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**KANDLA PORT TRUST (HANDLING OF FREIGHT CONTAINERS  
CONTAINING DANGEROUS/HAZARDOUS CARGO)  
REGULATIONS, 1988**

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Notfn. No. MR/FB/1705. published in Gujarat Gazette Pt. IV- C. dt. 25-5 1989. P.No. 1212.-In exercise of the powers conferred by Section 123 of the Major Port Trusts Act, 1963, the Board of Trustees of the Port of Kandla hereby make the following regulations.

**1. Short title and commencement. :-**

1.1.1. These regulations may be called "Kandla Port Trust (Handling of freight containers containing dangerous/hazardous cargo) Regulations. 1988.

1.1.2. These regulations shall apply to the Port of Kandla.

1.1 .3. They shall come into force on the date of publication in the Official Gazette of the Central Government's approval to these

regulations.

1.2. Definitions. For the purpose of these regulations-

1.2.1 Major Ports' means the ports notified as Major Ports by the Ministry of Surface Transport, Government of India.

1.2.2. '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 hazardous cargo shall be of adequate strength of resist the possible stress imposed by the conditions of the services in which they are employed and they shall be properly and regularly maintained.

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

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

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

1.2.6. '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.

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

1.2.8. 'Container Parking Yard' means the yard in which the containers are stocked

1 2.9. 'Container Handling Equipments means the equipments used for safe handling of containers such as Transfer Cranes. Top lift Trucks. Fork Lift Trucks or any other equipments fitted with special device for lifting containers.

1.2.10. 'Container Ship' means a ship in which the containers are

loaded either below the deck or above deck and shall also include container oriented ships handling cargo in break bulk form.

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

1.2.12. 'I.M.O. (IMCO)' means International Maritime Organisation.

1.2.13. 'I.M.O. Code' means the Code of Practice published by the International Maritime Organisation on the International Maritime Dangerous Goods.

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

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

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

1.2.17 'Stuffing and De-stuffing' means filling up the containers with cargo and removal of cargo from the container.

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

### 1.3. Dangerous/Hazardous Cargo :

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

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

Class 1 Explosives. Class 2 Gases: compressed, liquified or dissolved under pressure. Class 3 Inflammable liquids. Class 4.1 Inflammable solids. Class 4.2 Substances liable to spontaneous combustion. Class 4.3 Substances which in contact with water emit inflammable gases. Class 5.1 Oxidising Substances. Class 5.2 Organic Peroxides. Class 6.1 Poisonous (Toxic) Substances. Class

6.2 Infectious substances. Class 7 Radio-active substances. Class 8 Corrosives. Class 9 Miscellaneous dangerous substances i.e. any other substances which experience has shown or may show to be of such dangerous character as to be treated as dangerous goods.

## **2. General acceptability of Ships carrying dangerous/hazardous containers into the port : :-**

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

2.2. Stowage : No ship carrying containers carrying dangerous/hazardous cargo on board shall enter the port unless the containers are stowed and so documented according to Section 12 of IMO Code as applicable.

## **3. Restriction on entry of ships carrying certain classes and quantities of dangerous/hazardous cargo : :-**

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

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

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

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

In all such cases, handling of tank containers shall be limited to day

light hours and subject to the consignees taking delivery from the port premises and they shall not be deposited for any length of time within the port premises.

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

#### **4. Advance Notification : :-**

4.1. Ships: The Master or the Ship Owner or Agent must inform the Port Authority at least 48 hours prior to arrival of the ship of the dangerous/hazardous goods in containers aboard the ship and those to be discharged at the Port. The intention to land or load dangerous/hazardous cargo shall be given by the Steamer Agents or Consignors/Consignees in an application made in triplicate to the Deputy Port Conservator for seeking permission at least 48 hours in advance. The application shall include a complete list of all substances with their true chemical name and IMO Code Number. One copy of each such application and its enclosure shall be given to the Deputy Port Conservator, Container Terminal Manager and "Traffic Manager. The list shall furnish complete details including their full/technical names, quantities, mode of packaging, IMCO Classification. if known and other relevant data. The items included in this list shall be serially numbered for reference and follow up correspondence. Application for issue of permits for inflammable liquids including petroleum as defined in the Petroleum Act shall contain the following information. Flash Points of such liquids and whether such liquids are miscible with water or not. In addition to these documents a copy of the ship's cargo manifest shall also be forwarded to the Deputy Port Conservator and Container terminal Manager to enable them to gather information regarding transit cargo of dangerous/hazardous goods containers carried by each ship.

