

Website <http://peso.gov.in>

Email explosives@explosives.gov.in

दूरभाष/ Telephone : 0712-2510248

फैक्स/ FAX : 2510577

कार्यालयीन उद्देश्य के सभी पत्रादि "मुख्य विस्फोटक नियंत्रक" के पदनाम से भेजे जाए उनके व्यक्तिगत नाम से नहीं.

All communications intended for this Office should be addressed to the 'Chief Controller of Explosives' and NOT to him by name.



भारत सरकार

GOVERNMENT OF INDIA

पेट्रोलियम तथा विस्फोटक सुरक्षा संगठन

Petroleum and Explosives Safety Organisation

(पूर्व नाम - विस्फोटक विभाग)

(Formerly- Department of Explosives)

“ए-ब्लॉक , पाँचवा तल, केन्द्रीय कार्यालय परिसर.

“A” Block, 5th Floor, CGO Complex,

सेमिनरी हिल्स, नागपुर - 440 006 (महा)

Seminary Hills, Nagpur- 440006

19 JUN 2014

संख्या /No. G.22(47)Cochin Port/I

दिनांक /Nagpur, dated 10/06/2014

To

✓ **Capt. Paul N. Joseph,**
Dy. Conservator,
Cochin Port Trust,
Cochin – 682 009 (Kerala).

Sub: Standard Operating Procedure (SOP) for handling IMO Cargo at Q-7 Berth of Cochin Port Trust - Reg.

Dear Sir,

Please refer to your letter No. DC/IMO Class -1 Cargo/2014 dated 25/04/2014 forwarding the draft Standard Operating Procedure (SOP) mentioned in the subject and your email dated 09/06/2014 forwarding revised SOP as advised.

The revised SOP for handling of IMO Class -1 cargo at Q7 Berth of Cochin Port Trust received vide your email dated 09/06/2014 is approved. A vetted copy of the SOP is forwarded herewith for your records.

Yours faithfully,

(T.R. Thomas)

Chief Controller of Explosives

Encl: As above.



COCHIN PORT TRUST

WILLINGDON ISLAND

COCHIN - 682 009

MARINE DEPARTMENT

Standard Operating Procedures (SOP) for

handling IMO cargo at Q- 7 of

Cochin Port Trust.



COCHIN PORT TRUST

Standard Operating Procedures (SOP) for handling IMO cargo at Q- 7 of Cochin Port Trust.

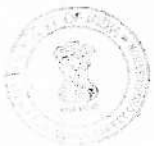
These procedures are based on IMO recommendations on the safe transport of dangerous cargoes and related activity in Port Areas IMDG, 2012 Edition.

1. ARRANGEMENTS FOR HANDLING EXPLOSIVES

- 1.1 The cargo owner shall notify the Dy. Conservator/ Harbour Master, of intention to convey load or unload of explosives and such notifications shall be given on a normal working day at least 48 hours before the proposed operations and at least before (12 noon) if the day on which the notice is required is a Friday or a day before a public holiday.
- 1.2 The cargo owner shall provide the Dangerous Goods Regulatory Authority with any quality certificate required by the Authorities.
- 1.3 A copy of these procedures and Appendices shall be handed over to the Chief Officer/Captain of the vessel before handling of explosives commences.
- 1.4 The cargo owners shall also provide regulations to be observed by all drivers in handling explosives in the Port Area.
- 1.5 The vessel should not be worked if the Port is closed to outward traffic by adverse weather and during lightning/thunder storms/heavy rains.

2. CONDITIONS RELATING TO EXPLOSIVES ON THE VESSELS.

- 2.1 The total quantity of explosives carried on a vessel or handled at the berth shall not exceed the quantity permitted by the Chief Controller of Explosives, Nagpur from time to time. At present it is 1500 MT.
- 2.2 The packaging of explosives shall conform with the requirements of current edition of UN Guidelines and IMDG Guidelines. In India IIP are the authorized bodies to approve the packaging in line with UN guideline.



