

## Index

S.No	Topic	Page No
1	Regulations on Cargo & Traffic in Inland Ports on National Waterways. Part-I	3
2	Chapter-I Regulations on Cargo (excluding Dangerous cargo and Petroleum Products) and Traffic on National Waterways. Part-II	6
3.	Regulations in respect of quays and sheds of the Loading and Unloading of vessels and of the Receipts, Delivery and Shipment of Goods. PART III	14
4.	Chapter two Draft Regulations for transport, handling and storage of dangerous goods in inland ports on national waterways	18
5.	Part-III Regulations for handling of dangerous goods (imdg Code) class II to IV.	25
6.	Handling and storage of packed flammable liquids Imdg code class-III	27
7.	Handling and storage of goods prescribed in imdg Code-class IV	28
8.	Handling/storage imdg code class-V	30
9.	Handling/storage imdg code class VI	32
10.	Handling of radioactive substances (imdg code Class VII)	34
11.	Handling & Storage Of Corrosives (Imdg Code Class Viii)	34
12.	Handling and storage of miscellaneous Dangerous substances (imdg code class IX)	35
13.	Schedule – I Application form for discharging/loading Dangerous goods	37
14.	Vessel's checklist for dangerous goods	38
15.	Part V Petroleum vessels and bunkering of vessels	39
16.	Part VI Handling freight containers carrying dangerous / hazardous cargo.	49

**DRAFT**

**Regulations on Cargo & Traffic in Inland  
Ports on National Waterways.**

**October 2012**

**Inland Waterways Authority of India**

**DRAFT**

**Regulations on Cargo & Traffic in Inland Ports**  
**on National Waterways.**

**Part I**

In pursuance of sub-sections 1, 2(f), 2(g), 2(h) and 2 (i) of Section 35 of IWAI Act, 1985 (82 of 1985), IWAI hereby notify with the prior approval of the Central Government, the following regulations namely:

**PRELIMINARY**

**1. Short Title, Application and Commencement:**

- i. These regulations may be called "The Regulations on Cargo & Traffic in Inland Ports on National Waterways, 2012".
- ii. These regulations shall apply to all vessels/barges (with dangerous and or non- dangerous cargo) berthing and exiting from the Inland Ports and Terminals on the National Waterways. The vessels at all times are covered by safety and quality manual and are subject to national and state Rules with respect to carriage and handling of petrochemicals, containers and solid bulk cargo with due regard to the hazards associated with the said cargoes.
- iii. Accordingly, these regulations shall be covered under two chapters namely:-
  - (a) Regulations on non-dangerous cargo and traffic on national waterways

- (b) Regulations on dangerous cargo including their transportation, handling and storage in Inland Ports.
- iv. The regulation on traffic under Chapter-I shall be applicable for both types of vessels/barges carrying non-dangerous and or dangerous cargo. However Chapter-II shall be exclusively applicable for vessels/barges carrying dangerous cargo with respect handling, storage & transportation in Inland Port & terminal alongwith any specific requirement towards traffic, safety etc
  - v. Both the Regulations will be effective from the date it is notified in the Gazette of Govt. Of India.
  - vi. These Regulations shall apply in addition to any other laws, rules, regulations or procedures enacted, promulgated, declared or issued by the Government of India or of the State or any other competent authority or the terms of any agreement entered into between an Owner or his/its agent and IWAI.

## **2. Definitions:**

- i. **“Act”** means Inland Waterways Authority of India Act, 1985 (82 Of 1985).
- ii. **“Inland Oil Tanker”** means an inland vessel licensed to carry petroleum/HSD/crude in bulk as cargo;
- iii. **“Certified petroleum”** means petroleum certified to be non-dangerous petroleum by the certificate of such description as the Central Govt. from time to time by written order, prescribe, grant at the port of shipment.
- iv. **“Dangerous petroleum”** means petroleum having its flash point below 23<sup>0</sup> C;
- v. **“Dark”** means fifteen (15) minutes after sunset.
- vi. **“Day break”** means half an hour (30 minutes) before sunrise.

- vii. **“Excluded petroleum”** means petroleum having its flash point not below 93.3°C to which these rules do not apply.
- viii. **“Flash 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 rules made there under;
- ix. **“Fuel oil”** means petroleum oil having a flash point of not less than 65.6°C and ordinarily used as fuel in engines and furnaces;
- x. **“Gas free certificate”** means a certificate granted by an Officer appointed by the Central Govt. in this behalf to the effect that a vessel has been thoroughly cleaned and freed from petroleum and inflammable vapour.
- xi. **“Motor vehicle”** includes any car, lorry, truck, tractor, cycle or other wheeled vehicle propelled by mechanical means and used as the conveyance by road for human beings or cargo.
- xii. **“Non-dangerous petroleum”** means petroleum having its flash point below 65.6°C, but not below 23.0°C;
- xiii. **“Petroleum”** means any liquid hydro-carbon or mixture of hydrocarbons and any inflammable (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;
- xiv. **“Inland Port”** means the riverfront location on the National Waterways having interface with Roads & Railways for loading and unloading of cargo.
- xv. **‘Stevedores’** means a person to whom stevedoring license has been given under regulation 47.

- xvi. **“Inland Port In-charge”** means the authorised person appointed by IWAI who is responsible for the overall management and operation of the Inland Port.
- xvii. **“Heavy petroleum”** means petroleum having its flash point not below 65.6<sup>o</sup> C;
- xviii. **Words used but not defined shall have the same meanings respectively assigned to them in the Act and other IWAI Acts and Regulations.**
- xix. **“Port Facilities”** means all the facilities, assets, equipment and installations of whatever nature existing at the Port as of the date hereof, whether the same are fixed or movable, including, without limitation, the channel, berths, loading / unloading facilities including buoys or other channel markings, and any such or like facility, asset, equipment or installation;

## **Chapter One**

### **Regulations on Cargo (excluding Dangerous cargo and Petroleum Products) and Traffic on National Waterways.**

#### **PART II**

#### **3. Admission of vessel in to the berths/jetties of the IWAI Inland Ports and regulations for vessel so admitted:**

The Authority shall not be responsible for any act or default of any of its Officers or of any person acting under the control or direction of any such authority, deputy or assistant, or for any damage sustained by any vessel in consequence of any defect in any of the moorings, or to other things belonging to the Authority which may be used by the vessel.

**4. Master or Agent to intimate arrival of vessel in advance:**

A report in respect of every vessel expected to arrive at the Inland Port shall be made in advance to the Port in charge or any of his authorized representatives by the master, owner, or agent stating the expected date of arrival of the vessel, the name of such vessel, the cargo, the loaded draft, full particulars of dimensions and special features of equipment or construction thereof.

**5. Application for a berth:**

An application in respect of every vessel desiring to occupy a berth in any IWAI Inland Port shall be made in advance to the concerned Officer of the Authority by the master, owner or agent stating the name of such vessel, the cargo carried, loaded draft or whether in ballast;

**6. Allotment of Berth:**

A vessel shall have no claim to a berth in the Inland Port until one has been specially allotted by the authorized representative of the Authority. Furthermore, allotment of any berth in the Inland Port shall only be considered as provisional until a vessel is actually ready to enter the Inland Port and her suitability for and right to such berth is established to the satisfaction of the authority in charge.

**7. Berthing of vessels:**

Vessels arriving at the Inland Port to load or unload cargo shall normally be given preference over other vessels and will ordinarily be allotted berths in order of their arrival, provided that application for a berth shall have been made prior to arrival of the vessel.

**8. Over-ruling the order of preference in allotting Berths:**

The Inland Port in charge with the approval of the Competent Authority may vary the order of preference laid down in Regulation 7 where better use of the Inland Port and general interests of shipping and Inland Port render it necessary to do so.

**9. Vessel to be moved out of berth or shifted:**

- a) The Port in charge 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.
- b) The Port in charge 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 inland Port.

**10. Decision with regard to Berthing:**

In all matters of dispute with regard to berthing, the decision of the competent authority or his authorized officer shall be final.

**11. Master to be in command of vessel in the port:**

A vessel shall not be permitted to enter or leave the Inland Port or to be moved from one berth to another in the Inland Port unless the Master with requisite competency certificate is on board and is actually in command of the vessel. Under exceptional circumstances such as death or serious illness of the master, special arrangements shall be made with the Port in charge or any other Officer authorized. The presence of any officer of the Authority on board the vessel shall, under no circumstances, be deemed to impose any liability on any such officer.

