence the Harbour Master on the following points shall be obtained.

- (1) Whether the ship is to be moved, beached, or scuttled and, if so, the place to which the ship is to be moved, or where she is to be beached or scuttled.
- (2) Whether the pumping of water into the ship is to cease so as ensure that the ship does not sink, capsize or otherwise damage the Port installations.

**Note :** The Engineering Department of the Port shall be responsible for bringing to the notice of the Fire Officer any special circumstances affecting the safety of the Port Installations and for arranging in conjunction with the Fire Officer, that appropriate steps for the safety and efficient working of the Port Installations are taken.

**Senior Port Official present.** - Shall ascertain that the fire services have been informed and made use of all first aid fire equipments available. In addition he will take precautions against the fire spreading and take charge of the operations pending the arrival of the Port Fire Services.

**Harbour Master.** - On hearing the fire alarm, the Harbour Master or the Officer acting in his behalf shall immediately proceed to the scene of the fire and assume charge of the general situation as the controlling authority in the Port area. For this purpose, all Port facilities will be at his disposal. Should he consider that the fire necessitates the use of more than three jets, he shall call the Deputy Conservator who shall take over charge immediately on arrival or an officer acting in his behalf to render information regarding the nature and disposition of fire in the area.

**Deputy Conservator.** - The Deputy Conservator shall take immediate action necessary for the movement of any craft in harbour which he considers necessary. In the case of fire involving shipping the Deputy Conservator shall at his discretion order one or more tugs to proceed to the scene of fire to act under Fire Services orders. The Deputy Conservator shall be responsible for the assessment of risk, and for passing control to the Chairman when considered necessary.



(a) Assessment of risk Chairman assisted by the Deputy Conservator and Traffic Manager.

(b) General control of operations Fighting fires ashore. Port Fire Officer over-riding authority Deputy Conservator.  
Port Fire Officer in collaboration with the Ships Master over-riding authority Deputy conservator.

**Fires in Port area Police Duties :**

1. All cases of fire occurring in the wharf area or in ships alongside or at moorings will be communicated direct to Harbour Police Station by the Port Signal Station.

2. The Sub Inspector of Police or another officer on duty at the Police Station or the Resident Police Officer shall on receipt of information of a fire in the harbour inform immediately his subordinates and arrange for mobilisation of all of duty officers and men. He shall proceed at once with the available men to the scene of the fire and initiate action as shown below :

- (1) Keep the area round the fire clear for fire fighting and other operations and control movements of ships gangways in alleys between sheds etc.
- (2) Prevent access to the fire by unauthorised persons.
- (3) Remove all non-essential persons from the vicinity of the fire etc.
- (4) Check any tendency to panic and prevent looting.
- (5) The Watch and Ward Staff on gale duties to see that all gates are kept open for the arrival of fire fighting equipments and men.
- (6) The Sub-Inspector of the Watch and Ward shall also be present with his available staff to render assistance to the fire fighting personnel if called for by the Fire Officer at the time of fire in Port area.

**Duties of Port Fire Officer.-** The Port Fire Services shall be under the Deputy Conservator who shall have as his executive the Port Fire

Officer. The duties of the Port Fire Officer shall be:-

- (i) To advise the Deputy Conservator on all matters affecting fire prevention in the harbour limits and arranging for training of men of Port Fire Service.
- (ii) To train fire personnel in general and special fire fighting methods.
- (iii) To ensure the welfare of the personnel.
- (iv) To maintain all fire equipment.
- (v) To inspect the Port area regularly in good order especially wharf premises and go downs in order to have a clear picture of current risks.
- (vi) To take command of all Port fire appliance in action subject to the case of medium or large fires.
- (vii) For day-to-day duties and functions, the Fire Officer will work under the orders of the Harbour Master, Kandla.

**Duties of the Deputy Fire Officer :**

To generally assist the Fire Officer in the execution of all his duties and functions and to carry out any special orders of the Fire Officer with regard to the management and welfare of the staff and management and maintenance of the Port Fire Station and fire equipments etc.

**Duties of Station Officer :**

- (i) Train the personnel at the station under the instructions from the Port Fire Officer or Deputy Fire Officer.
- (ii) Manage the Station i.e. maintenance of records, discipline welfare and inspecting station area.
- (iii) Take command of units on the Fire ground under general command of respective responsible officers.

