

Logistics Focus[®]

In-house Publication of Transport Corporation of India Ltd.

February - March 2020



Latest Trends and Compliances
IN LOGISTICS



NAVIGATING TOMORROW



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  LEADER IN EXPRESS |
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KEY STRENGTHS



6+
Decades of industry experience



INR
4,300 Crs.
(2019-20) Group Revenue



Moving nearly
2.5%
of India's GDP by value



1,400+
IT-enabled own branches



12
million sq. ft.
Warehousing space



7
Coastal
Cargo ships

Transport Corporation of India Limited

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About Us

Group TCI, with revenues of over Rs. 4,300 Cr, is India's leading integrated supply chain and logistics solutions provider. TCI group with expertise developed over 6 decades has an extensive network of company owned offices, 12 mn. Sq. ft. of Warehousing space and a strong team of trained employees. With its customer-centric approach, world class resources, State-of-Art technology and professional management, the group follows strong corporate governance and is committed to value creation for its stakeholders and social responsibilities. TCI was the first to launch several solutions in the logistics field.



LEADER IN EXPRESS



Multimodal Logistics Solutions



Credit rating and certifications: The company received AA-/ Stable rating for long-term debt instruments and A+ for short-term rating from CRISIL. ICRA rated A1+ rating for its commercial paper. The company was also accredited with ISO 9001:2008, reflecting its conformance with quality standards. It was also certified by IATA.

Listing: TCI is listed on the BSE Limited (scrip code: 532349) and the National Stock Exchange Limited (scrip code: TCI)



HSE commitment: The company is committed to provide a safe, healthy and eco-friendly work environment: strive for zero accident at the workplace, ensure the safe movement of people and material, control environmental pollution from business activities within permissible limits and strive to reduce further, reuse and recycle waste wherever possible, conserve energy and natural resources, create awareness of health, safety and environment at all levels, create a responsible work environment through enhanced safety and health, and promote continuous improvement.



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Foreword

Dear Readers,

Welcome to another edition of your industry guide, Logistics Focus. We appreciate your valuable patronage. As always your feedback and insights will help us to make this publication much more useful.

We know that everyone finds it challenging to record all the trade & safety regulations at one place so that it can be referred quickly. Thus this edition of Logistics Focus as a 'ready-reckoner' brings together the "Latest Trends & Compliances in Logistics" for the logisticians and industry practitioners that they can carry while on-the-go.

Do punch in or follow us on Facebook, LinkedIn, Twitter and Instagram, give your feedback.

Happy Reading!

Thanks,

Corporate Communications Team



National Building Code



The National Building Code of India (NBC), a comprehensive building Code, is a national instrument providing guidelines for regulating the building construction activities across the country. It serves as a Model Code for adoption by all agencies involved in building construction works be they Public Works Departments, other government construction departments, local bodies or private construction agencies.

The major changes incorporated in this third revision of the Code are as follows:

1. Provisions for association of **need based professionals and agencies** have been updated to ensure proper discharge of responsibilities for accomplishment of building project.
2. With a view to ensuring **ease of doing business in built environment sector**, a detailed provision for streamlining the approval process in respect of different agencies has been incorporated in the form of an integrated approval process

through single window approach for enabling expeditious approval process, avoiding separate clearances from various authorities.

3. Further, with a view to meeting the above objective, the provision on computerization of approval process has been detailed, enabling online submission of plans, drawings and other details, and sanction thereof, aiding in speedier approval process.
4. The mechanism of ensuring **certification of structural safety** of buildings by the competent professional and peer review of design of buildings, have been further strengthened.
5. Requirements for **accessibility in buildings and built environment for persons with disabilities and the elderly** have been thoroughly revised and updated.
6. Provisions on **fire and life safety** have been thoroughly revised to meet the challenges of modern complex building types including the high rises.

7. Latest structural loading and design and construction codes including those relating to wind load, earthquake resistant design of buildings, steel design and foundations have been incorporated with a view to ensuring structural safety of buildings including against a disaster.
8. Provisions relating to all building and plumbing services have been updated keeping also in view the latest international practices as related to the country.
9. Provisions have been updated to ensure utilization of number of new/alternative building materials and technologies to provide for innovation in the field of building construction.
10. Construction management guidelines have been incorporated to aid in timely completion of building projects with desired quality in a safe manner within the budgeted cost.
11. Guidance has been provided for making buildings and built environment energy efficient and environmentally compatible, through the newly introduced and updated chapter on sustainability, namely Part 11 'Approach to Sustainability'.
12. **New chapters** have been added on structural use of glass; escalators and moving walks; information and communication enabled installations; solid waste management; and asset and facility management.

Salient Features of National Building Code 2016 (NBC 2016)

1. Detailed provision for **streamlining the approval process** in respect of different agencies in the form of an integrated approval process through single window approach thereby avoiding separate clearances from various authorities, with a view to ensuring ease of doing business in built environment sector.
2. **Progressive computerization of approval process**, for enabling online submission of plans, drawings and other details, and sanction thereof.
3. Updated mechanism of ensuring **certification of structural safety** of buildings by the competent professional and peer review of design of buildings.
4. Defining the roles and responsibilities of all professionals and contractors



involved in a building construction project.

5. Comprehensive planning norms for minimum amenities to be provided in a city/town.
6. Detailed provisions relating to requirements for **accessibility in buildings and built environment** for persons with disabilities and the elderly.
7. Planning and development norms, such as, Transferable Development Rights (TDR) and Accommodation Reservation (AR).
8. Provisions for underground or multi-storeyed parking as also mechanized parking of vehicles.
9. Norms for **solar energy** utilization.
10. Requirements for buildings on podium for ensuring fire and life safety in such buildings.
11. Fire and life safety in modern complex buildings including the high rises, glazed buildings, atria, commercial kitchen and car parking facilities.
12. Updated structural design provisions for wind and seismic loads, imposed load due to helipad, and blast loads, for safe design and construction of buildings with due focus on ductile detailing.
13. Latest research and development inputs and provisions on concrete, steel and masonry buildings with a view to ensuring disaster resilient buildings.
14. Assessment of liquefaction potential of a site and ground improvement techniques for maximum utilization of land resources including at seismically vulnerable sites.
15. Updated provisions on engineered use of bamboo in housing and other building construction.
16. Promotion of use of agricultural and industrial wastes including construction and demolition wastes





- in building construction without compromising the quality and safety.
17. Inclusion of provisions on self compacting concrete, high performance concrete and steel fibre reinforced concrete.
 18. Updated provisions on prefabricated construction technique for speedier construction.
 19. New chapter on structural use of glass in buildings.
 20. New and alternative building materials, and technologies for building construction such as, reinforced masonry, confined masonry building construction and masonry wall construction using rat-trap bond.
 21. Construction project management guidelines for timely completion of building projects within the budgeted cost with desired quality.
 22. Habitat and other welfare requirements for workers at construction site.
 23. Inclusion of modern lighting techniques such as LED and induction light and their energy consumption.
 24. New provisions on compact substations and updated provisions on installation of energy meters.
 25. Comprehensive provisions relating to lightning protection of buildings.
 26. Provisions on aviation obstacle lights; electric vehicle charging and car park management.
 27. Protection of human beings from electrical hazards and against fire in the building due to leakage current.
 28. Use of refrigerants for air conditioning addressing zero ozone depletion potential (ODP) and ultra-low global warming potential (GWP).
 29. Inclusion of new and energy efficient options of air conditioning, heating and mechanical ventilation, such as variable refrigerant flow system, inverter technology, district cooling system, hybrid central plant using chilled beams, radiant floor components, and geo-thermal cooling and heating.
 30. Thrust on envelope optimization using energy modelling, day lighting

- simulation, solar shade analysis and wind modelling software to optimize the air conditioning load.
31. Air conditioning, heating, and ventilation (HVAC) provisions considering adaptive thermal comfort conditions for energy efficiency.
 32. Provisions pertaining to metro trainways and metro stations with respect to fire and life safety; and air conditioning, heating and ventilation for metro stations.
 33. HVAC requirements for data centres and healthcare facilities; refrigeration for cold stores; efficient strategies for winter heating using reverse cycle operation, solar heating systems, ground source heat pump and electric heat pump; and modern system of mechanical ventilation for industries, commercial kitchen and underground car parking.
 34. Updated provisions on building automation system to include the latest practices for web-based monitoring and control of performance parameters.
 35. High speed lifts for tall buildings.
 36. New chapter on escalators and moving walks for comfortable and safe movement of people.
 37. New chapter on information and communication enabled installations in buildings.
 38. Updated provisions on water supply, drainage and sanitation for modern high rise buildings and complexes.
 39. Provisions relating to swimming pools covering hygiene and safety.
 40. Updated provisions on rainwater harvesting.
 41. New chapter on solid waste management covering various solid waste management systems within the building and building complexes.
 42. Updated provisions on piped gas supply in houses, and in hospitals for medical purposes.



43. Promoting quality of outdoor built environment through updated provisions on landscape planning, design and development.
44. Promoting sustainability in buildings and built environment in tandem with relevant sustainable development goals.
45. New chapter on asset and facility management to cover provisions relating to management of building assets and associated services, also covering responsibilities of occupants for maintenance of facilities, such as structures, equipment and exterior property.

Provisions of National Building Code:

1. Inclusion of a complete philosophy and direction for successfully accomplishing the building projects through integrated multidisciplinary approach right through conceptual stage to planning, designing, construction, operation and maintenance stages.
2. A series of reforms in building permit process
3. Provisions to ensure and certification of safety of buildings against natural disaster by engineer and structural engineer.
4. Provision for two stage permit for high rise and special buildings.
5. Provision for periodic renewal certificate of occupied buildings from structural, fire and electrical safety point of view.
6. Provision for empowering engineers and architects for sanctioning plans of residential buildings up to 500 m².
7. Inclusion of detailed town planning norms for various amenities such as educational



facilities, medical facilities, distribution services, police, civil defence and home guards and fire services.

8. Revision of parking requirements for metro and mega cities
9. Updating of special requirements for low income housing for urban areas
10. Inclusion of special requirements for low income housing rural habitat planning
11. Revision of the provisions for buildings and facilities for physically challenged
12. Fire safety norms completely revamped through detailed provisions on fire prevention, life safety and fire protection.
13. Inclusion of new categories of starred hotels, heritage structures and archaeological monuments for fire safety provisions
14. Substitution of halon based fire/extinguishers firefighting system
15. Promotion to new/innovative building materials/technologies.
16. Inclusion of latest provisions for earthquake resistant design and construction
17. Inclusion of details on multi-disaster prone districts
18. Chapter on prefabricated and composite construction for speedier construction
19. Inclusion of new chapter on design and construction using bamboo.
20. Updating of provision of safety in construction
21. Complete revision of provision on building and plumbing services in line with applicable international practices.
22. Provisions on rain water harvesting

23. Inclusion of new chapter to cover landscaping needs.

Importance of Building Bye-laws.