**12. Vessel to be under power or assisted by Tug:**

A vessel shall not be permitted to be navigated to berth unless propelled by the main engines or assisted, when necessary, by



an efficient tug. In the event of insufficient power being provided by the master of the vessel, or whenever an officer of the Authority considers it desirable to do so, he may be authorized to employ the Authority's tug for duties in connection with any vessel's navigation for berthing/de-berthing and the master of the vessel shall pay a fixed rate for the use of the departmental tug.

**13. Supply of lines, hawsers, etc.:**

A vessel entering the channel and berthing at wharf or stream berth shall have in readiness and supply for use, such steel wire or other hawsers or lines having sufficient length as may be required for each bow and quarter, and such other ropes, lines and fenders as may be necessary to facilitate berthing or to protect the vessel from damage whilst hauling into the berth.

**14. Vessels Crew and Appliances to be in readiness:**

Masters or owners of vessels shall employ and have in readiness a sufficient no. of crew, suitable appliances etc. on board and on shore for working their vessels, in, out of, and about the docks, channel/navigation locks.

**15. Anchors to be ready:**

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

**16. Projections from a Vessel's side:**

Vessels when entering, leaving, being moved or lying alongside the quay walls shall have their sides free of all projections. Their boats, davits and the derricks shall be swung in board.

**17. Responsibility of Master:**

The Master shall make arrangements for a responsible ranking personnel to be available on board all the time the vessel is in the Inland Port to ensure the observance of all the rules and for the discharge of all the duties connected with the vessel 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 vessel where work is going on or where, owing to insufficient light, injury to the persons or damage to property might result; and to fix and keep securely fixed the gangway during the whole time the vessel remains alongside quay berth.

**18. Vessels to be ready:**

In case of emergency due to stress of weather or otherwise or for reasons of special circumstances, all vessels at Inland Port can be called upon to exit to safe places at four hours' notice or be on immediate notice in case of motor vessels.

**19. Immobilization of Vessels:**

The masters of vessels are not to immobilize their vessels without obtaining prior permission from the Inland Port in charge in writing.

**20. Masters etc. responsible for Accidents:**

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

**21. Wide berth to dredgers, Survey Vessels etc. in operation.**

Vessels approaching or passing dredgers, Survey vessels engaged in Authority's work exhibiting the "not under command" signal, shall give a wide berth to such crafts and shall avoid all interferences with their operations.

**22. Mooring, Unmooring and Moving vessels in the Inland Port under orders of the Inland Port in charge.**

All vessels at the Inland Port shall moor and unmoor or anchor in accordance with the orders of the Inland Port in charge. Masters and owners of the vessels and other persons in charge of launches, barges or other small crafts shall obey the directions and shall offer no obstruction to the Inland Port in charge or his authorized representatives with regard to mooring, unmooring or moving any vessel. Master of the vessel must ascertain from the Inland Port in charge, the draft to which his vessel may load.

**23. 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.

**24. Vessels to be in the charge of competent persons:**

During such time a vessel is at the Inland 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 loading or unloading of the cargo.

**25. Watch keeper to be kept on Deck:**

A vessel shall maintain a watch keeper always on duty on deck to attend to vessel's shore gangway and to the mooring rope 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.

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

While a vessel is berthed or moored in the Inland Port, her propellers shall not be moved by power without the previous written permission of the Inland Port in charge or any officer or officers acting under his authority and save in accordance with such conditions as he may impose.

**27. Vessels to be properly ballasted:**

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

**28. Repair of Vessels:**

A vessel shall not carry out repairs unless permission from the Inland Port in charge has been obtained or a suitable berth/place is allotted and in case of an oil tanker suitable hot work permit is obtained.

**29. Prevention of materials falling in Inland Port premises and disposal:**

Masters or owners of vessels or stevedores loading or unloading shall use appropriate means to prevent materials, ashes or dust from falling in to water or in the Inland Port.

**30. Projections from deck of a vessel:**

Projections from deck of any vessel which interfere with the loading or unloading of any other vessels in the Inland Port

shall be forthwith removed on requisition by the Inland Port in charge.

**31. Exhaust and Drains:**

Water from winches, other machines, engines or drains while alongside shall be laid down the side of the vessel to below coping by a hose or other effective appliances.

**32. Vessels with dangerous cargo etc.:**

The Inland Port in-charge may order the immediate removal of any vessel having on board offensive or unauthorized dangerous cargo.

**33. 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 crew to any of the works or property of the Authority who is to be paid for or security has to be given for the amount of damage caused.

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

All vessels within the Inland Port premises shall 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 adrift from their anchorage or mooring.

**35. Master's 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 deployed on board their vessels.

**36. Authority not to be liable for delay etc.**

The Authority shall not be liable for any detention or delay to vessels entering, remaining or going out of Inland Port premises

or for detention or delay in the loading/unloading of cargo of vessels, or for dead freight, delay in the loading and un-loading of goods owing to a excessive number of vessels or goods or other circumstances beyond their control, or of a stoppage in the delivery of goods from any cause whatsoever.

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

No person shall be allowed to dive in the Port, or to creep or sweep for anchors, cables and stores or for cargo lost or supposed to be lost therein or for the purpose of undertaking under-water repairs to vessels without the prior permission of the Port in charge.

**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.**

**38. Work in Port under the control of the Inland Port in charge:**

The loading and unloading of vessels shall be subject to the control of the Port in charge, 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.

The Port in charge may at his discretion, also remove to the other areas 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 Port in charge.

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

- a) The working hours for the purpose of landing and shipping of cargo both by day and night shall be fixed by the Authority from time to time.
- b) Work during nights or on Sunday or Authority's holidays, is subject to the permission of the Collector of Customs being obtained by the party concerned.

**40. Use of Quay cranes and all mobile handling equipment of the Authority:**

The allotment of quay cranes and all mobile handling equipment for the purpose of discharging or loading cargo or for any other purpose requiring use of such equipment shall be charged as specified in the IWAI Levy and Collection of fees and charges Regulations, 2011.

**41. Vessels working slowly:**

A vessel loading or unloading cargo at berth may be ordered to vacate a berth if another vessel is waiting and the Inland Port in charge is satisfied that the vessel is intentionally delaying unloading.

**42. 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.

**43. Commencement of cargo operations:**

- (i) Before the master or agent of a vessel proceeds to commence cargo operation he shall deposit with the Inland Port in-charge a copy of the general manifest including the gross weight of each consignment manifested.

(ii) In respect of any “cargo meant for transshipment”, 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 General Manifest filed for the vessel.

**44. Production of vessels papers, cargo details etc.:**

Masters and owners of vessels if and when called upon by the Inland Port in charge shall produce any book, voucher or other document referring to the landing or shipment of their vessels' cargo. In the case of imports of bagged 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 be deposited with the Inland Port in charge.

**45. Transfer of vessels from their berths:**

The Inland Port in charge may direct any vessel to move from any one berth to any other vacant berth. The master, owner or the agent of the vessel shall be responsible for the cost of removing any cargo not shifted from the old to the new berth, provided that twelve (12) hours' notice to transfer shall have been given. The Authority shall not be responsible for any delay which may be caused to the vessel in effecting a shifting under this regulation.

**46. 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 Port in charge may consider reasonable, and the Authority shall not be responsible for any delay or demurrage that may occur by reason of overlapping or double



banking of vessel, to the over side, loading or unloading of such vessel.

**47. Stevedoring:**

- (a) The Authority may allow consignee to stevedoring directly or outsource stevedoring through license by issuing e-licenses on application to firms and individuals to perform the work of stevedoring vessels. The consignee or stevedore as applicable shall be liable for any damage to the Inland Port gear, appliances or for injury to labour/ workman.

**(b) ISSUE OF STEVEDORING LICENSE:**

(1) The Chairman may issue stevedoring licenses for a period of two years on application to persons to act as stevedore at the Inland Port to perform the work of landing and shipping of goods between vessels in the Port and the wharves, piers, quays or docks, transhippers and any other work involved in the Stevedoring of vessels, within the Inland Port.

(2) No Stevedore shall be allowed to work on board any vessel in the Inland Port except under a license issued by the Authority under these regulations.