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

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

**5. Berthing :-**

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

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

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

OR (b) Stack the containers in the Parking Yard itself by providing proper segregation as per IMDG Code. (This segregation table is given in the Appendix "A" (P-30 to 33) suggested method of.....segregation as per IMDG or IMCO Segregation Code in a Container Parking Yard with tyre mounted Transfer Cranes is shown in the Appendix-'B'. (P-34).

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

**7. Stuffing and De-stuffing of Containers :-**

7.1. The Port Authority shall designate container deposit/Container Freight Station suitable to handle dangerous/hazardous cargo. The stacking of containers shall be in accordance with Para 6 above. The stuffing or de-stuffing operation shall commence only after obtaining clearance from the Deputy Port Conservator. 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 Classes 12 and 13 of IMDG Code (Appendix 'C'-P-35 to 44). In case stuffing or de-stuffing is done in an area in the vicinity of stack yard, a minimum distance of 30 metres around shall be observed.

7.2. Before Stuffing :

7.2.1. Containers into which dangerous cargo are to be stuffed shall

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

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

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

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

7.2.5. Suitable fire precaution measure shall be taken.

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

7.2.7. If 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 band the unit load together shall be compatible with the substances unitized and retain their efficiency when exposed to moisture, extremes of temperature and sunlight.

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

7.2.9.A container intended to carry dangerous cargo under temperature control shall be inspected and operated to ensure that

the machinery is in proper working order before the shipment is made. A record of the inspection shall be maintained.

7.3. Stuffing and Securing ; Special care shall be taken during handling to ensure that the packages or receptacles are not damaged.

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

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

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

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

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

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

7.3.6. Special packing instructions detailed on individual packages or otherwise available must be strictly observed (e.g.) Goods marked "protect from frost" shall be stowed away from the walls of the container. Goods marked "this way up" shall be packed accordingly When dangerous goods consignment forms only part of the load of a container, it shall preferably be stuffed so as to be accessible from the doors of the container.

## **8. Marking and Labeling : :-**



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

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

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

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

#### **9. Stuffing Certificate :-**

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

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

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

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

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

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

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

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

9.8. The Container Stuffing Certificate shall be forwarded with the

container to be available at the time of loading on board ship.

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

**10. General Advice on receipt of containers containing Dangerous/Hazardous cargoes for stuffing/ 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 exist the possibility that leakage has caused an unsafe concentration of toxic, inflammable or explosive vapour, or to have produced an oxygen enriched (or depleted) atmosphere. If there is evidence that damage has occurred and such a condition exists, expert advice must be sought before commencing to de-stuff the containers.

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

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

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

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

**11. De-stuffing of Dangerous/Hazardous cargoes : :-**

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

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

11.3. Dangerous cargo containers 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. If there is evidence that such damage has occurred, expert advice must be sought before commencing de-stuffing of the container.

11.4. 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 packing must be reported to the Supervisor and the Operating Company shall be advised at the earliest opportunity.

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

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

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

## **12. 12 :-**

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

## **13. Fire Fighting :-**

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

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

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

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

at all times.

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

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

13.1 6. Proper care of machinery and with its operations, particularly where re-fuelling is concerned.

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

13.2. Special Equipment :

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

13.2.2. Protective clothing, comprising rubber boots and gloves and apron together with oilskins shall be available for use in dealing with split material.

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

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

13.3. Lighting :

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

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

Secretary Kandla Port Trust