Every locality has its own peculiarities in respect of weather conditions, availability of materials and labour and thus adopts its own methods of construction. Every locality prepares certain rules and regulations which help in controlling the development of the locality. The rules and regulations covering the requirements of buildings, ensuring safety of the public through open spaces, minimum size of rooms, and height and area limitation, are known as building bye-laws.

The building bye-laws are necessary to achieve the following objects

- (i) Building bye-laws give guidelines to the architects or Engineer and thus help in pre-planning the building activities.
- (ii) Building bye-laws allow orderly growth and prevent haphazard development.
- (iii) Provisions of bye-laws usually afford safety against fire, noise, health hazard, and structural failure. In the absence of suitable building bye-laws, the people will construct residences lacking in amenities and health conditions, with profit: as the only motive. Hence only framing of building bye-laws is not sufficient. If desired results are to be achieved there should be proper authority who could force the building bye-laws.

While framing building bye-laws assistance of experts on various subjects such as town planning, law, health, civil engineering, traffic, general administration etc. should be sought and their views given due weightage. Now the importance of building bye-laws is being increasingly realised. Indian Standard Institution,



an organization of Government of India has published I.S. 1256 "code of building laws" covering all the salient aspects of building activities. Having realised the importance of building bye-laws and also to smoothen the work of local enforcing authorities Government of India has published National Building Code (NBC). This publication covers all the aspects of building activities and embodies all the relevant Indian Standards and thus has been taken as an advisory document by all the local authorities, government and semi- government departments and other construction agencies. The; document has been drafted with performance orientation and gives better freedom to architects and engineers. In case of any difficulty or dispute the provisions of NBC form the basis of deciding the things.

BUILDING LINES

Building Lines: Building line refers to the line of building frontage. It is a line up to which the plinth of a building adjoining a street or an extension of street or on a future street may lawfully extend. This line is also known as front

building line or set back line. This line is laid parallel to the plot boundary by the authorities. Beyond this line nothing can be constructed towards the plot boundary. The building such as cinemas, business centres, factories etc. which attract large number of vehicles, should be further set back from the building line. The line which accounts for this extra margin is known as control line. Sometimes, a line is fixed and no building or its portion should be projected beyond this line. This line is drawn at the front of the building and is known as general building line. The position of building line depends upon the site of the proposed building, keeping in view the present width and future winding requirements. A minimum distance either from boundary of the road or centre line, is prescribed for the line of building frontage. In urban areas distance of control line is taken as 1.5 times that of building line. These distance are measure from the centre of the roadway. National building code specifies a minimum frontage of 6 mon any street.

Following are the advantages of fixing building lines:

- (i) Future widening of street is possible.
- (ii) Noise and dust of street is kept away.
- (iii) Formation of blind corners at the intersection of streets is prevented.

PLINTH AREA, FLOOR AREA AND CARPET AREA.

PLINTH AREA: This is built-up covered area measured at the floor level of the basement of any storey.

The following shall be included in the plinth area:

- (i) Area of the walls at the floor level excluding plinth offsets, if any, when the building consists of columns projections beyond cladding.
- (ii) Internal shafts of sanitary installations, provided there do not exceed 2m² in area, air-conditioning ducts; lifts etc.
- (iii) Porches and other cantilevers provided.
- (iv) The area of barsati and the mumty at terrace level.

The following shall not be included in the plinth area :

- (i) Area of lofts.
- (ii) Internal sanitary shafts provided there are more than 2m² in area.

- (iii) Unclosed balconies.
- (iv) Unless they form a storey at the level, towers, turrets, domes projecting above the terrace level at terrace
- (v) Architectural bands, cornices etc.
- (vi) Vertical sun breakers or box louvers projecting out.

FLOOR AREA

This is the usable covered area of building at any floor level. To get floor area, the area of walls shall be deducted from the plinth area to arrive at the floor area.

The following shall be included in the wall area:

- (i) Door and other opening in the wall.
- (ii) Internal pillars and supports.
- (iii) Plaster along walls exceeding 300cm² in area.
- (iv) Flues which are within the walls.

The following shall be excluded from the wall area:

- (i) Plaster along wall each not exceeding 300 cm² in area.
- (ii) Fire place projecting beyond the face of the wall in living or bedrooms.
- (iii) Chullah platforms projecting beyond the wall of kitchen.

Petroleum and Explosives Safety Organization (PESO)



An act to consolidate and amend the law relating to import, transport, storage, production, refining and blending of petroleum.

GENERAL PROVISION

Restriction on delivery and dispatch of petroleum:

1. No person, shall deliver or dispatch any petroleum to anyone in India other than the holder of a storage licence issued under these rules or his authorized agent or a port authority or railway administration or a person who is authorized under the Act to store petroleum without a licence
2. The petroleum delivered or dispatched under sub-rule (1) shall be of the class, and shall not exceed the quantity, which the person to whom it is delivered or dispatched is authorized to store with or without licence under Act
3. Notwithstanding anything contained in sub-rule (2) petroleum Class B not exceeding 15000 liters in quantity packed in sealed airtight approved containers may be dispatched to a person not holding a storage licence provided that the person dispatching the petroleum has satisfied himself that prior

arrangements have been made by the person to whom the petroleum is dispatched for the immediate disposal in the original sealed packages or such quantity as in excess of 2500 liters:

Provided that a dry chemical powder fire extinguisher as a means of fighting fire in emergency shall be carried in the case of the containers with more than 2500 liters

4. Nothing is sub-rules (1) and (2) shall apply to the delivery or dispatch of petroleum of the Defence Forces of the Union and to the delivery or dispatch of kerosene (petroleum Class B) to the person holding licence in Form XVIII for decantation into containers from tank vehicle:

Provided that the person dispatching the kerosene has satisfied himself that prior arrangements have been made by the person to whom the kerosene is dispatched for the immediate disposal into containers in lots of 2500 liters or less

Approval of Containers:

1. Containers exceeding 1 liter in capacity for petroleum Class A and 5 liters in capacity for petroleum Class B or petroleum

Class C, shall be a type approved by the Chief Controller

2. Where the approval of the Chief Controller is sought to a type of container not previously approved, an application together with copies of drawings thereof to scale showing the design, materials to be used, the method of construction and the capacity of the container together with 2 sample containers and a free for scrutiny shall be submitted to the Chief Controller
3. Nothing in sub-rules (1) and (2) shall apply to containers in the possession of the Defence Forces of the Union.

Containers for petroleum Class A

1. Containers for petroleum Class A shall be constructed of tinned, galvanized or externally rust proofed sheet and be of a type approved by the Chief Controller

Provided that glass bottles of a capacity not exceeding 2.5 litres and of a type approved by the Chief Controller can be used as a container for laboratory chemicals classified as a petroleum Class "A"

2. The containers shall be so constructed and secured as not to be liable except under circumstances of gross negligence or extraordinary accident to become defective, leaky or insecure in transit and they shall be kept in proper repair.
3. The containers shall have well-made filling aperture which shall be fitted with well-fitting and secure air tight screw caps or other caps.
4. Containers made of sheet iron or steel shall have the following thickness of metal namely:-

CAPACITY OF CONTAINER EXCLUSIVE OF THE FREE SPACE PRESCRIBED IN THE SUB-RULE (6)	MINIMUM THICKNESS IN MM. OF SHEET IRON OR STEEL
Not Exceeding 10 litres	0.443 (27 BG)
Exceeding 10 but not Exceeding 25 litres	0.63 (24 BG)
Exceeding 25 but not Exceeding 50 litres	0.80 (22 BG)
Exceeding 50 but not Exceeding 200 litres	1.25 (18 BG)
Exceeding 200 but not Exceeding 300 litres	1.59 (16 BG)

5. The capacity of any container, other than those approved by the Chief Controller for specified purposes, shall not exceed 30 litres.
6. The container shall bear a stamped, embossed or painted warning exhibiting in conspicuous characters the words "Petrol" or "Motor Spirit" or an equivalent warning of the highly inflammable nature of the petroleum
7. Nothing in sub-rules (1), (3), (4), (5), (6) & (7), shall apply to container in the possession of the Defence Forces of the Union

Containers for petroleum Class B and Class C

1. Containers for petroleum Class B or Class C shall be constructed of steel other suitable material and

be of a type approved by Chief Controller

2. An air space of not less 5 per cent. of its capacity shall be kept in each container for petroleum Class B and not less than 3 per cent. of its capacity in each container for petroleum Class C
3. Nothing in this rule shall apply to containers in the possession of the Defence Forces of the Union

Empty Receptacles

All empty tanks which had petroleum Class A or petroleum Class B and empty containers which had petroleum Class A shall, except when they are opened for the purpose of filling or cleaning and rendering them free from petroleum vapour, be kept securely closed until they have been thoroughly cleaned and freed from petroleum vapour.

Repairs to receptacles

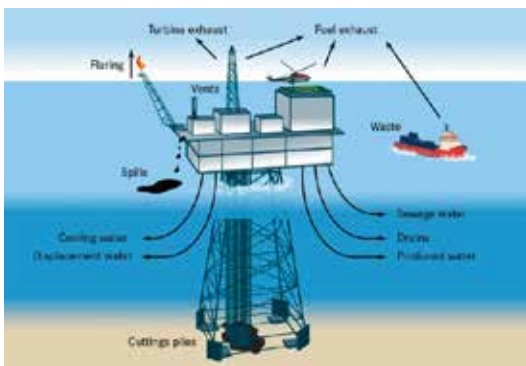
1. No person shall cause to be repaired or repair by the use of hot work any tank or container which had petroleum unless it has been thoroughly cleaned and freed from petroleum and petroleum vapour or otherwise prepared for safely carrying out such hot repair and certified, in writing by a competent person to have been so repaired
2. The certificate required under sub-rule (1) shall be preserved by the repairer for a period of at least 3 months and produced to an inspector on demand

Prevention of escape of petroleum

All due precautions shall be taken at all times to prevent escape of petroleum into any drain, sewer, and harbor, river or watercourse over any road or railway line.