**( c ) PRODUCTION OF EVIDENCE FOR ISSUE OF STEVEDORING LICENSE:-**

No License for stevedoring be granted unless the applicant produces evidence for:

(i) That he maintained/would maintain the input/output norms of handling different commodities as may be laid down by the authority from time to time.

(ii) That his financial standing to meet the obligations to the workers and staff employed on account of wage and compensation under the Workmen's Compensation Act, 1923, Payment of Wages Act, 1936, Industrial Disputes Act, 1947 or any other law for the time being in force and provides a bank guarantee of Rupees one lakh or any other acceptable security which will be refunded/discharged after the termination/expiry of the license.

(iii) That he undertakes to have in his employment such minimum staff and have in his possession such minimum gear as may be pre-

scribed by the Authority for undertaking stevedoring efficiently.

(iv) That the applicant shall pay a license fee of Rs. 4,500/- before the license is issued or renewed.

(v) That he shall also produce a Bank Guarantee for Rs. 1.00 lakh so as to meet any contingency.

**NOTE:** The vessel owners, vessel operators, vessel agents, importers and exporters would also be eligible for grant of a license.

**(d) DUTIES AND RESPONSIBILITIES OF STEVEDORES:**

Every Stevedore, shall be subject to the following duties, obligations and responsibilities during the currency of stevedoring license issued to him by the Authority namely:

**Chapter Two**

**Draft Regulations for TRANSPORT, HANDLING AND STORAGE OF DANGEROUS GOODS in Inland Ports on National Waterways**

**PART I**

**1. SHORT TITLE & COMMENCEMENT:**

a. These regulations may be called "The Transport, Handling and storage of Dangerous goods in Inland Ports Regulations, 2012", and are framed under provisions of sub-sections 1, 2(g), 2(h) and 2(i) of Section 35 of IWA Act, 1985 (82 of 1985),

b. They shall come into force on the date of publication after the approval of the Central Government

**2. APPLICATION:**

These regulations shall apply within the limits of all Inland Ports on the National Waterways and lands under the control and superintendence of the Officer appointed by the Authority or nominated by the competent authority for the purpose of superintending the handling/storage and disposal of dangerous goods.

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

i. Boat: 'Boat' means a barge or similar craft dumb or self-propelled used for movement of goods within the Port.

ii. Chairman: 'Chairman' means the Chairman of the Authority.

iii. Competent Authority: 'Competent Authority' for the purpose of these regulations means an officer duly appointed by the Authority to administer the provisions of these regulations.

iv. 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 endanger the life and 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 such goods contained in a receptacle, portable tank, Freight container or vehicles as defined in the IMDG Code. The term includes 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 allows the container to be closed securely.

### **DANGEROUS GOODS INCLUDE ALL SUBSTANCES**

- i. Having properties coming within the classes listed in the IMDG Code.
- ii. Substances defined as explosives by the Indian Explosives Act, 1884, and/or the Explosives Rules, 1983.
- iii. Any other goods which the competent authority may specify as dangerous goods.
- iv. Hazardous chemicals listed in Schedule-I of the manufacture, storage and import of Hazardous Chemicals Rules, 1989.
- v. 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 transshipment between vessels and any ancillary operations in the Port Area and includes stuffing and de-stuffing of freight container.
- vi. **IMDG Code:** 'IMDG Code' means the latest edition of International Maritime Dangerous Goods Code issued by the International Maritime Organization, London.
- vii. **IMO** - 'IMO' means the International Maritime Organization
- viii. **ISGINTT:** means the latest International Safety Guide for Inland Navigation Tank-barges and Terminals issued by Central Commission for the Navigation of the Rhine and Oil Companies International Marine Forum
- ix. **Inspector of Dangerous Goods:** 'Inspector of Dangerous Goods' for the purpose of these regulations means a person appointed by the

Competent Authority to ensure compliance with these rules at any handling or transport of the Dangerous goods.

x. **Master:** 'Master' means the master of the vessel, or the person in charge of a vessel and includes any person, other than a Pilot having charge of a vessel.

xi. **Owner:** 'Owner' when used in relation to goods includes any consignor, 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.

xii. **Agent:** Includes shippers' agents, clearing & forwarding agents and handling agents working on behalf of shipping agencies, exporters, importers & charterers.

xiii. **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.

xiv. **Transport:** Transport means the movement of dangerous goods by one or more modes of transport in port.

xv. **Unstable Substance:** Unstable substance means a substance which may present a hazard under transport or storage conditions due to spontaneous reaction (e.g. Polymerization, decomposition etc.) unless the necessary specific precautions are taken to prevent such a hazard (e.g. inhibition, dilution, refrigeration or other equally effective measures.

xvi. **Vessel:** Vessel means any inland water craft including any boat used for the carriage of dangerous goods as cargo.

xvii. **Marine Pollutants:** A solution or a mixture containing 10% or more of a substance identified in the IMDG Code as a Marine pollutant 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.**

- i. Class 1: Explosives
- ii. Class 2: Gases compressed; liquefied or dissolved under pressure.
- iii. Class 3: Flammable liquids.

- iv. Class 4.1: Flammable solids.
- v. Class 4.2: Flammable solids or substances liable to spontaneous combustion.
- vi. Class 4.3: Flammable solids or substances which in contact with water emit inflammable gases.
- vii. Class 5.1: Oxidizing substances.
- viii. Class 5.2: Organic Peroxides.
- ix. Class 6.1: Poisonous (toxic) substances.
- x. Class 6.2: Infectious substances.
- xi. Class 7: Radioactive substances
- xii. Class 8: Corrosive
- xiii. Class 9: Miscellaneous Dangerous Substances and other substances, which experience have shown or may show to be of such dangerous character are to be treated as dangerous Goods.

## **PART II**

### **5. ARRIVAL OF THE VESSEL:**

The Owner/Agent of a vessel desiring 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.

- i. Application form (as described in Schedule 1)
- ii. Dangerous goods list (3 copies) (schedule 1)
- iii. Dangerous goods not (3 copies) for export cargo (Schedule 1)
- iv. Certificate of packaging (for Export cargo only, if required)
- v. Cargo Manifest.
- vi. Materials Safety Data Sheet (MSDS) of all dangerous goods.
- vii. Details of goods like marine pollutants.
- viii. Questionnaire on the characteristics of the Dangerous Goods for storage, handling and transport in the Indian Inland Ports (Schedule 2).

### **6. Deposit**

In case where a limited period of storage in Port is permitted, Port shall collect a deposit of Rs. 50,000/- (Fifty 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 the Inland Port within the limited period as per permit issued under section 7.0. If the cargo is not cleared within the permitted period of storage, a penalty of Rs. 20,000/- (Twenty 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, equipment 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 designate the areas / depot where the container shall be stuffed/de-stuffed.

**8. COMMENCEMENT OF CARGO HANDLING:**

(a) The Master shall submit a dangerous goods checklist as prescribed in schedule 1.

(b) The vessel may commence handling of dangerous goods only after obtaining instructions from the Competent Authority, as specified in 7.0 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:**

i. 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.

ii. He shall whenever dangerous goods are handled :

a. 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.

b. Keep the fire fighting gear in readiness with hoses and branch pipes connected.

c. Ensure that repairs to any part of the vessel necessitating the use of open flame/open fire are not carried out.

- d. Blank carefully fires in engine room and extinguish all other fires or non-safety lights.
- e. Maintain efficient and effective communication with the responsible person on the shore and signal station /IWAI Tower.
- f. Provide and use when necessary the equipment specified in the EMS Schedule as published by the IMO and MFAG published by the same authority.
- g. Provide access and facility to the officials of the Port for the inspection of the Dangerous goods.
- h. 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.
- i. 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.
- j. Ensure that all the dangerous goods are correctly declared as required by the IMDG Code before discharging.

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

- i. Owner/Agent shall make a true and correct declaration of the dangerous goods to be handled in the inland Port and those in transits through the inland Port, whether in containers or other packages.
- ii. Cases/receptacles of each class of dangerous goods brought into the Port area shall conform 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.
- iii. If any case/receptacle of dangerous goods is damaged or starts leaking during handling in the Port, preventive measures as may be indicated by the competent authority shall be followed.
- iv. Repairs to the 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.
- v. No case/receptacle of dangerous goods shall be opened anywhere within the Port area except for the purpose of drawing samples by the Customs in an approved manner and with permission to do so from the

Competent Authority, subject to special restrictions and precautions as may be considered necessary.

