

[Arrangement of By-Laws]

PORT AUTHORITIES ACT 1963  
JOHOR PORT AUTHORITY BY-LAWS 1979

ARRANGEMENT OF BY-LAWS

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PORT AUTHORITIES ACT 1963

JOHOR PORT AUTHORITY BY-LAWS 1979

IN exercise of the powers conferred by section 29 of the Port Authorities Act 1963, the Johor Port Authority, with the approval of the Minister makes the following by-laws:

PART I  
PRELIMINARY

Citation and commencement

1. These By-Laws may be cited as the **Johor Port Authority By-Laws 1979** and shall be deemed to have come into force on the 1st January 1975.

Interpretation

2. In these By-Laws unless the context otherwise requires —

“Act” means the Port Authorities Act 1963;

“arms” has the meaning assigned to it in section 2 of the Arms Act 1960;

“Authority” means the Johor Port Authority and includes its employees and agents;

“Authority wharf” means a wharf, dock, pier or landing place operated or controlled by the Authority;

\*“Chief Security Officer” means any officer appointed by the Authority to be in charge of the security force established under section 13A of the Act and includes his assistants or any other officer acting under or with his authority;

“day” means the period from 0600 hours on one day to 0600 hours on the next day;

“dangerous goods” includes ammunition, explosives, petroleum, or other inflammable, noxious or dangerous substance or article and all goods specified in the First Schedule;

“dangerous petroleum”, “petroleum” and “petroleum in bulk” have the meanings respectively assigned to them in the Petroleum Ordinance 1949;

“dock” includes basins, locks, cuts, entrance gracing-docks, keel-blocks, inclined-planes slipways, gridirons, quays, warehouses and other works and things appertaining to any dock;

**[By-law 2]**

"explosive" has the meaning assigned to it in section 2 of the Explosives Ordinance 1957;

"Fire Superintendent" means any officer appointed by the Authority to be in charge of the Fire Section and includes his assistants and any other officer acting under or with his authority;

"foreign going ship", "home trade ship" and "local trade ship" have the meanings respectively assigned to them in the Merchant Shipping Ordinance 1952;

"goods" includes livestock, minerals, wares and merchandise of every description;

"Harbour Master" means the Harbour Master of the Port and includes his deputy and any person acting under or with his authority;

"land" includes the bed of the sea below high water mark;

"Marine Manager" means any officer appointed by the Authority to be in charge of the Marine Department and includes his assistants and any other officer acting under or with his authority;

"Master" includes every person, except a pilot, having for the time being the command or charge of any vessel;

"night" means the period from 1800 hours on one day to 0600 hours on the next day;

"oil" means oil of any description and includes spirit produced from oil of any description, waste material consisting of or arising from oil and also includes coal tar;

"owner" when used in relation to goods includes any consignor, consignee, shipper or agent for the sale, custody, shipping or landing of such goods; and when used in relation to any vessel includes any part owner, charterer, consignee or mortgagee in possession of the vessel;

"package" includes any box, basket, barrel, case, receptacle, sack, bag, wrapper, envelope or other covering or thing in which goods are placed for the purpose of carriage, consignment, freight, importation or exportation;

"passenger" means any person carried in any vessel except —

- (a) a person employed or engaged in any capacity onboard the vessel on the business of the vessel;

(b) a person onboard the vessel either in pursuance of the obligation laid on the Master to carry shipwrecked, distressed or other persons, or by reason of any circumstances that neither the Master nor the owner nor the charterer, if any, could have prevented or forestalled; and

(c) a child under one year of age;

“person” includes corporations whether aggregate or sole;

“pier” includes any stage, stairs, landing place, landing stage, jetty, floating barge or pontoon and any bridge or other works connected therewith;

“pilotage district” means the Johor Bahru Port Pilotage District declared under section 29A of the Act;

“Port” means Johor Bahru Port within the limits declared under section 6 of the Merchant Shipping Ordinance 1952;

“port permits” includes all places owned or occupied by the Authority and appropriated by it for the landing and shipping of goods including any portion of the bank of the river so owned or occupied which has been improved to facilitate such landing and shipping and any foreshore so owned or occupied and used for such purposes, but does not include any portion of the bank, foreshore or other place not so owned or occupied;

“Port waterfront” means all that area of water enclosed on the West by a line drawn due Southwest (225°) from a point on the shoreline [Lat 01° 26' 30" N, Long 103° 53' 12" E] on the Western side of West bank of Sungai Perimbi to the boundary of the Malaysian territorial waters and on the East by a line drawn due South from a point [Lat 01° 26' 00" N, Long 103° 56' 18" E] on the East bank of Sungai Chupak to the boundary of the Malaysian Territory waters and on the Northern part, the limit extended by shoreline between the point on the East bank of Sungai Chupak to the point on Western part of West bank of Sungai Perimbi;

“towage” means any operation in connection with holding or pushing or pulling or moving or attending for that purpose, any vessel;

“Traffic Manager” means any officer appointed by the Authority to be in charge of the Traffic Department and includes his assistants and any other officer acting under or with his authority;

“transhipment goods” means goods landed from a vessel and placed in the custody of the Authority for the purpose of shipment on another vessel on a through Bill of Landing dated at the port of loading of such goods and showing that the destination is via the Port under the control and management of the Authority with the ultimate port of destination marked on each package or unit containing such goods and declared on a transhipment manifest lodged with the Authority prior to or at the time such goods are placed in its custody;

**[By-law 2 – 5]**

“unprotected goods” means goods not packed in containers or cartons or crates or any form of protective covering;

“vehicle” includes any cart, carriage, lorry, truck, passenger vehicle or other wheeled conveyance used for the transportation by road of persons or things;

“vessel” included barges, lighters and any mechanically propelled ship or boat;

“wharf” includes any wall and building adjoining the foreshore, seabed or river bed.

**PART II  
VESSELS ARRIVING AND LEAVING**

**Notification or arrival and departure**

3. (1) The owner, Master or agent of every vessel intending to call at the Port shall, as early as possible and in any case not less than forty-eight hours prior to the estimated time of arrival, give notice in writing to the Traffic Manager of the expected time and date of arrival and supply information relating to such vessel as he may reasonably require. The owner, Master or agent supplying such information shall ensure that the information is accurate.

(2) The owner, Master or agent of every vessel about to leave the Port shall, as early as possible and in any case not less than three hours prior to the estimated time of departure, give written notice to the Traffic Manager of the expected time of departure.

**Application for berth**

4. No vessel shall be allotted a berth except upon a written application made by the owner, Master or agent of the vessel to the Traffic Manager in the prescribed form in the Second Schedule at least twenty-four hours before berth is required.

**Allocation of berths**

5. (1) The allocation of a berth shall be entirely at the discretion of the traffic Manager.

(2) As a general rule, vessels shall be allocated berths in the order of their arrival off the Port, but the Traffic Manager may vary the order of berthing if he considers it advisable to do so.

(3) No vessel shall be berthed or placed alongside any of the Authority's berths without the written permission of the Traffic Manager signified in the form in the Third Schedule, and no vessel shall occupy a berth other than the berth allocated to that vessel.

**PART III  
TOWAGE**

**Towage Service**

6. Except with the written permission of the Marine Manager, no vessel or other object requiring towage or other assistance for the purpose of approaching or leaving or operating within the Port shall make use of any towage or other assistance other than that provided by the Authority.

**Terms of Authority's towage**

7. Towage and assistance connected with the towage of vessels and other objects shall only be undertaken by the Authority upon the following terms and conditions:

- (a) The towage or assistance shall be deemed to commence only when the tug is in a position to receive orders direct from the tow or to pass or to receive the tow-rope, whichever is the earlier, and to end when final orders from the tow to cease attending have been carried out or when the tow-rope has been finally slipped and the tug is safely clear of the tow, whichever is the later.
- (b) The Authority shall not be liable to the shipowners for any loss or damage which they may suffer. The shipowners shall bear, pay and indemnify the Authority against any loss or damage which it may suffer arising during the course of, or in connection with, the towage or assistance connected with the towage, from any cause whatsoever including unseaworthiness, unfitness or breakdown of the tug, its equipment or towing gear, lack of fuel, stores or speed or otherwise but not including negligence at any time of the Authority, its employees or agents:

Provided that such loss or damage is not caused by want of reasonable care before and at the beginning of the towage or assistance connected with the towage on the part of the Authority to make the tug seaworthy for the towage or assistance.

- (c) The burden of proving any such want of reasonable care as is referred to in paragraph (b) shall be upon the shipowners and the mere fact of unseaworthiness of any kind shall not be taken to be evidence of such want of reasonable care.
- (d) The Authority may at any time, whether before or after the commencement of the towage or assistance connected with the towage, substitute one tug for another and may tow or otherwise assist in matters connected with the towage more than one vessel at a time. The Authority shall be at liberty to employ a tug belonging to other tugowners for the whole or any part of the towage or assistance.

[By-law 7 - 9]

- (e) No sum payable by the shipowners under the provisions of this Part shall be discharged or diminished by any sums recovered by the Authority from its insurers in respect of the same loss or damage, and the shipowners shall not be entitled to be subrogated to any rights of the Authority or have any right of contribution from the Authority's insurers.
- (f) In the event of the Authority employing a tug belonging to other tugowners, for the whole or any part of the towage or assistance connected with the towage, the shipowners shall not bring any suit against the other tugowners in respect of any matter arising out of such towage or assistance rendered in connection with the towage.
- (g) The terms and conditions of this by-law shall remain in force notwithstanding any deviation or interruption or failure in the performance of the towage or assistance and whether or not there has been any substitution of tugs.

**PART IV  
VESSELS BERTHING AND UNBERTHING**

**Signal**

8. (1) The berth allocated by the Traffic Manager shall be indicated by the International Code Flag "N" displayed on a staff sited at the position on the berth where the vessel's bow should be placed. The signal shall be deemed to indicate that the Authority is ready to receive the vessel and no vessel shall proceed alongside until the signal is displayed.

(2) By night Flag "N" shall be replaced by a rapid flashing white light.

**Mooring of vessels and liability for damage to Port's property**

9. (1) A vessel shall be moored and secured by the Master of the vessel to the satisfaction of the Marine Manager. A mooring gang shall be in attendance on the berth to render assistance under the instructions of the Master of the vessel both when coming alongside and leaving the berth.

(2) All assistance shall be given subject to the condition that the Authority shall not be liable for any consequences arising therefrom.

(3) Berthing shall be subject to the condition that the Master of the vessel shall solely be responsible for the mooring, and the Authority shall not be liable in respect of insecure or improper or defective mooring, or the consequences arising therefrom. Any damage done to the wharf or dock or pier or to any property belonging to the Authority, by the vessel, whether by reason of the incompetency or negligence of the Authority's pilot or officer in charge, shall be compensated by the Master and the owners of the vessel and the Authority may detain the vessel until security has been given to cover the extent of damage caused.

**Berthing at night**

10. No vessel shall berth or unberth at night without permission of the Marine Manager.

**PART V  
VESSELS BERTHED ALONGSIDE**

**Secured moorings alongside**

11. The Master shall ensure that the vessel alongside the Authority wharf is at all times adequately secured and the moorings are tended as required by the rise and fall of the tide or the passing of other vessels.

**Responsibility for safety when alongside**

12. Every vessel which berths at any Authority wharf shall remain under the charge of the Master who shall take all steps necessary to preserve the safety and security of the vessel.

**Readiness to move at short notice**

13. Unless the Authority otherwise permits every vessel which berths at the Authority wharf shall be maintained in such condition as to permit her safe removal when required.

**Direction to leave Authority wharf**

14. Every vessel alongside an Authority wharf shall leave the wharf when so directed by the Traffic Manager.

**Direction to shift berth**

15. The Authority may order the Master of the vessel which is berthed at any Authority wharf to alter the position of the vessel at such berth or to shift to other berth as the Authority may require.

**Cost of shifting**

16. The Authority shall not bear the cost of shifting or mooring of any vessel.

**Vessels to use own mooring gear**

17. Vessels berthed alongside any Authority wharf shall be secured thereto by their own ropes, hawsers, or other mooring gear. Such ropes, hawsers or other mooring gear shall be in good order and condition.

**[By-law 18 - 23]**

**Use of whistles or sirens in the Port**

18. Except in the case of danger to life or property, no Master or owner shall permit the whistle or siren of his vessel to be used while such vessel is berthed alongside an Authority wharf.

**Propellers not to be worked**

19. (1) The Master or owner of the vessel berthed alongside the Authority wharf shall not allow the propellers of the vessel to be worked by power or by hand, unless a written permission has been obtained for the Marine Manager. The Marine Manager may impose such conditions as he thinks fit.

(2) The Master or owner of the vessel who contravenes this by-law shall be liable for any damage caused.

**Trying engines at wharf**

20. No engines shall be tried at the Authority wharf without the permission of the Marine Manager. The Marine Manager may impose such conditions as he thinks fit.

**Fenders**

21. Every vessel alongside any Authority wharf shall provide and use suitable fenders of floatable material.

**Vicious animals**

22. No vicious animal shall be kept onboard any vessel while the vessel is lying alongside any Authority wharf, unless the animals are properly secured and kept under effective control.

**Vessel to prevent rubbish etc. falling on the wharf**

23. (1) Exhaust, steam, water, or other discharges from a vessel shall be led down the side of the ship to below the level of the wharf by a hose or other effective appliances.

(2) All water and steam pipes shall be effectively screened.

(3) No refuse, filth or excreta shall be discharged from any discharge pipe, water closet or latrine, upon any portion of the wharf.

(4) The Master or owner of the vessel shall be liable for any damage caused by any contravention of this by-law.

**Vessel not to place ship's gear on wharf**

24. No boat, spar, anchor, cable or other article of ship's gear, dunnage, loose buoy from or belonging to any vessel shall be placed or remain on any Authority wharf without the permission of the Traffic Manager.

**Removal of projections**

25. All projections from a vessel which are likely to impede or obstruct her movement or damage any quay, equipment, or interfere at any time with the loading or discharging of another vessel shall be removed on the requisition of the Traffic Manager.

**Use of rat guards**

26. The Master of every vessel berthed alongside any Authority wharf shall ensure that efficient rat guards are fitted to all moorings.

**PART VI  
EMERGENCY—SAFETY PRECAUTIONS**

**Fire**

27. In the event of fire on board any vessel the Master or person in charge shall—
- (a) take immediate steps to extinguish the fire;
  - (b) inform the Marine Manager and Harbour Master without delay by the most direct means;
  - (c) ensure every assistance is given by the crew of such vessel to any authorised fire fighting party or vessel or any supplier of goods required to extinguish such fire;
  - (d) submit a full written report of the circumstances relating to the fire to the Marine Manager and the Harbour Master within 48 hours of the extinguishing of such fire and in any case before any application is made or port clearance; and
  - (e) prepare the vessel for shifting berth as soon as possible.

**Stranding or grounding**

28. In the event of the stranding or grounding of any vessel, the Master or person in charge of such vessel shall—

**[By-law 28 – 30]**

- (a) take immediate steps to prevent any further deterioration in the circumstances of such vessel;
- (b) inform the Marine Manager and Harbour Master without delay by the most direct means stating whether assistance from other vessels or from the shore is required and the nature of such assistance;
- (c) on the near approach of any vessel or vessels, make the sound signal on the vessel's whistle siren consisting of one short blast followed by one long blast followed by one short blast and shall continue to make such signal at intervals of not more than one minute until such time as any approaching vessel has directed her course away from danger;
- (d) ensure the every assistance is given by the crew of such vessel to any other vessel or person rendering assistance thereto;
- (e) inform the Marine Manager and Harbour Master without delay by the most direct means when either further assistance is not required or that such vessel has been safely refloated; and
- (f) submit a full written report of the circumstances relating to such stranding or grounding to the Marine Manager and the Harbour Master specifying any damage which may affect seaworthiness of such vessel and such report shall be made within 48 hours of the refloating of such vessel or before any application for port clearance is made whichever shall first happen.

**Emergency**

29. In the event of any emergency or accident to any vessel under by-laws 27 and 28, the Master or person-in-charge of such vessel shall inform the Marine Manager and Harbour Master without delay by the most direct means and shall comply with any instruction the Marine Manager and Harbour Master may issue and submit a written report to them within 48 hours of such emergency or accident or before leaving the Port whichever shall first happen.

**Owner's responsibility in case of fire, grounding,  
sinkling and breaking adrift**

30. Where a vessel from any cause sinks or is grounded, or stranded, or breaks adrift, or catches fire, whist alongside any Authority wharf or in any part of the Port under the control of the Authority, the owner or Master of the vessel shall be responsible for all the consequences arising therefrom and shall remove such vessel when called upon to do so by the Authority.

**Adequate crew on board**

31. Every vessel shall at all times have on board a sufficient number of men to veer cable, to keep anchor lights burning, to let go an anchor, and to take every precaution necessary during an emergency.

**Proper illumination of vessel**

32. The Master of every vessel at anchor or secured to any Authority wharf shall ensure that all parts of the vessel to which any person may lawfully proceed, are properly illuminated.

**Use of searchlights**

33. No searchlight shall be used by any person without the written permission of the Marine Manager.

**Prohibition on smoking in specified locations**

34. No person shall smoke, create or display any naked light in or near any open or partially open hatchway or port or in or near to the hold of any vessel.

**Repairs to vessel**

35. Nothing in these by-laws shall be construed so as to prohibit the carrying out of repairs to any vessel in conformity with the following conditions:

- (a) such repairs shall only be carried out on the instructions of the Master of such vessel;
- (b) the Master of such vessel shall be responsible for the supervision of the carrying out of such repairs; and
- (c) the Master of such vessel shall ensure that all reasonable precautions are taken to prevent the outbreak of any fire or explosion.