- 2.3 The explosives shall be stowed in the vessel as per stowing category for hazardous/dangerous cargo and approved by the Principal Officer of Mercantile Marine Department (MMD) and in strict conformity to the stowage provision of the IMDG Code. The cargo owner shall assist in any further inspection as required by the Port Authority.
- 2.4 Immediately on berthing a vessel carrying explosives or on which explosive is to be loaded, as been berthed, steel wire hawsers sufficiently strong to have the vessel towed away from the berth shall be placed over the fore and aft ends of the vessel. The hawsers shall so remain while the vessel is alongside the berth and shall be tended and adjusted to meet the changes in the draft of the vessel.
- 2.5 Vessels main engines and auxiliary gear shall be available for immediate movement of vessel in case of any eventuality.
- 2.6 The vessel shall be positioned to allow quickest access to sea in case of any emergency. The vessel's fire fighting facilities shall be kept in readiness throughout the handling operations with hoses run out.
- 2.7 No bunkering shall be permitted during the handling of explosives or while hatches of cargo spaces containing explosives are open. Due precautions to be adhered to during bunkering operations at other times in accordance with procedures laid out in Annexe 5 of the IMO recommendation on the Safe Transport of Dangerous Cargo.
- 2.8 The vessel shall exhibit visual signs by day and night to indicate Dangerous Goods being handled on board.
(a) by day, **FLAG B** of the International Code of signals.
(b) by night, an all round fixed **RED LIGHT**
- 2.9 The Port shall consider having a pilot and/or tug on standby for assistance in case of an emergency.
- 2.10 Notice shall be displayed prominently in the area of Explosives handling operation bearing the words "DANGER – NO SMOKING – NO NAKED LIGHTS". Designated smoking areas should be assigned with appropriate signage.



3. CONDITIONS RELATING TO EXPLOSIVES ON THE Q-7 BERTH OF ERNAKULAM WHARF

- 3.1 Before the commencement of any operation the master, owner or agent of the vessel shall furnish to the Dy. Conservator/Harbour Master/Principal Officer Mercantile Marine Department (MMD) in writing the name of the person (Nodal officer) who shall be in charge of handling of explosives.
- 3.2 The cargo owner shall inform to the Cochin Port, in advance before commencing handling operations at the Q-7 berth.
- 3.3 The explosives shall be loaded or discharged as soon as practicable after arrival at the berth and vessel shall sail out immediately after loading of explosives is completed.
- 3.4 Work on other holds of the vessel shall not be permitted while the holds containing explosives are open.
- 3.5 Vehicle movements on the berth shall be arranged as a one way traffic flow.
- 3.6 The berth shall be thoroughly cleaned free of all combustible dust and debris prior to handling explosives.
- 3.7 No other dangerous goods or oil or combustible substances shall be permitted in the designated berth or handling area while explosives are being handled.
- 3.8 Explosives contained in bags or case shall not be handled on wet surfaces or during rain in any circumstances where the bags or case are liable to be wetted.
- 3.9 No hand hooks shall be used for handling explosives in bags or cases.
- 3.10 Any broken package received at the berth, deemed unfit for shipment shall be replaced in good condition packaging for return to the plant.
- 3.11 For import shipments, after the explosives has been removed from the vessel and the hold or holds in which the explosives had been carried have been thoroughly cleaned free from any spillage, a report in writing shall then be made by the Master, owner or agent of vessel to the Dy. Conservator/ Harbour Master, that the holds are clean.



- 3.12 The cargo owner/consignor (Export) shall provide a two – way radio facility or portable telephone on the berth for direct contact with the receiving/dispatching warehouse.
- 3.13 The cargo owner shall notify the Fire Brigade in advance on the commencement of each explosives handling operation.
- 3.14 The cargo owner shall erect on the berth a notice – board indicating the procedure to be adopted in the event of a fire. These procedures are to be made known to all persons working on the berth.
- 3.15 The berth shall be declared to be a **"RESTRICTED AREA"** for the duration of the explosives handling and all vehicles not directly involved shall not be permitted.
- 3.16 Vehicles carrying explosives shall be of diesel powered and the number in the berth handling area shall be restricted to not more than one vehicle alongside of the vessel loading explosives.
- 3.17 No repair works (including hot works) on the berth shall be carried out while the holds containing explosives are open, or while explosives are being handled.
- 3.18 The bunkering and storing of the vessel shall be completed before loading of the explosives commences.
- 3.19 Engine repairs and maintenance work shall not be carried out on board of the vessel from the commencement of loading operation of Explosives till the departure of the vessel from the berth.
- 3.20 For export shipments the total quantity of explosives delivered to the berth shall be identical to that documented on the Mate's Receipt and Bill of Lading. Any discrepancy however caused shall be documented and that documented discrepancy shall be recorded as a transfer to the place of origin of the cargo or other appropriate secured location.
- 3.21 For import any discrepancy between Bill of Lading quantity and quantity recorded as dispatched from the berth is formally documented as a stock transfer and its repacking or other placement is recorded to the satisfaction of the Regulatory Authority.
- 3.22 The berths adjacent to Q-7 berth (Q6 & Q8) of Ernakulam Wharf shall be kept vacant while loading/unloading operations are being undertaken in Q-7 berth.