- vi. 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.
- vii. Marking, labeling and packing of all the hazardous goods will be as prescribed in IMDG Code.
- viii. Handling any goods which are in a leaky, damaged or in a deteriorated condition shall be done only on the specific instructions of the Competent Authority.
- ix. Provide every facility to the Competent Authority to inspect the dangerous goods.
- x. 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.
- xi. Stuffing and de-stuffing of dangerous goods in freight containers shall be undertaken as per recommendations of the IMO and the Inspector of dangerous goods.

#### 11. **OBLIGATION TO TAKE PRECAUTIONS :**

- a) 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 all safety precautions required by the Competent Authority and prescribed in these Regulations.
- b) While dangerous goods are handled or stored within the Port area and 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 is 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 Pollution Control Board of the safety measures being taken for the reception of such cargo.

13. **Responsibility of Barge Owner/Operator :**

- i. 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 in IMDG Code, guidance given in ISGINTT and directions given by the Inspector of Dangerous Goods or the Competent Authority will be complied with.
- ii. Surface area in holds as well as on deck of barges/lighters carrying dangerous goods should be of non-friction and non sparking type.
- iii. Lighting of naked lights or open flames on barges carrying dangerous goods at any place is strictly prohibited.
- iv. A safe distance of 9.0 meters should be maintained between two barges berthed along side at any designated wharf or pier.
- v. As far as practicable Barges will not be Double Banked while handling.
- vi. Overnight stay at any wharf of barges/lighters with dangerous goods shall be with the express permit granted by Inspector of Dangerous Goods.
- vii. Barges shall be permitted to come alongside by the Inland Port in charge and he shall be given sufficient notice to receive such barge and plan handling.

**PART-III**

**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)**

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

- a. Flammable gases

- b. Non-flammable gases.
- c. Poisonous gases

#### 15. **PRECAUTINARY MEASURES**

The owner/Agent shall abide by all the instructions as specified by the competent Authority

#### 16. **Colour codes and labeling gas cylinders:**

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

17. (a) The valves 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 caps and the valve or valve body.

(b) Cylinders/containers of gas shall be marked or labelled legibly as per IMDG code with name of the gas. Cases in which cylinders/containers of gas are packed shall also be marked or labelled likewise.

#### 18. **HANDLING AND USE OF CYLINDERS :**

- i. Cylinders shall be adequately supported during handling.
- ii. Trolleys and cradles of adequate strength shall as far as possible, be used when moving the cylinders.
- iii. The cylinders shall be handled carefully and not be allowed to fall upon one another or otherwise subjected to any undue shock.
- iv. Sliding, dropping or playing with Cylinders is prohibited.
- v. Liquefied petroleum gas Cylinders and Cylinders containing liquefiable gases shall always be kept in an upright position and shall be so placed that they cannot be knocked over.
- vi. Cylinders used in horizontal position shall be so secured that they cannot roll.

- vii. Open flames lights, lighting of fires, welding and smoking shall be prohibited in close proximity to any Cylinder containing flammable gas except those only in use for welding, cutting or heating.
19. All the gas Cylinders/containers shall be stacked on trays when handling. However, if this is not practicable, slings or any other safe method shall be used as prescribed by the competent authority.
20. Every care and precaution shall be taken to prevent the contamination of valve and fittings of the cylinders/containers by oily and fatty substances.
21. 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 times.
22. Cylinders/containers of gas shall at all times be protected from sun's rays and other sources of direct heat.
23. Cylinders/containers of gas shall not be over-stowed with other cargo.
24. 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**

25. These regulations cover flammable liquids packed in drums, receptacles and cases. Containers for petroleum products shall conform 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 below 18°C.
- II. Class 3.2: Intermediate flashpoint group of liquids having a flashpoint of 18°C up to, but not including 23°C, closed cup test.
- III. Class 3.3: high flashpoint group of liquid having a flashpoint of 23°C up to and including 61°C, closed cup test.

26. Precautionary Measures: - The owner/Agents shall abide by all the instructions as described by the competent authority.

27. The liquids in this class are liable to polymerise and liberate dangerous gases and heat, possibly resulting 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.

28. The vapour from nearly all the liquids in this type has properties of narcotic effect to some degree. Labour handling these shall be protected against this hazard.

29. When these goods are handled, they shall be away from all the direct source of ignition, even in the transit they shall be kept in cool and well ventilated place.

30. 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.

31. Whenever a leaky drum is traced, it shall be isolated under the instructions of the competent authority.

32. The packaging of these goods shall be such as to protect them from external source of ignition. If this is damaged, it should be rectified under the instruction of the competent authority.

33. Non- Sparking tool and suction methods should be used when drawing samples from these liquids.

34. Segregation and separation of these cargoes vis-à-vis other cargoes shall be as prescribed in the IMDG Code.

## **HANDLING AND STORAGE OF GOODS PRESCRIBED IN IMDG**

### **CODE-CLASS IV**

35.(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 gasses: 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)**

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

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

38. Particular care shall be taken so that there is no spillage of this cargo during handling. In the event of spillage, it shall be disposed off in a safe manner as prescribed by the competent authority.

39. Under no circumstances, any vehicle or machineries or other cargo be allowed to roll over these spillage of flammable solids.

40. 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)**

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

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

43. Flammable solids or substances liable to spontaneous combustion shall 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 any 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)**

44. Regulations from 40.0 to 43.0 shall be applicable to this class also. In addition, they will be subject to the following restrictions:

45. Flammable solids or substances which in contact with water emit flammable gasses 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 wall.

46. 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 he may take 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**

47. Class V-I : Oxidising substances (Agents) : These are substances which although in themselves are not necessarily combustible, may either by absorbing oxygen or by similar processes increase the risk and intensity of fire in other material with which they come into contact.

48. Class V-II: Organic peroxides: Organic substances which contain the bivalent O-O 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.

49. 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)**

50. 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.

51. Any damaged or leaky container shall be moved under the instructions of the Competent Authority.

52. In the event of spillage of this cargo, such spillage should be separated and disposed off as prescribed by the Competent Authority; under no condition should this spillage be rolled over by weight of any type.

53. These substances should particularly be well separated from acids, since they are liable to give off toxic gases.

54. It is necessary to thoroughly clean the barges and all the areas where this cargo was stored after its delivery or disposal.

55. Special restrictions of Ammonium Nitrate-Ammonium Nitrate to be brought to the Port should be certified to be free of 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 port. These rules will not apply to Ammonium Nitrate of Fertilizer grade.

#### **B. ORGANIC PEROXIDE IMDG CODE CLASS V (ii)**

56. 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.

57. Other organic peroxides (not in the liquid state) shall be handled with utmost care, using leading cushions if necessary thus avoiding frictional contact.

58. If any package/receptacles containing organic peroxides is detected to be in damaged or in leaky condition, it shall be drenched copiously with water and disposed off in manner as directed by the Competent Authority. Repacking or repair of the damaged receptacles is not permitted in the port area.

59. While these goods are being handled, the fire hoses should be laid out with the fire crew in readiness through-out.

60. 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.

61. At all times, this cargo should be kept away from sparks, flame or any other source of ignition.

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

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

64. This cargo shall only be handled during the day light hours by persons appropriately trained and certified.

#### **HANDLING/STORAGE IMDG CODE CLASS VI**

65. (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

#### **66. PRECAUTIONARY MEASURES:**

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

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

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

69. The substances of this class which has a flash point below 610C, is also by definition inflammable liquid: Therefore, while handling such type of substances, all the care shall be exercised as recommended for inflammable liquid and they should be stored in a cool and well ventilated place.

70. All receptacles containing such cargo shall be handled in an upright position to prevent spillage.

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

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

73. If and when these substances are stored in open, they should be properly covered with tarpaulin, inspected frequently to detect any leakage



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 610C, are stored in a cool and well ventilated place as any flammable liquid is stored.

74. **DISPOSAL:**

In case of damage or spillage during transit or storage, the disposal of the contents and of any other goods contaminated by the spillage shall be determined by the Competent Authority and the Customs Officials shall be suitably informed.