**Fire Fighting Equipment and Appliances available in the Port**  
See Annexures 'A', 'B' and 'C'.

**Welding Operations of Merchant Ships :**

Masters of vessels and ship's officers generally are required to observe all necessary precautions for the prevention of fire during the process of welding operations on board vessels. The prior permission of the Deputy



Conservator shall be obtained by Steamer Agents before welding operations are conducted.

They are also informed that the Port lugs with fire fighting appliances or temporary fire float will be available for immediate assistance in case of fire. The services of the Port's Fire Officers and his staff and the equipments in their charge can also be made use of as and when necessary by previous arrangements.

Masters of vessels should satisfy themselves that the ship's Fire fighting equipments are in order, so that any outbreak of fire, may in the first-in-stance, be kept under control till the Port Fire Service comes into operation.

#### Fire Fighting Appliances :

Fire officer is responsible to see that fire fighting appliances on all Ports properties ashore and afloat are kept in an efficient state of readiness for immediate use, i.e. charging of fire extinguishers, replacements of same including Houses and all fire equipments.

#### Day Fire Look out :

It is to be considered that ordinary duty of the Signalling staff at the Port Signal Station is to bring to the immediate notice of the Fire officer and the Harbour Master and Deputy Conservator all fires observed ashore or afloat as also all signals for assistance in the case of a steamer the agents also to be informed.

#### ANNEXURE 'A'

#### FIRE FIGHTING EQUIPMENTS AND APPLIANCES AT THE OLD PORT

(OLD JETTY AREA)

#### 1. (a) 3 NOS OF WATER TENDER FIRE ENGINE

Built on Tata chassis fitted with electrically welded water tank with capacity of 4500 lit. provided with centrifugal pump with a pumping capacity of 2250 lit. per minute. All other required equipments such as revolving nozzles, extension

ladder, foam making branch pipes, hose pipes, DCP foam extinguisher, breathing apparatus set, various kind of nozzles, canisters and foam compound.

(b) 1 No. of large trailer pump and 5 nos of portable pump with necessary equipment pumping capacity of water per minute 1800 litre and 270 litre each.

(c) 1 No. foam tender with all kind fire fighting equipments foam tank with a capacity of 60 gallons and water tanker with a capacity of 600 gallons, 6 Nos of CO<sub>2</sub> cylinder with a capacity of 50 lbs each.

(d) 1 No. of dry chemical powder tender with 2 nos. of vessel having capacity of 600 lbs.

(e) 1 No. fire jeep provided with fire fighting equipments and centrifugal pump with a pumping capacity of 1800 L.P.M.

(f) A 2 nos of sea water fire fighting pumps are available at oil jetty No. 2 with a capacity of 2250 L.P.M. each.

(g) 3 nos of sea water fire fighting pumps are available at oil jetty No. 3 with a capacity 500 M.T. each per hour.

In addition to above appliance and equipments the fire station are also equipped with following equipments &-

- (1) 9 Nos of high expansion foam generator.
- (2) 6 Nos of special nozzles for oil fires.
- (3) A minimum stock of 7500 litres of foam compound.
- (4) 6 Nos of knap seck tanks with foam branch.
- (5) 30 Nos. of foam type fire extinguisher portable.
- (6) 40 Nos of dry chemical powder extinguisher.
- (7) 5 Nos of 3 way suction collecting head.
- (8) 4 Nos of extension ladder.
- (9) 6 No. Aluminium fire fighting suit.
- (10) 1 No. of a fire drill.
- (11) 10 Nos. of Breathing apparatus set.
- (12) 40 Nos. of fire bucket.
- (13) 36 Nos of blankets.
- (14) 4 Nos of mobile foam water monitor.
- (15) 1 No. of fix foam water monitor.
- (16) 1 No. trolley mounted dry chemical powder unit.



- (17) 1 No. hook ladder.  
 (18) 58 Nos. of fire fighting hydrant, gasmask, water jet blanket  
 are the other important equipments available at oil jetty area.

Note : First aid fire appliances such as fire extinguishers, fire bucket etc. were suitably distributed in godowns, crafts, other places and port area.

**II. FIRE FIGHTING PERSONNEL.**

1.	Fire cum safety officer	1
2.	Dy. Fire officer	1
3.	Station office	11
4.	Leading hand	23
5.	Pump operator cum driver	33
6.	Fireman sr.	13
7.	Fireman	94
8.	Autodiesel mechanic	1
9.	Chargeman	1
10.	Mechanic	1
11.	Electrician	1
12.	Khalasi	2

**ANNEXURE 'B'**

The port area is divided into 3 sections for the fire fighting arrangements.