**Safety person board**

36. (1) Efficient and easy means of access shall be provided to every vessel at anchor or secured to an Authority wharf and such means of access shall be adequately illuminated from sunset to sunrise.

(2) All such means of access shall be provided with manrope and nets and such appliances as may be necessary for the convenience and safety of persons proceeding on board or passing close to such vessel.

**[By-law 36 – 40]**

(3) All open hatchways and other deck openings shall be efficiently guarded by life-lines at all times if such openings are not permanently guarded by hatch coamings.

(4) All deck machinery and goods, working equipment including derricks, cranes, wires, slings, trays, pallets, nets and ropes shall be maintained in good order and condition.

**Use of inflammable material in the port or on board**

37. No Master or owner of a vessel shall permit or suffer pitch, resin, tallow, or other inflammable material to be melted on board a vessel at anchor or secured to an Authority wharf except in such manner and in such places as shall be appointed by the Marine Manager.

**PART VII**

**VESSELS LOADING AND DISCHARGING**

**Vessel not to work until securely moored**

38. No vessel shall commence the discharging or loading of goods or the embarkation or disembarkation of passengers, until it has been moored securely at a berth provided for that purpose.

**Master to provide sufficient lighting**

39. The Master of every vessel shall provide and ensure that there is proper and sufficient lighting in those parts of a vessel where work is in progress, and in the case of vessels discharging goods into or loading goods from lighters, adequate outside lighting to enable goods to be tallied and handled with safety, and the Master of the vessel shall be responsible for any loss, injury or damages arising from the want of proper and sufficient lighting.

**Vessel to be worked with reasonable despatch**

40. (1) Every vessel shall discharge or load her goods with despatch and where the berth she occupies shall shortly be required, or appears to be required for another vessel, shall work overtime as may be required by the Traffic Manager.

(2) If the vessel fails to effect with despatch or work overtime as the Traffic Manager may require, the Traffic Manager may, after due warning has been given to the Master or agent, order the vessel to vacate the berth, and the Master shall comply with the order.

(3) A vessel which vacate such berth pursuant to any such order may be reberthed at the discretion of the Traffic Manager.

(4) The Traffic Manager may, if he thinks fit, issue similar directions to avoid obstructions to traffic, congestion or for the safe and convenient use of the Port.

(5) All expenses incurred in complying with any order under this by-law shall be borne by the vessel concerned.

**Vessel not to idle alongside berth**

41. No vessel shall lie alongside a berth after it has finished loading or discharging or the embarkation or disembarkation of passengers or shall wait alongside a berth for goods unless authorised by the Traffic Manager.

**Responsibility for delay**

42. The Authority shall not be responsible for the detention, or delay in the discharge or loading of goods, arising from any cause whatsoever.

**No smoking**

43. (1) No person shall smoke on deck or in the goods compartment when the vessel is loading or discharging any dangerous or inflammable goods.

(2) The goods compartment and the hatchways of dangerous or inflammable goods shall be kept securely closed at all times, except when the vessel is in the process of loading or discharging.

**Vessel to take precautionary measures**

44. When a vessel is berthed, the Master, owner or agent shall take every precaution for the safety of persons working in or about the vessel and in particular ensure that the slings used for the purpose of loading and discharging goods are sufficiently strong, in sound condition and suitably designed for the work for which they are employed; and ensure that at all times work is supervised by competent and qualified persons.

**Cooperation with authorised officials**

45. (1) The Master or owner shall obey every direction and cooperate with all authorised officers of the Authority for the purpose of mooring and unmooring a sea-going vessel or of regulating her position or of adjusting her equipment and gear, for the loading and discharging of goods.

(2) The Authority shall have free access at all times to all vessels within the Port for the inspection of goods, prevention of fires, working of goods, lighting and embarkation and disembarkation of passengers.

**[By-law 46 – 49]**

**Authorised labour on vessel**

46. No person shall work on the vessel, other than a member of the crew of such vessel or employees, agents or licensees of the Authority.

**Authority not responsible for acts of stevedores or workmen**

47. Any stevedore or workmen engaged in performing work in or in respect of any vessel, shall be deemed to be the employee of the owner and Master of such vessel notwithstanding that the wages or remuneration of the stevedore or workmen is paid by the Authority. The Authority shall not be liable for any loss or damage caused by any act, omission or default of such stevedore or workmen.

**Notice to discharge or load goods**

48. The owner, Master or agent of every vessel shall give written notice to the Traffic Manager of his intention to load or discharge goods before such work is commenced. Goods discharged without permission of the Traffic Manager shall not be deemed to be in the custody of the Authority and the Authority shall not be held responsible for any loss or damage that may result to such goods from any cause whatsoever.

**PART VIII  
LANDING AND SHIPPING OF GOODS**

**Deposit of manifest**

49. (1) A true copy in Bahasa Malaysia or English Language of the manifest certified by the Master or the owner as being correct containing full particulars as to gross weight, measurement, marks, numbers and contents of each package shall be deposited at the office of the Traffic Manager not less than forty-eight hours before any goods are landed on any Authority wharf or any wharf, dock, pier and landing places within the Port from any vessel.

(2) A certified statement of any alteration made in the manifest by reason of the re-measurement of goods included therein or otherwise shall also be furnished immediately on completion of discharge of such goods.

(3) The Master or owner of any vessel which loads goods at any Authority wharf or any wharf, dock, pier and landing places within the Port shall lodge at the office of the Traffic Manager a copy of the outward manifest in Bahasa Malaysia or English Language and it shall be certified as being correct and shall contain full particulars as to gross weight, measurement, marks, numbers, contents of each package loaded and shall be furnished within seven days of the departure of such vessel.

**Overside goods ex-private lighters**

50. No goods shall be landed on or shipped by lighters or crafts not belonging to the Authority except with the prior permission of the Traffic Manager and subject to conditions as may be imposed by the Traffic Manager.

**Master to submit overseide shipment and discharge list for private crafts**

51. The Master or agent of every vessel shall submit a list of all goods shipped into or discharged from private lighters or private crafts to the Traffic Manager on or before the next working day after the vessel has completed loading or unloading of goods.

**Master to submit other documents**

52. The Master or agent of every vessel shall submit any other documents which may be required in connection with the landing and shipping of goods.

**Master to declare heavy and bulky goods**

53. (1) The Master or owner of every vessel requiring to land or ship goods which exceed two tonnes in weight or the standard running dimensions of the Malayan Railway shall accurately declare in the form set out in the Fourth Schedule, the weights and dimensions of such articles or packages to the Traffic Manager.

(2) The Traffic Manager may refuse to accept such goods into the Authority's custody.

**Valuable goods**

54. (1) Where any package or unit of goods exceeds one thousand ringgit in value—

(a) the owner or the Master or the agent of the ship shall apply to the Traffic Manager for approval to deliver the goods to the Authority specifying the marks, numbers, contents and value of the goods and the name and address of the consignee thereof; and

(b) the approval to receive the goods into the Authority's custody shall be at the discretion of the Traffic Manager.

(2) Such package or unit of goods shall be landed or delivered into the custody of the Authority during daylight hours only, unless otherwise permitted by the Traffic Manager.

**[By-law 54 – 59]**

(3) Such package or unit of goods shall be specifically and separately handed to the Traffic Officer in charge of the wharf and the receipt therefor shall be obtained from him.

**Objectionable goods**

55. The Traffic Manager may refuse the landing of, or refuse to receive for export, any goods which in his opinion, may imperil the safety of persons in the Port, or damage the flooring of the storage areas, wharf, dock, pier or any part of the Port premises or injuriously affect any goods in the custody of the Authority.

**Landing of other port goods**

56. The Traffic Manager may prohibit the landing of or refuse to accept goods destined for other ports.

**Landing of firearms and explosives**

57. (1) A person, his agent or servant who intends to land arms, ammunitions or explosives, shall give the Traffic Manager a written notice 12 hours in advance.

(2) All cases containing arms, ammunitions or explosives shall be clearly marked for identification.

(3) If notice is not duly given or if there is any concealment of goods, the owner or Master shall be liable for all the loss or damage arising therefrom.

(4) All persons importing arms, ammunitions or explosives shall comply with the provisions of the law relating thereto.

**Landing and shipping of livestock**

58. No livestock shall be landed or brought for shipment except for direct delivery or direct shipment, and the owner shall be entirely responsible for the safety of the animals. The Authority shall not be liable in respect of any accidents to, or the loss of life or limb of the animals caused by any person other than the employees of the Authority, engaged in the landing and shipping of livestock.

**Marking of packages**

59. (1) Every package shall be clearly marked with Romanised Shipping and Port Marks.

(2) Any package with insufficient or indecipherable marks may be refused by the Authority, and in any case, the Authority shall accept no responsibility for any such package.

(3) When any goods are insufficiently or erroneously marked, the Authority may, notwithstanding that all dues and charges have been deposited or paid, require from any person claiming such goods a special release order, signed by the Ship's agents, or an indemnity against any loss or damage which the Authority may sustain by reason of the delivery to such person.

(4) The Authority shall not be responsible for any damage, loss, delay or non-delivery of goods occasioned by insufficient or erroneous marking.

#### **Documents required for export goods**

60. (1) All goods delivered to the Authority for shipment shall be accompanied by a Shipping Note detailing the marks, numbers, weight and measurement of all the packages and all other relevant details including the name of the vessel in which it is intended that the goods should be shipped but no such note shall be construed as an order to ship.

(2) Goods shall only be delivered to a vessel for loading on receipt by the Authority of a Shipping Order from the owner, consignor or agent, duly endorsed to show the authority for the insurance of the Shipping Order, and an authorisation by the proper officer of Customs permitting the export of the goods.

#### **No shipment of goods without receipt**

61. (1) No goods shall be shipped unless a clean receipt has been granted by the vessel's officer or by the consignor or his agents so authorised.

(2) Receipts for all goods shipped on board shall be given to the Traffic Manager before the vessel leaves her loading berth.

#### **No direct shipment without permission**

62. Goods shall not be brought forward for direct shipment or placed on the premises of the Authority wharf without the permission of the Authority.

#### **Facilities for inspecting goods**

63. Every facility for inspecting the goods before shipment or while making up slings on the wharf or lighters shall be afforded to the officers of the vessels, but once the sling has left the wharf or the lighter operated by the Authority, the goods shall be deemed to have been accepted by the vessel as being correct both as to condition and quantity save for any complaints during the inspection.

#### **Goods weight and measurement**

64. When the weight or cubic measurement (whichever is applicable) of any goods is not available, the goods shall be weighed or measured, by the Authority, and the

**[By-law 64 - 69]**

charges incurred shall be paid by the person who presents the Declaration and Disposal Order, Delivery Order or Shipping Order in respect of such goods.

**Receiving outside goods**

65. Goods shall not be deposited on any quay or roadway before the vessel is ready to receive them without the permission of the Traffic Manager.

**Survey on board vessel**

66. The Authority shall not be a party to any surveys of damaged goods held on board the vessel.

**Delays and detention**

67. The Authority shall not be responsible for any delay in the shipment discharge or delivery of goods owing to glut of goods, congestion of shipping or any other circumstances beyond its control.

**Discharge in rain**

68. The Authority shall not accept any responsibility for damage to goods discharged during the rain.

**Damage during cramage and supply of other equipment**

69. (1) Where the Authority undertakes the cramage of goods to and from vessels or vehicles, it shall not be responsible for loss or damage in consequence of—

(a) any of the Port cranes or the load attached thereto, colliding with the rigging spar or other equipment of the vessels or resulting from the shifting or movement of the vessels or any of their equipment; or

(b) faulty slinging or the improper loading of any goods by persons, other than the employees of the Authority acting within the scope of their employment; or

(c) the vessels having been improperly or insecurely moored.

(2) Goods-handling plant, equipment and gear belonging to the Authority shall be available for use by vessels subject to such charges as the Authority may impose from time to time and subject always to the condition that the Authority shall not be liable without its actual fault or privity for the use thereof.

**PART IX  
RECEPTION, STORAGE AND REMOVAL OF GOODS**

**Storage not guarantee**

70. (1) The Authority may order the owner or agent of any goods, to make their own arrangements for the storage of goods when landed as imports or goods for exports.

(2) The Authority may order the owner or agent of any goods, to make their own arrangements for the storage of such goods.

**Certain good not accepted for storage**

71. The Authority reserves the right to refuse to store or warehouse, except under special conditions and at the sole risk and expense of the owner or his agent, the following goods:

- (a) articles of unusual length, bulk or weight or of exceptional bulk in proportion to weight;
- (b) articles improperly, insecurely or insufficiently packed;
- (c) dangerous, hazardous or offensive goods being any goods which are likely to cause harm or damage to persons or property;
- (d) any wild or large animals.

**Depositing goods for shipment**

72. (1) Any goods for shipment shall be deposited in such places as the Authority may direct.

(2) Any goods deposited in contravention of this by-law may be refused by the Authority, and the Authority shall not accept any responsibility for their proper shipment.

**Storage of goods in the open**

73. (1) The Authority may store in the open, goods which in the opinion of the Authority are suitable for such storage.

(2) The Authority may notify the owner of any goods that it is not able to provide storage for such goods either under cover or in the open.

**[By-law 73 – 75]**

(3) Goods stored in the open shall be at the owners' risk and the Authority shall not be responsible for the loss or damage to or deterioration of any goods so stored, howsoever caused.

**Conditions for storage or warehousing**

74. (1) The Authority may accept goods for storage or warehousing upon the terms and conditions of this by-law.

(2) The liability of the Authority shall be limited to the goods referred to in the receipt given by the Authority upon receiving the goods for storage and warehousing. The Authority shall not be responsible for any goods not referred to in the receipt.

(3) The Authority shall not be responsible for loss of or damage to any article contained in any package, container, crate or carton unless the same has been packed by the Authority or its employees.

(4) The Authority shall not be responsible for any valuable articles unless the same are contained in a sealed package and notice of the contents and value thereof given to the Authority before the same are deposited.

(5) The Authority may at any time, give to the depositor of goods other than perishable goods twenty-eight days previous notice in writing requiring the depositor to remove such goods and for perishable goods such notice or removal as the Authority may consider reasonable. On failure to remove such goods pursuant to the notice given, the Authority shall be at liberty to sell, destroy or otherwise dispose of the goods.

(6) Goods deposited shall not be delivered to any person unless all the storage charges have been paid and a delivery order in writing signed by the depositor has been handed to the Authority.

(7) Notice to claim against the Authority for any alleged loss or damage shall be given at or before the time delivery is taken by the depositor or his authorised agent, and all claims shall be absolutely barred unless this provision is complied with.

(8) All claims in respect of loss or damage shall be made to the Authority in writing within twenty-eight days after the delivery of the goods to the depositor or his authorised agent and any claim not made within such time shall be deemed to have been waived.

**Delivery of goods by marks**

75. Stacking of goods in the Port premises shall be done as far as possible by marks as declared in the manifest of the vessel, but the Authority shall not be liable for delay in delivery owing to the mixing of marks.

**Accumulation of goods on the wharves**

76. No goods shall be stacked on any wharf, dock or pier except in places assigned by the Traffic Manager.

**Delivery of loose and bulk goods**

77. The Authority shall not be responsible for delivery by weight goods for which a "said to be" receipt is granted, and shall accept no liability for any shortage in regard to the manifested quantity. At the time of delivery the Authority shall obtain a full receipt for every manifested quantity.

**Conditions of delivery**

78. (1) The Authority shall be discharged from all liability in respect of any goods delivered to the person presenting a bill of lading or delivery order, as the case may be, and shall not be bound to make any enquiry whatsoever as to the right or title of such person thereto.

(2) The Authority shall be discharged from all liability for wrongful delivery by marks.

(3) The Authority shall not be bound to make any enquiry whatsoever as to the correctness or otherwise of any endorsement appearing or purporting to have been made on any such bill of lading or delivery order.

**Right to remove goods**

79. The Traffic Manager may at his discretion remove any goods which have been landed or received into the Authority's custody to any open sided shed, warehouse, transit shed, open storage area, or from one place to another.

**Broken tiles, bricks, asbestors sheet etc.**

80. (1) Bricks, tiles, stone slabs, asbestors sheets, earthen or metal pipes and the like goods, which are broken shall be removed from the Port premises by the consignee or his agent after twenty-one clear working days of the date of landing, and if not removed, they may be disposed of by the Authority, subject to the permission of the Director-General of Customs, and no claim in respect of such goods shall be entertained by the Authority.

(2) The consignee, his agent and the ship's agent shall be liable to pay to the Authority the cost incurred in disposing of such goods.

**[By-law 81 – 85]**

**Risks for goods not removed**

81. Goods which have been taken after signing the Port's document but which have not been removed from the Port premises shall remain in the Port premises only with the written permission of the Traffic Manager and at the entire risk and expense of the consignee.

**Removal of rotten or <sup>jahat / keji</sup> nefarious goods from Port premises**

82. If in the opinion of the Port health officer or any medical officer appointed by the Authority, any goods in the Port premises are likely to be or have become a nuisance or injurious to health, a notice to that effect shall be served upon the owner or consignee of the goods or upon the Master, owner, or agent of the vessel from which the goods were landed, and they shall within six hours of the service of the notice remove the goods from the Port premises and clean and disinfect the place where they were deposited in the Port premises; and the Traffic Manager may with the permission of the Director-General of Customs, remove and destroy the goods and cleanse and disinfect the place where they were deposited, and the cost of such removal, destruction, cleansing and disinfection shall be paid to the Authority by the person who has been served with notice. The Authority shall not be liable to pay any compensation for any goods so destroyed.