Prohibition of Smoking, Fires, Lights etc

Unless expressly provided in these rules, no person shall smoke and no matches, fires, lights or articles or substances capable of causing ignition of petroleum shall be allowed, at any time in proximity to place where petroleum is refined, stored or



handled or in a vehicle's carriage or vessel in which petroleum is transported.

Special precautions against accident

1. No person shall commit or attempt to commit any act, which may tend to cause a fire or explosion in or about any place where petroleum is transported.
2. Every person storing petroleum and every person in charge of an engaged in the storage, handling

or transport of petroleum shall at all times:

- a. Comply with the provisions of these rules and conditions of any licence relating thereto
- b. Observe all precautions from committing any act referred to in sub-rule (1)

Payment of Fees

1. All fees payable under these to the Chief Controller shall be paid by a crossed bank draft of a nationalized or scheduled bank drawn in favour of the Chief Controller of Explosives, payable at Nagpur or through e-payment
2. Fees payable to a Controller shall be paid by a crossed bank draft drawn in favour of the Controller of Explosives to whom the payment is made. The bank draft shall be drawn on any nationalized bank payable at the station where the office of the controller to whom payment is to be made is located.
3. Fees payable to District Authority or any other Authority under these rules shall be paid in such a manner as may be specified by the authority.
4. a. If an application for the grant, renewal or amendment of the licence is rejected, the fees paid by the applicant shall be refunded to him:
 - i. By the licensing authority, if the fee has been paid in cash or by bank draft
 - ii. If the fee has been paid into a treasury, by the treasury on the production of signed order from the licensing authority directing such refund
- b. The fees shall be refunded by the licensing authority preferably within six months of the realization
5. Fees payable under these rules for purposes other than the grant, renewal, or amendment of licences shall not be refunded



IMPORTATION BY SEA

Ports into which petroleum may be imported

1. Petroleum shall not be imported into India by sea except through the ports which are duly approved for this purpose by the Ministry of Shipping, Government of India, in consultation with the Chief Controller and declared as Custom's ports by the Commissioner of Customs
2. Notwithstanding anything contained in sub-rule (1), the Commissioner of Customs may, on the recommendation of Chief Controller, allow import of petroleum Class B or petroleum Class C, otherwise than in bulk, through any other port
3. Adequate firefighting facilities as per OISD Standard-156 shall be provided at the ports handling petroleum
4. Person(s) desirous of seeking approval in respect of proposed facilities for unloading of petroleum for the purpose of import under sub-rule (1) or of making modifications in the existing facilities shall submit to the Chief Controller an application alongwith:
 - a. Specifications and plans drawn to scale in quadruplicate, clearly indicating:
 - i. Surroundings and all protected works within 500 meters of the unloading facilities on all sides showing therein the location, available draft, navigating channel, turning circle, route of transfer pipeline(s)
 - ii. Mooring or berthing facilities, serving platform/berth, mode of unloading, firefighting facilities, control room, spill collection / containment arrangements etc. and
 - iii. Piping and instrumentation diagram of the petroleum pipeline (s) at the unloading area
 - b. Comprehensive project report elaborating the scheme and methodology of import, safety and security features including those mentioned in (a) (i), (ii) and (iii) of this sub-rule
 - c. Environment Impact Assessment and Risk Analysis Report indicating qualitative and quantitative risk, probable failure scenarios, Lower Flammability Limit (LFL) distances and consequent hazards and damage distances and remedies recommended
 - d. Scrutiny fee
 - e. Copies of clearances obtained from the following authorities:
 - i. Ministry of Shipping or State Maritime Board, as the case may be

- ii. Ministry of Environment and Forests or State Pollution Control Board, as the case may be, and
 - iii. Commissioner of Customs
5. Unloading of Petroleum in bulk shall be either by mechanized arm or by armoured hose as approved by Chief Controller. All hoses, pipes and other appliances used in unloading of petroleum shall be electrically and mechanically continuous and duly tested as per codes / standards.
6. There shall be:
- a. adequate electric lighting to facilitate operation during the hours between sunset and sunrise, and
 - b. light fittings and other electrical equipment's or apparatus suitable for such hazardous area which shall comply with the provisions of Chapter IV

Declaration by the master of the ship carrying petroleum or by the ship's agent

1. The master of every ship carrying petroleum shall deliver to the pilot before entering any port approved under sub-rule (1) of rule 16, a written declaration in Form I under his signature:
- Provided that no such declaration is necessary if the agent of ship deliver such a declaration signed by him to the Conservator before the arrival of such ship
2. The pilot shall make over the said declaration to the Conservator without delay and the Conservator shall forward the declaration to the Commissioner of Customs of the port with all convenient dispatch

Anchorage of ships carrying petroleum

1. Every ship having petroleum on board shall be anchored at such anchorage as the Conservator shall not leave such anchorage without the general or special order of the Conservator and subject to such conditions as may be specified in such order
2. The anchorage shall in no case be the same as that for vessel laden

with explosives and shall be at such distance from the anchorage for vessels laden with explosives as to render it impossible for a fire originating at the former anchorage to affect vessels the latter:

Provided that nothing in this rule shall apply to ships having on board petroleum Class C

Production of certificate and licence for import

1. Every person desiring to import petroleum shall finish personally or through his agent to the Commissioner of Customs:
- a. Certificate of storage accommodation in Form II signed by such person or his agent,
 - b. The licence or an authenticated copy of the licence for the import and storage of such petroleum

Provided that nothing in this rule shall apply to the importation, otherwise than in bulk, of petroleum exempted under sections 7, 8, 9 and 10 of the Act: Provided further that the furnishing of a licence under clause (b) shall not be necessary for the importation of petroleum Class C in bulk in quantity exempted under section 7 of the Act.

2. Notwithstanding anything contained in sub-rule (1), a person may import petroleum Class A in bulk, even if:
- i. he is not holding a licence for the storage at the port of importation or
 - ii. the storage accommodation in the premises intended to be imported

Provided in both cases adequate advance arrangements to the satisfaction of the Conservator are made by the importer to distribute the petroleum from the port of import to the premises licensed to store such petroleum.

Permission of Commissioner of Customs to unload Petroleum

1. No imported petroleum shall be landed except with the permission of the Commissioner of Customs
2. If the Commissioner of Customs after receiving:

- a. of listing officer's report on petroleum
- b. the certificate of storage accommodation in Form II if required under rule 19
- c. the licence or an authenticated copy of the licence if required under rule 19

and after making such further inquiries, as he deems necessary, is satisfied that the petroleum can be lawfully imported and that there is suitable accommodation for it, he shall permit to be landed.

3. If the Commissioner of Customs is satisfied that any petroleum imported otherwise than in bulk is not intended to be stored in India but intended to be dispatched immediately after landing at any place outside India, he may waive the requirements of rules 14 and 19 and by written order permit subject to such conditions as he may specify such petroleum to be landed for the purpose of immediate dispatch to that place. The Commissioner of Customs shall ensure that the goods are immediately moved to the destination country. In the event of road breaches, etc., occurring maximum time of 30 days may be allowed from the date of landing of goods upto the date of dispatch to the destination outside of India.
4. Nothing in this rule shall affect the power of the Commissioner of Customs to detain the petroleum under any other law or rule for the time being in force.

Landing of petroleum Class B or Class C in an anticipation of the testing officer's report

1. Notwithstanding anything contained in rule 20 where the consignee furnishes a guarantee to re-ship the petroleum if the testing officer's report proves unfavorable, the Commissioner of Customs may in anticipation of testing officer's report permit any petroleum which he believes to be petroleum Class B or Class C to be discharged into boats or to be landed

2. The permission granted under sub-rule (1) shall be subject to the conditions that the boats into which the petroleum is discharged shall remain in such a place as a Conservator specify or that the petroleum shall be landed at the landing place duly specified for the purpose by him and store in installation licensed under these rules.

Transshipment of petroleum

Petroleum may be transshipped from one ship to another for conveyance to any other port, whether within or beyond the territory of India subject to the provisions of Part II of Chapter III.

IMPORTATION BY LAND

Petroleum to be imported by land only at authorized places

No petroleum shall be imported into India by land except at places specially authorized for the purpose by the Central Government.

Declaration and certificate to be furnished and licence to be produced before importing Petroleum by land

Every person desiring to import petroleum by land shall furnish to the Commissioner of Customs:

- a. a declaration in Form I signed by him or his agent
- b. a certificate of storage accommodation in Form II signed by him or his agent
- c. the licence or an authenticated copy of the licence held for the importation and storage of such petroleum

Provide that nothing in this rule shall apply to the importation of petroleum exempted under sections 7, 8, 9 of the Act:

Provided further that the furnishing of licence under clause (c) shall not be necessary for the importation of petroleum Class C, in bulk, in quantity exempted under section 7 of the Act.

Permission of Commissioner of Customs to unload petroleum



1. No petroleum shall be unloaded except with the permission of the Commissioner of Customs.
2. If the Commissioner of Customs, after receiving:
 - a. the testing officer's report on petroleum
 - b. the certificate in Form II, if required by rule 26 and
 - c. the licence, if required by rule 26 and after making such further inquiries as he deems necessary, is satisfied that the petroleum can be lawfully imported and that there is suitable accommodation for it, he shall permit it to be unloaded.
3. If the Commissioner of Customs is satisfied that any petroleum imported is not intended to be stored in India but it is intended to be dispatched immediately after unloading to any place outside India, he may waive the requirements of rules 14 and 26 and by written order permit, subject to such conditions as he may specify, such petroleum to be unloaded for the purpose of immediate dispatch to that place.
4. Nothing in this rule shall affect the power of the Commissioner of Customs to detain petroleum under any other law or rule for the time being in force.

TRANSPORT OF PETROLEUM

Restriction on leaky receptacles

No leaky tank or container containing petroleum shall be tendered for transport.

Loading of Containers

Barrels, drums and other containers filled with petroleum shall be loaded with bung upwards.

Restriction on passengers, combustible and inflammable cargo

Save as provided in rules 38, 39 and 52 and clause (b) of rule 60, no ship, vessel or vehicle shall carry petroleum Class A, Class B and Class C in bulk if they are carrying passengers or any combustible cargo other than petroleum.

Provided that nothing in this rule shall prohibit the use of dunnage for packing purposes in the case of coast wise transport of petroleum Class A otherwise than in bulk.

Prohibition of smoking, fires, lights

No person while engaged in loading or unloading or transporting shall smoke or carry matched, lighters or other appliances capable of producing ignition or explosion.