1. Fire station at New Port which will cover the New Port. (This station is provided with 1 no. water tender fire engine and 1 no. fire trailer pump with required fire fighting equipments.)
2. Fire station at old Kandla and at cargo jetty. This will cover the oil traffic area, old pipeline and Port colony.
3. Fire station at Booster pumping station to cover the Booster pumping station. Here 1 No. Fire trailer pump with required fire fighting equipments were available.

Note : 58 Nos. of sea water fire fighting hydrant are at present available at oil jetty area and 168 Nos. at cargo jetty.

**ANNEXURE 'C'**

Fire fighting appliances and equipments afloat.

**I. FIRE FLOAT AGNISHANTI**

With a capacity of 23 MT of foam tank connected with foam pump and 5 nos of foam/water monitor with a throw of water 65 mtrs and foam 53 mts at a pressure of 7 Kg/L cm<sup>2</sup> nos of fire fighting pump with a pumping capacity of water 9000 LPM each. Also provided with the required numbers of fire fighting equipments including extension ladder, foam compound, BA set and various type of foam making branch pipes.

**II. TUG GIRNAR**

Equipped with diesel driven fire cum-salvage pump of 7065 LPM capacity and capable of 10 kg/cm<sup>2</sup> discharge pressure for fire fighting and capable of supplying two monitors and 8 hydrants simultaneously and of throwing jet of foam to distance of not less than 100 ft. The foam out put of each apparatus is 5000 gis per minute.

**III. TUG KUTCH KESARI AT YADINAR.**

Equipped with diesel driven fire cum salvage pump of 7065 LPM capacity and capable of 10 kg/cm<sup>2</sup> discharge pressure for fire fighting and capable of supplying to two monitors and 8 nos. of hydrant and of throwing jet of foam to distance of not less than 100 ft. The foam out-put of each apparatus is 5000 g/s per minute.

**IV. TUG JUMBO**

Equipped with diesel driven fire fighting pump of 5000 LPM capacity and capable of 10 kg/cm<sup>2</sup> discharge pressure for fire fighting and capable of supplying to one foam water monitor and 4 nos of hydrant and of throwing jet of foam to distance of not less than 50 mtrs. This tug also provided with dispersant chemical to use dispersant chemical on oil spillage.

**V. TUG MEKAN**

Equipped with diesel driven fire fighting pump of 5000 LPM capacity



and capable of 10 kg/cm<sup>2</sup> discharge pressure for the fire fighting and capable of supplying to one monitor and 4 nos of fore hydrant and throwing jet of foam to distance of not less than 50 mtrs through monitor. This tug also provided with dispersent chemical boom to use dispersent chemical on at spillage.

**VI. TUG SIKANDAR**

Equipped with diesel driven fire fighting pump of 5000 LPM capacity and capable of 10 kg/cm<sup>2</sup> discharge pressure for the fire fighting and capable of supplying to one monitor and 4 nos of hydrant and throwing jet of foam to a distance of not less than 50 mtrs through monitor.

**APPENDIX VI**

(See Regulations 146, 147)

**LEAVING PERMIT**

Dock

Please note

The S.S.

her berth at

of the

should be ready to leave

Date : 19

HARBOUR MASTER.

This time is subject to alteration to meet the working of the Dock.

**CORRIGENDUM**

vechile = Vehicle (Page No. 2)

destiffing = destuffing (Page No. 43) (Line No. 16)

necessar = necessary (Page No. 44) (Line No. 7)

1994 = 1984 (Page No. 45) (Line No. 19)

TMO = IMO (Page No. 45) (Line No. 24)

OG = OF (Page No. 46) (Clause No. 8)

during = drawing (Page No. 48) (Line No. 20)

NAD = AND (Page No. 53) (Clause No. 21)

Furface = Surface (Page No. 70) (Clause No. 7.2)

Ships = Ship (Page No. 86) (Line No. 5)

is = in (Page No. 93) (Line No. 6)

not necessiatng = not necessitating (Page No. 95) (Line No. 26)

collarboration, collarbortoinin = collaboration

executive = excecutive (Page No. 98) (Last Line)

Station office = Station officer (Page No. 102) (Line No. 10)