75. **ACTION TO BE TAKEN IN THE EVENT OF ANY ACCIDENT INVOLVING POISONOUS SUBSTANCES: In the event of any receptacle/case of any substance getting accidentally damaged/ leaky during handling/ transit/storage:**

- a. Notify the Competent Authority.
- b. Direct the men in the vicinity to move away to a safe area.
- c. Arrange to send to the nearest Hospital, persons who are suspected to have been contaminated with the poison after giving First Aid if practicable. A responsible employee of the Port shall accompany these persons to convey to the Doctor information regarding the name and known properties of the poison. Medical First AID Guide (MFAG) and Emergency Schedule (EMS) shall be used in case of emergencies.
- d. Suitable action shall be taken for de-contaminating the area of spillage. Goods contaminated by the spillage of poison shall be isolated for disposal as stipulated.

76. **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 Competent Supervision.

- I. No person shall be allowed to enter any hold of a vessel or compartment where there is any reason to suspect a 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.
- II. 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 VI (ii)]**

77. Any owner/Agent desiring to handle infectious substances, shall give the competent authority all the relevant particulars of the goods to be handled in sufficient time which should be enough for the Authority 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. These cargoes shall normally be not carried by Inland Vessels.

**HANDLING OF RADIOACTIVE SUBSTANCES (IMDG CODE CLASS VII).**

78. 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

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

80. 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 Authority to make arrangements to receive this cargo.

81. This cargo shall be handled by the consignees under expert technical supervision. However, the Competent Authority shall be responsible to see that all the recommendations of the Atomic Energy Regulation Board are complied with.

**HANDLING & STORAGE OF CORROSIVES (IMDG CODE CLASS VIII)****82. PRECAUTIONARY MEASURES:**

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

83. 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 substance shall be provided with appropriate protective equipments.

84. 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

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

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

87. The goods in this class with a flash point of less than 610C shall be flammable goods and as such all the necessary precautions shall be taken during its handling and storage.

88. 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.

89. Whenever any receptacle/carboy handling corrosive substances gets damaged, it shall be rendered harmless or destroyed as directed by the Competent Authority.

**90. 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.

(i) Specialized medical aid shall be summoned and

(ii) The Competent Authority shall be notified forthwith

91. The Competent Authority shall organize suitable action for decontaminating the area of spillage as well as articles contaminated by the spilt corrosive.

**HANDLING AND STORAGE OF MISCELLANEOUS**

**DANGEROUS SUBSTANCES**

**(IMDG CODE CLASS IX)**

92. 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.

93. While giving the clearance for such substances, the Competent Authority shall carefully consider the characteristic 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 Inland Vessels Act, 1917, the Explosive Act 1844, Petroleum Act 1934/1976, the Inflammable Substance Act, 1952, Dock Workers (Safety, Health and Welfare) Regulation 1990, the Environment Act 1986 and the Regulations framed there under.

**Schedule - I**

**Application form for discharging/loading Dangerous goods**

**Name of Clearing and Shipping Agency**

To,

The Inland Port In charge

Inland Port location:

IWAI

Sir,

Ref. : Name of the Inland Vessel and Voyage No.

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

2. She will be carrying onboard dangerous goods for discharge at this inland port.

(Attach separate list)

3. The vessel also carries the following dangerous Goods as transit cargo for the next port/s of call of ..... (Name of Port/s).

(Attach separate list).

4. We propose to load the following dangerous goods on the subject vessel for the Inland 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. Certificate of packaging.

(For export cargo if required)

5. List of transit cargo if on board.

### **VESSEL'S CHECKLIST FOR DANGEROUS GOODS**

Vessel's name:

Inland Port:

Berth:

Date:

Instruction for completion:

The Safety of operation requires 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 deck watch in attendance on Board?
3. Is the vessel-shore communication system operative?
4. Are fire hoses and fire fighting equipment ready for immediate use?
5. Is sea and overboard discharge valve, when not in use, closed, so that the pollutants are not discharged overboard?
6. Is a 'No Smoking' sign 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 Environmental Management System plan as prescribed for the cargo?
13. Do you have the necessary antidotes as prescribed by Medical First Aid Guide Code?
14. Are repairs involving hot work in the vicinity of the work place stopped?
15. Are the containers, packages, carboys, bottles or drums or any other means of packing free of damage, free of leakage and otherwise safe for the purpose?

MASTER

#### FOOTNOTE

No vessel will commence handling of dangerous goods unless the checklist is signed by the Master. In addition, if any of the answer is in the negative, permission of the Competent Authority is required prior to starting handling of dangerous goods operation.

### **PART V**

#### **PETROLEUM VESSELS AND BUNKERING of Vessels**

Definitions: - In this chapter unless the context otherwise requires;

- (1) "Bulk oil vessel" means a petroleum vessel with petroleum in bulk.
- (2) "Case oil vessel" means a petroleum vessel with petroleum in cases, casks, drums or other receptacles.
- (3) "Discharged vessel" means a petroleum vessel which has completed the discharge of her petroleum;
- (4) "Excluded petroleum" means petroleum having its flashpoint not below 930 C (or 2000 F).

(5) "flash-point" in relation to any petroleum, means the lowest temperature at which it yields a vapour which will give momentary flash when ignited, and determined in accordance with the provisions of the Petroleum Act, 1934 (30 of 1934) and the rules made there under;

(6) "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;

(7) "Petroleum" means any liquid hydrocarbon or mixture of hydrocarbons and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon.

(8) "Petroleum Class A" means petroleum having its flash point below 230 C (or 730 F);

(9) "Petroleum Class B" means petroleum having its flash point below 65.50 C (or 1500 F); but not below 230 C (or 730 F);

(10) "Petroleum Class C" means petroleum which has its flash point not below 65.50 C (or 1500 F).

(11) "Petroleum in bulk" means petroleum contained in a receptacle exceeding 1000 liters in capacity;

(12) "Petroleum vessel" means vessel carrying more than 5,000 liters or 5 metric tonnes of Petroleum Class "A" or 50,000 liters or 50 metric tonnes of Petroleum Class "B" or any other substance having the same flash point as that of Petroleum Class "A" or Petroleum Class "B".

13) "to transport" means to move petroleum from one place to another

14) "to transport" means to move petroleum from one place to another within the Inland Port.

100. (a) Petroleum vessels-

(1) Hoisting of flag on arrival- the master of every vessel carrying Petroleum Class 'A' or Petroleum Class 'B' in bulk or cases as cargo on board shall, on arrival at the Port, hoist flag 'B' of the International code of Signals at the fore and shall during the day keep such flag flying and during the night exhibit a red light visible all-round the compass at the fore or where it can best be seen.

(2) Berthing of vessels. - Vessels carrying Petroleum in bulk shall normally be berthed in the special oil berth.



Provided that in exceptional cases when oil berths are not available owing to dredging operations or other works or due to lack of vacant oil berths, vessels carrying Petroleum in bulk as cargo on board may be berthed in other berths, subject to the previous written approval of the Authority

(3).Precautions to be taken in berthing vessels amongst other shipping etc.

International Safety Guide for Oil Tankers and Terminals shall be used for handling of petroleum products.

No vessel carrying Petroleum in bulk as cargo on board shall be taken amongst other shipping (unless proceeding to an oil berth or to another berth according to the directions of the Inland Port in charge) or berthed at a berth other than an oil berth until her master produces a certificate granted by an officer appointed by the Central Government in this behalf that such officer has examined the tanks with the aid of a vapour testing instrument and that the vessel is free from dangerous vapour and is in a fit stage to enter the dock.