Restriction on loading and unloading by night

1. Petroleum shall not be loaded into, or unloaded from, any ship, vessel or vehicle between the hours of sunset and sunrise-
 - a. adequate electric lighting is provided at the place of loading or unloading and the

provisions of Chapter IV are complied with

- b. adequate firefighting facilities with personnel are kept ready at the place of loading and unloading for immediate use in the event of fire
2. Nothing in this rule shall apply to the refueling of an aircraft by vessel or vehicles licensed under these rules in accordance with the provisions of the Indian Aircraft Rules, 1937, or to the refueling of an aircraft by the Defence Force of the Union.

Explanation – For the purposes of this rule the Chief Controller shall determine the adequacy or otherwise of the electric lighting and firefighting facilities.

TRANSPORT BY WATER

Conditions of carriage of petroleum in bulk by water

1. Petroleum bulk shall not be carried by water, except in a ship or other vessel licensed for the carriage of petroleum in bulk by an officer appointed by the Central Government in this behalf (hereinafter in this Part referred to as the licensing authority) and the petroleum shall be stored in such a part of the ship or the vessel and in such manner as may be approved by general or special order by the licensing authority after consultation with the Chief Controller:

Provided that:

- a. nothing in this rule shall apply to vessels registered in a country other than India importing petroleum
- b. petroleum in tank vehicles may, with the permission, in writing, of the Chief Controller and subject to such conditions as he may specify, across the river by the ferry
2. The licence referred to in sub-rule (1) shall be granted in Form III, and shall remain in force for a period of one year from the date of its issue.

Requirement as to the construction of vessels

Every ship or other vessel carrying petroleum in bulk, other than a ferry permitted to transport tank vehicles under clause (b) of the proviso of sub-rule (1) of rule 33, shall be made of iron or steel well and substantially constructed with scantlings of ample dimensions in proportion to the size of the vessel:

Provided that the licensing authority may, in special circumstances, allow use of such ships or other vessel constructed of materials other than iron or steel under such conditions as it may, in consultation with the Chief Controller, specify.

Tank fittings on ships or vessel

The following provisions shall apply for the transport of petroleum other than petroleum Class C in ships or other vessels, namely:



- a. all tanks shall be fitted with independent approved filling and suction pipes and valves, or with stand pipes with blank flanges, all pipes being carried down nearly to the bottom of the tanks and no petroleum in bulk shall be taken on board or discharged except through such pipes and valves, unless otherwise permitted by the Chief Controller in writing
- b. all tanks shall be fitted with manholes having screw-down cover with petroleum tight joints and, in the case of tanks intended for use with petroleum Class A, with ventilators or relief valves of approved pattern properly protected with wire gauge of a mesh not less than 11 meshes to linear centimeter
- c. ventilators similarly protected shall be fitted to all spaces, around tanks
- b. each exhaust outlet from the machinery shall be fitted with an approved type of spark arrester
- c. no petrol-driven engine shall be used either as main engine or for the purpose of driving any auxiliary machinery or pumps
- d. a quick action closing valve which can be operated from outside the machinery space, shall be fitted to each fuel feed pipe at its junctions with the fuel service tank
- e. the barge shall be provided with a heavy wood belting
- f. suitable ventilators shall be fitted to the cargo space

Petroleum in bulk on barges and flats

Petroleum in bulk shall not be transported in a barge or flat unless the barge or flat is self-propelled or is in tow of or otherwise, attended by, a steamer or tug and carrier:

- a. at least four or five extinguishers suitable for extinguishing oil fires and a covered sand box, on deck, containing at least 0.20 cubic meters of dry sand
- b. a suitable hammer of non-sparking metal
- c. a red flag

Restrictions on cargo or passengers

1. No ship or other vessel shall carry petroleum in bulk if it is carrying passengers, or any inflammable cargo other than petroleum or coal

Self-propelled barges

The following conditions shall be observed in self-propelled barges transporting petroleum other than petroleum Class C, namely:

- a. the whole of the machinery shall be at the stern of the barge and shall be entirely separated from the cargo by a cofferdam consisting of two transverse petroleum-proof bulkheads separated by a space of at least 15 centimeters.



2. This rule shall not apply to petroleum Class C used as a fuel and carried in cellular double bottoms under engine and boiler compartment and under ordinary holds; such fuel oil tanks and installations connected therewith shall comply with the provisions of the Merchant Shipping (Construction and Survey of Passenger Steamers) Rules, 1956

Ventilations and cleaning of holds and tanks

1. Before any petroleum is discharged from a ship or vessel, the holds of such vessels shall be thoroughly ventilated:

Provided that nothing in this sub-rule shall apply to any vessel carrying petroleum Class A not exceeding 30 liters or petroleum Class B not exceeding 2,500 liters or petroleum Class C

2. After all petroleum has been discharged from any such vessel, the holds, tanks and bilge's of the vessel shall be rendered free from inflammable vapour
3. Sub-rule (2) shall not apply to the tanks of a ship importing petroleum which leaves the port without delay after unloading of cargo or remains only for the purpose of taking on board bunkers, stores or ballast or for such other purpose as may be approved by the Conservator, if the tanks of every such ship are securely fastened down immediately after the discharge of the cargo
4. Sub-rule (2) shall not apply to barges or lighters continuously engaged in the transported of petroleum in bulk, if:
 - a. an interval of not more than 72 hours is likely to elapse between an operation of unloading and the next loading operations
 - b. the tanks are securely fastened down immediately after unloading
5. Sub-rule (2) shall not apply to specially constructed steel tank motor vessel approved by the Chief Controller which are engaged in the transport

of petroleum in bulk on such rivers and on such ports thereof as may be approved by him in areas outside port limits, if the tanks of such vessels are securely fastened down immediately after unloading and the vessel depart not later than 12 hours after completion of unloading for their next place of loading

6. All ships or other vessels which by sub-rule (3) or sub-rule (4) or sub-rule (5) are exempted from the application of sub-rule (2) shall until their holds and tanks have been rendered free from inflammable vapour, comply with all the rules applicable to ships or other vessels when carrying petroleum in bulk

Loading and unloading of bulk petroleum

1. Petroleum in bulk shall not be loaded or unloaded into or from any ship/barge at any place unless:
 - a. the location is notified or permitted by the Central Government under rule 16, in case of import
 - b. the location and facilities for loading or unloading are approved by the Chief Controller, in case other than import
2. Person(s) seeking approval under sub-rule (1)(b) of this rule shall be submitted to Chief Controller:
 - a. specification and plans drawn to scale in quadruplicate, indicating:
 - i. surroundings and all protected works within 500 meters of the loading or unloading facilities on all sides showing therein the location, size of the ship, available draft, navigation channel, turning circle, route of transfer pipeline(s)
 - ii. Mooring and berthing facilities, service platform/berth, mode of loading or unloading, firefighting facilities, illumination arrangements, control room, spill collection/containment arrangement etc.

- iii. Piping and instrumentation diagram of the petroleum pipeline(s) at the loading or unloading area
- b. comprehensive project report elaborating the scheme and methodology of loading and unloading of petroleum, safety and security features including those mentioned in (a)(i), (ii) and (iii) of this sub-rule
- c. Risk Analysis Report indicating qualitative and quantitative risks, probable failure scenarios and consequent hazards and damages with damage distances etc. and remedies recommended
- d. scrutiny fee
- e. copies of clearances obtained from the following authorities:
 - i. Ministries of Shipping or State Maritime Board, as the case may be
 - ii. Ministry of Environment and Forests or State Pollution Control Board, as the case may be
- 3. Loading or unloading of petroleum in bulk shall be either by merchandised arm, or armoured hose mental pipe as per codes/standards
- 4. The hose and mental pipes used for loading and unloading of petroleum in bulk shall be subjected to periodic testing
- 6. There shall be:
 - a. adequate lighting to facilitate operation during the hours between sunset and sunrise
 - b. light fittings and other electrical equipment's or apparatus suitable for such hazardous area which shall comply with the provisions contained in Chapter IV

Precautions on suspension of loading or unloading

When the loading and unloading of petroleum is commenced, such loading or unloading shall proceed with due diligence and, if it discontinued, the tanks, and the holds of the ships or other vessels concerned and all loading or unloading valves shall be closed immediately.

Prohibition of naked lights, fire and smoking on board a vessel

No fire naked lights, fuses, matches or other appliances for producing ignition or explosion and no smoking shall be allowed on board any barge, flat or lighter carrying petroleum in bulk or on board any vessel used for the transport of petroleum Class A otherwise than in bulk or for the transshipment of petroleum to or from any vessel within the liits of any port:

Provided that nothing in this rule shall prevent the use on a self-propelled arge of the machinery or propulsion

Prohibition of amoking, fire and lights, during loading and unloading

As all times during loading or loading of a ship or other vessel and until such time as all petroleum shall have been loaded into or unloaded from the holds r tanks and the holds or tanks shall; have been securely closed down and, in the case of unloading rendered fee from inflammable vapour, there shall be no fire or artificial light or smoking on board such ship or other vessel or within 30 meters of the place where the petroleum is being loaded or unloaded:

Provided that nothing in this rule hall apply:

- i. to the use of lamps, cookers or similar apparatus, electric or otherwise so designed, constructed and maintained as to be incapable of igniting inflammable vapour or in the case of petroleum Class C the use of gally fires
- ii. to the unloading or loading of a ship under conditions approved by the Conservator by means of steam from her own boilers or power generated by electric motors or internal combustion engines placed in apposition away from cargo holds and pump rooms or by means of electric motors, so designed, constructed and maintained as to be incapable of igniting inflammable vapour and maintained in accordance with the requirements specified by Lloyds or other ship surveyors approved by the Central Government



Fire-extinguishing appliances to be ready to use

Vessel unloading or loading petroleum shall have adequate fire-extinguishing appliances so disposed that they can be put into immediate use.

Restriction on the simultaneous conveyance of different classes of petroleum

1. Petroleum Class A shall not be conveyed to the shore from, or loaded into the same simultaneously with Class B or Class C
2. The Chief Controller may, be written order exempt specially any particular operation from the provisions of sub-rule (1) if separate and distinct pipelines and pumps are provided for loading or unloading of Class A, Class B or Class C petroleum

TRANSPORT ON LAND BY VEHICLES

Application

The provisions of this part shall apply to the transport of petroleum on land by vehicles except transport of:

- a. petroleum Class A in quantity not exceeding 100 liters and petroleum of any other class, otherwise than in bulk, subject to the provisions of rule 67

- b. petroleum of any class transported by the defence forces of the union

Tank Vehicles

1. Every tank vehicles used for the transport of petroleum, in bulk on land shall be built, tested and maintained in accordance with the requirements laid down in the Third Schedule and be of a type approved in writing by the Chief Controller:

Provided that the Chief Controller may under exceptional circumstances to be recorded in writing, waive any of the requirements of the third schedule. This will, inter alia, include approvals for trials of better quality vehicles that will contribute in the enhancement of safety of petroleum transportation by road under India conditions.