3.23 IMO Class – 1 cargo shall be brought to the wharf only in the palletized form in licensed explosives vans or otherwise permitted under Explosives Rules, 2008; as in the case of safety fuse and fireworks and directly loaded into the hatch of the ship as last cargo.

4. EMERGENCY PROCEDURES

4.1 Prior to handling explosives detailed instructions shall be prepared jointly by the cargo owner shall be submitted to the Port Authorities, Explosive Authority in the state, the Chief Fire Officer, Cochin Port Trust and any other authority concerned with the safety of the operations setting out :

(a) All precautions necessary to prevent fire or explosion.

(b) All procedures to be followed in the event of the outbreak of fire or other emergency.

4.2 These procedures for tackling the fire must be handed over to the Master of the vessel and to the Traffic Manager and the CFO, prior to the commencement of operations, which shall ensure that they are closely followed within their respective areas of responsibility. Formation of a local emergency response team is to be considered.

4.3 Emergency and fire crews properly trained and equipped shall be immediately available whilst explosives are loaded on to the ship or handled in the port area.

4.4 Notice are prominently displayed on the ship and berth stating:

in the event of fire

- Avoid breathing fumes.
- Use plenty of water to fight the fire.
- Do not use chemical or foam fire extinguishers.
- Do not batten down hatches.

4.5 At least two sets of hoses fitted with spray/jet nozzle are to be connected to the Fire Tender outlet and be ready to be run out.

4.6 Hoses are to be run out and connected on board the vessel to the satisfaction of the Dy. Conservator/Harbour Master.

4.7 The cargo owners is to provide at least one person trained in fire fighting & prevention on the wharf to raise the alarm and the company's fire alarm phone system supplied on the wharf and to



initiate fire fighting operations. A ship's officer is to be on duty on the vessel during the time the hatch is opened to initiate the Fire Fighting and the vessel if required.

- 4.8 During fire fighting operations the Chief Fire Officer shall consult with the Dy. Conservator/ Harbour Master, should it be necessary to order the vessel to be flooded or moved or to have vessels moved from nearby berths.
- 4.9 Police are to be informed immediately when a fire is detected as they would then block roads as required and initiate evacuation of persons to a safe distance as requested by Chief Fire Officer at the site.
- 4.10 The Dy. Conservator/Harbour Master shall arrange to have tugs, pilots, boatmen etc. available so that vessels can be moved at short notice if required.
- 4.11 An incident reporting system to be set up to ensure near misses and learnings are shared.

Note: When using large quantities of water to combat a fire on a ship the stability of the ship is affected and consideration shall be given to ensuring the ship does not become unstable and capsize.

5. ADDITIONAL REQUIREMENTS FOR THE IMPORTS/EXPORTS OF BREAK- BULK EXPLOSIVES

(A) For Import

- 5.1 The term "Break – Bulk" refers to a cargo which is packed in fibreboard or wooden cases or poly woven plastic bags
- 5.2 The packaging used for break- bulk must:
- be fully approved for Dangerous Goods handling according to the criteria set out in the UN "Orange Book" and "IMDG".
 - be prominently marked with the full UN approved number.
 - be identified with Dangerous Goods emergency information EMERGENCY INFORMATION PANEL which conforms in all respects to the Indian Explosives Rules Code and International Dangerous Goods Code.
- 5.3 All packages shall be lifted in a manner approved by the manufacturer.
- 5.4 When loading and unloading break bulk cargo the working system may be set up to lift direct from delivery truck to ships hold or vice



versa. Use of the wharf as a "staging area" shall be permitted by the port on a case – by-case basis.