(4).**Other precautions.** -

Cargo operations

i). No vessel carrying Petroleum Class 'A' in bulk shall load/ discharge general cargo unless all the tank hatches are effectively closed.

ii). The master or any other person for the time being in charge of any vessel having petroleum on board shall take effective measures for preventing the escape of petroleum from the vessel by leakage or otherwise.

iii). No vessel shall approach within 30 meters of any vessel discharging dangerous petroleum in bulk in any Inland Port of the Authority except with the previous permission of the Inland Port in charge obtained in writing and in conformity with any direction that may be issued by him in that behalf.

iv). The oil barges used for bunkering vessels in the Port shall be manned, equipped and employed in accordance with the I V Act, 1917 as amended from time to time. Responsible deck and engine room staff of the vessel shall supervise the operations and take all necessary safety precautions on board the vessels receiving oil bunkers.

v). Armoured hose shall be used to connect the valves on board to the pipeline on shore and all the connections shall be made completely leak-proof and mechanically and electrically continuous before the discharge or loading of Petroleum in bulk is commenced.

vi). All pipes and other appliances used in the landing and loading of Petroleum in bulk shall be free of any leakage.

vii). The owner, agent or master of a bulk oil vessel shall take all due precautions for the prevention of accident by fire in landing or loading of Petroleum in bulk.

viii). The owner, agent or master of the bulk oil vessel shall take adequate steps to prevent any person under his control from smoking at or near the place where Petroleum in bulk is being landed or loaded and to prevent any person engaged in such landing or loading from carrying fuses, matches or any appliance whatsoever for producing ignition.

ix). Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank lids of a petroleum vessel, nor shall the chipping of iron rust or paint be carried on in the vicinity.

x). During the time any bulk vessel is in the Port, a responsible staff of the vessel must always be on board during the night and day to carry out and give effect to the provisions of these rules. In the absence of the master, the senior deck staff on board shall be the responsible Officer. When loading or discharge is proceeding or about to be started, it is absolutely essential that the master must be on board and see that every necessary precaution is taken for the safety of the vessel and her Cargo and during all such time the engines and machinery shall be maintained in working order so that the vessel may be moved as soon as possible if so required by the Inland Port in charge.

xi). Throughout the period while Petroleum is being landed or loaded, the pipelines and other fitments on the oil jetty shall be under constant supervision of a responsible officer of the Port fire services, in addition to the fire float standing by the tanker.

xii). When the landing or loading of Petroleum has been commenced such landing or loading shall be preceded with the due diligence and if it is discontinued, the tanks and holds of the Petroleum vessel shall immediately be closed.

(b). Bulk oil vessel discharging dangerous petroleum at the Port:

1. Notice to Inland Port in charge - Before any Petroleum Class 'A' is landed or loaded, the owner, agent or master of the bulk oil vessel shall give due notice to the Terminal in charge.

2. Ventilation of holds etc. - Before any Petroleum Class 'A' contained in casks, barrels or other containers is landed, the holds of a bulk oil vessel

having on board such containers shall be thoroughly ventilated, and after all Petroleum Class 'A' has been removed from any bulk oil vessel the holds and tanks shall be rendered free from inflammable vapour.

### 3. Discharge of petroleum -

i. Petroleum Class 'A' may be discharged during day or night subject to the provisions of sub-regulation. (b) (4) but such discharge must commence before sunset and should anything occur during such discharge after sunset to necessitate a repair to the plant, pipes or connections such discharge shall be discontinued until after sunrise:-

Provided that if tank vessels have been connected to shore pipelines, and they have commenced discharge of Petroleum Class 'B' in bulk or flushed the pipelines by pumping water before sunset they may thereafter commence discharge of petroleum Class 'A' in bulk even though discharge of Petroleum Class "A" is actually commenced after sunset.

ii. Bulk oil vessels shall be permitted to discharge petroleum by internal combustion engines placed in a position remote from cargo holds and pump rooms.

iii. In bulk oil vessels which conform to the requirements of Appendix "I" and whose cargo pump is driven by electric motor, the electric motor shall be of approved design and its connection shall be isolated from the cargo pump by a gas-tight bulk head of sufficient height to preclude the possibility of inflammable vapour entering the motor compartment. A gas-tight gland shall be fitted where the driving shaft passes through the bulk head.

4. Restriction on use of electric power: The use of electric power while loading or discharging Petroleum Class 'A' is not permitted unless the vessel's electrical installation complies with approved Society's requirements for electric fittings for vessels carrying oil having a flash point less than 650C.

5. By-Pass valve - Every vessel discharging Petroleum Class 'A' shall be fitted with a by-pass valve on the discharge side of the pump having a connections back to the vessel's tanks.

6. Use of fire or light - From the time when the holds or tanks of a bulk oil vessel are first opened for the purpose of loading or discharging Petroleum Class 'A' until such time as all petroleum Class 'A' shall have been loaded into or removed from such holds or tanks and the holds or tanks shall have been securely closed down, and in the case of landing, rendered free from inflammable vapour as required by these regulations, there shall be no fire

or artificial light on board such vessel or at or near the place where the Petroleum Class 'A' is being loaded or landed.

Provided also that this sub-regulation shall not prevent the use of lamps, heaters, cooker or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour.

7. Precautions while loading and discharging -

When a vessel has finished discharging or loading Petroleum other than Petroleum Class 'C', the pipeline shall be immediately emptied of Petroleum by pumping water through the line.

8. The Chief Inspector of Explosives may by written order grant exemption in any particular case from the provisions any relevant sub-regulations, if he is satisfied with any other means other than armoured hose system which will ensure a leak proof continuity mechanically and electrically.

9. Precaution of escape of petroleum - No Petroleum Class 'A' shall be discharged or allowed to escape into the waters of the Port.

10. Precautions against fire -

a. The owner, agent or master of a bulk oil vessel shall take all due precautions for the prevention of accident by fire in landing or loading Petroleum Class 'A'

b. Fires and lights (other than electric filament lamps or self-contained electric lamps, heaters, cookers or other similar type of safe apparatus, so designed, constructed and maintained as to be incapable of igniting inflammable vapour) shall not be used upon the quay upon which Petroleum Class 'A' is being landed or loaded or upon which Petroleum Class 'A' is lying.

11. Distance between Petroleum vessels: - Two or more Petroleum vessels shall not, except for purpose of transshipment, lie within 20 metres of one another unless in the opinion of the Inland Port in charge it is impracticable to maintain such distance.

12. **Other precautions** -

a. Every vessel having Petroleum other than fuel oil on board as cargo, whilst moored in the Port shall keep the end of a wire hawser having an eye, paid out to the water's edge at the bow and shore to enable a tug to take hold in case of emergency.

b. Every vessel having Petroleum other than fuel oil on board as cargo when discharging or loading or while hatches are open shall have her fire hoses connected and all fire extinguishing appliances ready for immediate use, and if the Petroleum being loaded or discharged or stowed in the holds is Petroleum Class 'A', all awnings shall be furled.

**(c) Packed Petroleum and its products -**

1. Landing of packed Petroleum - Packed petroleum and its products shall be landed at jetties provided for the purpose or in barges or lighters and only at such places as the Inland Port in charge may direct.

2. Notice before discharge of consignment - Agents of vessels having Packed Petroleum and its products for discharge at the Port shall advise in writing to Inland Port in charge, of the vessel's expected date of arrival about a week in advance. Similar notice should be given both by the shippers and the vessel's agents in the case of consignments for shipment.

3. Other restrictions on landing and shipment of packed Petroleum and its products - Not more than five thousand litres of Petroleum Class 'A' and thirty thousand litres of Petroleum Class 'B' and its products shall be landed or shipped at the wharf by any one particular vessel.

i. All packed Petroleum landed shall, as far as possible, be immediately removed by the importer as landed, outside the wharf premises and in order to enable this, the importer shall see that he is ready in all respect (with the necessary documents, conveyances) to effect delivery of the goods, before the landing is commenced, provided that the Inland Port in charge, may, at his discretion, allow the landing of packed Petroleum, even though the importer is not ready to clear the goods, when there is sufficient accommodation available in the Authority's Petroleum shed for the storage of the goods landed and in such cases the goods shall be transported and stored in the Petroleum shed as landed with all due precautions.

ii. No packed Petroleum shall be brought into the wharf premises for shipment unless the exporter shall have first produced a certificate from the vessel on which it is to be loaded, indicating readiness to receive the same; and all packed petroleum brought into the wharf premises shall forthwith be put on board the vessel on which it is to be loaded and in order to enable this, the exporter shall see that he is ready in all respects (with the necessary document etc.) to effect shipment as the goods are brought in,

4. Permission prior to landing or shipment of Petroleum and its products - No imported Petroleum or its products shall be landed except with the permission of the Inland Port in charge and the Collector or Customs. Similarly, no Petroleum or its products shall be shipped by vessels or loaded

into lighters for shipment without the prior permission of the Inland Port in charge.

5. Petroleum rules to be complied with: Petroleum and its products shall be contained in receptacles complying with the provisions of rule 27 or 28 of the Petroleum Rules, 1937 as the case may be.

6. Receptacles to be free from leakage etc. - No Petroleum or Petroleum product shipped in casks, drums or other receptacles shall be landed or shipped unless such receptacles are free from leakage and are of such strength and construction as not to be liable to be broken except in case of gross carelessness or extraordinary accident. The agents in the case of imports and the shippers in the case of exports should furnish a certificate to the effect that the receptacles comply with the above rules.