2. The tank shall be fabricated and mounted on the vehicle chassis by manufacturer approved by the Chief Controller and such a manufacturer shall:
 - a. apply to the Chief Controller for the approval of particulars of facilities and competent persons available with him and the scrutiny fee as satisfying himself after verification of the particulars and competence of technical manpower, may

approve the workshop of fabrication of tank truck and such approval shall be valid for 3 days from the date of issue of approval and renewable for further periods of 3 years on the payment of fee

- b. submit the tank fabrication and mounting drawings in quadruplicate for each type of tank vehicle, along with the scrutiny fee
3. if the Chief Controller, after receipt of the drawing under sub-rule (2) and after making such further enquires as he deems necessary, is satisfied that the tank vehicle or special safety fitting, as in the case may be, meet the requirement laid down in the 3rd rule
4. Nothing in this rule shall apply to the tank wagons for the carriage of petroleum by rail

Tank Capacity

1. the tank forming part of a tank vehicle shall be deemed to include any number of tanks on the same chassis and any limitation herein specified on the capacity of a tank shall be constructed so as to permit the tank containing the quantity specified under varying degrees of temperature
2. The net carrying capacity of the tank shall be 97% of its gross carrying capacity in the case of petroleum Class A and Class B and 98% in petroleum Class C
3. The net carrying capacity of the tank truck or tank semi-trailer shall

not exceed 40 kg of petroleum except in the case of air-craft refueller in which case it shall not exceed 50 km and the net carrying capacity of tank trailer shall not exceed 5km of petroleum

4. The maximum safe carrying capacity in weight of petroleum that can be used carried in a tank vehicle shall not exceed the difference unladen weight of the vehicle and the maximum weight permitted for the class vehicle under the appropriate transport regulations

Restriction on other use

Tank vehicle meant for the carriage of petroleum in bulk shall not use for any other purpose except when so authorized by the Chief Controller in writing.

Trailers

1. A tank trailer not exclusively used for transporting petroleum shall not be attached to any vehicle for transporting petroleum
2. A tank trailer transporting petroleum shall not be attached to any vehicle other than the vehicle used exclusively for transporting petroleum and not more than 1 trailer should be attached
3. A tank trailer shall not be attached to any tank semi-trailer or trailer
4. A tank trailer or semi tank trailer should have reliable brakes on all the wheels which are capable of efficient operation from the driver's seat of vehicle towing the trailer
5. The width of the tank trailer or the tank semi-trailer shall be less than the overall width of the towing vehicle
6. A tank trailer shall be connected to the towing vehicle as to cause the trailer to follow substantially the path of towing vehicle and to prevent the tank trailer from whipping or swerving side to side dangerously
7. If the tank trailer carrying petroleum Class A is attached to a vehicle carrying petroleum Class B or Class C the towing vehicle shall comply with all the provision of these rules relating to a vehicle



for the transportation of Class A petroleum

8. A trailer other than a tank trailer shall not be attached to any tank truck
9. Where a tank trailer is attached to a tank truck, the total quantity of petroleum transported in the tank trailer and the tank truck shall not exceed 15 km
10. No tank trailer shall be attached to any tank truck which has the capacity of exceeding 12 km of petroleum
11. No tank trailer attached to the tank truck shall be operated within a thickly populated area without the written permission of the district authority



Vehicle for transport otherwise than in bulk

1. Every vehicle on which petroleum otherwise than in bulk is transported shall be strongly constructed and with sides and back be adequate height, and shall be maintained in good condition
2. In case of animal drawn vehicles, push carts and pedal carts, the requirements of sub-rule (1) regarding the sides and the back of the vehicle shall not apply if the loaded is securely fastened to the vehicle
3. All containers shall be so packed as not to project beyond the sides or back of the vehicle
4. Petroleum Class A otherwise than in bulk shall not be transported in a trailer, attached to any vehicle

Composite Vehicle

Petroleum in can or in other containers shall not be transported by road on any tank vehicle used for transport of petroleum unless the vehicle is constructed as to apply with the rules applicable to the transport of petroleum otherwise than in bulk.

Carriage of other articles prohibited

No vehicle shall carry any other article while it is carrying petroleum except when especially authorized in writing.

Engines of mechanically propelled vehicles

1. In every mechanically propelled vehicle used for transport by

road of petroleum other than Class B and Class C:

- a. the engine shall be diesel engine or combustion engine
 - b. the exhaust shall be wholly in front of the tank or the load, as in the case may have the ample clearances from fuel system and combustible materials and shall not be exposed to leakage of the fuel
 - c. the exhaust pipe shall be fitted with the approved spark arrestor
 - d. the muffler or silencer shall not be cut off from the exhaust system
 - e. the engine air intake shall be fitted with the effective flame arrestor or an air cleaner having an effective flame arrestor
 - f. the cabin of the vehicle shall be of metal construction and its rear window shall be covered with wired glass
2. The fuel tank of every such vehicle, if installed behind the cabin of vehicle, shall be:
 - a. so designed, constructed and installed as to present no unusual hazard and shall be so arranged so as to permit drainage
 - b. protected against blows by stout steel guards and provided with a lock in the fitting caps
 3. In every engine running on petroleum Class A, quick action cut-off valve shall be fitted to

the fuel feed pipe in an easily accessible position which shall be clearly marked

4. Notwithstanding anything contained in this rule, provisions of sub-rules (1) or (3) except clauses (i) and (ii) sub-rule (1), shall not apply for the transportation of petroleum Class A other than bulk exclusively used for helicopters and aeroplanes

Electrical installation

If electric light or instrument or any other electrically operated equipment is employed on any vehicle including a trailer used in the transportation by road of petroleum other than petroleum Class C:

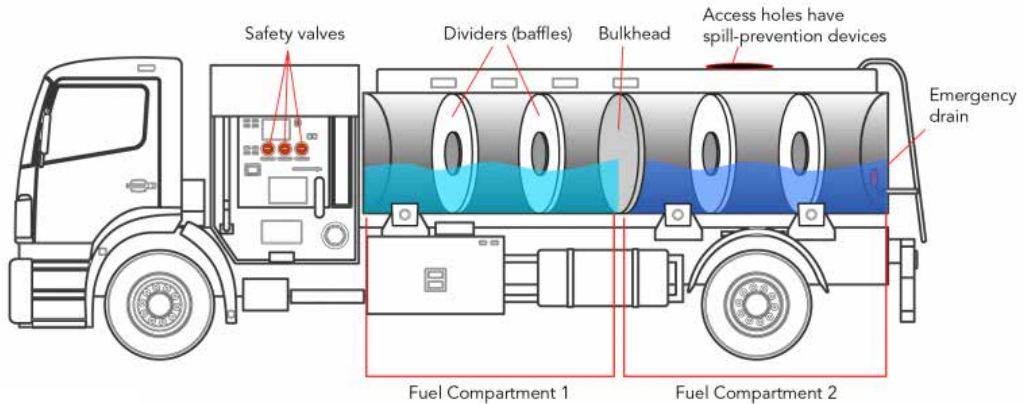
1. the pressure of the electric circuit shall not exceed 24 volts
2. electric wiring shall:
 - a. comprise of conductor of adequate capacity to avoid overheating and shall be adequately insulated for maximum loads to be carried
 - b. be provided with the suitable over current protection in the form of fuses or automatic circuit breakers and installed so as to be spill either by location or by being encased in metal conduct or oil resistance
 - c. have all junction boxes sealed
 - d. shall be securely fastened and positioned in such a way that the conductors are adequately



protected against mechanical stresses

3. the generator, battery, switches, fuses and circuit breakers shall be carried in the cabin of the vehicle or the engine compartment and battery shall be easily accessible position with a heavy-duty switch for breaking the electric circuits which shall be placed as the closed to the battery:
 - a. direct or indirect control devices shall be installed, one in driver's cabin and other outside the vehicle and both shall be installed inside the cabin of the vehicle and outside, shall be readily accessible and distinctly marked and the control device located in the driver cabin shall be in immediate reach of driver, seated in the driver's seat and it shall be protected against inadvertent operation by either adding a protective cover, or by using a dual movement control device
 - b. it shall be possible to open the switch while the engine is running, without causing any dangerous excess voltage and the operation of the switch shall not constitute of fire hazard in an explosive atmosphere
 - c. the cable connection on the battery master switch shall have a degree of protection IP54
 - d. the battery terminals shall be electrically insulated or covered by an insulating battery box cover
4. generators and motors and switches thereof which are not installed within the engine compartment shall be of the approved flame-proof type: Provided that where such generators or motors or switches thereof are installed in an enclosed space, adequate provision shall be made for air circulation to prevent overheating and possible accumulation of inflammable vapours:
Provided further that the provisions of this rule except

Tank Truck Safety Features



clause (i) and subclause (a) of clause (ii) shall not apply for transportation of petroleum Class A otherwise than in bulk exclusively used by helicopters and aeroplanes for aerial crop spraying purposes only.

Means of extinguishing fire to be carried

A portable fire extinguisher (10 kg, dry chemical powder or equivalent) suitable for extinguishing petroleum fire shall be carried in an easily accessible and detachable position and away from the discharge faucets on every vehicle transporting petroleum by road. Additionally, one dry chemical powder type fire extinguisher of 1Kg. capacity shall be carried in the driver's cabin of the vehicle.

Vehicles to be constantly attended

- (1) Every vehicle which is engaged in the transport of petroleum by road shall be constantly attended to by at least one person who shall be familiar with the rules in this Part Provided that such a vehicle, if its tanks or compartments are empty, but not free from Petroleum vapour, may be left unattended in places previously approved for the purpose in writing by the Chief Controller.
- (2) Every vehicle in which more than 5 kilolitres of petroleum, other than petroleum Class C, is being transported by road, or which, while transporting petroleum, other than petroleum Class C, by road is being trailed by another vehicle, shall, so long as it is in

motion, be attended to, by the driver and at least one more person both of whom shall be familiar with the rules in this Part.

Prohibition as to parking

No vehicle carrying petroleum by road shall be parked on a public road or in any congested area or at a place within 9 metres of any source of fire.

