



Annexure V

Comparative statement showing the propositions in  
the Mumbai Port Trust (General Management of Port) Regulations, 2013

			Existing		Proposed
				1.	<i>(To be added)</i> <i>Short title and commencement:-</i>
					<i>These regulations may be called the Mumbai Port Trust (General Management of Port) Regulations, 2013. They shall come into effect from the date of publication of the Government approval in the official gazette.</i>
				2.	<i>(To be added)</i> <i>Application:-</i>
				(i)	<i>These Regulations shall apply to all the Port areas other than the Customs bound area.</i>
				(ii)	<i>These Regulations do not apply to the Docks for the regulation and management of which separate Regulations have been framed.</i>
				3.	<i>(To be added)</i>



					<i>Definition:-</i>
				(i)	<i>“Act” means the Major Port Trusts Act, 1963.</i>
				(ii)	<i>“Board” means the Board of Trustees constituted under the Major Port Trusts Act, 1963 for the Mumbai Port Trust.</i>
				(iii)	<i>“Bunder limit” means such portion of the wharves and land adjoining the wharves set aside for goods in transit. A wharf may extend to 15.25 meters measured from the wharf front.</i>
				(iv)	<i>“Deputy Conservator” means an Officer for the time being in charge of the Marine Department, Mumbai Port Trust and includes the Deputies and Assistants to the Deputy Conservator and any other officers empowered by the Deputy Conservator to act on his behalf for the purpose of this Regulation.</i>
				(v)	<i>“Docks” includes all basins, locks, cuts, entrances, graving docks, graving blocks, inclined planes, slipways, gridirons, moorings, transit sheds, warehouses, railways and other works and things appertaining to any dock, and also the portion of the sea enclosed or protected by the arms or groynes of a harbour.</i>
				(vi)	<i>“Estate Manager” means an Officer for</i>



						<i>the time being in charge of the Estate Division, Mumbai Port Trust and includes the Deputies and Assistants to the Estate Manager and any other officers empowered by the Estate Manager to act on his behalf for the purpose of this Regulation.</i>
					(vii)	<i>"Goods" includes livestock and every kind of movable property.</i>
					(viii)	<i>'Hot work' means any work which involves welding, burning, soldering, brazing, blasting, chipping by use of spark-producing tools, power driven tools, non-flame proof electrical equipment, or equipment with internal combustion engines and includes any other work which is likely to produce sufficient heat capable of igniting flammable gases, liquids or substances.</i>
					(ix)	<i>"Owner" (i) in relation to goods, includes any consignor, consignee, shipper or agent for the sale, custody, loading or unloading of such goods; and (ii) in relation to any vessel making use of any port, includes any part-owner, charterer, consignee, or mortgagee in possession thereof.</i>
					(x)	<i>"Pier" includes any stage, stairs, landing</i>



						<p><i>place, hard, jetty, floating barge, transhipper or pontoon, and any bridges or other works connected therewith [Explanation- For the purpose of this clause, “transhipper” means a floating craft or vessel, whether dumb or self-propelled, on which gears are provided for discharging cargo from a barge or wharf and loading it into a ship].</i></p>
					(xi)	<p><i>“Port” means the Mumbai Port Trust.</i></p>
					(xii)	<p><i>“Port Health Officer” means any person appointed by the Central Government under Section 17 of Indian Ports Act, 1908 to perform the duties of a health officer for the Port.</i></p>
					(xiii)	<p><i>“Port’s Officer” means person appointed as officer by the Port.</i></p>
					(xiv)	<p><i>“Port Safety &amp; Fire Officer” means an officer appointed as such by the Port.</i></p>
					(xv)	<p><i>“Traffic Manager” means an Officer for the time being in charge of the Traffic Department, Mumbai Port Trust and includes the Deputies and Assistants to the Traffic Manager and any other officers empowered by the Traffic Manager to act on his behalf for the purpose of this Regulation.</i></p>
					(xvi)	<p><i>“Trustee” means a member of the Board</i></p>



					<i>constituted for the port.</i>
				(xvii)	<i>“Vessel” includes anything made for the conveyance, mainly by water, of human beings or of goods and a caisson.</i>
				(xviii)	<i>“Wharf” includes any wall or stage and any part of the land or foreshore that may be used for loading or unloading goods, or for the embarkation or disembarkation of passengers and any wall enclosing or adjoining the same.</i>
				(xix)	<i>Words and expressions used in these regulations but not defined and defined in the Act shall have the meaning respectively assigned to them in the Act.</i>
	1.		Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, will be liable to a fine not exceeding fifty Rupees for each offence.	4.	Smoking-prohibition of.  Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, <i>shall</i> be liable to <i>such fine</i> for each offence <i>as may be decided by the Board from time to time.</i>
	2.		In the event of a receipt for Port Dues being lost or destroyed a fee of_one Rupee will be charged for a duplicate.	5.	Port dues-loss of receipt for.  In the event of a receipt for Port Dues being lost or destroyed <i>such</i> fee <i>as may be decided by the Board from time to time</i>



						shall be charged for a duplicate.
	3.		In the event of the Import Application as at Schedule 'A' or the Export Application as at Schedule 'B' or the Receipt for other fees chargeable under Section 43 of the Bombay Port Trust Act, being lost or destroyed, or in the event of duplicate thereof being required, for any reason, a fee of 25 paise shall be charged for such duplicate	6.		<p><b>Wharfage receipt-loss of.</b></p> <p>In the event of the Import Application <i>as at Schedule 'A'</i> or the Export Application <i>as at Schedule 'B'</i> or the Receipt for other fees chargeable under <i>Chapter VI of the Major Port Trusts Act, 1963</i> being lost or destroyed, or in the event of duplicate thereof being required, for any reason, <i>such fee as may be decided by the Board from time to time</i> shall be charged for such duplicate.</p>
	4.		Any person spitting betel-nut, or throwing dirt or rubbish in or otherwise soiling the passenger or other shed at any Port Trust Bunder, shall be liable to a fine not exceeding Rupees ten for each offence	7.		<p><b>Spitting, etc., in Port Trust sheds.</b></p> <p>Spitting betel-nut, or throwing dirt or rubbish in or otherwise soiling the passenger or other shed at any Port Trust Bunder <i>is prohibited. Any person infringing this Regulations</i> shall be liable to <i>such fine as may be decided by the Board from time to time</i> for each offence.</p>



	5.		It is strictly prohibited to bathe, or to wash cattle or clothes with the water supplied to the troughs on the Port Trust Estate. Any person infringing this Bye-law shall be liable to a fine not exceeding Rupees ten for each offence.	8.	<p><b>Washing, etc., from water troughs.</b></p> <p>It is strictly prohibited to bathe, or to wash cattle or clothes with the water supplied to the troughs on the Port Trust Estate. Any person infringing this Regulation shall be liable to <i>such</i> fine <i>as may be decided by the Board from time to time</i> for each offence.</p>
	6.		Obstruction of the approach to any wharf, landing place, or jetty of the Port Trust, by any boat remaining alongside while not actually engaged in loading or unloading cargo, or in the case of passenger vessels while not actually engaged in embarking or disembarking passengers, after the Master, Tindal or owner shall have been warned by an officer of the Port Trust to keep a clear passage for other boats, is strictly prohibited, and the offending boat or vessel may, if not immediately removed, be shifted by an Officer of the Port Trust at the sole risk and cost of the owner of such boat or vessel. Any person infringing this Bye-law shall be liable to a fine not exceeding Rupees fifty for each offence, or in the case	9.	<p><b>Obstruction of approaches to wharves by boats, etc.</b></p> <p>Obstruction of the approach to any wharf, landing place, or jetty of the Port Trust, by any boat remaining alongside while not actually engaged in loading or unloading cargo, or in the case of passenger vessels while not actually engaged in embarking or disembarking passengers, after the Master, Tindal or owner shall have been warned by an officer of the Port Trust to keep a clear passage for other boats, is strictly prohibited, and the offending boat or vessel may, if not immediately removed, be shifted by an Officer of the Port Trust at the sole risk and cost of the owner of</p>