7. Time of loading and discharging - Vessels shall not normally load or discharge packed Petroleum and its products except between the hours of sunrise and sunset. In exceptional cases, discharging or loading may be permitted with the prior written permission of the Inland Port in charge as the case may be, under the conditions laid down in the said permission.

#### 8. **Precautions** -

a. Special arrangements to maintain a thoroughly efficient watch & ward shall be made by the vessel and all necessary precautions against fire or smoking shall be strictly observed whilst the vessel is at the berth. Similar arrangements shall be made at the shore as well. Every care shall be taken to safeguard the vessels at the adjoining berths. A distance of at least 15 meters should be maintained between the vessels handling petroleum and its products and the vessels at the adjoining berths unless in the opinion of the Inland Port in charge, it is impracticable to maintain such distance in which case the clearance may be reduced to not less than 7.5 meters.

b. A staff serving on board the vessel, who holds a certificate of competency not lower than that of an inland second class Master, should be on duty at the hatch from which any Petroleum and its products are being discharged or into which they are being shipped, until the discharge or shipment is completed. On shore, the operations should be conducted under the immediate supervision of an officer of the Authority not lower in rank than a Technical Assistant / Supervisor.

c. No fire, naked light of any description and no smoking shall be allowed within 15 meters of the vessel handling Petroleum or its products.

d. No inflammable cargo other than packed Petroleum or other Petroleum products shall be landed or shipped at the same time.

e. Buckets containing dry sand shall be placed at convenient points; the fire pumps with foam connection shall stand by the either side of the vessel handling Petroleum and its products.

#### **9. Leaky receptacles** -

The Shipping agents and the shippers shall see that the receptacles are carefully examined and no leaky receptacles are landed or shipped. In the case of imports, any leaky receptacle found shall be kept aside on board and shall not be landed along with the sound ones. After the sound receptacles are completely landed and are either removed to the Petroleum shed or cleared from the wharf premises, the contents of the leaky receptacles shall be transferred into sound containers in lighters on the offside of the vessel, under the supervision of the Preventive Officer on duty on board the discharging vessel. The Shipping Agent shall have to do this at his own risk and expense. These receptacles shall then, be landed and transported carefully to the Petroleum shed or cleared from the wharf premises as the case may be. In the case of cargo for shipment, it should be brought into wharf premises, only if the receptacles comply with relevant sub-regulations and are in sound condition. The contents of any leaky receptacle should be transferred into sound container outside the wharf premises to the satisfaction of the Inland Port in charge before it is taken into the wharf premises.

#### **10. Other requirements** -

i. During the loading or discharge of packed Petroleum and its products in any hatch, no other cargo shall be handled at the hatch.

ii. Not more than twelve thousands liters of packed Petroleum may be shipped into or landed from a sailing vessel transshipped from another vessel.

iii. General cargo and Petroleum Class 'A' may be loaded into or discharged from, a vessel simultaneously, provided that they are contained in separate holds; but when Petroleum Class 'A' is being loaded into or discharged from a vessel no other cargo should be loaded into or discharged from such vessel.

iv. The Port's foam generator shall always be in position at the point of landing of any Petroleum Class 'A' before the landing commences and while it is in progress.

v. While handling of Petroleum Class 'A' is in progress no cooking fires, smoking or lights of any description other than electric lights complying

with Rule 105 of the Petroleum Rules 1937 shall be allowed anywhere on board the vessel.

vi. Master etc. of Petroleum vessel responsible for damage:-The master, owner and agent of a petroleum vessel shall be liable for any damage whatsoever caused to cargo or property of the Authority.

vii. Heavy Petroleum:-Notwithstanding anything contained in the preceding Regulations if the master or agent of a vessel produces a certificate that any Petroleum on board is heavy Petroleum, it may be discharged in the same manner as ordinary cargo, provided that the sampling officer may at any time require a sample of any of the Petroleum to be delivered to him with a view to having it tested.

11. Bunkering of vessels with liquid fuel : Bunkering of vessels with liquid fuel at the quays by means of the service pipe lines or at any of the berths in the Port by tank barges, may be permitted, provided that the following conditions are fulfilled: -

i. During all such time as any vessel is receiving liquid fuel into her bunkers, the master of such vessel shall be present on board and it shall be incumbent upon him to see that these regulations are complied with and that all precautions for safety are observed.

ii. A vessel's staff shall be on watch and an attendant of the oil company supplying the liquid fuel for bunkers shall be stationed alongside the flexible connecting pipe while bunkering is in progress.

iii. Suppliers of liquid fuel shall be responsible for seeing that all flexible pipes used for bunkering vessels are tested to a pressure of 7kgs/cm<sup>2</sup> before operations commence and that all joints are oil-tight.

iv. Suppliers of liquid fuel for bunkers shall be liable for any damage whatsoever caused to cargo or property belonging to the Authority, by any leakage of fuel oil or other causes.

v. The masters and owners or the agents of the vessels receiving such fuel shall also be liable for any such damage if caused by negligence or defect or failure of apparatus or appliances belonging to the vessel.

vi. No cargo other than goods, unaffected by oil, shall be allowed on the wharf within 15 meters of the oil stand pipes and shed doors immediately behind them shall be kept closed while bunkering is in progress.

vii. Before bunkering commences through the service pipe lines on the quays, the attendant shall see that the telephone connection to the oil company's depot is in working order.



- viii. An attendant shall be on duty at the pump throughout the time of bunkering.
- ix. At least two hours' notice in writing shall be given to the Inland Port in charge before bunkering is commenced.
- x. No bunkering shall commence unless the Port Fire Officer is satisfied that all necessary precautions have been taken.
- xi. No smoking, cooking, naked lights etc. shall be allowed on the vessel's decks while bunkering is in progress.
- xii. A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil from dropping on the wharf or into the water.

## **PART VI**

### **Handling freight containers carrying Dangerous / Hazardous cargo.**

#### **1. Short title and Commencement**

- i. These Regulations may be called the IWAI (Handling freight containers carrying Dangerous/Hazardous Cargo) Regulations, 2012.
- ii. They shall come into force from the date of their publication in the official Gazette.

#### **2. Definitions**

- i. For the purpose of these Regulations unless the context otherwise requires 'Port' means the inland Ports of IWAI.
- ii. 'Freight Container' for dangerous cargo hereinafter called 'Container' means an article of transport equipment specially designed and constructed for the purpose of transport of dangerous goods by one or more modes of transport.

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

- iii. 'Closed Container' means a container which can be laden only through one or more doors in the side or end walls.
- iv. 'Open Top Container' means a container with the bottom side and on walls, tub having no roof.

- v. 'Tank Container' means container especially built for transport and distributing liquids and gases in bulk in accordance with such conditions as may be required.
- vi. 'Platform Container' means a type of loadable platform having the same overall external length and width as the base of series containers and equipped with top and bottom corner fittings located as on these containers, so that some of the same securing and lifting devices may be used.
- vii. 'Container Space' means a space occupied by one container equivalent to one TEU. One TEU measure 20' x 8' x 8' (6.1 m x 2.4 m x 2.4 m.).
- viii. 'Container Parking Yard' means the yard in which the containers are stacked.
- ix. 'Container Handling Equipment' means the equipment used for safe handling of containers such as transfer cranes. Top Lift Trucks, Fork Lift Trucks or any other equipment fitted with special device for lifting containers.
- x. 'Container vessel' means a vessel in which the containers are loaded either below the deck or above deck and shall also include container oriented vessels handling cargo in break bulk form.
- xi. 'Loading & Unloading' refer to the placing of a container aboard a vessel and to its removal there from.
- xii. 'Packages' refer to receptacles for dangerous goods and receptacles containing dangerous/hazardous cargo.
- xiii. 'Packing and unpacking' refer to the placing of packages containing dangerous/hazardous cargo into a container and their removal there from.
- xiv. 'Stuffing and de-stuffing' means filling up the container with cargo and removal of cargo from the container.
- xv. 'Transport Tractor-Trailer' means a combination of transport tractor with trailer coupled together permanently or temporarily designed primarily for the transportation of goods by road.