Licence necessary for the transport in bulk of Petroleum Classes A and B

- (1) No person shall transport petroleum Class A or petroleum Class B in bulk, by road except under and in accordance with the condition of a licence granted under these rules
- (2) Nothing in this rule shall apply to the transport by railway administration of petroleum which is in its possession in its capacity as a carrier or to the transport of petroleum in the refueller, licensed under these rules between places within the same aerodrome

Restriction against loading and unloading of tank vehicles

- (1) No person shall load or unload a tank vehicle with any class of petroleum except at a place which is situated within premises licensed under these rules and is approved in writing, for loading or unloading of such class of petroleum, by the Chief Controller:

Provided that petroleum Class C may be loaded or unloaded at a place where such Petroleum



is allowed to be stored without licence under sections 7 and 10 of the Act:

Provided further that-

- (a) a tank wagon may be loaded or unloaded at railway sidings earmarked for the purpose; and
 - (b) a tank vehicle may be unloaded at any other place with all due precautions against fire and under adequate supervision if such unloading is necessitated by an accident or breakdown.
- (2) Every tank vehicle, while it is being loaded or unloaded and until its valves have been shut and filling pipe and discharge faucets closed, shall be attended to by a person who is familiar with the rules in this part.
- (3) No person shall under any circumstances allow filling or replenishment of the fuel tank of any motor vehicle or internal combustion engine directly from a tank vehicle:

Provided that nothing in this sub-rule shall restrict filling or replenishment of the fuel tank of an aircraft in accordance with the rule framed under Aircraft Act, 1934 (22 of 1934).

Prohibition of loading of leaky or defective tank vehicles or unlicensed tank vehicles

No person shall load:

- (i) any class of petroleum in tank vehicle if any tank, compartment, valve, pipes or any safety fitting thereof becomes leaky or defective and until such leaks are repaired and defects rectified and, in the case of any leak in a tank or a compartment until all the tanks or compartment are retested in the manner laid down in para 5 of the third Schedule and pass the test;
- (ii) Petroleum Class A or petroleum Class B in any tank vehicle other than a tank wagon which is not licensed under these rules.

Precautions against static charges

- (1) All petroleum pipelines entering any tank vehicle loading or unloading area shall be electrically continuous and be efficiently earthed
- (2) An earth boss with a flexible cable having robust clamping device shall be provided adjacent to the loading point
- (3) Sound and electrically continuous hoses or metal pipes shall only be used for loading or unloading of a tank vehicle. Where stand pipes or metallic loading arms are provided, swivel joints shall be electrically continuous

- (4)The tank, filling pipe and the chassis of the tank vehicle shall, during loading of a tank vehicle, be efficiently bonded and connected with the earth boss referred to in sub-rule (2) by means of a flexible metal wire or tape
- (5)The bonding and earthing connections shall not be broken until loading of the tank vehicle has been completed and the filling and dip pipes thereof have been securely closed
- (6)Dip rod, if used, shall be lowered into the tank or compartment before loading of petroleum starts; such a rod shall not be completely raised above the liquid level during or within one minute of the completion of such loading
- (7)No tank vehicle shall be loaded at a rate exceeding one metre per second at the delivery end of the filling pipe until the filling pipe is completely submerged in petroleum and thereafter the loading rate may be gradually increased but it shall at no time exceed six metres per second at the delivery end of the filling pipe:
 Provided that the Chief Controller may specify a faster loading rate in respect of crude petroleum and petroleum products which have a relative higher conductivity rate
- (8)No tank or compartment of any tank vehicle which has last

carried petroleum Class A, shall be filled with petroleum of any other class if the interior thereof has any floating non-conducting loose object or water. No tank vehicle shall be subjected to splash loading.

Precautions against electrical hazards and hazard of a running engine

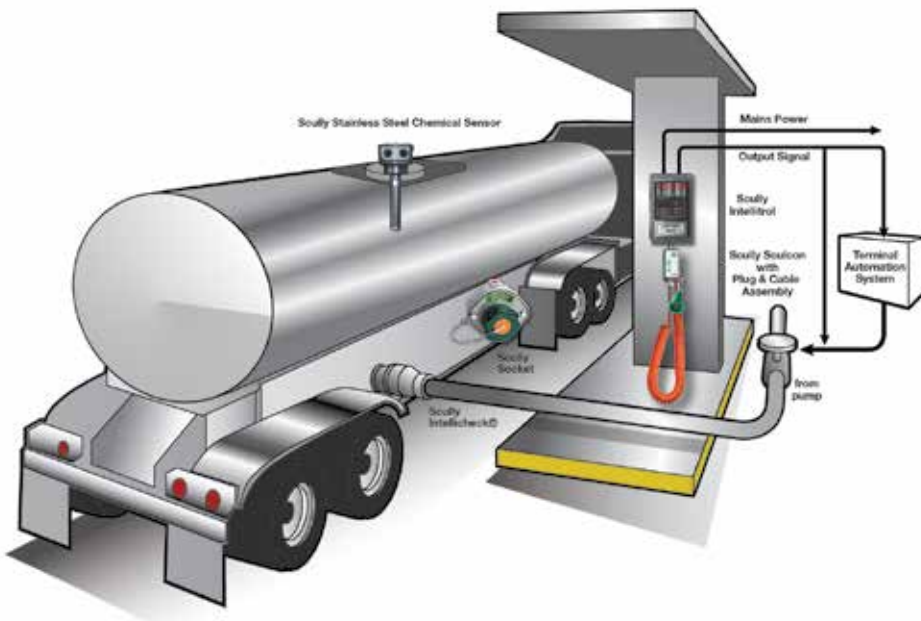
No mechanically propelled vehicle for the petroleum shall be loaded or unloaded until its engine has been stopped and battery is isolated from the electrical circuit. The engine shall not be restarted and the battery shall not be connected to the electrical circuit until tanks and valves have been securely closed:

Provided that this rule shall not apply in the case of unloading of a tank vehicle into the fuel tank of aircraft in accordance with the rules framed under the Aircraft Act, 1934 (22 of 1934) or in any other case as may be authorized, in writing, by the Chief Controller subject to such conditions as he may specify in that behalf.

Precautions against movements of vehicles during loading or unloading

Petroleum shall not be loaded into or unloaded from a vehicle until its wheels have been secured by efficient brakes or by scotching and in the case of animal-drawn vehicle until the animals have been unhitched and removed

Precaution against product contamination



- (1) No person shall load or unload any tank vehicle unless he has selected the correct filling hose and otherwise satisfied himself that such loading or unloading will not result in any dangerous contamination of one class of petroleum with another class of petroleum.
- (2) A tank or compartment which carried petroleum Class A shall not be filled with any other class of Petroleum until such tank or compartment has been completely drained of residual oil and its discharge faucet and emergency control valve have been closed firmly.

Filling discharge faucet and dip pipes to be kept close

Except during the operation of loading or emptying a tank vehicle, the filling pipe, discharge faucet and dip pipe shall be kept securely closed. Where the filling pipes are not provided with a liquid seal, the covers shall be locked or sealed except during the operation of loading a tank vehicle and the keys shall not be carried on the vehicle or the trailer.

Restrictions on loading and unloading of Petroleum at night

Except where approved electric lights as specified in Chapter IV are exclusively used, the loading or unloading of tank vehicles carrying petroleum shall be performed between the hours of sunrise and sunset.

Prohibition of fires and smoking

- (1) No fire or other artificial light capable of igniting inflammable vapour shall be allowed on any vehicle containing petroleum Class A otherwise or petroleum Class B and class C in bulk.
- (2) No person shall smoke while on or attending such a vehicle.
- (3) No article or substance capable of causing fire or explosion shall be carried on such a vehicle.

Repair of tank

- (1) No tank which has carried petroleum shall be repaired by welding, brazing, soldering or hot riveting unless it has been examined by a competent responsible person and certified in writing by such person to be

free from inflammable vapour or oil.

- (2) The certificate issued by the competent and responsible person under sub-rule (1) shall be preserved by the repairer for a period of at least three months and shall be produced for examination on demand by an inspector.
- (3) All repairs to tanks which have contained petroleum shall be carried out by qualified and experienced persons.
- (4) All the compartments of the tank shall be tested after each repair in the manner laid down in para 5 of the Third Schedule.

Special provisions for motor conveyances

- (1) No motor conveyance carrying passengers on hire shall carry petroleum other than
 - (a) Petroleum in the tank incorporated in the conveyance, and
 - (b) Petroleum not exceeding 100 litres in quantity intended to be used to generate motive power for the conveyance of that vehicle kept in the manner provided in sub-section (2) of section 8 of the Act.
- (2) During the filling or replenishment of the fuel tank of a motor conveyance licensed for the carriage of more than six passengers on hire the driver or other person in charge of such conveyance shall not allow any passenger to remain therein.
- (3) All petroleum containers carried in a motor conveyance carrying passengers on hire shall be free from leaks and be securely closed and shall be placed in a specially prepared receptacle which is not accessible to passengers in such conveyance and is not on the roof.

STORAGE OF PETROLEUM REQUIRING LICENCE

Licence for storage

Save as provided in sections 7, 8 and 9 of the Act, no person shall store petroleum except under and in



accordance with a licence granted under these rules :

Provided that no licence shall be necessary

- (i) for the storage of petroleum in well-head tanks; or
- (ii) for the storage of petroleum as transit cargo within the limits of a port subject to such conditions as may be specified by the Conservator.

Precautions against fire

- (1) No person shall smoke in any installation, storage shed or service station save in places specifically authorized by the licensing authority for the purpose.
- (2) No person shall carry matches, fuses or other appliances capable of producing ignition or explosion in any installation or storage shed, which is used for the storage of petroleum.
- (3) No fire, furnace or other source of heat or light capable of igniting inflammable vapour shall be allowed in any installation, storage shed or service station save in places specially authorized by the licensing authority for the purpose.
- (4)(i) An adequate number of portable dry chemical powder or any other fire extinguisher capable of extinguishing oil fires shall always be kept in every storage shed and small class B or C installations at

strategic point and all persons employed at such locations shall be conversant with the use of such fire extinguishers.

- (ii) Scale of firefighting provided in other areas of installation should be as per the requirement given in OISD Standard -117 for all installations approved by the Chief Controller after publication of the original standard OISD-I17. For Installations existing prior to the publication of this standard the firefighting facilities shall be improved to the extent feasible (keeping this standard in mind) and approved by the Chief Controller.

Supervision of operations within an installation, service station or storage shed

All operations within an installation, service station or storage shed shall be conducted under supervision of an experienced responsible agent or supervisor who is conversant with the terms and conditions of the licence held for the installation, service station or storage shed as the case may be and those persons should have proper safety training.