**Surveys and appraisalment**

83. Permission to an owner of the goods to open packages within the Port premises may be granted by the Traffic Manager, subject to Customs Regulations and the condition that the opening of such packages shall be deemed as delivery by the Authority, and no subsequent claims for damage or shortage of contents shall be entertained. Packages which have been opened for appraisalment, survey or for any other purpose by the owner of goods shall lie in the Port premises at the risk and expense of the owner of the goods.

**Information regarding goods**

84. (1) No information shall be given about goods except to persons holding documents entitling them to receive information and only in connection with that particular goods.

(2) Books or forms in use in the sheds shall not be shown to any unauthorised person except by permission of the Traffic Manager.

**Repairs to containers of goods**

85. The Authority may at its discretion make such repair to the packing or containers of goods as it shall deem necessary, and the cost of such repairs shall be borne by the owner of the goods.

**Receipt of goods**

86. (1) The liability of the Authority in respect of goods shall not exceed that set out in the receipt issued by the Authority for the goods.

(2) Receipts issued shall relate only to the outward appearance of the packages and shall not be construed as relating to the contents or the state of the contents of the packages.

(3) Receipt issued by the Authority shall be for the amount of the packages only. The receipt shall not be an acknowledgement of the weight, measurement or value of the packages and without prejudice to any other provisions of these By-Laws, the liability of the Authority shall not exceed that of the vessel under the relative Bill of Lading.

(4) The Authority shall not be liable in respect of any goods for which a qualified receipt is granted nor shall it be a party to any surveys undertaken on such goods.

**PART X  
LIMITATION OF LIABILITY**

**Loss or destruction of or damage to goods other than  
transshipment goods deposited with the Authority**

87. (1) The Authority and any person duly authorised by it shall, in respect of any goods other than transshipment goods deposited with or placed in the custody or control of the Authority for the purpose of delivery, be deemed to be the agent of the owner of the vessel discharging such goods irrespective of whosoever pays or is liable to pay any rates or duties in respect of such goods.

(2) Neither the Authority nor any person duly authorised by it shall, in acting as an agent under paragraph (1) be liable—

(a) either in damages or in any other respect for any loss caused to any person by reason of short delivery of any goods deposited with or placed in the custody or control of the Authority or any failure by the Authority to deliver or account for the same; or

(b) for damage to, or destruction of, such goods in a sum of more than one thousand ringgit per package or unit unless the nature and value of the goods contained therein have, prior to delivery to the Authority, been declared in writing to the Authority by the person delivering or causing the same to be delivered, and the Authority shall not in any event be liable therefor where the value of any such goods has been misstated or where there prevails any of the circumstances set out in by-law 89.

**[By-law 87 – 89]**

(3) For the purposes of this paragraph and of by-law 88, the expression "transhipment goods" means goods landed from a vessel and placed in the custody of the Authority for the purposes of shipment on another vessel on a through bill of lading dated at the port of loading of such goods and showing that the destination is via the Port under the control and management of the Authority, with the ultimate port of destination marked on each package or unit containing such goods and declared on a transhipment manifest lodged with the Authority prior to or at the time such goods are placed in its custody.

**Loss or destruction of or damage to transhipment  
goods deposited with the Authority**

88. In respect of any transhipment goods delivered by any person to, or placed by any person in the custody of, the Authority, the Authority shall, from the time of acknowledgement of the receipt of such goods and until delivery of such goods alongside the on-carrying vessel for loading, be liable, subject to the provisions of by-law 87, for the loss or destruction of, or damage to, such goods:

Provided that the Authority shall not be liable for any such loss, destruction or damage in a sum of more than one thousand ringgit per package or unit unless the nature and value of the goods contained therein have, prior to delivery to the Authority, been declared in writing to the Authority by the person delivering or causing the same to be delivered, and the Authority shall not in any event be liable therefor where the value of any such goods has been misstated.

**Force Majeure etc**

89. Paragraph 2 (b) of by-law 87 and by-law 88 shall not impose on the Authority or any person duly authorised by it any liability for the loss or destruction of, or damage to, any goods arising from—

- (a) fire or flood, unless caused by the actual fault or privity of the Authority;
- (b) an act of God;
- (c) an act of war or of public enemies;
- (d) seizure under any legal process;
- (e) quarantine restrictions;
- (f) any act, omission or default of the owner or carrier of such goods;
- (g) strikes, lockouts or stoppages or restraints of labour from whatsoever cause whether partial or general;
- (h) riots and civil commotions;

- (i) saving or attempting to save life or property;
- (j) insufficient or improper packing, defective or insufficient marks or leakage from defective drums, containers or packages;
- (k) any inherent liability to wastage in bulk or weight, latent or inherent defect or natural deterioration;
- (l) any deficiency in the contents of unbroken packages; or
- (m) the dangerous nature of such goods.

**Unprotected goods**

90. In respect of all goods, whether for shipment, delivery, or otherwise, the Authority shall not be liable in respect of breakage, loss of contents, damage or complete destruction of such goods.

**Liability in respect of transportation partly  
by rail or road and partly by water**

91. (1) When the Authority contracts to transport passengers or goods partly by railway or road and partly by water, a condition exempting the Authority from responsibility for any loss of life, personal injury or loss of or damage to goods which may happen during the carriage by water, from act of God, war, fire, explosion, accidents from machinery, boilers, or steam and all and every other dangers and accidents of the seas, rivers and navigation of whatever nature and kind shall without being expressed, be deemed to be part of the contract and, subject to that condition, the Authority shall not be responsible for any loss of life, personal injury, or loss of or damage to goods which may happen, without its actual fault or privity. The liability of the Authority shall be limited—

- (a) in respect of loss of life or personal injury to any passenger, to an amount not exceeding one hundred and twenty-five ringgit for each ton of the vessel used for the carriage by water;
- (b) in respect of loss of or damage to any goods, the Authority shall not be liable to damages beyond an aggregate amount not exceeding in the currency of Malaysia the equivalent of eight pound Sterling, each ton of the vessel used for the carriage by water.

(2) For the purpose of this by-law the tonnage of a steam or motor vessel or lighter shall be her gross tonnage and the tonnage of a sailing vessel shall be her registered tonnage.

(3) The limitation of liability under this by-law shall relate to the whole of any losses or damages which may arise upon any one occasion, although such losses or damages may be sustained by more than one person.

**[By-law 91 – 93]**

(4) Where more than one person have sustained loss or damage upon any one occasion for which the Authority is liable and the aggregate amount of such loss or damage exceeds the amount to which the Authority is liable by virtue of the limitation contained in this by-law, the liability of the Authority to each such person shall abate proportionally.

(5) Where paragraph (4) applies, the Authority may refuse to pay damages until a period of three months from the date of the event has elapsed, to enable all claims against it to be ascertained.

(6) When any person fails to give the Authority notice of his claim within the period referred to in paragraph (5), the Authority shall not be liable to him for any sum which, when added to the damages payable to other persons, is in excess of the total amount to which the Authority is liable by virtue of the limitation contained in this by-law.

(7) If any damages have been ascertained by agreement between the party claiming them and the Authority, any other person interested, may by notice at any time within the period referred to in paragraph (5) require that such damage shall be ascertained by suit or action, and shall in such suit or action be joined as a party thereto and shall be solely liable for any costs which, but for this provision, might have been awarded against the Authority.

(8) The burden of proving that any such loss, injury or damage has happened during the carriage by water shall be upon the Authority.

**Liability in respect of transportation by water**

92. When the Authority contracts to transport by water but not by railway or road, any passenger or goods for transshipment from a vessel or boat to another vessel or boat, or to the shore, or from the shore to any vessel or boat, the Authority shall not be liable for any loss of life, personal injury, or loss of or damage to goods in respect of any passenger who is, or goods which are, in pursuance of such contract, in or upon any ship, boat, lighter, or other vessel of or employed by the Authority, whether the same be in motion or not, unless such loss of life, personal injury, loss or damage arises from or is caused by the actual fault or privity of the Authority, or its employees.

**PART XI  
DANGEROUS GOODS**

**Restrictions on vessels and lighters being alongside**

93. No dangerous goods shall be brought alongside an Authority wharf in any vessel, or discharged into an Authority's lighter unless—

- (a) such goods have been declared and adequately described in the prescribed form as given in the Second Schedule; and
- (b) permission from the Traffic Manager in writing in the prescribed form as given in the Third Schedule has been obtained.

**Vessels and lighters carrying petroleum in bulk**

94. No vessels carrying, loading or discharging petroleum in bulk shall be moored alongside an Authority wharf unless—

- (a) ropes and hawsers capable of being cut readily with an axe are used for mooring the vessel, and a steel wire suitable for towing is made fast on board with the eye hanging outboard on the side away from the wharf;
- (b) engines are kept in such condition that the vessel is ready and able to move instantaneously;
- (c) all precautionary measures satisfactory to the Fire Superintendent for dealing promptly with an outbreak of fire are taken. Such precautionary measures shall include—
  - (i) fire fighting appliances to be rigged and ready for instantaneous use; and
  - (ii) competent watchmen to be employed continuously night and day; and
- (d) the Master, or his agent signs an undertaking in the form set out in the Fifth Schedule.

**Petroleum or explosives**

95. No vessel carrying, loading or discharging petroleum or explosives shall lie alongside a wharf while the adjacent berth is occupied by a vessel carrying, loading or discharging either of these goods.

**Vessels with goods in Classes I, II and III alongside wharves**

96. No vessel with arms and dangerous goods in Classes I, II and III of the First Schedule on board or with the intention to load or discharge the same shall berth alongside an Authority wharf unless—

- (a) every person on board the vessel having in his possession arms or goods in Classes I, II and III shall deposit the same with the owner or Master of the vessel and shall also—

**[By-law 96 – 98]**

- (i) in the case of arms or dangerous goods in Classes I, II and III belonging to a person disembarking at the Port waterfront, deliver soon after arrival such arms or goods to any Security Officer of the Port, who is also an auxillary police, not below the rank of Security Assistant; and
  - (ii) in the case of arms and dangerous goods in Classes I, II and III belonging to a person not disembarking in the Port waterfront, place the same in the approved strongroom or safe on board the vessel until such vessel has left the Port;
- (b) the goods are stowed on the vessel in a place which is not accessible to unauthorised persons but is readily accessible in case of fire or accident and is covered by a deck or is effectively protected from damage and from sparks, lighted cigarette ends, matches and naked lights to the satisfaction of the Fire Superintendent;
  - (c) the goods are barricaded from and are clear of the hatches so as to ensure safe working;
  - (d) adequate precautionary arrangements have been made for dealing promptly with any outbreak of Fire to the satisfaction of the Fire Superintendent;
  - (e) there is placed a competent watchman, in charge of any open hatch or consignment of goods on deck, when such consignment contains dangerous goods of the Classes mentioned in this by-law, from the time the vessel berths until the vessel is clear of the wharf; and
  - (f) the Master of the vessel or his agent has signed and delivered an undertaking to implement the foregoing provisions of this by-law in the form set out in the Sixth Schedule.

**Permission required to bring in dangerous goods**

97. No dangerous goods shall be brought into the Port premises except with the written permission from the Traffic Manager and in conformity with any conditions as he may prescribe.

**Defective packages not to be landed**

98. No defective packages, or containers containing dangerous goods shall be landed on any Authority wharf or brought into the Port premises or discharged into the Authority's lighters except with the written permission of the Traffic Manager.

**Goods to be landed in daytime**

99. No dangerous goods other than those in Class IV of the Authority's List of Dangerous Goods shall be loaded or discharged into the Authority's lighters except during daylight hours and with the written permission of the Traffic Manager and subject to such conditions as he may prescribe.

**Discharge and loading of dangerous goods, other than dangerous goods in Class IV**

100. Dangerous goods other than those in Class IV of the Authority's List of Dangerous Goods shall be discharged before any other goods in the same hold, and shall be loaded after all other goods immediately prior to the vessel's sailing.

**Discharge of dangerous goods in Class I**

101. All vessels, lighters, or crafts having on board dangerous goods Class I other than petroleum and explosives shall moor or anchor at the anchorage appointed by the Traffic Manager.

**Vessel carrying dangerous goods not to lie alongside a wharf**

102. No vessel carrying any dangerous goods in Class I shall lie alongside an Authority wharf, unless permitted by the Petroleum Ordinance 1949, and any rules or regulations made thereunder and subject to all conditions, stipulations and procedures prescribed.

**Discharge and transhipment of explosives**

103. (1) Any vessel carrying explosives (whether such goods are for discharge at the Port or not), or requiring to load such goods shall load or discharge at an anchorage appointed by the Traffic Manager.

(2) Direct transhipment of explosives from one vessel to another shall take place in the Explosives Anchorage.

**Dangerous goods in Class II to remain on board subject to conditions**

104. (1) Dangerous goods in Class II may remain on board a vessel whilst alongside the Authority wharf, subject to the granting of a permission by the Traffic Manager as prescribed in the Seventh Schedule and subject to any provision in the Explosives Ordinance 1957, or the Petroleum Ordinance 1949, and any rules or regulations made thereunder.

(2) The permission referred to in paragraph (1) shall only be given on the following conditions:

**[By-law 104 – 105]**

- (a) the packing and stowage of the goods shall be certified by the Master or his agent, on behalf of the owner of the vessel, to be strictly in accordance with all legal requirements and the recommendations for the carriage of dangerous goods and explosives on ships as set out in the Eighth Schedule;
- (b) the goods shall be stowed on the vessel to the satisfaction of the Harbour Master and in a place which is—
  - (i) inaccessible to unauthorised person;
  - (ii) readily accessible in case of fire or accident;
  - (iii) covered by a permanent awning on deck;
  - (iv) protected from sparks, lighted cigarette ends, matches and naked lights; and
- (c) the Master or his agent shall sign an undertaking in the form set out in the Ninth Schedule to arrange for strict and continuous supervision to be maintained over the place where the goods are stowed, to have fire fighting appliances rigged and ready for instantaneous use, to take all precautionary measures for dealing promptly with an outbreak of fire and to employ a competent watchman, night and day, to patrol the place where the goods are stowed.

(3) Subject to the precaution as specified in by-law 100, dangerous goods in Class II shall be discharged only into lighters and shall not in any circumstances be deposited on or passed across any Authority Wharf.

**Dangerous goods in Class III**

105. (1) Dangerous goods in Class III may be permitted to remain on board a vessel alongside an Authority wharf on the following conditions:

- (a) the packing and stowage of the goods shall be certified by the Master or his agents, on behalf of the owner of the vessel, to be strictly in accordance with all legal requirements and the recommendations for the carriage of dangerous goods and explosives on ships as indicated in the Eighth Schedule;
- (b) the goods shall be barricaded and shall be clear of the hatches for safe working, and if carried on deck, shall be covered to the satisfaction of the Harbour Master;
- (c) the vessel's officers shall exercise strict and continuous supervision over each hold or compartment or place used for the stowage of

such goods, and take precautionary measures to deal promptly with any outbreak of fire; and

- (d) there shall be placed a competent watchman in charge of any open hatch or consignment of goods on deck when such goods belong to this Class of dangerous goods.

(2) Subject to the precautions specified in this by-law, dangerous goods in Class III may be discharged from a vessel at the wharf onto the wharf, or may be loaded into a vessel at the wharf from another vessel wherever located, or from the wharf as may be directed by the Traffic Manager.

**Loading of dangerous goods in Classes I, II and III**

106. (1) Dangerous goods in Classes I, II and III shall be loaded into wagons or removed from the Port premises immediately upon being discharged, failing which the Traffic Manager may remove, guard or destroy the goods at the expense of the owner, agent or consignee, who shall be liable for any damage or loss that may arise therefrom.

(2) Dangerous goods in Classes I, II and III shall be loaded immediately after they are brought alongside the vessel, failing which the Traffic Manager may remove, guard or destroy the goods at the expense of the owner, agent or consignor, who shall be liable for any damage or loss that may arise therefrom.

**Receiving and storing of dangerous goods in Class IV**

107. Dangerous goods in Class IV may be received and stored in the Port storage area unless the Traffic Manager notifies the agent, or owner, in writing to the contrary, in which event the goods shall be removed from the Port premises immediately.

**Cautionary notices not to be defaced**

108. No person shall cut, deface, damage or otherwise interfere with any cautionary notice which may be used in relation to any dangerous goods in the course of their unloading, loading, conveyance or storage.

**PART XII  
ACCESS TO PORT PREMISES**

**Closure of premises**

109. (1) The Authority may at its absolute discretion close any part of the Port premises from time to time and at any time as it may think fit and it shall not be liable for any loss arising therefrom.

**[By-law 109 – 111]**

(2) For the purpose of this by-law the Authority may erect or place barriers on any part of the Port premises and no person shall proceed beyond any such barrier unless he has obtained the express permission of the Authority.

(3) The Authority shall not be liable for any injury, loss or damage to persons or vehicles resulting from or caused by any act in contravention of paragraph (2).

**Entry and exit**

110. (1) No person or vehicle shall enter or leave any part of the Port premises by any means other than an entrance or exit designated by the Authority for that purpose.

(2) No person shall enter or remain in any part of the Port premises unless he is in possession of a pass issued by a competent officer appointed for the purpose by the Authority. Every person entering or who has entered the Port premises whenever required to do so by an officer or employee of the Authority, shall truly state his business and leave the premises when ordered.