			of a continuing infringement, to a fine not exceeding rupees fifty per diem after such warning has been given.			such boat or vessel. Any person infringing this Regulation shall be liable to <b><i>such</i></b> fine <b><i>as may be decided by the Board from time to time</i></b> for each offence, or in the case of a continuing infringement, to <b><i>such further</i></b> fine <b><i>as decided by the Board</i></b> per day after such warning has been given.
			Cargo or materials deposited on Port Trust wharves or landing places shall be so placed as, in the opinion of the Port Trust Bunder Officer, not to cause obstruction or annoyance, and any deposits found to have been placed contrary to that Officer's directions shall be liable to immediate removal at the sole risk and cost of the owner or consignee thereof.	10.		<b>Obstruction on wharves by cargo etc.</b>  Cargo or materials deposited on Port Trust wharves or landing places shall be so placed as, in the opinion of the Port Trust Officer, not to cause obstruction and any deposits found to have been placed contrary to that Officer's directions shall be liable to immediate removal at the sole risk and cost of the owner or consignee thereof.
	7A.	(i)	The Trustees do not provide labour outside the Docks for the landing, shipping or removal of goods on or from any wharf, Bunder or other premises of the Trustees.			<b><i>(Deleted)</i></b>
		(ii)	All goods landed at or brought for shipment from the Bunders and lying on the Bunders or any other part of the Trustees, premises except the Docks or warehouses remain at the risk of the Owners, Consignees or	11.		<b><i>Responsibility of goods lying outside the Docks or Warehouses.</i></b>  All goods landed at or brought for shipment from the Bunders and lying on





		<p>Shippers and are in their charge and shall be liable to storage charges at the appropriate rates,</p> <p>Before any goods of the categories and description appearing in Appendix 'B' to these Bye-law are landed at the Bunders or are brought for shipment from the Bunders, the Owners Consignees or Shippers there of, as the case may be, should furnish to the Docks Manager and also a copy there of to his representative at the wharf or Bunders, advance notice in writing of the same, furnishing full details as to quantity, marks and numbers and description of contents thereof.</p> <p>All such goods shall be securely packed as provided in the United Kingdom Ministry of Transport and Civil Aviation "Report of the Ministers Standing Advisory Committee on Carriage of Dangerous Goods and</p>		<p>the Bunders or any other part of the Port premises except the Docks or warehouses, remain at the risk of the Owners, Consignees or Shippers and are in their charge and shall be liable to storage charges at <i>such</i> rates <i>as may be decided by the Board or by any other competent authority under MPT Act from time to time.</i></p> <p><i>(Deleted)</i></p> <p><i>(Deleted)</i></p>
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			Explosives in Ships, 1957", as from time to time amended and on the outer packing there of, the word "Poison", in red letters on a white background, shall be prominently marked. With respect, however, to the following poisonous goods, appearing in Appendix 'B' to these Bye-laws, the following further precaution shall be observed in regard to their packing :-			
			<b>PARATHION:</b>			
			(a) Wettable Powder-Up to 28 lbs (12.7 Kg) to be packed in water-proof air-tight square tins conforming to 151 specification No. ISI916/1958 (18 litre tins); bigger lots such as 1 cwt (50.79 Kg) packings, should be packed in. steel drums conforming to ISI. specification No Dec: C DC 28 (921) P.			<i>(Deleted)</i>
			(b) Liquid Emulsion- Packings of 100 ml. and 200 ml :- 100 ml. and 200 ml. packings should be in leak-proof Aluminium containers with an outage of 5 % of rated capacity. The bottles must be fitted with an inner stopper which is sealed on to the neck of the bottles by means of heat sealing. The bottles must then be securely closed by screw cap closures The closures should be screw			<i>(Deleted)</i>



			thread type or secured by screw-thread device, Body and head of Aluminium should be at least 99% pure or an Aluminium base alloy of equivalent corrosion resistance and physical properties. Aluminium containers should be wrapped individually in transparent plastic bags (gauge 55) which should be closed by heat-sealing and which should contain, adequate space to collect leaking material, if any.			
			(c) 1 to 2% dust- Quantities up to 1 cwt should be packed in new bituminised hessian bags (Kraft paper laminated jute bag with bitumen as bonding agent) securely sealed. The bag should be lined inside with Kraft paper (Kraft substance with 70 gms). TEPP-			<i>(Deleted)</i>
			Specifications of containers for packing are the same as those for the corresponding Parathion preparations.			<i>(Deleted)</i>
			<b>RODENTICIDES :</b>			
			Alpha-naphthyl Thiourea- Should be packed in cardboard cartons reinforced with metal rims at the top and bottom or round tin containers conforming to the proposed draft specification Dec : CDC 28 (964) P. The capacity of such containers shall either be 2			<i>(Deleted)</i>



			or (56.6 gms) or 14 oz (396.8 gms).			
			<b>FUNGICIDES:</b>			
			These shall be packed in 25 gms or 14 oz or 100 gms or 4 oz plastic bags which should be able to withstand two 4-foot drops on to solid concrete without breakage of the container or any shifting of the contents. Cwt (50.7 Kg.) packings shall be in steel drums conforming to ISI specification No. Dec : CDC (921) P lined with Kraft paper (Kraft substance with 70 gms). Fumigats : Methyl Bromide and Liquid Cyanide-			<i>(Deleted)</i>
			Steel Cylinders 30 lbs (13.6 Kg.) and 56 lbs (25.4 Kg) or 180 lbs (81.64 Kg.) conforming to the specifications and requirements for cylinders for liquid gases as specified in the Gas Cylinder Rules 1940, of the Government of India, with such modifications as may be specified from time to time by the Chief Inspector of Explosives.			
			Sodium Cyanide	(a)	In 1 lb. (8.45 Kg.) ambercoloured glass bottles.	<i>(Deleted)</i>



			<p>Potassium Cyanide Calcium Cyanide</p> <p>(b) Quantities above 1 lb. (0.45 Kg.) and up to 10 lbs. (4.5 Kg.) shall be packed in air-tight water-proof round tins conforming to the ISI specification.</p> <p>(c) Cwt (50 Kg.) packings shall be in mild steel drums conforming to ISI specification No. Dec : CDC 28 (921) P.</p> <p>In all cases, the containers should be tightly closed.</p>			
			The Docks Manager may refuse to allow the			



			landing and storage ashore of any packages containing goods of the class and description listed in Appendix 'B' if he apprehends that by their presence at the Bunders, the safety of human life is likely to be endangered.		
		(iii)	The Trustees Shall be at liberty to move at the cost of the Owner Consignee or Shipper thereof any goods, materials or rubbish found on any part of their premises not being within the Trustees' Docks or Warehouses and the Trustees shall not thereby incur any liability in respect to such goods, materials or rubbish nor shall they thereby forfeit their right to recover the prescribed charges for' the storage of such goods, materials or rubbish		<i>(Deleted)</i>
				<b>12.</b>	<i>(To be added) Handling of dangerous goods.</i>
					<i>Handling of Dangerous goods in the areas where these regulations are applicable shall be subject to the provisions of the Mumbai Port Trust (Transport, Handling and Storage of Dangerous Goods) Regulation 2007 as amended from time to time and/or such other Regulations/Rules as may be framed by the Port or the</i>