### 3. Dangerous/ Hazardous Cargo

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

### 4. General Acceptability of vessels Carrying Dangerous/Hazardous Containers into the Port

i. All dangerous Hazardous cargo entering the Port area must be classified, packaged, labeled and/or marked in accordance with the IMO Code and be declared by the Owner/Shipper accordingly. The Container shall also be marked as such and shall be accompanied by a packing certificate issued by the Operating Company indicating the contents. Necessary format for this purpose shall be prescribed by the Authority.

ii. Stowage: no inland vessel carrying containers containing dangerous/hazardous cargo on board shall enter the inland port unless the containers are stowed and so documented according to Section 12 of IMO code as applicable.

#### 5. Restriction on Entry of inland vessels carrying certain classes and Quantities of Dangerous/Hazardous cargo

Inland vessels carrying explosive shall be allowed only at such of the anchorages or areas notified by the concerned Inland Port except in such quantities as may be permitted to be handled inside the port area by the Regulations applicable.

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

(iii) Classified Dangerous goods in tank containers shall be limited aboard any inland vessel to such quantity as may be notified by the Authority, in no case exceeding 50 tonnes net contents being the total of all cases.

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

(iv) The Inland Port in charge responsible for the safety of the Port or his authorized representative specially nominated by him for the regulation of the dangerous hazardous cargo in the Port shall be the sole authority to give permission for landing and loading dangerous/hazardous cargo in containers.

#### 6. **Advance Notification**

(i) Vessels: The master of the vessel, Owner or Agent must inform the Authority at least 48 hours prior to the arrival of the vessel carrying dangerous/hazardous goods in containers aboard the vessel and those to be discharged at the Port.

The intention to land or load dangerous/hazardous cargo shall be given by the vessel's Agents or Consignors/Consignees in an application made in triplicate to the Inland Port in charge for permission at least 48 hours in advance. The application shall include a complete list of all substances with their chemical names and IMO code numbers.

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

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

In addition to these documents, a copy of the vessel's cargo manifest shall also be forwarded to the Inland Port in charge to enable him to gather information regarding transit cargo of dangerous/hazardous goods containers carried by each vessel.

(ii) Export: the intention to export dangerous/hazardous cargoes through containers shall be advised to the Authority prior to their delivery to the berth at least 48 hours in advance and permission obtained from the Inland Port in charge before the dangerous/hazardous cargo to be stuffed in containers are moved into the Port.

(iii) Transit: Same prohibition and restrictions as applicable in respect of dangerous/hazardous cargo for loading or unloading within the inland Ports shall be applicable for cargo in transit.

## 7. **Berthing**

Any inland container vessel carrying containers containing dangerous/hazardous cargo on board shall be berthed only when permission to berth is granted by the Inland Port in charge at the designated berth.

## 8. **Stacking the containers**

The Inland Port in charge shall stack the dangerous/hazardous cargo containers in either of the following:

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

OR

(b) Stacking the containers in the parking Yard itself by providing segregation as per IMDG Code.

The Inland Port in charge shall devise a suitable segregation plan with regard to the Classification of the cargo and type of handling in the inland port.

### **9. Stuffing & De-stuffing of Containers**

(i) The Authority shall designate container depot/container Freight Station suitable to handle dangerous/hazardous cargo. The stacking of containers shall be in accordance with Regulation 8 above. The stuffing or de-stuffing operation shall commence only after obtaining clearance from the Inland Port in charge. The stuffing and de-stuffing operation shall follow strictly the IMO Guidelines for the packing of dangerous/hazardous cargo in a Freight Container and shall comply with Sections 12 & 13 of IMDG Code.

In case stuffing or de-stuffing is done in an area in the vicinity of stack yard, a minimum distance of 30 meters all around shall be observed.

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

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

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

(d) Smoking shall be prohibited while work is going on.

(e) Suitable fire precaution measure shall be taken.

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

(g) If cargoes are palletized or otherwise unitized, they shall be compact and secured in a manner unlikely to damage the individual packages comprising the unit load. The materials used to bind the unit load together shall be compatible with the substances unitized and retain their efficiency when exposed to moisture, extremes of temperature and sunlight.

(h) In case where electric power supplied is used for any equipment or machinery in the area where containers are stacked or stuffing and de-stuffing is carried out, the electric supply system in the machinery shall be of a type which will not cause any hazard.

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

(iii) **Stuffing and Securing:**

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

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

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

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

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

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

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

(f) Special packing instructions detailed on individual packages or otherwise available must be strictly observed (e.g.) goods marked "Protect from Frost" shall be stowed away from the walls of the container.

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

#### 10. **Marking and Labelling:**

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

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

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

(iv) Additional labels as may be required by rail and road transport authorities shall be provided.

#### 11. **Stuffing Certificate:**

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

(i) That the container was clean, dry and apparently fit to receive the goods.

(ii) No incompatible goods have been stuffed in the container.

- (iii) All packages have been externally inspected for damage and only dry, sound packages packed.
- (iv) All packages have been properly stuffed in the container and secured and suitable securing materials used.
- (v) The container and packages are properly marked and labeled.
- (vi) The dangerous cargoes in the container are those for which acceptance has been specifically obtained with the shipment in question.
- (vii) The consignor of the dangerous cargoes has in each case issued a dangerous cargo declaration as to nature of the hazard and that the cargoes are suitably packaged for transport by IWT.
- (viii) The container Stuffing Certificate shall be forwarded with the container to be available at the time of loading on board vessel.
- (ix) The permission of the Inland Port in charge has been obtained for stuffing the cargo.

12. General Advice on receipt of containers containing Dangerous/Hazardous Cargoes for stuffing / de-stuffing:

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

- i). Any container which carried dangerous cargo particularly, toxic products, shall be ventilated before de-stuffing commences, that is, the doors shall be kept open for an adequate period.
- ii). After container containing dangerous goods has been de-stuffed particular care must be taken to ensure that no hazard remains. This may entail special cleaning, particularly if toxic spillage has occurred or is suspected. When satisfied that a container offers no hazards, the dangerous goods labels shall be removed.



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

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

### 13. De-stuffing Dangerous/Hazardous Cargoes:

(1) Notification of import of dangerous cargo must be given to the concerned Inland Port by the operator prior to the arrival of the container within the Port.

(2) The import cargo document must be endorsed with a 'Dangerous Goods' stamp by the Operator or the person responsible for preparing the documents before the container is discharged.

(3) As cargo is de-stuffed and checked, it must be separated according to its class and placed in the correct storage area. Any discrepancy in respect of marks, labels or type of packaging must be reported to the supervisor and the operating company shall be advised at the earliest opportunity.

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

(5) Removal of import dangerous cargo must be effected immediately.

(6) All dangerous cargo labels shall be removed as soon as the container can be declared non-hazardous.

14. Total quantity dangerous cargo in a designated area shall not exceed three container loads.

### 15. **Fire Fighting**

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

a) The provision of all firefighting equipment as required by national or local regulations in properly maintained and fully operational condition.

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

- c) Good liaison between the container base and the local fire brigade. The means to call the fire service shall be readily available at all times.
- d) Good housekeeping and cleanliness.
- e) Proper care shall be taken to minimize sources of ignition such as smoking, unprotected or ill maintained electrical installations or repair equipment.
- f) Clear access to fire appliances within the premises shall be maintained and a route kept clear all times to allow rapid access for emergency vehicles from outside.

(ii) **Special Equipment**

- a) Adequate and proper breathing apparatus shall be provided and maintained in its use so as to render immediate assistance should personnel be affected by noxious fumes.
- b) Protective clothing, comprising rubber boots and gloves and apron together with oilskins shall be available for use in dealing with spilt material.
- c) Receptacles of inert material shall be available for use in minimizing the spread of spilt liquid.
- d) Nothing in this section shall prevent calling upon the proper emergency services as soon as trouble arises.

(iii) Lighting:

- a) Wherever and whenever dangerous goods are handled or other goods handled adjacent to dangerous goods, adequate and flame proof lighting shall be provided.
- b) It shall be remembered that labels may appear to change colour in artificial light.

16. Penalty:

Any person who contravenes any of the aforesaid provisions or orders made there under shall be punishable with fine which may extend to Rs. 1, 00,000/- (Rs. One lakh only) and where the contravention or failure is a continuing one with fine which may extend to Rs. 10,000/- (Rs. Ten thousand only) per day of such continued offence. The quantum of fine in each case shall be determined by the Chairman.

END of the text