Cleanliness of installation, service station or storage shed

The ground in the interior of an installation or service station and the protected areas surrounding any installation, service station or storage shed shall be kept clean

and free from all vegetation, waste material and rubbish.

Petroleum only to be stored

No installation, service station or storage shed shall, without permission in writing from the Chief Controller be used for any purpose other than the storage and distribution of petroleum and for purpose directly connected therewith.

Marking of Capacity of Tanks

The capacity in litres or kilolitres of every above ground tank in an installation shall be conspicuously marked on the tank

Protection against corrosion

All tanks or other receptacles for the



storage of petroleum in bulk, other than well-head tanks installed on the ground or below the ground, shall be protected against corrosion by the use of protective coatings or cathodic protection or by any other means approved by the licensing authority.

Testing of tanks

- (1) Storage tanks or other receptacles for the storage of petroleum-in bulk, other than well-head tanks, after being installed and secured in the final position or after undergoing re-installation or any major repair, shall, before being put into use, be tested by water pressure by a competent person.
- (2) The water used for testing shall be free from petroleum and shall not be passed through any pipe or pump ordinarily used for the conveyance of petroleum:

Provided that where the licensing authority is satisfied that it is not reasonably possible to convey water by pipes or pumps other than those ordinarily used for conveyance of petroleum, he may permit use of a petroleum pipe or pump for the conveyance of water subject to such conditions as he may impose.

- (3) The competent person carrying out the test as required under sub-rules (1) shall issue a certificate through online system of petroleum
- (4) the applicant shall submit the certificate so issued shall be submitted to the licensing authority along with the application for the grant or amendment of a licence, or, in the case of any major repair, after each repair.

Certificate of safety

- (1) A certificate of safety in the proforma given below this rule and signed by a competent person shall be furnished to the licensing authority before any petroleum is stored in an installation or a service station for the first time or whenever any additions or alterations to the enclosure walls and embankments are carried out or when any tank is installed or its position shifted.

STORAGE OF PETROLEUM CLASS "C" NOT REQUIRING A LICENCE

Application

- (1) The provisions of this chapter shall apply to petroleum Class C stored otherwise than under a license as provided in section 7 of the Act but shall not apply to petroleum Class C in the possession of the Defence Forces of the Union.
- (2) The provisions of Chapter V shall not apply to petroleum Class C permitted to be stored without a licence under section 7 of the Act.

Restriction of Storage

Petroleum Class C shall not be stored together with any other class of petroleum except under and in accordance with a licence granted under these rules.

Storage of exempted Petroleum Class C in bulk

- (1) Petroleum Class C in bulk shall be stored in a tank constructed of iron or steel or any other material approved in writing by the Chief Controller.
- (2) The tank referred to in sub-rule (1) shall be properly designed and erected and the tank with all its fittings shall be so constructed and maintained as to prevent any leakage of petroleum.
- (3) All tanks of capacity exceeding 5,000 litres for the storage of petroleum Class C shall be



surrounded by an enclosure wall or placed inside a pit, so constructed and maintained as to be able to contain without leakage the maximum quantity of petroleum capable of being contained in largest tank within such enclosure or pit.

- (4) A drainage pipe with a valve capable of being actuated from outside the enclosure wall shall be provided in the enclosure or

pit referred to in sub-rule (3) and the valve shall be kept closed.

- (5) A distance of not less than 1.5 metres shall be kept clear between protected works and the edge of such enclosure wall or pit.

Storage of Petroleum Class C in non-bulk

Petroleum Class C which is not in bulk shall, if the quantity at any one time exceeds 2,500 litres be stored in a storage shed of which either.

- (a) the doorways and openings shall be built up to a height of 30 centimetres above the floor,
- (b) the floor shall be sunk to a depth of 30 centimetres.

Prior report of storage of Petroleum Class C

Every person intending to store petroleum Class C in quantity exceeding 5000 litres otherwise than under a licence shall submit the following to the Chief Controller before commencing storage-

- (i) plans drawn to scale of the storage facilities showing compliance of rule 138 and site plan of the storage premises and surroundings upto 100 metres identifying the locations of premises; and
- (ii) a scrutiny fee of rupees five hundred.

SOME ADDITIONAL INFORMATION



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Good Distribution Practices (GDP)



As the FDA increases regulations to ensure consumer protections, expectations for pharmaceutical quality are playing a greater role for all stakeholders in the supply chain, from manufacturers and suppliers to pharmacies and clinics. Patients in need of medications rightfully expect that their prescriptions will be safe and effective, since consumers are unable to detect contamination in drugs as they might, say in food, through sight, smell, or touch.

Of course, managing the quality of medications and vaccines during distribution presents many challenges. Each product has its own different shelf life and storage requirements. On top of that, the various kinds of dosage – injectable, syrups, tablets – require different environmental conditions and therefore cannot be handled with general rules. That’s why formalized Good Distribution Practices (GDP) have significant importance for the pharmaceutical industry.

FDA Current Good Manufacturing Practices (CGMP)

What fundamentally drives the need for a GDP program? Not surprisingly, the Food and Drug Administration. The FDA’s main regulatory standard ensuring quality is the Current Good Manufacturing Practices (CGMP) regulation for human pharmaceuticals. These regulations appear in several parts of Title 21 in the Code of Federal Regulations (CFR), which interprets the Federal Food, Drug, and Cosmetic Act and related statutes.

The FDA carefully monitors compliance with CGMP minimum requirements for the methods, facilities, and



controls used in manufacturing, processing, packing, and distributing drug products. Adherence to the regulations ensures the identity, strength, quality, and purity of drugs by requiring that all stakeholders along the supply chain adequately control their operations.

According to the FDA, pharmaceutical distribution best practices start with a quality management system to prevent instances of contamination, mix-ups, deviations, failures, and errors. These formal controls help to ensure that drug products meet FDA quality standards. Keep in mind that CGMP regulations are the minimum requirement.

The flexibility in these regulations allows companies to use new technologies and innovative approaches to achieve higher quality through continuous improvement. Accordingly, the “C” in CGMP stands for “current,” encouraging companies to use monitoring solutions that are the most up-to-date. Equipment that was “top-of-the-line” a decade ago may be inadequate by today’s standards.

Quality Management Systems (QMS)

USP provides recommendations for a quality management system (QMS) that is the foundation of a good GDP program. A robust QMS



includes several sub-systems for managing risk, documentation, storage, transport, and temperature. A QMS acts as the architecture of GDP. First and foremost, it should build on the foundations of the FDA’s CGMP. Beyond that, it should be tailored to the specific needs of your operation, and at most, aspire for excellence, rather than mere competence.

There’s no point in adopting processes and procedures related to GDP without putting a QMS in place. All it takes is a single company to neglect implementing a formal system to measure and monitor processes and procedures, to put at risk the efficiency, integrity and cost-effectiveness of the entire supply chain.

Risk Management

Ensuring your organization’s best interests are served by adhering to proper practices, controls, and procedures, including but not limited to:

- The nature of your drug products
- Distribution requirements on the container label
- Incidents of exposure to adverse environmental conditions
- Number of stages and receipts in the supply chain
- Manufacturer’s written instructions
- Drugs at risk from freezing or elevated temperatures (vaccines, insulin, and biological products)



Examples of common risks include:

- Temperature excursions that cause melting or freezing
- Loss of container integrity during transit
- Exposure to humidity leading to product degradation

Documentation Management

Good documentation practices should be incorporated into your QMS. Documentation should include standard operating procedures, corporate policies, and protocols that delineate the elements of the QMS. For purposes of training and employee compliance, all procedures should be broken out into written steps needed to complete a process and ensure consistent outcomes.

The following should be documented:

- How and when a product should be moved from one transport container or vehicle to another
- How products are handled when equipment malfunctions or distribution is delayed
- How to communicate with the necessary parties

All records and documents should be maintained in accordance with a traceable records-retention program and should be made available upon request to regulatory agencies. In particular, all deviations from proper protocol should be logged and recorded to ensure that subsequent investigations have access to all relevant data.

Storage in Buildings and Facilities

Buildings and facilities used for warehousing, storage, and holding

of drug products should conform to the following standards:

- Drug product temperatures must be maintained as defined on the product label.
- Storage areas should be of adequate size for their intended use to prevent overcrowding.
- The facility should be designed to control environmental conditions where necessary and



be easy to clean.

- Storage should provide for the segregation of approved, quarantined, rejected, returned, or recalled drug products.

Receiving and Transferring Drug Products

Storage includes time spent at the receiving bay area, where products can quickly react to ambient conditions. When drug products arrive at the warehouse loading docks, they should be transferred immediately to a designated storage environment to



ensure minimal time outside specified storage conditions. Receiving docks should also be clean and protect deliveries from inclement weather during unloading.

Refrigerators and Freezers

Refrigerators and freezers used to store drug products must maintain temperatures defined on the product label. Typically, a refrigeration unit specification is set to 5° with an allowable range of ±3° to store products labeled 2°–8°. Freezer temperatures may vary and typically range from –25° to –10°.

Products should be organized in refrigerator and freezer units to allow adequate air flow between them. The



units themselves should be positioned in the facility so that they're not subjected to environmental extremes of heat or cold that could affect their performance.

In large commercial units such as walk-in cold rooms, a suitable number of temperature-recording devices should be installed to record and monitor temperatures. Each smaller



unit should use digital devices to log and track temperatures within its interior.

Transportation Management

Transport is the movement within the supply chain between distribution facilities by trucks, trains, aircraft, sea vessels, mail delivery vehicles, emergency medical vehicles, and industry representative automobiles. Communication within the supply chain should be coordinated to determine proper timing for drug products to be transported and received, taking into account holiday schedules, weekends, and other forms of interruption.

Pharmaceutical manufacturers should use packaging that best protects the drug product during transport, taking into account seasonal temperature differences and the routes and modes of transport. The type, size, location, and amount of temperature stabilizers required to protect the product should be based on documented studies of specific distribution environments the drug will encounter along the supply chain. Accordingly, environmental



conditions should be measured continuously with digital monitoring equipment.

Temperature Management

Temperature is one of the most important environmental conditions to control. Temperatures should be tracked using a system of calibrated monitoring devices that include an alert mechanism if preset temperature ranges are breached, as well as a data logger to record and hold scheduled temperature readings.