						<i>Government for handling of dangerous goods in the Port.</i>
	7B.		The landing or shipping of explosives at or from all wharves, piers quays or other landing places constructed by or belonging to the Trustees of the Port of Bombay, is prohibited.	13.		<b>Landing of explosives.</b>  The landing or shipping of explosives at or from all wharves, piers, quays or other landing places constructed by or belonging to the Port is prohibited.
	8.		The use of hand cranes for lifting individual weights in excess of the capacity of the crane is prohibited, and the person responsible for any damages, resulting from such misuse shall be liable to pay the cost of repairs or reconstruction as shall be assessed by the Trustees' Chief Engineer.			<i>(Deleted)</i>
	9.		No person shall without permission in writing of the Docks Manager, the Estate Manager or his deputy or assistant or any other officer of the Board for the time being, obstruct or permit to be obstructed any road, thoroughfare, pathway, Port Trust buildings or vacant plots, etc., in the port Trust Estate by placing, or allowing to be placed, any goods or other articles for storage or by permitting any goods, or other articles to remain or be thereon or by causing or permitting the same to be obstructed or hindered in any other	14.	(i)	<b>Obstruction of thoroughfares.</b>  No person shall without permission in writing of the Traffic Manager or the Estate Manager or his deputy or assistant or any other officer of the Port for the time being, obstruct or permit to be obstructed any road, thoroughfare, pathway, Port Trust buildings or vacant plots, etc., in the port Trust Estate by placing, or allowing to be placed, any goods or other articles for storage or by permitting any goods, or other articles to remain or be thereon or



			manner.			by causing or permitting the same to be obstructed or hindered in any other manner.
			Any goods, articles or other hindrances causing any obstruction to any road, thoroughfare, pathway, Port Trust buildings or vacant plots, etc., shall be liable to be removed by or under the orders of the Docks Manager, the Estate Manager, or their respective deputies or assistants or any other officer of the Board after 12 hours' notice for removal of the same, such notice being affixed at the place of such obstruction.		(ii)	Any goods, articles or other hindrances causing any obstruction to any road, thoroughfare, pathway, Port Trust buildings or vacant plots, etc., shall be liable to be removed by or under the orders of the Traffic Manager, the Estate Manager, or their respective deputies or assistants or any other officer of the Port after 12 hours' notice for removal of the same, such notice being affixed at the place of such obstruction.
			If any such goods or articles or other hindrances so removed remain unclaimed for a period of 15 days or if the person claiming them fails to pay the reasonable expenses of such removal together with a sum equal to 10% of such expenses for the safe custody of the said goods, articles or hindrances, the same shall be liable to be sold. The expenses of the removal, safe custody and sale as also the amount of rates and charges specified in Appendix 'A' here to which might have become due in respect of such goods in accordance with the scale of		(iii)	If any such goods or articles or other hindrances so removed remain unclaimed for a period of 15 days or if the person claiming them fails to pay the reasonable expenses of such removal together with such expenses for the safe custody of the said goods, articles or hindrances, <b><i>as may be decided by the Board from time to time</i></b> , the same shall be liable to be sold. The expenses of the removal, safe custody and sale as also the amount of rates and charges which might have become due in accordance with the <b><i>scale of rates as</i></b>





		<p>rates for the time being in force and the amount of penalty for the breach of the Bye-law calculated at the rate hereinafter mentioned shall be payable out of the sale proceeds of the said goods, articles or other hindrances and the balance shall be paid to the person entitled to the said goods, articles or hindrances provided that claim for the same is made within three years from the date of the sale.</p>		<p><i>approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963</i> for the time being in force and the amount of penalty for the breach of the Regulation calculated at the rate <i>as decided by the Board from time to time</i>, shall be payable out of the sale proceeds of the said goods, articles or other hindrances and the balance shall be paid to the person entitled to the said goods, articles or hindrances provided that claim for the same is made within <i>six months</i> from the date of the sale.</p>
		<p>The charges specified in Appendix 'A' hereto will be levied on all goods, materials or rubbish of any kind stored on any Port Trust land or any portion of the Port Trust buildings or for making any other temporary use of any such land or building for which no scale of charges is otherwise provided (excluding premises to which the provisions of the BPT Docks or Bunders Scale of Rates or the BPT Railway Goods Tariff are applicable) The charge underlying Column (4) of the said Appendix shall be levied on initial detection (irrespective of the period), whilst the charge under column</p>		<p><i>(Deleted)</i></p>



			(5) in the said Appendix shall be levied from the date of continuance after detection.		
			Permission granted for temporary use of premises shall not be deemed to create a tenancy or other like interest in favour of the occupant, who will be liable to be evicted at any time without notice. The Board are under no liability, whatsoever, in respect of any goods stored, or encroachments made on their premises and may remove them without incurring any liability and without prejudice to their rights to recover the charges specified in the said Appendix or any equivalent amount by way of compensation or for wrongful use and occupation of the Board's premises.	(iv)	<p>Permission granted for temporary use of premises shall not be deemed to create a tenancy or other like interest in favour of the occupant, who will be liable to be evicted at any time without notice. Port is under no liability, whatsoever, in respect of any goods stored, or encroachments made on their premises and may remove them without incurring any liability and without prejudice to their rights to recover</p> <p>the charges specified <i>by the Board or by any other competent authority under the Major Port Trusts Act, 1963</i> or any equivalent amount by way of compensation or for wrongful use and occupation of the Port Trust premises. The charges <i>as approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963</i> shall be levied on all goods, materials or rubbish of any kind stored on any Port Trust land or any portion of the Port Trust buildings or for making any other temporary use of any such land or building for which no scale of charges is otherwise provided (excluding premises to which <i>TAMP approved Port</i> Scale of Rates or the BPT Railway Goods Tariff are applicable) The charge <i>as fixed by the Board or other competent authority for storage of goods or</i></p>



						<i>any other purpose without prior permission</i> shall be levied on initial detection (irrespective of the period), whilst the charge <b><i>fixed for storage of any goods or occupation for any other purpose without permission for such storage or occupation continuing after notice of removal or Notice to discontinue occupation</i></b> shall be levied from the date of continuance after detection.
			Any person infringing this By-law shall also be liable to a fine not exceeding Rupees one hundred for each infringement or, where the infringement continues after notice to remove the same has been affixed as aforesaid, to a fine not exceeding Rupees fifty per diem the infringement continues after the affixing of the notice.		(v)	Any person infringing this Regulation shall also be liable to <b><i>such fine as may be decided by the Board from time to time</i></b> for each infringement or, where the infringement continues after notice to remove the same has been affixed as aforesaid, to <b><i>such</i></b> fine per day the infringement continues after the affixing of the notice <b><i>as may be decided by the Board from time to time.</i></b>
	9A.		On a 20 ft. container whether empty or loaded or on a 20 ft. imported chassis, stored in the premises of Board, to which the Bombay Port Trust Docks scale of Rates and the Bombay Port Trust Bunders Scale of Rates do not apply, Rs.5 per day or part thereof shall be charged. on a container or on imported chassis having a length of over 20 ft., Rs.10 per day or part thereof shall be charged	15.		<b>Charges on 20 feet container or 20 feet imported chassis.</b> On a 20 ft. container whether empty or loaded or on a 20 ft. imported chassis, stored in the premises of the Port, to which the Mumbai Port Trust Scale of Rates do not apply, such charges <b><i>as approved by the Board from time to time shall be leviable.</i></b>
	10.		The stabling of carts or parking of motor cars or lorries or other vehicles on Port Trust roads during the night time is prohibited and where a notice has been exhibited on the road prohibiting such practice an occupation charge may be recovered from the owner of such cart, car, lorry or other vehicle at the rate of Rs.5 per	16.		<b>Recovery of charges for parking of vehicles.</b>  (1) The Board may, from time to time, earmark such places as it thinks fit to be the parking or halting places or lots for vehicles.  (2) The Board may charge such fees or