(3) No vehicle shall enter the Port premises unless the vehicle has been issued with a pass by a competent officer appointed for the purpose by the Authority.

(4) No vehicle shall be permitted on any wharves, dock or pier except with the special permission of a competent officer appointed for the purpose by the Authority. The owner of any such vehicle shall be responsible for and shall indemnify the Authority against any damage or injury to persons or property or to such vehicles whilst on such wharf, dock or pier, or elsewhere on the Port premises, whether or not at the time of causing such damage or injury the vehicle is under the control of the Traffic Manager or any other officer or employee of the Authority or is being moved by any officer or employee of the Authority in the absence of the driver.

(5) All persons and vehicles entering or leaving the Port premises may be searched by the Chief Security Officer or any authorised officer or employee of the Authority.

(6) All persons, and vehicles enter the Port premises at their own risk and the Authority shall not be liable for any injury, loss or damage to such persons or vehicles.

**PART XIII  
VEHICULAR TRAFFIC IN PORT PREMISES**

**Compliance with Authority's traffic regulations**

111. All persons shall comply with the lawful order or direction given by an officer or employee of the Authority for the purpose of regulating traffic within the Port premises.

**Vehicles may be moved**

**112.** The Traffic Manager or any officer or employee of the Authority may direct a driver to remove his vehicle to another place as may be directed, and any driver refusing to obey such directions shall be guilty of an offence. The Traffic Manager or any officer or employee of the Authority may remove such vehicle or cause the vehicle to be removed, in the absence of the driver or when the driver fails to remove the vehicle.

**Use of vehicles for hire or reward**

**113.** No vehicle other than those provided by the Authority shall be used for hire or reward for the conveyance of any goods within the Port premises.

**Petroleum in vehicle**

**114.** (1) No person shall cause or allow any petroleum to escape or be removed from or placed on any vehicle on the premises of the Authority without the permission of the Authority.

(2) No person shall cause or allow a fuel tank or tanks of any vehicle to be loaded or discharged on the premises of the Authority without the permission of the Authority.

**Traffic signs**

**115.** (1) The Authority may cause traffic signs to be placed or erected and maintained on or near any roadway within the premises.

(2) For the purpose of this by-law, "traffic signs" includes all signals, warning sign posts, direction posts, signs and lines or any other device for the purpose of guiding or directing persons using the Authority's roadways.

**Parking areas**

**116.** The Authority may designate any part of its property as a parking place. The Authority shall not be liable for any loss or damage to any vehicle or the fittings or contents of any vehicle parked in the parking places.

**Possession of valid licence**

**117.** (1) No person shall use or possess within the premises of the Authority any motor vehicle unless there is in respect of such vehicle a valid licence issued under the Road Traffic Ordinance 1958.

(2) No person shall use or possess within the premises of the Authority any motor vehicle unless he is in possession of a valid driving licence issued under the Road Traffic Ordinance 1958.

**[By-law 117 – 122]**

(3) No motor vehicle shall be used on any Authority wharf without the express permission of the Authority.

**Speed restriction**

118. No person shall drive a motor vehicle of any class or description over the Authority's roads and wharves at a speed of more than 15 miles per hour.

**Restriction on the use of bicycles and pedal cycles**

119. No person shall use a bicycle or a pedal cycle within the premises of the Authority without the permission of the Authority.

**Obstruction by vehicles and removal**

120. No person in charge of any motor vehicle shall permit any such vehicle to remain stationary or left unattended on any road in such a position or condition or circumstances as likely to cause danger, or obstruction or inconvenience to the Authority or to other road users. The Authority may remove the vehicle and the owner of such vehicle shall bear any charges involved in the removal.

**Compliance with directions of authorised employees and police**

121. All pedestrians and persons driving or propelling any vehicle shall at all times comply with the direction or instruction as may be given by any authorised employee of the Authority or any police officer in uniform.

**Restrictions on loads**

122. (1) The Authority may in its absolute discretion limit the height of the load carried on any vehicle using the roads or premises of the Authority.

(2) All parts and accessories of every vehicle and trailer and the number of passengers carried by and the weight or distribution, packing and adjustment of the load of such vehicle or trailer shall at all times be so secured that danger is not likely to be caused to any person on a road by reason of any of the abovementioned or any part thereof falling from the vehicle or trailer.

(3) No motor vehicle or trailer shall be used for any purpose for which it is unsuitable or which is likely to cause any danger to any person.

(4) If the load carried by any vehicle projects to the rear more than six feet beyond the body of the vehicle a red flag measuring not less than twelve inches square shall be displayed at a point not more than twelve inches from the extreme projecting point at the rear of the load so as to be easily distinguishable from behind the vehicle.

(5) No person shall be carried upon a goods vehicle or the goods contained therein or otherwise in such a manner that such person is in danger of falling from the vehicle.

(6) Except with the permission of the Authority no part of a load or any covering of such load on a vehicle whilst it is on an Authority's road shall be permitted to trail along the ground, to be so placed as to cause or as to be likely to cause danger or obstruction or annoyance to persons using the Authority's roads, to project in front of the vehicle or to project laterally beyond the body or wheels of the vehicle or any authorised fittings permanently attached to the vehicle.

**PART XIV  
GENERAL RULES**

123. *(Deleted by P.U.(A) 315/1987).*

**Obedience to lawful directions**

124. All persons on the Port premises shall obey all lawful directions given by any authorised employee of the Authority.

**Smoking and naked light restrictions**

125. (1) No person shall smoke or otherwise create or display any naked light in any place or area where the same are prohibited by the Authority.

(2) Notice of the whereabouts of such prohibited areas shall be given by the Authority in such manner as the Authority shall think fit but the fact that such notice had not come to the notice of any person charged with any failure to obey the regulations shall not afford any defence to such a charge.

**Tampering with equipment**

126. No unauthorised person shall tamper with any machinery, water appliance, electrical fitting, power main, fire fighting equipment or any other article belonging to the Authority on the Port premises.

**Disposal of garbage**

127. No dirt or ashes or rubbish of any description shall be cast, thrown, discharged, deposited or landed on the Port premises except as directed by the Authority.

**Permission required to fish or bathe**

128. No person shall fish or bathe from any wharf, dock or pier within the Port premises without the permission of the Authority.

**[By-law 129 – 135]**

**Permission required to take photograph**

129. No person shall take a photograph of the Port premises or any part thereof or anything therein without the permission of the Authority.

**Trespass of animals**

130. (1) No person shall allow any animals in his charge to enter the Port premises without permission, and any animal found in the Port premises without such permission having been given to the owner thereof may be impounded and disposed of by the Authority and the Authority shall not be liable to pay compensation therefor.

(2) No dog shall be allowed on the Port premises unless it is led on a chain or a lead.

**Advertising on Port premises**

131. No person shall, without having been previously authorised in writing to do so by the Authority, advertise or cause any advertisement to be exhibited within the Port premises.

**Restriction on sale of goods**

132. No person shall hold any auction or sell or expose for sale goods on the premises of the Authority, without having first obtained a written permission from the Authority.

**Harbour craft**

133. No harbour craft shall moor or tie alongside any wharf, dock or pier except with the permission of the Traffic Manager and for such purpose and such conditions as he may direct.

**Licences for traders**

134. No person shall carry on any trade or business of vending of goods or refreshments or solicit custom for any trade or business whatsoever, from any harbour craft in Port, or from any vessel alongside a wharf, or upon the premises of the Authority, unless he has first obtained the written permission of the Authority and has complied with the provisions of any licensing law for the time being in force in this respect and has paid any such fee as shall be prescribed by the Authority in respect of the issue of such licence.

**Pollution of Port premises**

135. An owner or Master or a vessel shall not discharge, throw deposit or permit the escape of exhaust, steam oil, water, filth or waste matter whether liquid or solid

from any vessel onto any Authority wharf unless a written permission of the Authority has been granted to such owner or Master of such vessel.

**Pollution of Port waters**

136. (1) No person shall cause to be cast or thrown or discharged or deposited into the waters of the Port any ashes, solid ballast, sludge or any other matter which is likely to cause a bank or shoal, without the written permission of the Authority or under such conditions as the Authority may impose.

(2) Any person who discharges, throws or deposits into the water of the Port or causes or permits to escape or be discharged, thrown or deposited thereinto, any oil, dirt, rubbish, corpse or carcase otherwise than in pursuance of a written permission granted by the Authority shall be guilty of an offence under this by-law.

(3) If any such discharge, throwing, deposit or escape under paragraphs (1) and (2) occurs at or from any wharf or vessel, the person in charge of such wharf or the owner or the Master of such vessel as the case may be shall report the occurrence forthwith to the Authority and shall use his best endeavours to mark the position thereof.

**Statements in documents**

137. No person shall make, either knowingly or negligently, any statement which is false in any material particulars in any return, claims applications, declarations or other documents which is requested or authorised to be made under these By-laws.

**PART XV  
PENALTY**

**Penalty**

138. Any person contravening any of these By-laws shall be guilty of an offence and shall, if no penalty is prescribed therefor, be liable to a fine not exceeding one thousand ringgit and a further fine of two hundred and fifty ringgit for every day after the first day during which the breach continues, where the breach continues, he shall also be liable to the Authority in respect of any loss, injury or damage occasioned to it by such contravention.

# [Schedule]

## FIRST SCHEDULE

### LIST OF DANGEROUS GOODS

NOTE:

This list is not to be considered a full list of dangerous goods. The non-inclusion of any substance possessing dangerous properties is not to be held to relieve the persons concerned from the responsibility of complying with the Johore Port Authority By-Laws 1979.

### CATEGORIES OF DANGEROUS GOODS

- > means more than                      ↗ means not more than  
< means less than                        FP means Flash Point

### IDENTIFICATION OF ABBREVIATION

X after the category abbreviation indicates that the goods are in a different class from that normally indicated by the abbreviation.

I.L.L.	↗-15°F	Inflammable liquid immiscible with water FP not higher than -15°F
I.L.M.	↗-15°F	Inflammable liquid miscible with water FP not higher than -15°F
I.L.I.	>-15°F <73°F	Inflammable liquid immiscible with water FP over -15°F but under 73°F
I.L.M.	>-15°F <50°F	Inflammable liquid miscible with water FP over -15°F but under 50°F
I.L.I.	73°F-120°F	Inflammable liquid immiscible with water FP 73°F to 120°F
I.L.M.	50°F-100°F	Inflammable liquid miscible with water FP 50°F to 100°F
I.L.I.	>120°F-200°F	Inflammable liquid immiscible with water FP over 120°F but not over 200°F
I.L.M.	>100°F-150°F	Inflammable liquid miscible with water FP over 100°F but not over 150°F
I. Mixt.	73°F ↗	Any mixture (in liquid, viscous or solid form in hermetically sealed containers) giving off vapour of FP under 73°F
I. Mixt.	73°F -150°F ↗	Any mixture (in liquid, viscous or solid form in hermetically sealed containers) giving off vapour of FP from 73°F to 150°F

[Schedule]

I.S.	Readily inflammable solid other than inflammable volatile solid
I.S. Volat.	Inflammable volatile solid (miscible or immiscible)
I. Moist.	Material inflammable in contact with moisture
Pro. Combust.	Material which is a strong promoter of combustion of other organic or inorganic materials.
Corrosive	Corrosive material
P.	Industrial material poisonous by contact, absorption, inhalation or accidental ingestion
Explos.	Explosive
Radioac.	Radioactive material
I. Com. G.	Inflammable Compressed gas
P. Comp. G.	Poisonous compressed gas
O. Comp. G.	Compressed gas not inflammable or poisonous

Items marked (†) in the List of Dangerous Goods are "Dangerous Petroleum" under the Petroleum Ordinance 1949.

III (‡) means cargo be removed direct.

The asterisked items in the List of Dangerous Goods are listed Poisons under the Poisons Ordinance 1952

DESCRIPTIVE NAMES OF GOODS

Where suffixes occur in the descriptive names of goods, these have the following meanings:

—n	=	Normal
—sec	=	secondary
—tert	=	tertiary
—o	=	ortho
—m	=	meta
—p	=	para
—α	=	alpha
—β	=	beta
—γ	=	gamma
—δ	=	delta

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
ACCELLERENE	P.	IV	
ACETAL	I.L.I. >— 15°F < 73°F	II	Also known as Nitrosodi-methylanilinepara
ACETALDEHYDE	I.L.M. >— 15°F	I	Also known as Dichoxyethane or Diethylacetal
ACETIC ACID	Corrosive	IV	Also known as Aldehyde
ACETIC ANHYDRIDE	Corrosive	IV	
ACETONE	I.L.M. >— 15°F < 50°F	II	
ACETONE OILS	I.L.M. >— 15°F < 50°F	II	
*ACETONITRILE	I.L.M. 50°F —100°F	III	Subject to any declared higher flash point
ACETYL ACETONE	I.L.M. 50°F —100°F	III	Also known as Methylcyanide
ACETYLENE	I. Comp. G	III‡	
ACETYLENE BLACK	I.S.	IV	See Carbon Black
ACETYL BENZOYL PEROXIDE SOLUTION NOT EXCEEDING 40% BY WEIGHT OF PEROXIDE	Pro. Combust.	IV	
ACETYL CHLORIDE	I.L.I. >— 15°F < 73°F	II	
ACETYL PEROXIDE SOLUTION NOT EXCEEDING 25% BY WEIGHT OF PEROXIDE	Pro. Combust.	IV	
*ACIDE CHLOROXYDRIQUE	Corrosive	IV	Also known as Hydrochloric Acid
ACRALDEHYDE	I.L.M. >— 15°F < 50°F	II	Also known as Acrolein
ACROLEIN	I.L.M. >— 15°F < 50°F	II	Also known as Acraldehyde
"ACRONAL" ASTHYL-ACETATE SOLUTIONS	I.L.I. >— 15°F < 73°F	II	The solid resin is not dangerous
ACRYLIC DENTURE	I. Mixt. > 73°F	III	
*ACRYLONITRILE	I.L.I. >— 15°F < 73°F	II	Also known as Vinyl Cyanide
AEROPLANE DOPE	I. Mixt. > 73°F	III	
AEROSHELL COMPOUND	I.L.I. >— 15°F < 73°F	II	
AEROSHELL FLUID 2 (F.P. 50°F)	I.L.I. >— 15°F < 73°F	II	
AEROSHELL FLUID 10 (F.P. 50°F)	I.L.I. >— 15°F < 73°F	II	
AETHANOL	I.L.M. 50°F —100°F	III	Also known as Ethyl Alcohol or Spirits Wine
AFTER SHAVING LOTION	I. Mixt. > 73°F	III	See Perfumery, Lotions, Liquid Cosmetics in alcoholic etc. solutions
ALCOHOL, INDUSTRIAL ALDEHYDE	I.L.M. 50°F —100°F	III	
ALLYL ALCOHOL	I.L.M. >— 15°F	I	Also known Acetaldehyde
ALLYL CHLORIDE	I.L.M. 50°F —100°F	III	
ALSIMIN	I.L.I. >— 15°F	I	
ALUMINIUM:	I. Moist.	IV	Also known as Aluminium Ferro-Silicon
Alloys or Metal (borings, ships, granules, shavings, unpolished powder)	I. Moist.	IV	Bars, Ingots, Sheets and polished powder are not dangerous
Bronze powder	I. Moist.	IV	
CHLORIDE (ANHYDROUS)	Corrosive	IV	
FERRO-SILICON	I. Moist.	IV	
Hydride	I. Moist.	IV	Also known as Alsimin

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
Nitrate	Pro. Combust.	IV	
Paste	I. Mixt. > 73°F	III	See Paints
AMANDOL	I.L.I. > 120°F > 200°F	IV	Also known as Benzaldehyde
*AMMONIA:			
Solutions	Corrosive	IV	
Anhydrous	P. Comp. G	III	
AMMONIUM:			
Bichromate	Pro. Combust.	IV	Also known as Ammonium Dichromate
Bifluoride	P.	IV	
Fluoride	P.	IV	
*Hydroxide	Corrosive	IV	See Ammonia Solutions
Nitrate (i) free from added organic matter other than approved by the M.O.T., U.K.	Pro. Combust. X	III‡	
(ii) containing not less than 40% inert matter or an equimolecular admixture of ammonium sulphate	Pro. Combust.		
(iii) other than in (i) or (ii) above	Pro. Combust. X	I	
Nitrite	Pro. Combust.	IV	
Perchlorate	Pro. Combust.	IV	
Persulphate	Pro. Combust.	IV	
Picrate—wet, containing water not less than 33½% of wet weight	P.	IV	
Sulphocyanide	I. Moist.	IV	Also known as Ammonium Thiocyanate
AMMUNITION—Safety	Explos. X	III‡	Explosive: Class Div. I
AMYL ACETATE	I.L.I. 73°F —120°F	III	Includes normal and iso-Amyl Acetate
AMYL ALCOHOL:			
(i) tertiary	I.L.M. 50°F —100°F		
(ii) other than tertiary	I.L.I. 73°F —120°F		
AMYLAMINE—Mono	I.L.M. >— 15°F < 50°F	II	
AMYLAMINE—See Mono	I.L.M. >— 15°F < 73°F	II	
AMYL BUTYRATE	I.L.I. >— 15°F < 73°F	II	Subject to any declared higher flash point
AMYL CHLORIDE	I.L.I. >— 15°F < 73°F	II	
AMYLENE DICHLORIDE	I.L.I. 73°F —120°F	III	Also known as Dichloropentane
AMYLENES	I.L.I. >— 15°F < 73°F	II	
AMYL ETHER	I.L.I. >—120°F > 200°F	IV	
AMYL FORMATE	I.L.I. 73°F —120°F	III	
AMYL NITRATE	I.L.I. 73°F —120°F	III	
*AMYL NITRITE	I.L.I. >— 15°F < 73°F	II	
AMYL PROPIONATE	I.L.I. 73°F —120°F	III	
ANILINE OIL	P.	IV	
ANTI-FREEZING COMPOUNDS	I.L.M. 50°F —100°F	III	Subject to any declared higher or lower flash point
*ANTIMONY CHLORIDES	Corrosive	IV	
*ANTIMONY OXIDE	P.	IV	
*AQUA FORTIS	Corrosive	IV	Also known as Nitric Acid
ARCTON	O. Comp. G	IV	See Fluorinated Hydro-carbon Refrigerants
ARGON	O. Comp. G	IV	