5.5 Where the packages are damaged during the unloading activity to such an extent that they are unsuitable for onwards transport these packages shall be either:

- Repacked under supervision of NAD Officials and transported under their supervision.

5.6 All replacement of damaged packages and return of partially filled shall be correctly documented as per Regulatory Authority requirements.

5.7 Dunnage if used shall be disposed of in a manner approved by local authority.

5.8 The berths adjacent to Q7 berth (Q6 & Q8) shall be kept vacant.

(B) For Export

5.9 The term "Break – Bulk" refers to a cargo which is packed in fiber board or wooden cases or poly woven plastic bags. The palletized explosives cargo shall be brought to the wharf in licensed explosive vans and directly loaded in to the hatch of the ship as last cargo. The berths adjacent to Q7 berth (Q6 & Q8) shall be kept vacant while loading/unloading operation is under taken in Q7 berth.

5.10 The packaging used for break- bulk must have certificate from Indian Institute of packaging (IIP) and

- be fully approved for Dangerous goods handling according to the criteria set out in the UN and "IMDG".
- be prominently marked with the full UN approved numbers.
- be identified with Dangerous Goods emergency information EMERGENCY INFORMATION PANEL which conforms in all respects to the Indian Explosives rules code and international dangerous goods code.

5.11 Before loading the hold(s) used for break bulk explosives shall be swept clean.

5.12 All sharp edges and projection shall be suitably covered before loading commences.

5.13 All packages shall be lifted in a manner approved by the manufacturer. Approval of the loading plan from MMD has to be obtained prior to commencement of cargo operations.



- 5.14 When loading/unloading break- bulk- cargo the working system shall be setup to lift direct from delivery truck to ship hold or vice versa. Use of the wharf as a "staging area" shall be permitted by the port on a case by case basis.
- 5.15 Torn or leaking or damaged packaging shall be returned to the supplier for repacking. Torn/leaking/damaged packaging found during unloading operation shall be repacked into sound approved packs before lifting is attempted or shall be handled smoothly as original case packing.
- 5.16 Any explosives in torn/leaking/damaged packaging which has not been loaded on the ship for that, reason shall be accounted for and placed in a designated place of the cargo handling area and shall be loaded back on to the explosive van itself for transport to the Factory.

6. REQUIREMENT FOR EXPORT EXPLOSIVES IN FREIGHT CONTAINERS

Handling of IMO Class-1 Commercial Explosive Cargos dispatched from Plants/Magazine till loading of the cargo on the vessel/ship at the Berth.

This SOP provides the guidance on the safe storage, transportation and handling of explosives and accessories. Specification of storage of explosives accessories and safety distance shall be as provided in "The Explosives Rules 2008"

- 6.1 Explosives and accessories shall be loaded and transported only through the IMO approved Vessels. The loading plan for such container shall be approved by the MMD before commencement of cargo operations.
- 6.2 Any container used for International transport must have a valid safety approval plate or "CSC PLATE". 'CSC' is the abbreviation for Container Safety Convention.
- 6.3 As per IMO, 'Explosives Containers' shall be transported only in 20 feet containers and the container shall be inner lined with '**plywood sheets**' with the support of reapers and the plywood sheets are firmly fixed with the Non Ferrous/Non Sparking metals Nailing/Screws.