		night in respect of each cart, car, lorry or other vehicle so found stabled or parked.			charges from any person for use of such place or lot by him for parking or halting a vehicle for each day or part thereof, subject to such terms and conditions, as it may think fit.
11		Parties may be allowed to erect verandas, sunshades and other projections not exceeding 4 feet in width over roads or footpaths on Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question; but no projection to be made under 18 feet from the ground.	17.		<b>Projections over roads and footpaths.</b> Parties may be allowed to erect verandas, sunshades and other projections not exceeding 4 feet in width over roads or footpaths on Port Trust Estate on the payment of half <i>the current letting rate</i> for the land so projected over, they having no claim to the land in question.
12.	(1)	The Trustees may through the Docks Manager or any officer authorised by him specify the times of arrival and departure any passenger vessel or class of such vessels at or from any Port Trust pier, jetty or wharf.	18.	(1)	<b>Embarkation and disembarkation of ferry passengers.</b> The Port may through the Traffic Manager or any officer authorised by him specify the times of arrival and departure of any passenger vessel or class of such vessels at or from any Port Trust pier, jetty or wharf.
12.	(2)	Schedules of timings, if any, prescribed, as aforesaid shall be displayed prominently at each passenger wharf, jetty, pier or bunder-  The Docks Manager or his representative shall be entitled to carry out any alterations in the scheduled times of arrival and/or departure as he may in his absolute discretion think fit and without any	18.	(2)	Schedules of timings, if any, prescribed, as aforesaid shall be displayed prominently at each passenger wharf, jetty, pier or bunder-  The Traffic Manager or his representative shall be entitled to carry out any alterations in the scheduled times of arrival and/or departure as he may in his



			previous notice.			absolute discretion think fit and without any previous notice.
	<b>12.</b>	(3)	Any vessel in occupation of a passenger wharf, jetty, pier or bunder shall vacate the same in good time to make room for the next vessel for which the wharf, jetty, pier or bunder has been allotted as per the schedule above referred to.	<b>18.</b>	(3)	Any vessel in occupation of a passenger wharf, jetty, pier or bunder shall vacate the same in good time to make room for the next vessel for which the wharf, jetty, pier or bunder has been allotted as per the schedule above referred to.
	<b>12.</b>	(4)	No vessel shall be permitted to occupy a wharf, jetty, pier or bunder for any unnecessarily prolonged stay thereat after embarkation or disembarkation of passengers.	<b>18.</b>	(4)	No vessel shall be permitted to occupy a wharf, jetty, pier or bunder for any unnecessarily prolonged stay thereat after embarkation or disembarkation of passengers.
	<b>12.</b>	(5)	The owner, master or tindal-of every ferry steamer or other vessel carrying passengers to or from any wharf jetty, pier or bunder shall promptly carry out all instructions of the Docks Manager or his representative and shall promptly vacate the wharf, jetty, pier or bunder occupied by his vessel when ordered to do so by the officer on duty.	<b>18.</b>	(5)	The owner, master or tindal-of every vessel carrying passengers to or from any wharf jetty, pier or bunder shall promptly carry out all instructions of the Traffic Manager or his representative and shall promptly vacate the wharf, jetty, pier or bunder occupied by his vessel when ordered to do so by the officer on duty.
	<b>12.</b>	(6)	No person shall canvass for passengers at any Port Trust wharf jetty, pier or bunder.	<b>18.</b>	(6)	No person shall canvass for passengers at any Port Trust wharf jetty, pier or bunder.



	12.	(7)	The owner, master or tindal of every ferry steamer or other vessel carrying passengers to or from any Port Trust wharf, jetty, pier or bunder shall make proper provision for the safe and ordely embarking and disembarking of all passengers carried in such vessels.	18.	(7)	The owner, master or tindal of every vessel carrying passengers to or from any Port Trust wharf, jetty, pier or bunder shall make proper provision for the safe and ordely embarking and disembarking of all passengers carried in such vessels.
	12.	(8)	The owner master or tindal of every passenger vessel shall keep a record showing the time of arrival and departure of his vessel or vessels and shall produce the same for inspection whenever required to do so by the Officer on duty.	18.	(8)	The owner master or tindal of every passenger vessel shall keep a record showing the time of arrival and departure of his vessel or vessels and shall produce the same for inspection whenever required to do so by the Officer on duty.
	12.	(9)	Any person convicted of having committed a breach of any of the provisions of this By-law shall be liable to a penalty not exceeding one hundred rupees	18.	(9)	Any person convicted of having committed a breach of any of the provisions of this Regulation shall be liable to <i>such</i> penalty <i>as may be decided by the Board from time to time.</i>
	13.		Any consignee or shipper or his agent found shipping or removing cargo from any of the Trustees' Bunders without first paying the wharfage and any other charges due shall be liable to pay double the fees laid down for the same in the Trustees Scale of Rates for the Bunders.	19.		<b>Shipment or removal of cargo without payment of fees.</b> Any consignee or shipper or his agent found shipping or removing cargo from any of the Port's Bunders without first paying the wharfage and any other charges due shall be liable to pay double the fees as laid down by the Port.
	14.		Claims for refund of any toll due, rent rate or charge levied under section 43 or 43A of	20.		<b>Time limit for claims for refunds.</b>



		the Bombay Port Trust Act 1879, or any other similar section of the Act for the time being in force must be preferred in writing within six months either from the date when such toll due, rent, rate or charge shall have been paid or from the date when credit therefor shall have been given as the case may be, otherwise no such claim shall be entertained, unless it arises from an error on the part, of an employee of the Trustees, and no such claim shall be accepted without the express sanction of the Trustees			Claims for refund of any toll due, rent rate or charge levied as per the <i>Scale of rate approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963</i> must be preferred in writing within six months either from the date when such toll due, rent, rate or charge shall have been paid or from the date when credit therefore shall have been given as the case may be, otherwise no such claim shall be entertained, unless it arises from an error on the part of an employee of the Port and no such claim shall be accepted without the express sanction of the Trustees.
	15.	No claim for refund of a sum less than Rs.2, whether made separately or in conjunction with other claims shall, in any circumstances be entertained unless such claim arises from an error on the part of an employee of the Trustees	21.		<b><i>Limitation on claims for refunds.</i></b>  No claim for refund of a sum less than <b><i>that prescribed by the Board from time to time</i></b> whether made separately or in conjunction with other claims shall, in any circumstances be entertained unless such claim arises from an error on the part of an employee of the Port.
	16.	No person or persons shall cause or permit to be thrown or discharged into any basin	22.		<b>Throwing of refuse into basins-prohibition of.</b>



		<p>vested in the Central Government or in the Trustees, as the case may be, from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter, or thing, liquid or solid, likely to create or increase a nuisance.</p> <p>Any person infringing this by-law shall be liable to a penalty not exceeding Rs.100 and for a continuing infringement to a penalty not exceeding Rs.50 per diem for every day after notice of such infringement shall have been given by this Board</p>			<p>No person or persons shall cause or permit to be thrown or discharged into any basin vested in the Trustees, from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter, or thing, liquid or solid, likely to create or increase a nuisance.</p> <p>Any person infringing this Regulation shall be liable to <i>such</i> penalty <i>as prescribed by the Board from time to time</i> and for a continuing infringement to a penalty <i>as decided by the Board</i> per day after notice of such infringement shall have been given by the Board.</p>
	17.	<p>If any vessel shall discharge upon any wharf or property of the Trust any cargo; goods or substance in such a rotten, putrid, damaged or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Health Officer of the Port, or if any cargo, goods or substance discharged from any vessel and lying on a wharf or in a shed or other property belonging to the Trust shall become in such</p>	23.		<p><b>Discharge of rotten cargo at wharves, etc.</b></p> <p>If any vessel shall discharge upon any wharf or property of Port any cargo; goods or substance in such a rotten, putrid, damaged or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Health Officer of the Port, or if any cargo, goods or substance discharged from any vessel and</p>