[Schedule]

Descriptive Names of Goods	Category	Class	Remarks
*ARSENICALS: Arsenic Trioxide Calcium Arsenate Lead Arsenate Other Arsenic Compounds including: Arsenates Arsenites (other than Sodium and Potas- sium Arsenite) Sulphides Thioarsenates and Organic Compounds of Arsenic	P.	IV	
ARSENIOUS ACID	P.	IV	Also known as Arsenic Trioxide
AZUR EOSIN METHYLENE BLUE SOLUTION AND OTHER STAINS (ONLY IF IN ALCOHOLIC ETC. SOLUTION)	I. Mixt. † 73°F	III	
BARIUM: Alloys—non pyrophoric Alloys—pyrophoric *Arsenite *Bromata *Carbonate *Chlorate *Chloride Metal *Nitrate *Perchlorate *Permanganate Peroxide	I. Moist. I. Moist. P. Pro. Combust. P. Pro. Combust. P. I. Moist. Pro. Combust. Pro. Combust. Pro. Combust. Pro. Combust.	IV IV IV IV IV IV IV IV IV IV	See Arsenical Compounds
BECKOSOL	I. Mixt. † 73°F	III	Also known as Barium Bioxide Subject to any declared higher flash point; the solid is not dangerous
BEDACRYL	I. Mixt. † 73°F	III	The solid is not dangerous
BENGAL MATCHES	Explos. X	III	
BENDALDEHYE	I.L.I. > 120°F †200°F	IV	
†BENZENE	I.L.I. †— 15°F	I	Also known as Benzol
BENZENE HEXACHLORIDE	P.	IV	Also known as Gammexane, see Insecticides
†BENZINE	I.L.I. †— 15°F	I	See Petroleum Spirits. Subject to any declared higher flash point
BENZOYL CHLORIDE	Corrosive	IV	
BENZOLE BLENDED METHANOL	I.L.M. >— 15°F < 50°F	II	
†BENZOLENE	I.L.I. †— 15°F	I	See Petroleum Spirits. Subject to any declared higher flash point
BENZOYL PEROXIDE	Pro. Combust. X	III †	See Peroxides, Organic
BENZYL CHLORIDE	Corrosive	IV	
BISULPHIDE OF CARBON	I.L.I. †— 15°F	I	Also known as Carbon Disulphide
BITUMINOUS PAINTS	I. Mixt. † 73°F	III	See Paints
BLASTING POWDERS	Explos.	I	
BLEACHING POWDER	P.	IV	Also known as Chloride of Lime

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
BOOK MATCHES	I.S. X	III	
BOOT CREAMS	I. Mixt. † 73°F	III	Subject to any declared higher flash point. See Polishes
BORNEOL	I.S. Volat	IV	
BORON TRIFLUORIDE ACETIC ACID COMPLEX	Corrosive	IV	
BOSTIK CEMENT	I. Mixt. † 73°F	III	See Cement: Bostik, etc.
BOTTLE CAPPING FLUID	I.L.I. 73°F —120°F	III	Subject to any declared higher flash point
BOX TOE GUM	I.L.I. 73°F —120°F	III	
BRAKE FLUID	I.L.I. >— 15°F < 73°F	II	Subject to any declared higher flash point
BRATTICE CLOTH	I.S.	IV	
BRENTHOLS (ONLY IF IN ALCOHOLIC ETC. SOLUTIONS)	I. Mixt. † 73°F	III	
BROMINE	Corrosive	IV	
BROMOBENSENE	I.L.I. > 120°F †200°F	IV	
BROMOFORM	P.	IV	
BRONZING LIQUID	I. Mixt. † 73°F	III	Subject to any declared higher flash point
BRUCINE	P.	IV	
BUTADIENE MONOXIDE	I.L.I. †— 15°F	I	
BUTALDEHYDE—n	I.L.I. >— 15°F < 73°F	II	Also known as Butyraldehyde
—iso	I.L.I. †— 15°F	I	
BUTANE GAS OR PROPANE GAS	I. Comp. G.	III†	
BUTYL ACETATE—N	I.L.I. >— 15°F < 73°F	II	
—iso	I.L.I. >— 15°F < 73°F	II	
—sec	I.L.I. >— 15°F < 73°F	II	
BUTYL ALCOHOL	I.L.M. 50°F —100°F	III	
BUTYLAMINE—n	I.L.M. >— 15°F < 50°F	II	
—iso	I.L.M. >— 15°F < 50°F	II	
—sec	I.L.M. >— 15°F < 50°F	II	
BUTYL BENZENES	I.L.I. > 120°F †200°F	IV	
BUTYL BROMIDE	I.L.I. >— 15°F < 73°F	II	
BUTYL BUTYRATE—n	I.L.I. 73°F —120°F	III	
BUTYL CELLOSOLVE	I.L.M. > 100°F †150°F	IV	Also known as Ethylene Glycol Monobutyl Ether
BUTYL CHLORIDE—n	I.L.I. >— 15°F < 73°F		
BUTYLENE GLYCOL	I.L.M. > 100°F †150°F	IV	Also known as Buthylene Glycol 1,2, or Ethyl Ethylene Glycol
BUTYL FORMATE	I.L.I. >— 15°F < 73°F	II	
BUTYL NITRATE	I.L.I. 73°F —120°F	III	
BUTYL PROPIONATE	I.L.I. 73°F —120°F	III	
BUTYRALDEHYDE—n	I.L.I. >— 15°F < 73°F	II	Also known as Butaldehyde
—iso	I.L.I. †— 15°F	I	
BUTYRALDOXIME	I.L.I. > 120°F †200°F	IV	
BUTYRONE	I.L.I. 73°F —120°F	III	
CALCIUM:			
Alloys—non pyrophoric	I. Moist.	IV	
Alloys—pyrophoric	I. Moist.	IV	
*Arsenate	P.	IV	
Azide Solution not exceeding 20%	P.	IV	Exceeding 20% not accepted

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
Carbide	I. Moist. X	III‡	Also known as carbide of Calcium
Chlorate	Pro. Combust.	IV	
Chlorite	Pro. Combust.	IV	
Cyanamide	I. Moist. X	III	
*Cyanide	P. X.	III‡	
Hydride	I. Moist. X	III‡	
Hypochlorite	P.	IV	Also known as Bleaching Powder
Metal	I. Moist.	IV	
Nitrate	Pro. Combust.	IV	
Perchlorate	Pro. Combust.	IV	
Permanganate	Pro. Combust.	IV	
Peroxide	Pro. Combust.	IV	
Phosphide or articles charges wholly or mainly therewith	I. Moist. X	III‡	
Silicide	I. Moist.	IV	
Silicon	I. Moist.	IV	Also known as Calcium Manganese Silicon
CAMPHOR	I. S. Volat.	IV	
CAMPHOR OIL LIGHT	I.L.I. 73°F —120°F	III	
CARBIDE OF CALCIUM	I. Moist. X	III	Also known as Calcium Carbide
CARBOLIC ACID (including CRESYLIC and other TAR ACIDS)	Corrosive	IV	
CARBON—Charcoal, Carbon Blacks	I.S.	IV	Lump charcoal exposed for 8 days or steam-activated charcoal are not dangerous
CARBONITE	Explos.	I	Not the same as the Abrasive "Carbonite"
CARBON-DIOXIDE	O. Comp. G.	IV	
CARBON DISULPHIDE	I.L.I. † 150°F	I	Also known as Bisulphide of Carbon
CARBON MONOXIDE	P. Comp. G.	III‡	
CARBON TETRACHLORIDE	P.	IV	
CARTRIDGES, Safety	Explos. X	III‡	
CARTRIDGES, other than Safety	Explos.	I	
CARTRIDGES, STARTING SMALL	Explos. X	III‡	Also known as gold starters or engine starters
*CAUSTIC POTASH	Corrosive	IV	Also known as Potassium Hydroxide
*CAUSTIC SODA	Corrosive	IV	Also known as Sodium Hydroxide
CELLOSOLVE ACETATE	I.L.M. > 100°F †150°F	IV	
CELLULOID including scrap and stripped films	I.S. X	III	
CELLULOSE ENAMELS AND LACQUEES	I. Mixt. † 73°F	III	See Paints
CEMENT: BOSTIK, JOINTING, LEATHER, LIQUID ROFFING, P.V.C., RUBBER	I. Mixt. † 73°F	III	
CHAFF	I.S.	IV	See also Vegetable Fibres
CHEMICALS AND MEDICINAL PREPARATIONS IN LIMITED QUANTITIES IN MIXED CONSIGNMENTS	I. Mixt. † 73°F	III	
CHILE-SALTPETRE	Pro. Combust.	IV	Also known as Sodium Nitrate

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
CHLORACETYL	I.L.I. >— 15°F < 73°F	II	Also known as Acetyl Chloride
CHLORATUM AETHYLICUM	I. Comp. G.	III‡	Also known as Ethyl Chloride or Chloroethane
CHLORIDE OF LIME	P.	IV	Also known as Bleaching Powder
CHLORINE	P. Comp. G.	III‡	Also known as Methyl Chloride
CHLOROBENZENE	I.L.I. 73°F —120°F	III	
CHLORO-ETHYL	I. Comp. G.	III	Also known as Ethyl Chloride
CHLOROETHYL ACETAL	I.L.I. > 120°F †200°F	IV	Also known as Ethyl Chloroacetate
*CHLOROFORM	P.	IV	
CHLOROMETHANE	I. Comp. G.	III‡	Also known as Methyl Chloride
CHLORONITROETHANE	I.L.I. > 120°F †200°F	IV	
CHLORONITROPROPANE			
—1.1	I.L.I. > 120°F †200°F	IV	
—2.2	I.L.I. > 120°F †200°F	IV	
CHLOROPICRIN	P.	IV	Also known as Trichloro-nitro Methane
CHLOROSULPHONIC ACID	Corrosive	IV	
CHROMIC ACID	Corrosive	IV	
CHROMIUM TRIOXIDE	Corrosive	IV	Also known as Solid Chromic Acid
CINNAMENE	I.L.I. 73°F —120°F	III	Also known as Styrene, Phenyl Ethylene or Vinyl Benzene
COAL GAS	P. Comp. G.	III‡	
*COAL TAR NAPHTHA	I.L.I. >— 15°F < 73°F	II	Also known as Naphtha Solvent
COAL TAR OIL	I.L.I. 73°F —120°F	III	Subject to any declared higher flash point
COBALT:			
Acetate	P.	IV	
Nitrate	Pro. Combust.	IV	
COLD STARTERS	Explos. X	III‡	Also known as Cartridges, starting small or Engine Starters
COLLODION COTTON:			
Explosive	Explos.	I	See Gum Cotton Nitro-cellulose
In solution in, or wet with, inflammable liquids	I. Mixt. † 73°F	III	Subject to any declared higher flash point
Water wet, containing water not less than 20% of wet weight	I.S.	IV	
COLLODION FLEXIBLE	I. Mixt. † 73°F	III	
COLLOIDAL SULPHUR POWDER	I.S.	IV	
COLOURED FIBRES	Explos. X	III	
*COPPER CYANIDE	P.X.	III‡	
COPPER NITRATE	Pro. Combust.	IV	
CORDEAU BICKFORD	Explos.	I	
CORDTEX	Explos.	I	
COPRA	I.S.	IV	
CORRECTING FLUID	I. Mixt. † 73°F	III	
*CORROSIVE SUBLIMATE	P.X.	III	Also known as Mercuric Chloride

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
CRACKERS	Explos. X	III‡	Also known as Fire-crackers
CRELIN	Corrosive	IV	See Disinfectant Fluids
CREOSOTE SALTS	I.S.	IV	Also known as Naphthalene
*CREOSOL	Corrosive	IV	Also known as Cresylic Acids
*CRESYLIC ACID	Corrosive	IV	See Carbofic Acid
CROTONALDEHYDE	I.L.I. >— 15°F < 73°F	II	
CROTONYLENE	I.L.I. >— 15°F < 73°F	II	
CUMENE	I.L.I. 73°F —120°F	III	Also known as Cumol or Isopropyl Benzene
CUMENE HYDROPEROXIDE	Pro. Combust.	IV	
CUMOL	I.L.I. 73°F —120°F	III	Also known as Cumene or Isopropyl Benzene
*CYCLOHEXANE	I.L.I. >— 15°F < 73°F	II	Also known as Hexamethylene or Hexahydrobenzene
CYCLOHEXANOL	I.L.I. > 120°F †200°F	IV	
CYCLOHEXANONE	I.L.I. > 120°F †200°F	IV	
CYCLOHEXANONE—S	I.L.I. 73°F —120°F	III	
*CYCLOHEXANE	I.L.I. >— 15°F < 73°F	II	Also known as Hexamethylene or Hexahydrobenzene
CYCLOHEXANOL	I.L.I. > 120°F †200°F	IV	
CYCLOHEXANONE	I.L.I. > 120°F †200°F	IV	
CYCLOHEXANONE—S	I.L.I. 73°F —120°F	III	
CYCLOHEXENE	I.L.I. >— 15°F < 73°F	II	Also known as Tetrahydrobenzene
CYCLOHEXYL ACETATE	I.L.I. > 120°F †200°F	IV	
CYCLOHEXYL AMINE	I.L.M. 50°F —100°F	III	
CYCLOPROPANE	I. Comp. G.	III‡	
CYMAG	P.X.	III‡	See Hydrocyanic
CYMENE—p	I.L.I. 73°F 120°F	III	
DAMP COURSES	I.S.	IV	See asphalted Cloth
DECAHYDRONAPHTHALENE	I.L.I. > 120°F †200°F	IV	Also known as Decalin
DECANE—n	I.L.I. 73°F —120°F	III	
DE-ICING FLUID	I. Mixt. † 73°F	III	
DETONATORS	Explos.	I	
DIACETONE ALCOHOL:			
Acetone free	I.L.M. > 100°F †150°F	IV	
Commercial	I.L.M. >— 15°F < 50°F	II	Also known as Diacetone of Pyrantan A. Subject to any declared higher flash point
DIAMYLAMINE	I.L.I. > 120°F †200°F	IV	
DIAMYLENE	I.L.I. 73°F —120°F	III	
DIBUTHYLAMINE	I.L.M. > 100°F †150°F	IV	
DIBUTYL ETHER	I.L.I. 73°F —120°F	III	Also known as Butyl Ether
DICHLORETHYLENE—1,1	I.L.I. >— 15°F < 73°F	II	Also known as Vinylidene Chloride
—1,2	I.L.I. >— 15°F < 73°F	II	Also known as Acetylene Dichloride
DICHLORHYDRIN	I.L.I. > 120°F †200°F	IV	
DICHLOROBENZENE—o	I.L.I. > 120°F †200°F	IV	
—p	I.S. Volat	IV	
DICHLORO DIFLUORO METHANE	O. Comp. G.	IV	See Fluorinated Hydrocarbon Refrigerants
DICHLOROETHANE—1,2	I.L.I. >— 15°F < 73°F	II	Also known as Ethylene Dichloride
—1,1	I.L.I. >— 15°F < 73°F	II	Also known as Ethylidene Dichloride