- 6.3A The containers shall be brought to port area on a fixed chassis truck duly permitted/licenced by the Controller of Explosives.
- 6.4 The explosives packages conforming to the requirements of schedule II of Explosive Rules 2008 and IMDG Regulations shall be loaded in the CSC Containers and certified by CSC Inspectors.
- 6.5 The container shall be brought to the Q-7 berth of Ernakulam Wharf in permitted licensed vehicle with fool proof safety locks on all corners of the fixed chassis and shall be directly loaded on the ship as last cargo using spreaders arranged by the shipper.
- 6.6 In any condition the containers carrying explosives shall not be permitted to store in the port premises.
- 6.7 The berths adjacent to Q-7 (Q6 & Q8) shall be kept vacant till loading of the containers on the ship.
- 6.8 All proposals to transport or handle explosives in Freight containers shall be submitted together with complete details of the containment and packaging arrangements for approval to MMD.
- 6.9 Where explosive is packed in Freight containers carried under deck the same shall be done as per the cargo handling plan approved by the MMD.
- 6.10 Freight container shall not be loaded above their rated capacity and copy of the container packaging certificate, shall be supplied to MMD/CCOE if required.
- 6.11 A responsible person of the cargo owner shall inspect each freight container prior to loading to ensure the freight container is in good condition and thoroughly cleaned and there are no projections which could tear packaging or bags.
- 6.12 The container shall be sealed to the satisfaction of the Regulatory Authority and the seal details documented on the customs and the other documentation to the satisfaction of the Regulatory Authority.
- 6.13 When input containers are opened for quarantine inspection the transport and custom documentation shall note the change of seal and unique identifier of the new seal.
- 6.14 All container used for the carriage of explosives shall be fully compliant to the 1972 CSC standards and labelled, placarded in accordance with the IMDG standards.
- 6.15 **Stuffing/Destuffing of cargo on board of the vessel in to/from container will not be allowed.**



- 6.16 Q-7 berth is not having sufficient safety distance for transhipment of explosive cargo from explosive vans to containers in the wharf. Therefore, transhipment of explosive cargo from explosive vans to containers in the wharf area shall not be permitted.
- 6.17 One container vehicle per hook at a time shall be permitted to load the container alongside the vessel. On unloading the container the vehicle should exit thorough Q-9 gate or suitable gate as directed by the Port Authorities.
- 6.18 Vehicles carrying explosives packages/containers shall be parked at safe distance of at least 35 m. from the Wharf edge in the Q7 backup area.

7. PROCEDURES FOR THE HANDLING EXPLOSIVES

ROAD TRANSPORT IN PORT AREA

The following regulations which each and every driver – both company driver or owner operator – shall require to observe:

- 7.1 Vehicle must be sound mechanically and absolutely free of oil leaks. Vehicles not conforming to this requirement shall be ordered from the Port Area and shall not return until repairs have been carried out.
- 7.2 Vehicles and load securing shall meet the requirements of the National Standards, as specified in explosive Rules 2008.
- 7.3 All drivers shall be authorized for Hazardous Explosives Cargo transport as required by the Regulatory Authority.
- 7.4 Any person other than the driver of the vehicle involved in carting explosives shall not be permitted within the Port area including cleaners.
- 7.5 Petrol motor vehicles shall not enter the berth handling area under any circumstances.
- 7.6 Servicing of vehicle is not permitted on Q6 to Q8 berths of Ernakulam wharf. If it becomes necessary to service a vehicle, an acceptable area may be agreed upon after consultation between Transport Manager and the Port Authorities.
- 7.7 The deck of the vehicle must be free of oils, foreign matter, and previous spillage of any other material before entering the Port Area.



- 7.8 Drivers shall remain within their vehicle and not wander at large in the Port Area.
- 7.9 Thongs shall not be accepted footwear for drivers in the Port.
- 7.10 Vehicle shall enter/exit only through Q-9 Gate or suitable gate as directed by the Port Authorities and to proceed to the berth handling area.
- 7.11 Explosives are only handled at Q-7 berth of Ernakulam Wharf and loaded trucks must not enter, under any circumstance to any other area other than allotted.
- 7.12 When vehicles have been unloaded/loaded the cargo, the vehicle must proceed from the Wharf area immediately.
- 7.13 All transport vehicles carrying explosives shall operate under a regulatory framework approved by the Sr. Commandant, CISF of the Port.
- 7.14 In the Port Security Area all persons and vehicle will be subject to the requirements of the Port Authority.