		<p>a rotten, putrid or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Health Officer of the Port, the Docks Manager may require the consignee thereof, or if the consignee should disclaim, deny or dispute the consignment or decline all responsibility for the same, or if there should be no consignee, the owner, master or agent of the vessel from which the same had been discharged, to forthwith cause the said cargo, goods or substance to be removed from the property of the Trust; and if such consignee or such master, owner or agent, as the case may be, shall, on being so required, refuse or neglect, for the space of eighteen hours after notice, to remove such cargo, goods or substance, then such removal may be effected in such manner as he may think fit by the Docks Manager who may, if he thinks necessary, cause the same to be destroyed, and the said consignee or the said master, owner or agent as the case may be, shall, within forty-eight hours after demand in writing, pay to the Board all the costs or expense attending or occasioned by such removal and destruction and of such cleaning, purifying or disinfecting the place of discharge or storage as may be</p>			<p>lying on a wharf or in a shed or other property belonging to the Port shall become in such a rotten, putrid or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Health Officer of the Port, the Traffic Manager may require the consignee thereof, or if the consignee should disclaim, deny or dispute the consignment or decline all responsibility for the same, or if there should be no consignee, the owner, master or agent of the vessel from which the same had been discharged, to forthwith cause the said cargo, goods or substance to be removed from the property of the Port; and if such consignee or such master, owner or agent, as the case may be, shall, on being so required, refuse or neglect, for the space of eighteen hours after notice, to remove such cargo, goods or substance, then such removal may be effected in such manner as he may think fit by the Traffic Manager who may, if he thinks necessary, cause the same to be destroyed, and the said consignee or the said master, owner or agent as the case may be, shall, within forty-eight hours after demand in writing, pay to Port</p>
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		considered desirable and shall be further liable to a penalty not exceeding Rs.100.			all the costs or expense attending or occasioned by such removal and destruction and of such cleaning, purifying or disinfecting the place of discharge or storage as may be considered desirable and shall be further liable to such penalty <i>as decided by the Board from time to time.</i>
18.		The Docks Manager or the Estate Manager, may at his discretion prohibit the deposit of coal, coke, charcoal, cinders, ashes and fuel on any of the wharf roads In the possession of Trust.	24.		<b>Depositing of coal, etc., on Wharf roads.</b>  The Traffic Manager or the Estate Manager, may at his discretion prohibit the deposit of coal, coke, charcoal, cinders, ashes and fuel on any of the wharf roads in the possession of Port.
19.		In respect of all goods imported or brought for export to the Trustees' wharves, piers and landing places other than the wharves, piers and landing places at the Trustees' Docks, a Declaration shall be prepared by the Owners or parties clearing or shipping the goods, in the forms set out in Schedule 'A' or in Schedule 'B' as the case may be, which shall be known as the Import Application and the Export Application respectively, True copies of the Customs	25.		<b>Declaration of imports and exports</b>  In respect of all goods imported or brought for export to the wharves, piers and landing places other than the wharves, piers and landing places at the Docks, a Declaration shall be prepared by the Owners or parties clearing or shipping the goods, in the forms set out in Schedule 'A' or in Schedule 'B' as the case may be, which shall be known as the Import



		<p>Import Bill of Entry or Export Shipping Bill as the case may be, on which delivery or shipment is to be effected, shall be lodged with the Port Trust by the parties clearing or shipping respectively, together with the relative Import or Export Application. The Customs Import Entry or Manifest in the case of Imports, and the Customs Shipping Bill in the case of exports, will also be presented for endorsement thereon of payment of Port Trust Charges</p>			<p>Application and the Export Application respectively. True copies of the Customs Import Bill of Entry or Export Shipping Bill as the case may be, on which delivery or shipment is to be effected, shall be lodged with the Port by the parties clearing or shipping respectively, together with the relative Import or Export Application. The Customs Import Entry or Manifest in the case of Imports, and the Customs Shipping Bill in the case of exports, will also be presented for endorsement thereon of payment of Port Trust Charges.</p>
	20.	<p>The slope at the east face of the Apollo Bunder shall be the ordinary landing place for launches, cutters, gigs or other vessels propelled by steam power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.</p> <p style="text-align: center;">It is prohibited for the above vessels to use the slope or inside steps on the north</p>	26.		<p><b>Landing place for launches, etc., at Appollo Bunder</b></p> <p style="text-align: center;">The slope at the east face of the Apollo Bunder shall be the ordinary landing place for launches, cutters, gigs or other vessels propelled by power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.</p> <p style="text-align: center;">It is prohibited for the above vessels to use the slope or inside steps on the</p>



		<p>side of the pier or the steps on the south side except between the 15<sup>th</sup> May and 15<sup>th</sup> September each year.</p> <p>Penalty for infringement of this bye-law Rs.50 (fifty)</p>			<p>north side of the pier or the steps on the south side except between the 15<sup>th</sup> May and 15<sup>th</sup> September each year.</p> <p>Penalty for infringement of this <i>Regulation shall be as decided by the Board from time to time.</i></p>
	21.	<p>The operation of flushing out the Port Trust oil pipe lines with water shall be under the absolute control of the Trustees, and the Master, Owner or Agents of vessels shall conform to the orders of the Trustees Officer as to when the pumping of wash water shall cease.</p>	27.		<p><b>Clearance of oil pipe lines</b> The operation of flushing out the Port's oil pipe lines with water shall be under the absolute control of the Port, and the Master, Owner or Agents of vessels shall conform to the orders of the Port Officer as to when the pumping of wash water shall cease.</p>
	22.	<p>At all places where passengers by sea or troops or horses or other animals embark from or land upon any wharf, pier, quay or landing place. which has been constructed by or shall belong to the Port Trustees, an enclosure may be made for the purpose of preventing the public from having access to the space used for the embarkation or landing of the passengers, troops or horses or other animals.</p>	28.		<p><b>Enclosure for embarking or landing passengers, troops, or animals.</b></p> <p>At all places where passengers by sea embark from or land upon any wharf, pier, quay or landing place, which has been constructed by or belong to the Port, an enclosure may be made for the purpose of preventing the public from having access to the space used for the</p>



		<p>The Docks Manager shall, under the directions of the Port Trustees, affix to such enclosure a notice which may be either temporary or permanent prohibiting on each occasion any persons other than passengers or troops or their servants or persons employed in the embarkation or landing of horses or other animals as the case may be or officials or licensed porters or employees of the Port Trust from entering or remaining within the enclosure when passengers or troops or horses or other animals are embarking or landing.</p> <p>Any person who shall enter or remain within any such enclosure as aforesaid contrary to the terms of any notice so affixed as aforesaid shall be liable to a fine not exceeding Rs.20 for each offence.</p>			<p>embarkation or landing of the passengers.</p> <p>The Traffic Manager shall, under the directions of the Board, affix to such enclosure a notice which may be either temporary or permanent prohibiting on each occasion any persons other than passengers or employees of the Port from entering or remaining within the enclosure when passengers are embarking or landing.</p> <p>Any person who shall enter or remain within any such enclosure as aforesaid contrary to the terms of any notice so affixed as aforesaid shall be liable to a fine as decided by the Board from time to time for each offence.</p>
	22A.	<p>No person shall hawk goods within the precincts of a Bunder without a license from the Docks Manager. Licences issued to approved persons for this purpose shall be renewable yearly, subject to the approval in</p>	29.		<p><b>Licence to hawk the goods within the Port precincts.</b></p> <p>No person shall hawk goods within the Port precincts without a license issued</p>