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
DICHLOROETHYL ENTER	I.L.I. > 120°F ±200°F	IV	
DICHLORONITROPROPANE	I.L.I. > 120°F ±200°F	IV	
DICHLOROPENTANE	I.L.I. 73°F —120°F	III	
DICHLOROPROPANE	I.L.I. >— 15°F < 73°F	II	Also known as Propylene Dichloride
DIETHOXYETHANE	I.L.I. >— 15°F < 73°F	II	Also known as Acetal or Diethylacetal
DIETHYLACETAL	I.L.I. >— 15°F < 73°F	II	Also known as Acetal or Diethoxyethane
DIETHYLAMINE	I.L.M. >— 15°F < 50°F	II	
DIETHYL CARBONATE	I.L.I. 73°F —120°F	III	
DIETHYLENE DIOXIDE	I.L.M. 50°F —100°F	III	Also known as Dioxane
DIETHYL ETHANOLAMINE	I.L.M. > 100°F ±150°F	IV	
DIETHYL OXALATE	I.L.I. > 120°F ±200°F	IV	Also known as Ethyl Oxalate
DI ISOBUTYLENE— COMMERCIAL	I.L.I. >— 15°F < 73°F	II	
DI-ISOBUTYL KETONE	I.L.I. > 120°F ±200°F	IV	
DI-ISOPROPYL ETHER	I.L.I. >— 15°F < 73°F	II	Also known as Isopropyl Ether
DIMETHYLAMINE SOLUTION	I.L.M. >— 15°F < 50°F	II	
DIMETHYL ANILINE	I.L.I. > 120°F ±200°F	IV	
DIMETHYL BUTANE 2,3	I.L.I. ±— 15°F	I	Also known as Di-isopropyl
DIMETHYL CYCLOHEXANE —P	I.L.I. >— 15°F < 73°F	II	
DIMETHYL ETHANOLAMINE	I.L.M. 50°F —100°F	III	
DIMETHYLFORMAMID (E)	I.L.I. > 120°F ±200°F	IV	
DIMETHYL KETONE	I.L.M. > 15°F < 50°F	II	Also known as Acetone
DIMETHYL SULPHATE	P.X	III‡	
DINITROANILINE	P.	IV	
DINITROCHLORO-BENZOL	P.	IV	Also known as Dinitro-chlorobenzene
DINITRONAPHTHALENE	P.	IV	
*DINITROORTHOCRESOL	P.	IV	
*DINITROORTHOCRESOLATE: Ammonium (Crystalline)	P.	IV	
Sodium, wet, containing water not less than 30% of wet weight	P.X	III‡	
*DINITROPHENOL—wet containing water not less than 15% of wet weight	P.X	III‡	
DINITROPHENOLATES—wet containing water not less than 33¼% of wet weight	P.X	III‡	
DINITRORESORCINOL—wet containing water not less than 33¼% of wet weight	P.X	III‡	
DINITROTOLUOL	P.	IV	Also known as Dinitro-toluene
DINITROBENZOL	P.	IV	Also known as Dinitro-benzene
ETHYL ACETATE	I.L.I. >— 15°F < 73°F	II	
ETHYL ALCOHOL	I.L.M. 50°F —100°F	III	Also known as Ethanol or Spirits of Wine
ETHYLAMINE	I.L.M. ±— 15°F	I	
ETHYL BENZENE	I.L.I. >— 15°F < 73°F	II	Also known as Ethyl Benzol or Phenyl Ethane

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<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
ETHYL BENZOATE	I.L.I. > 120°F †200°F	IV	Subject to any declared higher flash point
ETHYL BROMIDE	I.L.I. †- 15°F	I	
ETHYL BUTYL ACETATE	I.L.I. > 120°F †200°F	IV	
ETHYL BUTYL CARBONATE	I.L.I. > 120°F †200°F	IV	
ETHYL BUTRALDEHYDE	I.L.I. >- 15°F < 73°F	II	
ETHYL BUTYRATE	I.L.I. 73°F -120°F	III	
ETHYL CHLORIDE	I. Comp. G.	III‡	
ETHYL CHLOROACETATE	I.L.I. > 120°F †200°F	IV	
ETHYL CHLORO CARBONATE	I.L.I. >- 15°F < 73°F	II	Also known as Ethyl Chloroformate
ETHYL CHLOROFORMATE	I.L.I. >- 15°F < 73°F	II	
ETHYL CROTONATE	I.L.I. >- 15°F < 73°F	II	
ETHYL GLYCOL ACETATE	I.L.M. > 100°F †150°F	IV	
ETHYLENE	I. Comp. G.	III‡	
ETHYLENE CHLOROHYDRIN	I.L.M. > 100°F †150°F	IV	
ETHYLENE DICHLORIDE	I.L.I. >- 15°F < 73°F	II	Also known as Dichloroethane 1.2
ETHYLENE GLYCOL DIETHYL ETHER	I.L.I. 73°F -120°F	III	Also known as Diethyl Cellosolve
ETHYLENE GLYCOL MONOBUTYL ETHER	I.L.M. > 100°F †150°F	IV	Also known as Butyl-cellosolve
ETHYLENE GLYCOL MONOETHYL ETHER	I.L.M. > 100°F †150°F	IV	Also known as Cellosolve or Ethyl Glycol
ETHYLENE GLYCOL MONOETHYL ETHER ACETATE	I.L.M. > 100°F †150°F	IV	Also known as Cellosolve Acetate
ETHYLENE GLYCOL MONOMETHYL ETHER	I.L.M. > 100°F †150°F	IV	Also known as Methyl Cellosolve
ETHYLENE GLYCOL MONOMETHYL ETHER ACETATE	I.L.M. > 100°F †150°F	IV	Also known as Methyl Cellosolve Acetate
ETHYLENE OXIDE	I. Comp. G	III‡	
*ETHYL FLUID	P.X	III‡	Motor Fuel Anti-knock compound containing tetraethyl lead
ETHYLENE FORMATE	I.L.I. >- 15°F < 73°F	II	
ETHYL GLYCOL	I.L.M. > 100°F †150°F	IV	See Ethylene Glycol Monomethyl Ether
ETHYL HEXALDEHYDE	I.L.I. > 120°F †200°F	IV	
ETHYLIDENE CHLORIDE	I.L.I. >- 15°F < 73°F	II	Also known as Dichloroethane 1.1
ETHYL LACTATE	I.L.M. > 100°F †150°F	IV	
ETHYL MORPHOLINE	I.L.M. 50°F -100°F	III	
ETHYL NITRATE	I.L.I. †- 15°F	I	Also known as Ether Nitrous
ETHYL PROPIONATE	I.L.I. >- 15°F < 73°F	II	
ETHYL SILICATE	I.L.I. > 120°F †200°F	IV	Also known as Tetraethyl Silicate
ETHYL VINYLETHER	I.L.I. †- 15°F	I	
EXPLOSIVES:			
Class 1 (Gunpowder)	Explos.	I	
Class 2 (Nitrate-mixtures)	Explos.	I	
Class 3 (Nitro-compounds)			
Division 1	Explos.	I	
Division 2	Explos.	I	

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<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
<b>Class 4 (Chlorate-mixtures)</b>			
Division 1	Explos.	I	
Division 2	Explos.	I	
<b>Class 5 (Fulminates)</b>			
Division 1	Explos.	I	
Division 2	Explos.	I	
<b>Class 6 (Ammunition)</b>			
Division 1	Explos. X	III†	
Division 2	Explos.	I	
Division 3	Explos.	I	
<b>Class 7 (Fireworks)</b>			
Division 1	Explos.	I	
Division 2	Explos. X	III†	
*EXTRACT OF ERGOT	I. Mixt. † 73°F	III	See Medicines (Tinctures) in Alcoholic, etc. Solutions
FERRIC CHLORIDE	Corrosive	IV	
FERRO SILICON:			
30%-75%, Silicon	I. Moist. X	III†	In this range only certified special grade containing 45 to 50% Silicon accepted
0%-29% and 76% and over, Silicon	I. Moist. X	III	
FIBRES—VEGETABLE, COIR, SISAL, FLAX, HEMP, RAFFIA, JUTE, COTTON, KAPOK, CHAFF, STRAW, HAY, WASTE PAPER,—IN BULK	I.S.	IV	
FILM CEMENT	I. Mixt. † 73°F	III	
FILMS—OTHER THAN ACETATE BASE	I.S. X	III	
FIRE LIGHTERS	I.S. X	III†	
FIREWORKS, MANUFACTURED	Explos. X	III†	
FLAME FLOATS	Explos. X	III†	
FLUID RE-SEALING	I. Mixt. † 73°F	III	
FLUORINATED HYDRO-CARBON REFRIGERANTS	O. Comp. G	IV	
*FOLIDOL	P.	IV	Also known as Parathion; See Insecticides—Organic Phosphorus
FORMAL	I.L.M. >— 15°F < 50°F	II	Also known as Methyl or Methylene dimethyl ether
*FORMALDEHYDE SOLUTION	Corrosive	IV	Also known as Formalin or Formol
FORMIC ACID	Corrosive	IV	
FULMINATES	Explos.	I	
FURFURAL	I.L.I. 120°F —200°F	IV	
FURNITURE STAINS	I. Mixt. † 73°F	III	See Dyes' Stains in Alcoholic, etc. Solution
FUSEL OIL	I.L.I. 73°F —120°F	III	See Amyl Alcohol (ii)
FUSES FOR SHELLS, BOMBS, AND FLARES, AND FRICTION TUBES	Explos.	I	
FUZZER MATCHES	I.S. X	III	
GAMMEXANE SMOKE GENERATORS	I.S.	IV	Contents must be free of explosive composition
GAS-DRIPS, HYDRO-CARBON	I. Mixt. † 73°F	III	
†GASOLINE	I.L.I. †— 15°F	I	Also known as Petroleum Spirit
GLYDOTE	P.	IV	

[Schedule]

Descriptive Names of Goods	Category	Class	Remarks
GUANIDINE NITRATE	Pro. Combust.	--	Conditions as for Ammonium Nitrate
GUN COTTON:			
Explosive	Explos.	I	
In solution in, or wet with, inflammable liquids	I. Mixt. † 73°F	III	Subject to any declared higher flash point
Water wet, containing not less than 20% moisture	I.S.	IV	
GUN POWDER	Explos.	I	
GUTTA PERCHA AND INDIA RUBBER SOLUTION	I. Mixt. † 73°F	III	See Cement; Bostik, etc.
HAY	I.S.	IV	See Fibres—Vegetables
HELIUM	O. Comp. G	IV	
†HEPTANE—n	I.L.I. >— 15°F < 73°F	II	
HEXAHYDROBENZENE	I.L.I. >— 15°F < 73°F	II	Also known as Cyclohexane or Hexamethylene
HEXALDEHYDE	I.L.I. 73°F —120°F	III	
HEXAMETHYLENE	I.L.I. >— 15°F < 73°F	II	Also known as Cyclohexane or Hexahydrobenzene
HEXAMINE	I.S.	IV	Also known as Hexamethylene Tetramine or Urotropine
†HEXANE—n	I.L.I. † 15°F	I	
HEXYL ACETATE	I.L.I. 73°F —120°F	III	
HEXYL ALCOHOL—n	I.L.I. > 120°F †200°F	IV	
HEXYLAMINE—n	I.L.I. 73°F —120°F	III	
—sec, mono	I.L.I. >— 15°F < 73°F	II	Also known as 4 Methyl-2-aminopentane
HYDRAZINE HYDRATE	Corrosive	IV	
HYDROBROMIC ACID	Corrosive	IV	
*HYDROCHLORIC ACID	Corrosive	IV	Also known as Muriatic Acid
*HYDROCYANIC ACID:			
Solution not exceeding 4% W/V	P.X	III‡	Also known as Prussic Acid
—Absorbed in porous material	P.X	III‡	
—Stabilised in cylinders	P. Comp. G	III‡	
*HYDROFLUORIC ACID	Corrosive	IV	
HYDROGEN	I. Comp. G	III‡	
HYDROGEN PEROXIDE:			
(a) not exceeding 40% (133 vol.)	Pro. Combust. X	IV	
(b) exceeding 40% (133 vol.) and not exceeding 60% (200 vol.)	Pro. Combust. X	III‡	
(c) stabilised exceeding 60% (200 vol.)	Pro. Combust. X	III‡	Only if covered by M.O.T. permit
HYDROGEN SULPHIDE	I. Comp. G	III‡	
HYDRIODIC ACID	Corrosive	IV	
HYDROXYDIMETHYL BENZENE	Corrosive	IV	Also known as Xylenol or Dimethylphenol
ILLIPE NUTS	I.S.	IV	
INSECTICIDES	P.	IV	
IRON PERCHLORIDE	Corrosive	IV	Also known as Ferric Chloride
ISOBUTYL CHLORIDE	I.L.I. >— 15°F < 73°F	II	

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<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
ISOPRENE	I.L.I. † — 15°F	I	
ISOPROPANOL	I.L.M. 50°F —100°F	III	Also known as Propyl Alcohol—iso
ISOPROPYL ALCOHOL	I.L.M. 50°F —100°F	III	Also known as Propyl Alcohol—iso
ISOPROPYL BENZENE	I.L.I. 73°F —120°F	III	Also known as Cumene or Cumol
ISOPROPYL ETHER	I.L.I. † 15°F	I	
JOINTING CEMENT	I. Mixt. † 73°F	III	See Cement: Bostik, etc.
KALUM PERMANGANATE	Pro. Combust.	IV	Also known as Potassium Permanganate
KEROSENE	I.L.I. 73°F —120°F	III	Subject to any declared higher flash point
KIPAK INHALENT	I.L.I. † 73°F	III	See Medicines (Tinctures) in alcoholic etc. Solutions
KRALAC	I. Mixt. † 73°F	III	
LACQUER BASE AND CHIPS CONTAINING NITRO-CELLULOSE	I.S.	IV	
LAMPBLACK	I.S.	IV	See Carbon
LAUGHING GAS	O. Comp. G	IV	Also known as Nitrous Oxide
*LEAD ACETATE	P.	IV	
LEAD NITRATE	Pro. Combust.	IV	
LEAD PERCHLORATE	Pro. Combust.	IV	
LEAD PEROXIDE	Pro. Combust.	IV	
*LEAD TETRAETHYL	P.X	III‡	Also known as Tetraethyl lead
LEATHER CEMENT	I. Mixt. † 73°F	III	See Cement: Bostik, etc.
LEATHER DRESSING	I. Mixt. † 73°F	III	Subject to any declared higher flash point
LIGHTER FUEL	I. Mixt. † 73°F	III	
LIME, CHLORIDE OF	P.	IV	Also known as Bleaching Powder
LIQUID ROOFING CEMENT	I. Mixt. † 73°F	III	See Cement: Bostik, etc.
*LIQUOR AMMON. CAUST.	Corrosive	IV	See Ammonia Solutions
*LIQUOR CRESOLI SAPON	Corrosive	IV	
LISSATAN L SOLUTION	Corrosive	IV	The solid material is not dangerous
LITHIUM	I. Moist. X	III‡	Usually packed in Kerosene or other inflammable liquid in which case the class will depend on the nature of the liquid
LITHIUM ALLUMINIUM HYDRIDE	I. Moist. X	III‡	
LITHIUM HYDRIDE	I. Moist. X	III‡	
LICIFER MATCHES	I.S. X	III	
†LYTHENE	I.L.I. † — 15°F	I	See Petroleum Spirits. Subject to any declared higher flash point
MAGNESIUM METAL AND ALLOYS OF 50% OR MORE MAGNESIUM—INGOTS, POWDER OR RIBBON	I. Moist.	IV	
MAGNESIUM PERCHLORATE	Pro. Combust.	IV	
MAGNESIUM PEROXIDE	Pro. Combust.	IV	
MANGANESE DIOXIDE	Pro. Combust.	IV	
MANILA SHEETS (OILED)	I.S.	IV	See Oiled cloth, fibres, or paper
MATCHES	I.S. X	III	

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
MEDICINE (TINCTURES) IN ALCOHOLIC, ETC. SOLUTION	I. Mixt. † 73°F	III	
MERCAPTANS AND MIXTURES THEREOF	I.L.I. 73°F —120°F	III	
*MERCURIC CHLORIDE	P.X	III‡	Also known as Corrosive Sublimate
MERCURIC SULPHIDE	P.	IV	
METHYL OXIDE	I.L.I. 73°F —120°F	III	
*META CRESOL	Corrosive	IV	Also known as Cresylic Acid
METAFORMALDEHYDE	I.S. Volat	IV	Also known as Trioxane or Triformal
METALDEHYDE	I.S. Volat	IV	
METHANE	I. Comp. G	III‡	
METHYL ACETATE	I.L.M. >— 15°F < 50°F	II	
METHYL ACETONE	I.L.M. >— 15°F < 50°F	II	
METHYL ALCOHOL	I.L.M. >— 15°F < 50°F	II	Subject to any declared higher flash point; also known as Methanol or Wood Alcohol
METHYLAMINE	I. Comp. G	III‡	
METHYL AMYL ACETATE	I.L.I. 73°F —120°F	III	
METHYL AMYL ALCOHOL	I.L.I. 73°F —120°F	III	Also known as Methyl Isobutyl carbinol
METHYL AMYL KETONE	I.L.I. 73°F —120°F	III	
METHYLANON	I.L.I. 73°F —120°F	III	Also known as Methyl Cyclohexanone
METHYL BENZOATE	I.L.I. > 120°F †200°F	IV	
METHYL BROMIDE	P. Comp. G	III‡	
METHYL BUTYL KETONE			
—n	I.L.I. 73°F —120°F	II	
—iso	I.L.I. >— 15°F < 73°F	II	
METHYL BUTYRATE	I.L.I. >— 15°F < 73°F	II	
METHYL CELLOSOLVE	I.L.M. > 100°F †150°F	IV	Also known as Ethylene Glycol Monomethyl Ether
METHYL CHLORIDE	I. Comp. G	III‡	
METHYL CHLOROFORMATE	I.L.I. >— 15°F < 73°F	II	Also known as Methyl Chlorocarbonate
*METHYL CYANIDE	I.L.M. 50°F —100°F	III	Also known as Acetonitrile
METHYL CYCLOHEXANE	I.L.I. >— 15°F < 73°F	II	
METHYL CYCLOHEXANOL	I.L.I. > 120°F †200°F	IV	
METHYL CYCLOHEXANONE	I.L.I. 73°F —120°F	III	
METHYL CYCLOHEXYL ACETATE	I.L.I. > 120°F †200°F	IV	
METHYL ETHYL KETONE	I.L.M. >— 15°F < 50°F	II	Also known as Butanone
METHYL FORMATE	I.L.M. >— 15°F < 50°F	II	
METHYL GLYCOL ACETATE	I.L.M. > 100°F †150°F	IV	Also known as Methyl Cellosolve Acetate
METHYL ISOBUTYL KETONE	I.L.I. >— 15°F < 73°F	II	
METHYL METHACRYLATE MONOMERSTABILISED	I.L.I. 73°F —120°F	II	
METHYL MONOCHLORO-ACETATE	I.L.I. 73°F —120°F	III	
METHYL OXIDE	I. Comp. G	III‡	Also known as Dimethyl Ether or Methyl Ether
METHYL PROPIONATE	I.L.I. >— 15°F < 73°F	II	
METHYL PROPYL KETONE	I.L.I. >— 15°F < 73°F	II	
METHYL PYRIDINE β OR δ	I.L.M. 50°F —100°F	III	Also known as Picoline
METHYLATED SPIRIT	I.L.M. 50°F —100°F	III	