8. STEVEDORING

- 8.1 Stevedores so appointed, shall be well versed with the basic requirement (IMO Regulations) of handling of Class 1 cargo.
- 8.2 Proper training shall be given about the segregation of different class of cargo as per hazard category.
- 8.3 Proper instructions shall be given to the Stevedoring staff about maximum quantity of NEQ can be handled at the jetty at any given point in time.
- 8.4 Training shall be given to the stevedoring staff about the handling/replacement of damaged boxes/packages.
- 8.5 Emergency telephone numbers/contact numbers shall be made readily available to the stevedoring staff.
- 8.6 Proper safety training shall be given to the gang and made them aware of no smoking zone etc.
- 8.7 No. of pallets/packages shall be properly tallied by the cargo owners.
- 8.8 Proper training shall be given to the stevedoring staff for lifting/handling and placement of the packages as per approved stowage plan of the vessel.
- 8.9 The Gang shall clearly understand about sealing labelling and placarding of containers in accordance to the IMDG guideline.



8.10 Load plan shall be approved by the port authority and the plan shall be available to the stevedoring gang.

9. SECURITY REQUIREMENTS

- 9.1 A security barricade is to be put up around the Q-7 berth and adequate security arrangements made.
- 9.2 Unauthorized persons to be prevented from having accesses to the area.
- 9.3 Ship's personnel to see that bum-boats do not come alongside and peddlers do not board vessels from over side.
- 9.4 Each vessel carrying explosives shall be 'ISPS' compliant.
- 9.5 The Port Authority has implemented a security plan which meets the requirements of Maritime Transport Security Act and regulations. This plan shall ensure that only approved persons enter the berth during loading or unloading and that the identity and authorizations of such persons shall be formally recorded.

10. ARRANGEMENTS FOR TRANSPORTING EXPLOSIVES AND ACCESSORIES FROM FACTORY TO COCHIN PORT

- 10.1 Explosives and Accessories shall be handled and loaded only in the presence of authorized competent persons.
- 10.2 Only licensed (approved by CCOE) explosive van or vehicle otherwise permitted under Explosives Rules, 2008 shall be used for transport of explosives and accessories from factory to Cochin port.
- 10.3 All explosive vans shall be operated by duly authorized operator having endorsement in his licence to transport the dangerous cargo.
- 10.4 Security guard should be provided for each explosive carrying vans.
- 10.5 Van loaded with explosives shall be securely locked and sealed at the factory and seal will be broken only at the Port while unloading.
- 10.6 Detonators shall be transported by separate vans not along with any other explosives products were compatibility does not match.
- 10.7 Smoking is prohibited in the docks.
- 10.8 Explosive carrying vans shall be parked in the designated area only.



- 10.9 At the time of parking, engine of the explosive van should be stopped, wheel chocked and hand brakes applied to avoid accidental movement of vehicle.
- 10.10 Prior information on the dispatch of explosive along with batch number and explosive van number shall be provided to District Superintendent of Police and other Authority as per Explosives Rules.
- 10.11 All rules and regulations as per Indian Explosive Act shall be followed during transport, loading and unloading of explosives.
- 10.12 Operator of the van shall possess all the required documents for transport of explosives.
- 10.13 The explosives vans/vehicles shall be tracked by GPS or any other effective mechanism.

11. STANDING INSTRUCTION FOR LOADING/DISCHARGING OF IMO CLASS I CARGO

1. Berthing

- a) The vessel shall be berthed at Q-7 preferably on the flood.
(For compliance: Traffic Manager/Harbour Master)
- b) Adjacent berths Q-6 and Q-8 shall be kept vacant.
(For compliance: Traffic Manager)
- c) No cargo of combustible and inflammable nature shall be present in Q-6 transit shed.
(For compliance: Traffic Manager).
- d) All fenders at Q-7 berth shall be in proper condition. If any damaged previously or missing then either repairs shall be carried out or provisional fenders using heavy duty tyres of rubber shall be put in place prior vessel's entry
(For Compliance: Chief Engineer)
- e) Vessels shall be berthed at Q-7 only on specific orders of Dy. Conservator.
(For compliance: Traffic Manager/Harbour Master)



2. Security arrangements:

- a) A security barricade shall be put up around the Q7 berth and

adequate security arrangements shall be made.

(For compliance: Sr. Commandant, CISF)

- b) Unauthorized persons shall be prevented from having access to the area.