		writing of the Collector of Customs. Such licences shall not entitle the holders to board any vessel at these Bunders without the permission of the Master, Owners or Agents of the Vessel			by Traffic Manager on such terms and conditions as may be decided by the Board from time to time. Licences issued to approved persons for this purpose shall be renewable yearly. Such licences shall not entitle the holders to board any vessel without the permission of the Master, Owners or Agents of the Vessel.
	<b>23.</b>	By-law for soldering leaky tins of non-dangerous Petroleum at Port Trust Bunders.	<b>30.</b>		<b>Regulation of welding operations</b> Regulation for <i>welding of objects</i> at Port.
	(1)	No soldering operations shall take place on any Port Trust Wharf without previous notice given at the Bunder Fee Office to the Port Trust Inspector or Officer in charge of the Bunder at which the operations are desired to be effected, and such operations shall be carried on only at the place specially set apart on such Bunder for the purpose.	(1)		No <i>welding</i> operations shall take place on any Port's Wharf without previous notice given at the Bunder Fee Office to the Port Trust Inspector or Officer in charge of the Bunder at which the operations are desired to be effected, and such operations shall be carried on only at the place specially set apart on such Bunder for the purpose.
	(2)	A responsible representative of the owner of the petroleum shall in all cases be present throughout the soldering operations and no soldering shall be done except under the supervision of such representative.	(2)		A responsible representative of the owner of the <i>objects</i> shall in all cases be present throughout the <i>welding</i> operations and no <i>welding</i> shall be done except under the supervision of such representative.



		(3)	Not more than one tin at a time shall be brought to the soldering place and it shall be removed therefrom before a fresh tin is brought.		(3) Not more than one <i>object</i> at a time shall be brought to the <b>welding</b> place and it shall be removed therefrom before a fresh <i>object</i> is brought.
		(4)	The tin to be repaired shall be placed on a thick layer of sand before soldering is commenced.		(4) The <i>object</i> to be repaired shall be placed on a thick layer of sand before <b>welding</b> is commenced.
		(5)	Any directions given by the Port Trust Inspector or Officer in charge of the Bunder shall at once be complied with.		(5) Any directions given by the Port Trust Inspector or Officer in charge of the Bunder shall at once be complied with.
		(6)	The notice required by Bye law (1) above shall be in the form Subjoined, upon the reverse of which form these bye-laws shall be printed, and such notice shall be signed by or on behalf of the owner of the petroleum and no soldering operations shall take place until such form has been countersigned by the Port Trust Inspector or Officer in charge of the Bunder at which the operations are desired to be effected.		(6) The notice required by Regulation (1) above shall be in the form Subjoined, as at Schedule 'C' upon the reverse of Form of Notice these Regulations shall be printed, and such notice shall be signed by or on behalf of the owner of the <i>objects</i> and no <b>welding</b> operations shall take place until such form has been countersigned by the Port Trust Inspector or Officer in charge of the Bunder at which the operations are desired to be effected.



		(7)	Any person convicted of having committed a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding one hundred rupees.		(7)	Any person convicted of having committed a breach of any of the foregoing Regulations shall be liable to <i>such</i> penalty <i>as may be decided by the Board from time to time.</i>
				31.		<i>(To be added) Regulation for hot work</i>
					(i)	<i>Hot Work shall be strictly prohibited in close proximity of Dangerous Goods.</i>
					(ii)	<i>save as provided in Regulation 31(i), no hot work shall be carried out without the express prior permission of the Port Safety &amp; Fire Officer, and the directions given by the Port Safety &amp; Fire Officer or any Port officer in this regard shall be complied with.</i>
					(iii)	<i>A responsible representative of the agency performing hot work shall in all cases be present throughout the hot work operation &amp; no hot work operation shall be done except under the supervision of such representative.</i>
	24.		Single articles and packages of one metric ton and over in weights shall not be loaded at any Port Trust Bunder into lighters for conveyance and shipment overside on board on any vessel lying in the harbour or in the	32.		Manner of marking and packing heavy packages  Single articles and packages of one metric ton and over in weights shall not be





		Docks or alongside the Docks harbour walls unless the gross weight of each such article or package is marked upon it by the consignors and their agents in the manner set out below:-			loaded at any Port Trust Bunder into lighters for conveyance and shipment overside on board on any vessel lying in the harbour or in the Docks or alongside the Docks harbour walls unless the gross weight of each such article or package is marked upon it by the consignors and their agents in the manner set out below:-
	1.	Manner of marking of heavy packages.		1.	<b>Manner of marking of heavy packages:</b>
		(a) The gross weight on a heavy package shall be marked thereon in English and the regional language with a kind of paint which is not easily effaceable.			(a) The gross weight on a heavy package shall be marked thereon in English and the regional language with paint which is not easily effaceable.
		(b) Where a heavy package is of light colour, black paint shall be used and where the package is of a dark colour, white or yellow paint shall be used.			Where a heavy package is of light colour, black paint shall be used and where the package is of a dark colour, white or yellow paint shall be used.
	2.	Gross weight to be marked in metric tons, kilogrammes, maunds or pounds- Subject to the provisions of paragraph 6 below the gross weight of a heavy package shall be marked thereon in metric tons, kilogrammes, standard pounds or standard maunds.		2.	Gross weight to be marked in metric tons, kilogrammes:  Subject to the provisions of sub-Regulation 6 below the gross weight of a heavy package shall be marked thereon in metric tons or kilogrammes.
	3.	Place of marking.- The gross weight shall be		3.	Place of marking:



			marked on two sides of a heavy package so that in whatever position the package is placed, the marking is easily visible.			The gross weight shall be marked on two sides of a heavy package so that in whatever position the package is placed, the marking is easily visible.
		4.	Size of letters or figures- Every letter or figure used mark the gross weight of a heavy package shall be at least three inches in length and one quarter of an inch in breadth		4.	Size of letters or figures: Every letter or figure used to mark the gross weight on a heavy package shall be at least three inches in length and one quarter of an inch in breadth
		5.	Manner of packing- (1) The goods in heavy package shall be securely packed in a strong covering in such manner that there is no movement of the goods inside the package or any danger of the disintegration of the goods or the covering.  (2) The covering shall be of such material and nature as can stand the strain of the package being handled during the course of loading or unloading so that the risk of any injury to persons who handle the package is minimised.		5.	Manner of packing: (1) The goods in heavy package shall be securely packed in a strong covering in such manner that there is no movement of the goods inside the package or any danger of the disintegration of the goods or the covering.  (2) The covering shall be of such material and nature as can stand the strain of the package being handled during the course of loading or unloading so that the risk of any injury to persons who handle the package is minimised.
		6.	Marking of approximate weight in certain		6.	Marking of approximate weight in certain



		<p>circumstances - Where at the place from where heavy package is consigned there are no means available for determining the correct weight of the package, the anticipated minimum and maximum weight of the package in metric tons, kilogrammes, standard pounds or standard maunds shall be marked thereon in the manner herein before specified.</p>			<p>circumstances - Where at the place from where heavy package is consigned there are no means available for determining the correct weight of the package, the anticipated minimum and maximum weight of the package in metric tons, kilogrammes shall be marked thereon in the manner herein before specified.</p>
		<p>PROVIDED THAT such anticipated maximum weight shall be so assessed that it does not fall below the actual Weight of the package.</p> <p>Consignors and their agents, masters, officers, owners, and Agents of vessels and stevedores will be held responsible for any breach of the provisions of this Bye-law.</p>			<p>Provided that such anticipated maximum weight shall be so assessed that it does not fall below the actual Weight of the package.</p> <p>Consignors and their agents, masters, officers, owners, and Agents of vessels and stevedores will be held responsible for any breach of the provisions of this Regulation.</p>
	25.	<p>Goods landed at or shipped from a place on the Bunders or placed in a position within the limits of the Bunders contrary to the orders of a Port Trust Bunder Officer or shipped contrary to the provision of any of these by-laws shall, in addition to the provisions under any other by-law, be liable to payment of double the wharfage fees and</p>	33.		<p><b>Penalty for landing or shipping in contravention of Regulations.</b></p> <p>Goods landed at or shipped from a place on the Bunders or placed in a position within the limits of the Bunders contrary to the orders of a Port Officer or shipped contrary to the provision of any of these Regulations shall, in addition to the</p>