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
MILLINERY SIZING	I. Mixt. † 73°F	III	Subject to any declared higher flash point
MINERAL TURPENTINE	I.L.I. 73°F —120°F	III	Also known as White Spirit or Turpentine Substitute
*MIRBANE OIL	P.	IV	Also known as Nitrobenzene or Nitrobenzol
MISCHEMETAL—POWDER, SLABS, OR INGOTS	I. Moist.	IV	
MIXED CONSIGNMENTS OF LIMITED QUANTITIES OF CHEMICALS AND MEDICINAL PREPARATIONS	—	III†	Strictly in accordance with Section 10 of M.O.T. Rules
MONOCHLOR BENZENE	I.L.I. 73°F —120°F	III	Also known as Chlorobenzene
MONOCHLOROACETIC ACID	Corrosive	IV	
MORPHOLINE	I.L.M. 30°F —100°F	III	
†MOTOR SPIRIT	I.L.I. † — 15°F	I	See Petroleum Spirits
MURIATIC ACID	Corrosive	IV	Also known as Hydrochloric Acid
NAIL LACQUER	I. Mixt. † 73°F	III	See Perfumery, Lotions, Liquid Cosmetics in Alcohol etc. Solutions
NAIL POLISH AND REMOVER	I. Mixt. † 73°F	III	See Perfumery, Lotions, Liquid Cosmetics in alcoholic etc. Solutions
NAPHTHALENE	I.S.	IV	Also known as Cresote Salts
†NAPHTHAPETROLEUM	I.L.I. † — 15°F	I	Also known as Petroleum Ether. Subject to any declared higher flash point
NAPHTHOLS	I.S.	IV	
NAPHTHYLAMINES	P.X	III†	
*NATRIUM ARSENITE	P.X	III†	Also known as Sodium Arsenite. See Arsenicals
NATRIUM HYDROSULPHATE	I. Moist.	IV	Also known as Sodium Hydrosulphite
NEON	O. Comp. G	IV	
NEOZONE	P.	IV	
NICKEL CARBONYL	I.L.I. > — 15°F < 73°F	II	
*NICKEL CYANIDE	P.	IV	
NICKEL NITRATE	Pro. Combust.	IV	
*NICOTINE	P.	IV	
NITRAMONCAL	Pro. Combust.	IV	See Ammonium Nitrate (ii)
*NITRIC ACID	Corrosive	IV	
*NITRIC ACID AND SULPHURIC ACID MIXTURES	Corrosive	IV	
*NITRO BENZENE	P.	IV	Also known as Nitrobenzol or Mirbane Oil
NITRO CELLULOSE: Explosive	Explos.	I	See Collodion Cotton Guncotton
In solution in or wet with inflammable liquids	I. Mixt. † 73°F	III	Subject to any declared higher flash point
Water wet containing water not less than 20% of wet weight	I.S.	IV	
NITRO CELLULOSE FILM SCRAP	I.S. X	III	See Celluloid

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
NITROCELLULOSE SOLUTIONS	I. Mixt. † 73°F	III	
NITROCHLOROBENZENE—o	P.	IV	
—m	P.	IV	
—p	P.	IV	
NITROGEN	O. Comp. G	IV	
NITRO-GLYCERINE-SOLUTIONS IN ETHYL ALCOHOL NOT EXCEEDING 5% BY WEIGHT OF NITRO-GLYCERINE	I.L.I. >— 15°F < 73°F	II	Also known as Glyceryl Trinitrate. Tablet containing not more than 1% are not dangerous
NITROETHANE	I.L.I. 73°F —120°F	III	
NITROLAC	I. Mixt. † 73°F	III	See Nitrocellulose Solutions
NITROLIM	I. Moist. X	III	Also known as Calcium Cyanamide
NITROMETHANE	I.L.I. 73°F —120°F	III	
NITRO PHENOL	P.	IV	Also known as Paranitro-phenol
NITROPROPANE—1	I.L.I. 73°F —120°F	III	
—2	I.L.I. 73°F —120°F	III	
NITROSO DIMETHYL ANILINE—p	P.	IV	Also known as Accelerene
NITROTOLUENE—o	P.	IV	Also known as Nitro-Toluol—o
—m	P.	IV	Also known as Nitro-Toluol—m
—p	P.	IV	Also known as Nitro-Toluol—p
NITROUS OXIDE	O. Comp. G	IV	Also known as Laughing Gas
NOBECUTANE	I. Mixt. † 73°F	III	See Nitrocellulose Solutions
NONANE—n	I.L.I. 73°F —120°F	III	
*NORDHAUSEN	Corrosive	IV	Also known as Fuming Sulphuric Acid
†OCTANE—n	I.L.I. >— 15°F < 73°F	II	
—iso	I.L.I. >— 15°F < 73°F	II	
OCTYLAEDEHYDE	I.L.I. > 120°F †200°F	IV	
*OCTYL PHENOL	Corrosive	IV	Also known as Paraoctyl-phenol
OILED CLOTH, FIBRES OR PAPER	I.S.	IV	
OILED CLOTH, OR PRODUCTS	I.S.	IV	
*OLEUM	Corrosive	IV	Also known as Fuming Sulphuric Acid
*ORTHODICHLOROBENZENE	I.L.I. > 120°F †200°F	IV	Also known as Dichloro-benzene—o
ORTHOTOLUIDINE	P.	IV	
*OXALIC ACID AND OXALATES	P.X	III†	
OXALIC ETHER	I.L.I. 120°F 200°F	IV	Also known as Ethyl Oxalate
OXYGEN	O. Comp. G	IV	
PAINT REMOVER	I.L.I. >— 15°F < 73°F	II	Subject to any declared higher flash point
PAINTS—(includes enamels, varnishes, lacquers, cellulose and synthetic finishes, bituminous paints and paint driers and thinners)	I. Mixt. † 73°F	III	Subject to any declared higher flash point

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
PARADICHLOROBENZOL	I.S. Volat	IV	Also known as Dichloro- benzene—p
PARAFORMALDEHYDE	I.S.	IV	
PARAFFIN OIL	I.L.I. 73°F —120°F	III	Subject to any declared higher flash point
PARALDEHYDE:			
Commercial	I.L.M. 50°F —100°F	III	
B.P.	I.L.M. 100°F ±150°F	IV	
*PARANITROPHENOL	P.	IV	
PARANITROSODI- METHYLAMINE	P.	IV	Also known as Accelerene
*PARAOCTALPHENOL	Corrosive	IV	Also known as Diisobutyl Phenol-para
PENTACHLORETHANE	P.	IV	
PENTACHLOROPHENOL	P.	IV	
†PENTANE—n	I.L.I. 73°F —15°F	I	
PERCHLORETHYLENE	P.	IV	Also known as Tetrach- loroethylene
PERCHLORIC ACID:			
Solution not exceeding 72% W/W	Corrosive X	III†	
PERFUMERY, LOTIONS, LIQUID COSMETICS IN ALCOHOLIC ETC. SOLUTIONS	I. Mix. 73°F	III	
PEROXIDES ORGANIC:			
Solid dry or wet (con- taining water not less than 25% of wet weight)			
Benzoyl Peroxide	Pro. Combust. X	III†	
Chlorobenzoyl peroxide—p	Pro. Combust. X	III†	
Lauroyl Peroxide	Pro. Combust. X	III†	
Succinic Acid Peroxide	Pro. Combust. X	III†	
Solutions, not exceeding 25% by weight and not elsewhere listed	Pro. Combust.	IV	
†PETROLEUM ETHER	I.L.I. 73°F —15°F	I	Also known as Petroleum Naphtha. Subject to any declared higher flash point
PETROLEUM GAS	I. Comp. G	III†	
†PETROLEUM SPIRITS	I.L.I. 73°F —15°F	I	Also known as Gasoline, Petrol, Motor Spirit, Benzine, Benzoline, Lythe, Ligroin. Subject to any declared higher flash point
*PHENOL	Corrosive	IV	See Carboic Acid
PHENOL SULPHONIC ACID	Corrosive	IV	
*PHENYLENEDIAMINE—n1	P.	IV	
PHENYL ETHYLENE	I.L.I. 73°F —120°F	III	Also known as Cinnamene, Styrene or Vinyl Benzene
PHENYL HYDRAZINE	P.	IV	
PHOSGENE	P. Comp. G	III†	
PHOSPHORIC ACID	Corrosive	IV	
PHOSPHORIC PENTOXIDE	I. Moist.	IV	Also known as Phosphorus Pentoxide
PHOSPHORUS:			
Amorphous or Red	I.S.	IV	
Chloride	Corrosive	IV	
Oxychloride	Corrosive	IV	
Pentachloride	Corrosive	IV	

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
Pentoxide	I. Moist.	IV	Also known as Phosphoric Acid Anhydrous
Sulphides	I.S. X	III†	
Tribromide	Corrosive	IV	
Trichloride	Corrosive	IV	
*White, yellow or stick	I.S. X	III†	
PHOTOGRAPHIC FLASH-LIGHT POWDER	I.S.	IV	
PICOLINE (α β or δ)	I.L.M. 50°F —100°F	III	Also known as Methyl Pyridine (α β or δ)
*PICRIC ACID:			
Explosive	Explos.	I	
Water wet, containing water not less than 33½ of wet weight	P.X	III†	
Water wet, containing water not less than 10% of wet weight	P.X	III†	Strictly subject to a limit of 25 pounds weight per outside container.
PINE OIL-LIGHT	I.L.I. > 120°F †200°F	IV	
POLISHES:			
Boot creams, linoleum and liquid metal polish, etc.	I. Mixt. † 73°F	II	Subject to any declared higher flash point
POLYSTROL	I. Mixt. † 73°F	III	Subject to any declared higher flash point. The solid is not dangerous
POTASSIUM:			
*Arsenite	P.X	III†	
Bichromate	Pro. Combust.	IV	
Bifluoride	P.	IV	
Bromate	Pro. Combust.	IV	
Chlorate	Pro. Combust.	IV	Maximum quantity in any opened hold limited to 10 tons. Maximum quantity in any closed hold 100 tons
*Cyanide	P.X	III†	
*Fluoride	P.X	III	
*Hydroxide	P.	IV	Also known as Caustic Potash
Hypochlorite	P.	IV	
Metabisulphite	Corrosive	IV	
Metal	I. Moist. X	III†	
Nitrate	Pro. Combust.	IV	
Nitrite	Pro. Combust.	IV	
Perchlorate	Pro. Combust.	IV	
Permanganate	Pro. Combust.	IV	
Peroxide	Pro. Combust.	IV	
Persulphate	Pro. Combust.	IV	
Sulphide-anhydrous	I.S.	IV	
PRIMACORD	Explos.	I	
PRIMER ETCH	Corrosive	IV	
PRINTING INKS	I. Mixt. † 73°F	III	Subject to any declared higher flash point
PROPANE GAS	I. Comp. G.	III†	
PROPIONIC ACID	Corrosive	IV	
PROPYL ACETATE—n	I.L.I. >— 15°F < 73°F	II	
—iso	I.L.I. >— 15°F < 73°F	II	
PROPYL ALCOHOLS	I.L.M. 50°F —100°F	III	
PROPYLAMINE—n	I.L.M. >— 15°F < 50°F	II	
—iso	I.L.M. †— 15°F	I	
PROPYL BENZENE—n	I.L.I. 73°F —120°F	III	

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
PROPYL CHLORIDE--n	I.L.I. > 15°F	I	
--iso	I.L.I. > 15°F	I	
PROPYLENE CHLOROHYDRIN	I.L.M. > 100°F > 150°F	IV	
*PROPYLENEDIAMINE	I.L.M. > 100°F > 150°F	IV	
PROPYLENE DICHLORIDE	I.L.I. > 15°F < 73°F	II	Also known as Dichloro- propane
PROPYLENE OXIDE	I.L.M. > 15°F		
PROPYL FROMATE--n	I.L.I. > 15°F < 73°F	II	
*PRUSSIC ACID	P.X	III‡	Also known as Hydro- cyanic Acid
P.V.C. CEMENT	I. Mixt. > 73°F	III	See Cement: Bostik, etc.
PYRIDINE	I.L.M. 50°F --100°F	III	
PYROGALLIC ACID	P.	IV	Also known as Pyrogallol
PYROLIGNEOUS ACID	Corrosive	IV	
PYROXYLIN	I. Mixt. > 73°F	III	See Nitrocellulose Solutions
PYROXYLINIUM	I. Mixt. > 73°F	III	See Nitrocellulose Solutions
RESEALING COMPOUNDS	I. Mixt. > 73°F	III	Subject to any declared higher flash point
ROCKET:			
--Distress Signals	Explos. X	III‡	
--Other than Distress signals or manufactured fireworks	Explos.	I	
RONGALITE	Corrosive	IV	Also known as Discolite Formopon, Hydrosulphite A.W.
ROOFING FELT	I.S.	IV	
ROSIN	I.S.	IV	
ROSIN OIL	I.L.I. > 15°F < 73°F	II	Subject to any declared higher flash point
RUBBER CEMENT	I. Mixt. > 73°F	III	See Cement: Bostik, etc.
RUBBER SOLUTION	I. Mixt. > 73°F	III	See Cement: Bostik, etc.
SAFETY AMMUNITION	Explos. X	III‡	
SAFETY CARTRIDGES	Explos. X	III‡	
SAFETY FUSES FOR BLASTING	Explos. X	III‡	
SAFETY MATCHES	I.S. X	III	
SALTPETRE	Pro. Combust.	IV	Also known as Potassium Nitrate
SANTOBRITE NEUTRAL POWDER	P.	IV	Also known as Sodium Pentachlorophenate
SEALING COMPOUNDS	I. Mixt. > 73°F	III	Subject to any declared higher flash point
‡SHALE OIL	I.L.I. > 15°F	I	Subject to any declared higher flash point
SHELLAC LIQUID	I. Mixt. > 73°F	III	See Paints
SILICON POWDER	I.S.	IV	
SILICON TETRACHLORIDE	Corrosive	IV	Also known as Tetrachlo- rosilane
SILICONE RESIN SOLUTIONS	I.L.I. > 15°F < 73°F	II	The solid resin is not dangerous
SILVER NITRATE	Pro. Combust.	IV	
SMOKELESS POWDER	Explos.	I	See Explosives
SODIUM:			
Acid Sulphate	Corrosive	IV	Also known as Sodium Bisulphate
*Arsenite	P.X	III‡	See Arsenicals
Azide	P.X	III‡	
Bichromate	Pro. Combust.	IV	
Bifluoride	P.	IV	
Bisulphate Solution	Corrosive	IV	

[Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
Bromate	Pro. Combust.	IV	
Chlorate	Pro. Combust.	IV	Maximum quantity in any opened hold limited to 10 tons. Maximum quantity in any closed hold 100 tons
Chlorite	Pro. Combust.	IV	
*Cyanide	P.X	III‡	
*Dinitro-orthocresolate wet, containing water not less than 30% of wet weight	P.X	III‡	
*Fluoride	P.X	III	
Hydrosulphide	P.	IV	
Hydrosulphite	I. Moist.	III‡	
*Hydroxide	P.	IV	Also known as Caustic Soda
Hypochlorite	P.	IV	
Metal	I. Moist. X	III‡	
Nitrate	Pro. Combust.	IV	Also known as Chile Salt-petre
*Nitrite	Pro. Combust.	IV	
Pentachlorophenate	P.	IV	Also known as Santobrite Neutral Powder
Perborate	Pro. Combust.	IV	
Percarbonate	Pro. Combust.	IV	
Peroxide	Pro. Combust.	IV	
Phosphide	I. Moist. X	III‡	
*Silicon Fluoride	P.	IV	Also known as Sodium Fluosilicate
<b>SODIUM:</b>			
Sulphide containing less than 30% water of crystallisation	I.S.	IV	
Sulphite	Corrosive	IV	
SOLIGNUM	I. Mixt. 73°F —150°F	IV	
SPIRITS OF WINE	I.L.M. 50°F —100°F	III	Also known as Ethyl Alcohol or Ethanol
STANNIC CHLORIDE (ANHYDROUS)	Corrosive	IV	Also known as Tin Tetrachloride
STEARIC ACID	I.S.	IV	
STELLON ACRYLIC DENTAL MATERIAL	I. Mixt. † 73°F	III	See Acrylic Denture Material
STRAW	I.S.	IV	See Fibres—Vegetable
<b>STRONTIUM:</b>			
—Alloys-pyrophoric	I. Moist.	IV	
—non pyrophoric	I. Moist.	IV	
—Chlorate	Pro. Combust.	IV	
—Nitrate	Pro. Combust.	IV	
—Peroxide	Pro. Combust.	IV	
SULPHUR	I.S.	IV	
SULPHUR DIOXIDE	P. Comp. G	III‡	
SULPHURIC CHLORIDES	Corrosive	IV	
SULPHURIC ACID	Corrosive X.	III‡	
SULPHURIC ACID AND NITRIC ACID MIXTURES	Corrosive	IV	
SULPHURIC ETHER	I.L.I. — 15°F	I	See Ether-Sulphuric
SULPHUROUS ACID	Corrosive	IV	
SULPHURYL CHLORIDE	Corrosive	IV	
SURGICAL LIGATURES IN ALCOHOL	—	III	