(For compliance: Sr. Commandant, CISF)

- c) Ship's personnel to see that bum-boats do not come alongside and peddlers do not board vessels from over side.

(For compliance: Master of Ship/Circle Inspector of Police,
Harbour Division/Sr. Commandant, CISF)

3. Fire fighting

- a) Naval firefighting equipment shall be stationed at north end of Q7 when classified defence cargo is being handled.

(For compliance: Headquarters, Southern Naval Command, Indian Navy), CFO, CoPT.

- b) Port shore firefighting equipment shall be stationed at North end of Q7 and Safety Inspectors posted on special duty till vessel leaves berth when commercial explosives are being handled.

(For compliance: Chief Fire Officer)

- (c) Firefighting equipment on board the ship shall be kept in readiness and 'NO SMOKING' board to be displayed.

(For compliance: Master of the vessel)

4. Loading of Cargo

- a) Explosives are to be loaded expeditiously from the Port premises
(For Compliance: Traffic Manager)

- b) Declaration of IMO Class – 1 Cargo safe for night loading
(For Compliance: Manufacturer of cargo/Sr. Commandant, CISF)

- c) Area outside Q7 and at the jetty to be well lit with flame proof lights.

(For Compliance: Traffic Manager/Sr. Commandant, CISF)

- d) Containerised IMO Class-1 Cargo should be loaded directly from the

approved CCOE vehicle to the vessel.
(For Compliance: Traffic Manager)

- e) Break Bulk IMO Class -1 Cargo should be loaded directly from the



approved CCOE explosives vans on to the vessel.
(For Compliance: Traffic Manager)

- f) Approved storage plan from MMD be produced to the Harbour Master/Dy. Conservator, prior to commencement of loading.
(For Compliance: Manufacturer of Cargo/Agents of the vessel, stevedore)

5. Discharge of cargo:

- a) Explosives as they are discharged shall be removed expeditiously from the Port premises.

(For compliance: NAD / Sr. Commandant, CISF)
- b) Declaration of defence cargo safe for night discharge.

(For compliance: NAD/owner commercial explosives)
- c) No storage of defence cargo inside wharf area. Defence cargo to be expeditiously removed from the Berth. Area around the Q7 berth shall be well lit.

(For compliance: Sr. Commandant, CISF /Traffic Manager)
- d) Containerized defence cargo discharged from vessel at Q7 should be taken for direct delivery. Hence sufficient vehicles are to be kept ready for above purpose.

(For compliance: Sr. Commandant, CISF /Traffic manager)
- e) Break bulk cargo discharged from the vessel at Q7 shall be directly loaded into the trucks for direct delivery. No storage at shed shall be permitted. Hence sufficient trucks shall be on hand for direct delivery without undue delay.
- f) For export of commercial explosives only palletized cargo/ containerized cargo is permitted.

(For Compliance: Traffic Manager)



IMPORTANT TELEPHONE NUMBERS

1. Controller of Explosives	: 0484 - 2427276	-
2. Deputy Conservator	: 0484 - 2666417	9847049023
3. Traffic Manager	: 0484 - 2666418	9447055054
4. Chief Mechanical Engr.	: 0484 - 2666639	9846244762
5. Chief Medical Officer	: 0484 - 2666402	-
6. Harbour Master	: 0484 - 2666410	9847049056
7. Chief Fire Officer	: 0484 - 2666555	9447459275
8. Dy. CME, Electrical	: 0484 - 2667425	9846182942
9. Sr. Dy. Traffic Manager	: 0484 - 2666070	9947033789
10. Dy. Traffic Manager	: 0484 - 2582230	9847449034
11. Sr. Asst. Traffic Manager (E/W)	: 0484 - 2582209	9526062744
12. Safety Officer	: 0484 - 2666639	-
13. Inspectorate of Dock Safety	: 0484 - 2666532	-
AMBULANCE	: 0484 - 2666555/101	
PORT FIRE STATION	: 101	
STATE FIRE SERVICE	: 0484 - 2312101	
PORT CONTROL STATION	: 0484 - 258 - 2525	
CAUSAILITY	: 0484 - 2666403/123	
POLICE STATION	: 0484 - 2666005	
KOCHI CITY CONTROL ROOM	: 0484 - 2366100	