		other charges leviable thereon, as laid down in the Trustees Scale of Rates to be charged at the Bunders, subject to the limits prescribed in Section 75 of the Bombay Port Trust Act, 1879			provisions under any other Regulation, be liable to payment of double the wharfage fees and other charges leviable thereon, as laid down in the Scale of Rates to be charged at the Bunders approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963.
	26.	The Owner, Master or any person in charge of a vessel at any Port Trust Bunder Basin, Flat or Hard shall not allow the breaking up of such vessel or the commencement of any repairs involving the use of naked lights, gas-cutting or welding apparatus to or in the vicinity of the fuel Storage Tanks or the Fuel, system or involving the entry of any person into any Fuel Storage Tank of any such vessel wherein petroleum may have been deposited unless such Owner, Master or other person in-charge of the vessel has obtained a vapour-free certificate from the Inspector of Explosive or the Assistant Inspector of Explosives, West, Circle, Bombay. Such Owner, Master or other person in-charge of such vessel shall be liable to indemnify the Trustees of the Port of Bombay for any loss or damage whatsoever arising directly or indirectly	34.		<p><b>Vapour-free certificate and indemnity for vessels' breaking up or repairing</b></p> <p>The Owner, Master or any person in charge of a vessel at any Port Trust Bunder Basin, Flat or Hard shall not allow the breaking up of such vessel or the commencement of any repairs involving the use of naked lights, gas-cutting or welding apparatus to or in the vicinity of the fuel Storage Tanks or the Fuel system or involving the entry of any person into any Fuel Storage Tank of any such vessel wherein petroleum may have been deposited unless such Owner, Master or other person in-charge of the vessel has obtained a vapour-free certificate from the Inspector of Explosive or the Assistant Inspector of Explosives, West Circle, Mumbai. Such Owner, Master or other person in-charge of such vessel shall be</p>



			from any breach of this Bye-Law			liable to indemnify the Trustees for any loss or damage whatsoever arising directly or indirectly from any breach of this Regulation.
				35.		<p><i>(To be added)</i>  <i>Handling of Ethyl Fluid</i></p> <p><i>While handling ethyl fluid in the Bunders provision of Rules regulating handling of Dangerous Goods under 'The Mumbai Port Trust (Transport, Handling &amp; storage of Dangerous Goods) Regulations, 2007' and the Regulation framed under the 'The Dock Workers (Safety, Health &amp; Welfare) Act, 1986', or the Regulations framed under any other Acts applicable to Dangerous Goods shall be adhered to.</i></p>
	27.	(1)	Ethyl Fluid shall be landed at Haji Bunder or at such other site in the control of the Manager, Bombay Port Trust Docks, as may be demarcated from time to time at the Bunders governed by the Trustees' General Bye-Laws.			<i>(Deleted)</i>
		(2)	No consignment shall be landed without the			<i>(Deleted)</i>



			previous consent in writing of the Docks Manager.			
		(3)	Ethyl Fluid shall not be landed unless it is packed in air-tight drums of substantial quality which shall be distinctly marked to show that they contain Ethyl Fluid.			<i>(Deleted)</i>
		(4)	Importers of Ethyl Fluid shall make previous arrangements with the Collector of Customs or the Docks Manager, as the case may be for the immediate removal from the Trustees' premises of the whole consignment.			<i>(Deleted)</i>
		(5)	Ethyl Fluid shall only be landed during the scheduled working hours between sunrise and sunset.			<i>(Deleted)</i>
		(6)	No discharge of Ethyl Fluid shall commence until and unless: -			<i>(Deleted)</i>
			(a) all documents relating to delivery have been duly completed and presented to the Officer of the Trustees authorised to give delivery.  (b) the necessary transport is alongside and position to receive the consignment.			<i>(Deleted)</i>



			<p>(c) the Officer of the Trustees charged with giving delivery has satisfied himself that the following equipment and material necessary for dealing with any leakage found or which might occur during discharge are available for immediate use, the following equipment and material being supplied by the consignee :-</p> <ol style="list-style-type: none"> <li>(1) Rubber gloves.</li> <li>(2) Rubber boots.</li> <li>(3) Rubber apron or oilskin suit.</li> <li>(4) Respirator (see Note).</li> </ol>			
			<p>Note: A suitable respirator is the cannister type containing a minimum of 500 c. c. of activated charcoal. A British Service type respirator is satisfactory. An Airline mask may be used if available.</p>			<i>(Deleted)</i>
		(7)	<p>Discharge shall not be permitted until every consignment of Ethyl Fluid shall have been inspected on board the lighter or carrying vessel by the consignee's representative and the Officer- in Charge of the Bunder. No Ethyl Fluid drums showing any sign of leakage shall be landed until suitably repaired or placed in a larger receptacle offering sufficient protection from leakage.</p>			<i>(Deleted)</i>
		(8)	<p>Discharge of Ethyl Fluid shall be supervised by a responsible representative of the</p>			<i>(Deleted)</i>



			consignee having adequate technical knowledge of the material. The men handling Ethyl Fluid drums shall be equipped with heavy gloves of canvas or leather.			
		(9)	Consignees shall provide labour for the handling of Ethyl Fluid on discharge and for the loading of vehicles for the immediate removal of the consignment from the Trustees' premises.			<i>(Deleted)</i>
		(10)	Ethyl Fluid drums shall be handled singly and discharged singly in wire net slings and removed from the slings by the consignee's labour direct to road or rail vehicles placed in position for their immediate delivery.  Note: Barrel hooks are on no account to be used in discharge.			<i>(Deleted)</i>
		(11)	After any consignment of Ethyl Fluid has passed over the Trustees' premises, the consignee's representative shall inspect the places over which the consignment has been carried and deal with any points where leakage has taken place. This inspection and cleaning must be carried out in the presence of a responsible officer of Trustees in immediate charge of the Bunder and the consignee's representative shall furnish a			<i>(Deleted)</i>





			certificate that the Trustees' premises are free from contamination and fit for general use.			
		(12)	No Ethyl Fluid drums shall, under any circumstances, be stored in any of the Trustees' premises.			<i>(Deleted)</i>
		(13)	In the event of leakage measures as set out below must be followed :-			<i>(Deleted)</i>
			Note: Ethyl Fluid is highly coloured by means of a dye (usually yellow, red or blue) so that leakage is immediately discernible. Furthermore, Ethyl Fluid has a distinctive and rather sweet smell.			<i>(Deleted)</i>
			(a) If Ethyl Fluid comes into contact with the skin, the part or parts affected should be washed clean at once with a solvent such as kerosene followed by soap and water.			<i>(Deleted)</i>
			(b) Clothing that becomes contaminated by Ethyl Fluid should be removed immediately and cleaned by repeated rinsing in a nonflammable dry cleaning fluid.			<i>(Deleted)</i>
			(c) Shoes and leather covered articles that become contaminated by Ethyl Fluid should be discarded and destroyed.			<i>(Deleted)</i>
			(d) If Ethyl Fluid can be smelt it is being			<i>(Deleted)</i>



			breathed. Men should be directed away from any place where it can be smelt.			
			(e) Men assigned to deal with a leakage of Ethyl Fluid must wear the protective equipment, as prescribed in sub-clause 6 (c) above.			<i>(Deleted)</i>
			(f) The area in which a leakage of Ethyl Fluid has occurred (including the outside of a drum) should be treated as follows :-			<i>(Deleted)</i>
			(i) Flush with kerosene or some other light oil solvent, followed by water. If the surface permits, wash thoroughly with soap working up as much lather as possible, and again flush with water.			<i>(Deleted)</i>
			Note: If it is possible to obtain quickly a supply of common bleaching lime (CaO Cl <sub>2</sub> ) the area should first be treated generously with a mixture of bleaching lime and water in the form of a thin slurry (dry powder should on no account be used), alternatively a 5 per cent solution of Sulphuryl chloride (SO <sub>2</sub> Cl <sub>2</sub> ) in kerosene may be used.			<i>(Deleted)</i>
			(ii) if contamination of an absorbent material has taken place, such as wooden flooring dunnage, or other packing material, then such material must after treatment as above be removed or burned.			<i>(Deleted)</i>