[Schedule]

Descriptive Names of Goods	Category	Class	Remarks
SWEDISH MATCHES	I.S. X	III	
TEAR GAS	P. Comp. G	III†	
TEAR GAS—CARTRIDGES, GRENADES	Explos.	I	Contents to be free from explosive composition
TEREBENE	I.L.I. 73°F —120°F	III	Subject to any declared higher flash point
TERPINEOL	I.L.I. > 120°F †200°F	IV	
TETMOSOL	I. Mist. † 73°F	III	See Medicines (Tinctures) in Alcoholic, etc. Solutions
TETRACHLORETHANE	P.	IV	Also known as Acetylene Tetrachloride or Westron
TETRA CHLORO ETHYLENE	P.	IV	Also known as Perchloroethylene
*TETRA-ETHYL LEAD	P. X	III†	Also known as Lead Tetraethyl
TETRAHYDROBENZENE	I.L.I. >— 15°F < 73°F	II	Also known as Cyclohexene
TETRA HYDRO FURAN	I.L.M. >— 15°F < 50°F	II	
TETRA HYDRO NAPHTHALENE	I.L.I. > 120°F †200°F	IV	Also known as Tetralin
TETRALIN EXTRA	I.L.I. > 120°F †200°F	IV	
TETRALIN-NITRO-METHYLANILINE	Explos.	I	
TETRYL	Explos.	I	
*THALLIUM SULPHATE	P.	IV	
THERMIT	I. Moist. X	III†	
THIOGYCOLLIC ACID	P.	IV	
THIONYL CHLORIDE	Corrosive	IV	
THIOPHEN	I.L.I. †— 15°F	I	
THIOPHEN PURE	I.L.I. †— 15°F	I	
THORIUM NITRATE	Pro. Combust.	IV	
THUNDER FLASHES	Explos. X	III	
TINCTURE MERTHIOLATE	I. Mixt. † 73°F	III	See Medicines (Tinctures) in Alcoholic, etc. Solutions
TIN TETRACHLORIDE	Corrosive	IV	Also known as Stannic Chloride Anhydrous
TITANIUM POTASSIUM FLUORIDE	P.	IV	
TITANIUM TETRACHLORIDE	Corrosive	IV	
TOE PURRS	I.S.	IV	
†TOLUENE	I.L.I. >— 15°F < 73°F	II	Also known as Toluol
*TOLUENEDIAMINE—D	P.	IV	
†TOLUOL	I.L.I. >— 15°F < 73°F	II	Also known as Toluene
TRICHLOROETHYLENE	P.	IV	Also known as Trilene
TRIETHYLAMINE	I.L.I. >— 15°F < 73°F	II	
TRILENE	P.	IV	Also known as Trichloroethylene
TRI-METHYLAMINE	I.L.I. >— 15°F < 73°F	II	
TRI-NITRO-BENZENE	Explos.	I	Also known as Trinitro benzol
TRI-NITRO BENZOL	Explos.	I	Also known as Trinitro benzene
TRI-NITRO-NAPHTHALENE	Explos.	I	
TRI-NITRO-PHENOL:			
Explosive	Explos.	I	
Water wet, containing water not less than 33% of wet weight	P. X	III †	Also known as Picric Acid

## [Schedule]

<i>Descriptive Names of Goods</i>	<i>Category</i>	<i>Class</i>	<i>Remarks</i>
Water wet, containing water not less than 10% of wet weight	P. X	III‡	Strictly subject to a limit of 25 pounds weight per outside container
TRI-NITRO-TOLUOL	Explos.	I	Also known as Tri-Nitro Toluene
TURPENTINE	I.L.I. 73°F —120°F	III	Also known as Oleum Terebinth
UROTHROPINE	I.S.	IV	Also known as Hexamine or Hexamethylene Tetramine
VALERENE	I.L.I. >— 15°F < 73°F	II	Also known as Amylene
VARNISHES	I. Mixt. † 73°F	III	See Paints
VESTAS	I.S. X	III	
VINYL ACETATE	I.L.I. >— 15°F < 73°F	II	
VINYL BENZENE	I.L.I. 73°F —120°F	III	Also known as Styrene Phenylethylene or Cinnamene
VINYL CHLORIDE inhibited	I. Comp. G.	II	
*VINYL CYANIDE	I.L.I. >— 15°F < 73°F	II	Also known as Acrylonitrile
*VINYL ETHER	I.L.I. †— 15°F	I	
VULCACEL	P.	IV	
VULKACIT P. EXTRA	P.	IV	
WAX	I.S.	IV	
WESTRON	P.	IV	Also known as Tetrachloroethane or Acetylene Tetrachloride
WESTROSOL	P.	IV	Also known as Trichlorethylene
WHITE SPIRIT	I.L.I. 73°F —120°F	III	Also known as Mineral Turpentine or Turpentine Substitute
WOOD NAPHTHA	I.L.M. >— 15°F < 50°F	II	
WOOD PRESERVATIVES IN ALCOHOLIC ETC. SOLUTIONS	I. Mixt. † 73°F	III	Subject to any declared higher flash point
WOOD TAR OIL	I.L.I. 73°F —120°F	III	Subject to any declared higher flash point
XANTHATE POTASSIUM	I.S.	IV	
†XYLENE	I.L.I. >— 15°F < 73°F	II	Subject to any declared higher flash point. Also known as Xylol
*XYLENOL	Corrosive	IV	Also known as Hydroxydimethyl benzenic or Dimethyl Phenol
XYLIDINE	P.	IV	
†XYLOL	I.L.I. >— 15°F < 73°F	II	Subject to any declared higher flash point. Also known as Xylene
XYLONITE	I.S. X	III	See Celluloid
XYLYL BROMIDE	P. X	III‡	
YTRIUM NITRATE	Pro. Combust.	IV	
ZIRCONIUM METAL:			
Dry	I.S.	IV	
Wet	I.S.	IV	
ZINC:			
Chlorate	Pro. Combust.	IV	
Chloride	Corrosive	IV	
Nitrate	Pro. Combust.	IV	
Permanganate	Pro. Combust.	IV	
Peroxide	Pro. Combust.	IV	
*Phosphide	P.	IV	
Powder or dust	I. Moist.	IV	

SECOND SCHEDULE

(By-Law 4)

APPLICATION FOR A BERTH

Date.....

The Traffic Manager,  
Johore Port Authority

I, the undersigned.....  
owners, Master, Agent of s.s./m.v.\*.....  
(foreign going ship/home trade ship/local trade ship)\* request that a berth be allocated for this  
vessel on..... and hereby  
declare and certify as follows:

(1) E.T.A. P.B.P. at..... on.....

(2) E.T.D. Port at..... on.....

(3) Particulars of vessel

- (i) Overall length..... metre
- (ii) Gross Registered Tonnage..... tonno
- (iii) Max. draft of arrival..... metre
- (iv) Max. expected sailing draft..... metre

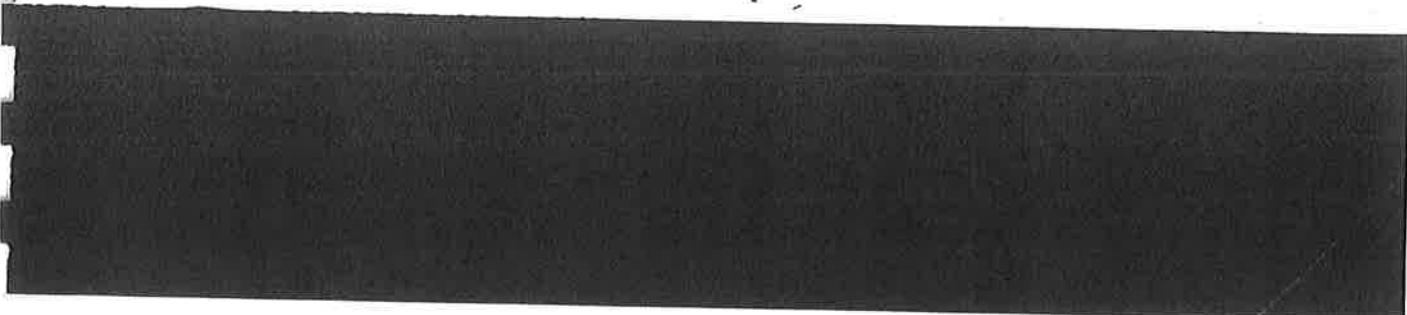
(4) Goods for discharge

Nature of Goods	Tonnage	Port of Loading	Remarks

(5) Goods for loading

Nature of Goods	Tonnage	Port of Loading	Remarks

\* Delete words not applicable.



**[Schedule]**

(6) *Particulars of Passengers*

	<i>Date</i>	<i>Time</i>	<i>Number</i>
(i) Embarking .. .. .	.....	.....	.....
(ii) Disembarking .. .. .	.....	.....	.....

I hereby declare and certify on behalf of the owners/Charterers of this vessel as follows--

- \**(a)* that the vessel is not carrying any dangerous goods;
- \**(b)* that the vessel is carrying dangerous goods, as detailed in the list attached in the Pro forma, and the packing and stowage of the goods is in accordance with..... and the packing and stowage has not been disturbed since leaving the port of.....;
- \**(c)* that the vessel is carrying no dangerous petroleum in contravention of the Petroleum Ordinance 1949, and all rules made under it;
- \**(d)* that the vessel is/not\* carrying heavylifts over 2 tonnes as in list attached.

If a berth is allocated to the vessel, I agree on behalf of the Owners to be bound by the conditions and regulations laid down in the Johore Port Authority By-Laws 1979 and Johore Port Authority (Scale of Rates, Dues and Charges) By-Laws 1979.

Signed \_\_\_\_\_

**DECLARATION OF DANGEROUS GOODS ON BOARD**

s.s./m.v.\* \_\_\_\_\_  
 due at Johore Port \_\_\_\_\_ 19 \_\_\_\_\_

**JOHORE PORT GOODS**

Name of Goods	Flash Point--°F	Tonnage	Where Stowed

**OTHER PORT GOODS**

Name of Goods	Flash Point--°F	Tonnage	Where Stowed

I certify on behalf of the Owners of the s.s./m.v.\* \_\_\_\_\_ that the above is a full and complete list of all goods on board possessing dangerous properties.

\_\_\_\_\_ *Date* \_\_\_\_\_ *(Master/Agent)\**

\* Delete words not applicable.

THIRD SCHEDULE

(By-Law 5)

ALLOCATION OF BERTH

Traffic Manager's Office,  
Johore Port Authority

Date.....

Messrs.....  
.....  
.....

Sir,

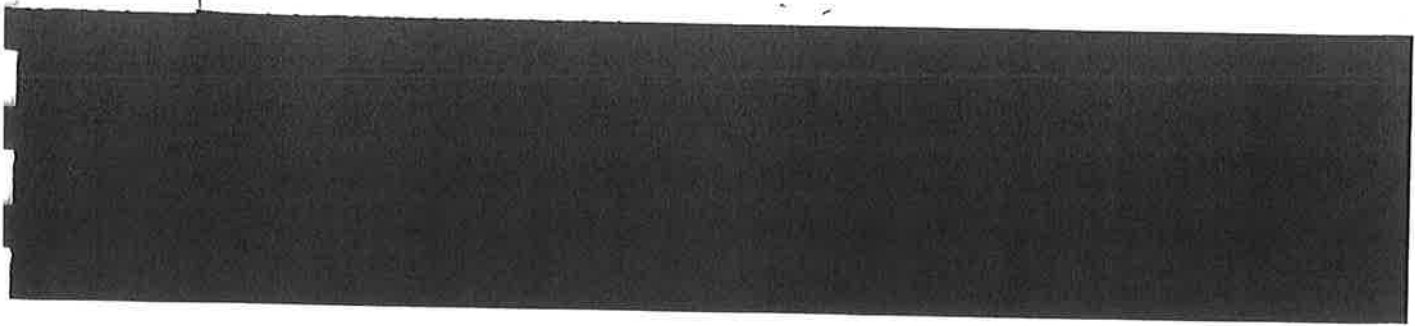
With reference to your application dated.....  
for a berth for your s.s./m.v.\*..... I have  
to inform you that a berth has been allocated to this vessel at.....  
..... on..... at.....  
..... on the following conditions—

- (1) The following goods shall be removed before the vessel is berthed;
- (2) The following goods shall remain on board provided that the enclosed undertaking is returned to me duly signed by the vessel's representatives;
- (3) The following goods shall be discharged over the wharf direct into vehicles but shall not be accepted into the Authority's storage sheds.

Yours faithfully,

Traffic Manager,  
Johore Port Authority

\* Delete words not applicable.



FIFTH SCHEDULE

(By-Law 94)

UNDERTAKING IN RESPECT OF VESSELS CARRYING  
PETROLEUM IN BULK

s.s./m.v.\* \_\_\_\_\_

I, the undersigned, hereby undertake that while the above vessel is lying alongside an Authority Wharf:

- (a) Ropes and hawsers capable of being cut readily with an axe shall be used in mooring this vessel;
- (b) Engines shall be kept in such a condition that the vessel is ready and able to move instantaneously;
- (c) All precautionary measures for dealing promptly with an outbreak of fire shall be taken, fire fighting appliances shall be kept rigged and ready for instantaneous use, and competent watchmen shall be continuously employed night and day.

I further undertake to indemnify the Authority for any damages or loss arising from the loading and discharging of petroleum.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Master

\* Delete words not applicable.

SIXTH SCHEDULE

(By-Law 96)

UNDERTAKING IN RESPECT OF VESSELS HAVING ON BOARD  
DANGEROUS GOODS IN CLASSES I, II OR III

s.s./m.v.\* \_\_\_\_\_

I, the undersigned, hereby undertake that while the above vessel is berthed alongside an Authority Wharf:

- (a) the goods are stowed on the vessel in a place which is not accessible to unauthorised persons but is readily accessible in case of fire or accident and is covered by a deck or is effectively protected from damage and from sparks, lighted cigarette ends, matches and naked lights by means, satisfactory to the Fire Superintendent;
- (b) the goods are barricaded and are clear of hatches so as to ensure safe working;
- (c) adequate precautionary arrangements, satisfactory to the Fire Superintendent have been made for dealing promptly with any outbreak of fire;
- (d) a competent watchman is placed in charge of any open hatch or consignment of goods placed on the deck, when such consignment contains dangerous goods, from the time the vessel berths until the vessel is clear of the wharf.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Master

\* Delete words not applicable.

[Schedule]

SEVENTH SCHEDULE

(By-Law 104)

PERMISSION TO KEEP EXPLOSIVES AND DANGEROUS GOODS ON BOARD

The Traffic Manager,  
Johore Port Authority

Date..... 19.....

The Master,

s.s./m.v.\*.....

Sir,

Permission is granted for the explosives and dangerous goods on board the s.s./m.v.\*.....  
..... to remain on board the said vessel subject to the following conditions:

- (a) The packing and stowage of the goods are certified by you or your agent, on behalf of the Owner of the above vessel to be strictly in accordance with such national regulations or recommendations for the carriage of dangerous goods and explosives on vessels as contained in the Eighth Schedule to the Johore Port Authority By-Laws 1979.
- (b) The goods are stowed on the vessel in a place which is—
  - (i) inaccessible to unauthorised persons;
  - (ii) readily accessible in case of fire or accident;
  - (iii) covered by a permanent awning on deck;
  - (iv) protected from sparks, lighted cigarette ends, matches and naked lights and stowed to the satisfaction of the Harbour Master.
- (c) The Master, or his agent, signs an undertaking in the form set out in the Ninth Schedule to the Johore Port Authority By-Laws 1979.

Yours faithfully,

Traffic Manager,  
Johore Port Authority

\* Delete words not applicable.

EIGHTH SCHEDULE

(By-Law 104)

NATIONAL REGULATIONS FOR THE CARRIAGE OF  
DANGEROUS GOODS ON SHIPS

*British*

1. Rules for the carriage of Dangerous Goods and Explosives in ships:  
Ministry of Transport, 1952.
2. Regulations for the conveyance of Government Stores when arranged by the Board of Trade Shipping Agents on behalf of the Director of Sea Transport (Issued by the Board of Trade):

*American*

3. Code of Federal Regulations, Title 49.  
Chapter I: Interstate Commerce Commission.  
Parts 71-78: Explosives and Other Dangerous Articles.

*German*

4. Seefrachtordnung, Verordnung über die Beförderung gefährlicher Gegenstände mit Kaufahrtschiffen.  
Nach dem Stand vom Februar, 1933.  
(Pub. Reichsverlagsamt, Berlin N.W. 40).

*International Maritime Consultative Organisation*

5. International Maritime Dangerous Goods Code.

NINTH SCHEDULE

(By-Law 104)

UNDERTAKING IN RESPECT OF DANGEROUS GOODS ON BOARD

s.s./m.v.\*.....

I, the undersigned, hereby undertake to arrange for the strict and continuous supervision of the place where the undernoted dangerous goods are stowed on board the above vessel, to have fire fighting appliances rigged and ready for instantancous use, to take measures for dealing promptly with an outbreak of fire, and to employ a competent watchman, night and day, to patrol the said place from the time the vessel berths until the vessel is clear of the wharf.

I, further undertake to indemnify the Authority for any damages arising therefrom.

.....  
*Date*

.....  
*Master*

\* Delete words not applicable.