	(14)	Any person convicted of having committed a breach of any of the foregoing provisions shall be liable to a penalty not exceeding Rs.100 (Rupees One hundred only) vide Section 75 of Act VI of 1879.			<i>(Deleted)</i>
28.		<p>No person shall enter Butcher Island without a permit or token or pass issued to him by or under the authority of the Deputy Conservator of the Bombay Port Trust.</p> <p>No person shall enter Haji Bunder without a permit or token or pass issued to him by or under the authority of the Docks Manager of the Bombay Port Trust; such permit or token or pass shall on demand by a Police Officer or any Port Trust Officer duly empowered in that behalf be produced for inspection. No person shall allow any permit or token or pass issued to him as aforesaid to be used by any other person. Any permit or token or pass issued to any person and allowed by him to be used by another shall be liable to be confiscated and cancelled</p>	36.		<p>Security Measures for <i>Jawahar Dweep</i></p> <p>No person shall enter <i>Jawahar Dweep</i> without a permit or token or pass issued to him by or under the authority of the Deputy Conservator of the Mumbai Port Trust.</p> <p>No person shall enter Haji Bunder without a permit or token or pass issued to him by or under the authority of the Traffic Manager of the Mumbai Port Trust; such permit or token or pass shall on demand by a Police Officer or any Port Trust Officer duly empowered in that behalf be produced for inspection. No person shall allow any permit or token or pass issued to him as aforesaid to be used by any other person. Any permit or token or pass issued to any person and allowed by him to be used by another shall be liable to be confiscated and cancelled.</p>
29.		No person shall be allowed to dive at the Bunders or at Pir Pau or at Butcher Island	37.		<b>Prohibition of diving, under water works etc.</b>



		or to creep or sweep for anchors, cables and stores or for cargoes lost or supposed to be lost thereat for the purpose of undertaking under water repairs to vessels, without the prior permission of the Deputy Conservator of the Port or an officer authorised by him			No person shall be allowed to dive at the Bunders or at Pir Pau or at <i>Jawahar Dweep</i> or to creep or sweep for anchors, cables and stores or for cargoes lost or supposed to be lost thereat or for the purpose of undertaking under water repairs to vessels, without the prior permission of the Deputy Conservator of the Port or an officer authorised by him.
	30.	No work of underwater cleaning, brushing and repairs shall be carried out to any vessel berthed in at Pir Pau, Butcher Island and the New Ferry wharf including the Ferry Jetty without the prior permission in writing from the Deputy Conservator of the Port or an Officer authorised by him.  The person seeking permission for underwater work shall :-	38.	<b>Regulation of under water work etc.</b>  No work of underwater cleaning, brushing and repairs shall be carried out to any vessel berthed in at Pir Pau, <i>Jawahar Dweep</i> and the New Ferry wharf including the Ferry Jetty without the prior permission in writing from the Deputy Conservator of the Port or an Officer authorised by him.  The person seeking permission for underwater work shall :-	
		(i) Pay a fee of Rs.1,000 if the work involves removal of the scrapings, etc. by the Bombay Port Trust.		(i)	Pay if the work involves removal of the scrapings, etc. by the Port, such fee <i>as may be decided by Board from time to time.</i>
		(ii) Undertake in writing that any article,		(ii)	Undertake in writing that any article,



			cargo, etc. which may fall in the water in the course of the work shall be handed over for disposal to the Deputy Conservator in his capacity as Receiver of wrecks.			cargo, etc. which may fall in the water in the course of the work shall be handed over for disposal to the Deputy Conservator in his capacity as Receiver of wrecks.
		(iii)	furnish a standing guarantee in the form approved by the Trustees, and		(iii)	furnish a standing guarantee in the form approved by the Board, and
		(iv)	when carrying underwater hot work, furnish an unlimited guarantee in the form approved by the Trustees to make good the losses, damages, costs, charges, etc. and fully and completely indemnify the Trustees against all losses, damages and expenses, if any, involved as a result of any accident or occurrence in connection with the work. He must also produce a gas-free certificate from the competent authority for the vessel on which underwater hot work is to be carried out		(iv)	when carrying underwater hot work, furnish an unlimited guarantee in the form approved by the Board to make good the losses, damages, costs, charges, etc. and fully and completely indemnify the Board against all losses, damages and expenses, if any, involved as a result of any accident or occurrence in connection with the work. He must also produce a gas-free certificate from the competent authority for the vessel on which underwater hot work is to be carried out.
	31.		A service charge at the rate of 20 paise per sq.mtr. per mensem with immediate effect from the date of publication of Government's approval in the official Gazette, 40 paise per sq. metre per mensem after one year and 50 paise per sq. metre per mensem after completion of second year shall be levied on all Port Trust plots and structures served with and/or surrounded by Port Trust roads and	39.		<b>Revision of service charge</b>  A service charge at such rate <i>as decided by the Board from time to time shall be levied on all Port Trust</i> plots and structures for Estate Maintenance and other facilities provided thereat. This service charge shall be levied in addition to the rents, compensation or licence fees paid or payable



		<p>passages to cover the cost maintenance of Port Trust roads passages and of lighting and other facilities provided thereat. This service charge shall be levied in addition to the rents, compensation or license fees paid or payable by the occupants of the said Port Trust plots and structure under respective lease/tenancy/licence agreements entered into with the Port Trust. This service charge shall not be levied on plots let out on casual occupation basis or at nominal rent also on plots situated at Titwala. The Chairman may for reasons to be recorded in writing exempt any Port Trust plots or structure let out for religious and/or cultural purposes from the payment of this service charge</p>			<p>by the occupants of the said Port Trust plots and structures under respective lease/tenancy licence agreements entered into with the Port Trust. This service charge shall not be levied on plots let out on casual occupation basis or at nominal rent and also on plots situated at Titwala. The Chairman may for reasons to be recorded in writing exempt any Port Trust plots or structures let out for religious and/or cultural purposes from the payment of this service charge.</p>
	32.	<p>Ship breaking activities will be permitted by the Docks Manager at Powder works Bunder and Lakri Bunder (South) including Southern half of the Eastern Beach Head of Lakri Bunder. Indenting shipbreakers will have to register their names for this purpose with the Bombay Port Trust and keep the registration valid by periodical renewal. A shipbreaker shall apply for registration in such form as may be prescribed from time to time by the Docks Manager and comply with such conditions</p>	40.		<p><b>Ship breaking activities.</b></p> <p><i>Ship breaking activities will be permitted by the Traffic Manager at nominated site. The shipbreakers shall strictly comply with the guidelines issued by Hon Supreme Court of India in Writ Petition (Civil) No.657 of 1995 in this regard.</i></p>



			as may be prescribed by the Board before his application is considered.			
				41.		<i>(To be added) Repeal and Saving:</i>
						<i>The Bombay Port Trust General Bye-Laws are hereby repealed. Notwithstanding such repeal, anything done or any action taken under the Bombay Port Trust General Bye-Laws shall be deemed to have been done or taken under the corresponding provisions of these Regulations.</i>

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