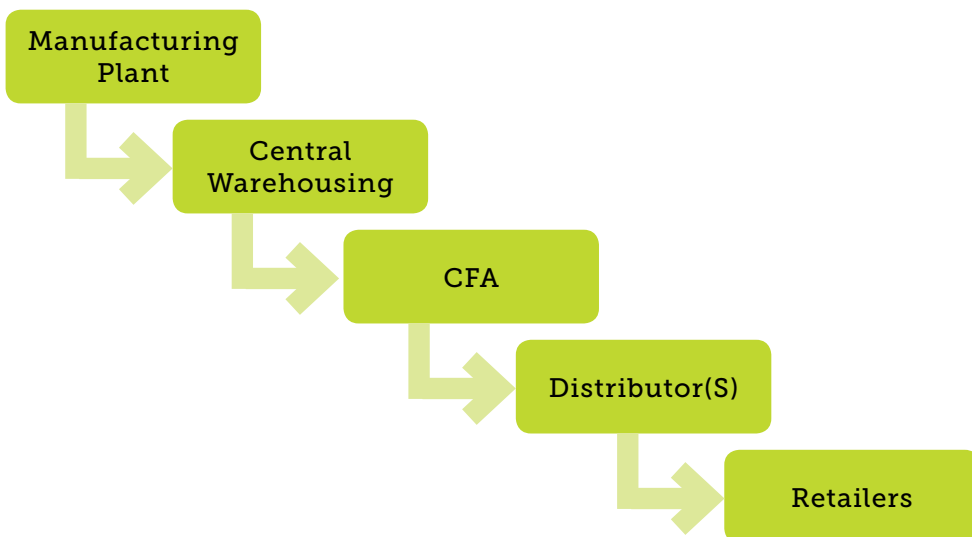
Before implementing a monitoring system, each unit of storage (e.g., facility, vehicle, shipping container, refrigerator, freezer) used during distribution operations should undergo a professional temperature mapping to define thermal risks. This protocol helps determine the number of temperature monitoring devices that should be installed in any three-dimensional storage area to comply with product requirements. Temperature stability and uniformity are carefully measured in each

direction and axis top-to-bottom, left-to-right, front-to-back where products are stored.

Temperature mapping should also account for:

- Maximum and minimum loads to capture temperature variability resulting from variations in temperature mass of the payload.
- Performance of equipment under extreme scenarios including door-open, door-close, and equipment failure
- Performance of storage facilities, transport vehicles, and containers during periods of expected hot and cold weather
- Correlations between ambient conditions and potential thermal risks inside the controlled space (which should be documented once identified)

Drug products should not be stored in areas where a thermal risk has been identified, which should be clearly labeled to ensure they are not used.



SOME ADDITIONAL INFORMATION



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Responsible Care India

Responsible Care® (RC) is a global voluntary initiative of the chemical industry to excel and continually improve health, safety and environmental performance. RC represents self-imposed ethical commitment for better safety performance and responsible management of chemicals throughout their life cycle.

International Council of Chemical Associations (ICCA) has taken-up the Responsible Care Programme for implementation through its member countries. In India, Indian Chemical Council has been the designated nodal agency by ICCA, for award of RC logo to the industries. Therefore, Responsible Care® (RC) is a global voluntary initiative through ICCA and hence is recognized in more than 60 member countries of ICCA including USA and EU.

A due process is followed for award of RC logo in India, therefore, is a symbol of commitment towards EHS excellence by the chemical industries, a move towards sustainability.

The ten RC guiding principles are as follow:



1. To recognize and respond to community concerns about chemicals and industrial operations;
2. To develop and produce chemicals that can be manufactured, transported, used and disposed of safely;
3. To make health, safety and environmental considerations a priority in planning for all existing & new products and processes;
4. To report promptly to officials, employees, customers and public, information on chemical related health hazards and to recommend protective measures;
5. To counsel customers on the safe use, transportation and disposal of chemical products;
6. To operate industries and facilities in a manner that protects the environment, health

and safety of employees and public;

7. To extend knowledge by conducting or supporting research on health, safety and environmental effects of products, processes and waste materials;
8. To work with others to resolve problems created by past handling and disposal of hazardous substances;
9. To participate with government and others in creating responsible laws, regulations and standards to safeguard the community workplace and environment; and
10. To promote principles and practices of Responsible Care® by sharing experiences and offering assistance to others, who produce, handle, use, transport or dispose chemicals.

Currently, following 6 codes of management practice are being implemented under RC programme:

- ♣ Process Safety Code;
- ♣ Employee Health & Safety Code;
- ♣ Pollution Prevention Code;
- ♣ Emergency Response and communication Code;
- ♣ Distribution Code; and
- ♣ Product Stewardship Code

ICC is scheduled to implement 7th Code on 'Security' by the end of 2018.

Reasonable level of compliance to RC Codes of management practice, could get RC logo use for limited period, but as the level of compliance to RC Codes increases, renewed for increased tenure upto 3 years. But, at the end of each tenure, verification audit is arranged by ICC, for renewal.

Changes in ethics due to RC influence:

Old Ethic	New Ethic
Do the minimum the law requires	Do the right thing
Low profile	Be seen to do the right thing
Limit product obligations	Life cycle stewardship
Downplay public concerns	Seek and address public concerns
Assumption of product "innocence"	Risk-based precautionary principle
Hazard information, only if necessary	'Public & employee' right to know all risks
Defensive approach to new regulations	Lead in public policy process
Every company for themselves	Mutual aid & peer pressure
Ignore or fight advocates	Seek advocates inputs
Bottom line & laws alone guide decisions	Integrates all the above into decisions



Food Safety and Standards Authority of India (FSSAI)



LICENSING OF FOOD IMPORTERS

1. No person shall import any article of food without an import license from the Central Licensing Authority in accordance with the provisions of the Food Safety and Standards (Licensing and Registration of Food Businesses) Regulations, 2011.
2. No article of food shall be cleared from the custom unless it has a valid shelf life of not less than sixty per cent at the time of import
3. For the purposes of sub – regulations (1) and (2), the Food Importer shall register himself with the Directorate General of Foreign Trade and possess valid Import-Export Code

Suspension or cancellation of license

1. The Licensing Authority may cancel or suspend food import

license granted under regulation 3 for contravention of the provisions of these regulations or the Food Safety and Standards (Licensing and Registration of Food Businesses) Regulations, 2011.

2. Notwithstanding anything contained in regulation 3, the Licensing Authority after giving the Food Importer an opportunity to be heard, may cancel the Food Import license granted under any other regulations made under the Act, if the Designated Officer or Authorised Officer or any officer Authorised by the Food Safety and Standards Authority of India have reasons to believe that –
 - a) there is sufficient ground to believe that the Food Importer has attempted to import unsafe articles of food, prohibited articles of food or articles of food from prohibited sources,

- directly or indirectly, including re-channeling or re-packing;
- b) the Food Importer fails to comply with the conditions of the license, these regulations, or the undertaking of intended end use.
3. The Food Importer shall inform the Central Licensing Authority and the Authorised Officer of any suspension, revocation or cancellation of the certificate of Importer-Exporter Code, granted in its favour by the Directorate General of Foreign Trade not later than three working days from the date of such order of suspension, revocation or cancellation
 4. When the certificate of Importer – Exporter code granted by the Director General of Foreign Trade is suspended, revoked or cancelled, the import license granted under the Food Safety and Standards (Licensing and Registration of Food Businesses) Regulations, 2011 shall be deemed to have been cancelled.
 5. The Licensing Authority may reconsider and issue license that has been cancelled by the Licensing Authority under the Act, as a consequence of the suspension, revocation or cancellation of certificate of Importer-Exporter Code granted by the Directorate General of Foreign Trade with previous license number within seven days of an application made by the importer for a license if-

- (a) The suspension, revocation or cancellation of the importers certificate of Importer-Exporter Code granted by the Directorate General of Foreign Trade has been withdrawn; or set aside;
- (b) Or a fresh certificate of Importer-Exporter Code has been issued to the said Importer by the Directorate General of Foreign Trade.

Compliance with standards for packaging and labelling

1. No Food Importer shall import articles of food that is not transported, or stored in optimal storage conditions of temperature and hygiene, packaged and labeled as per the regulations applicable to that particular article of food.
2. Any consignment of food or multiple foods or food falling under different categories packed in a single container or carton or pallet or skid, shall be packed in such a manner that the Authorised Officer has easy access to all of them for inspection and sampling.
3. If there is no proper stuffing list in respect of article of food, the Authorised Officer shall direct the customs officer to issue an order for de-stuffing the container and facilitate the de-stuffing, in order to facilitate inspection and sampling
4. In case of imported packaged food consignments, the following





special dispensation on labeling shall be allowed for the rectifiable labeling deficiencies at the custom bound warehouse by affixing a single non detachable sticker or by any other non-detachable method next to the principle display panel namely:-

- (a) name and address of the importer;
 - (b) Food Safety and Standards Authority of India's Logo and license number,
 - (c) Non-Veg or Veg Logo
5. Category or sub category along with generic name, nature and composition for proprietary food

STORAGE AND SAMPLING OF IMPORTED FOOD

Storage facilities for Imported Foods

1. No consignment of food articles shall be stored in a manner that one type of articles of food come in contact with other type of articles of food.
2. The imported articles of food shall be stored in accordance with the specified storage conditions in the custom warehouse before clearance, failing which, the concerned Authorised Officer may refuse to grant no objection certificate for import clearance of the food consignment.
3. The port authorities and custodian of freight stations shall ensure adequate and conducive storage infrastructure; meeting the safe storage of various types of imported food consignments in the customs area till the imported articles of food is cleared by the custom authority.
4. In case of imported article of food which requires special storage condition, the Authorised Officer shall verify the true storage conditions required for the consignment.
5. The Authorised Officer shall confirm from the cargo operator or Custodian of freight stations regarding the availability of desired special storage facilities at the custom bonded area at the port or airport.
6. In case of non - availability of storage facility, the Authorised Officer shall confirm from the department of custom their no objection to treat importers warehouse as custom bonded area.
7. For the purpose of sub-regulation (6), the Authorised Officer shall take an undertaking from the importer in FORM - 12, and issue provisional no objection certificate to the importer to move the food consignment to a well-equipped storage facility.
8. In case of non-compliance of any of the provisions of regulation, the

importer shall not be eligible to avail any facility in future and also liable for other appropriate actions as per the prevailing law.

9. The Authorised Officer may issue a no objection certificate to the importer if he is satisfied on the basis of the analysis report conforming to standards
10. The importer or customs shall ensure sale only after clearance based on no objection certificate

Sampling of Imported Food in respect of imported article of food

1. The Authorised Officer or his representative shall ensure compliance with the Food Safety and Standards (Labelling and Packaging) Regulations, 2011 and with a valid balance shelf life in respect of imported article of food in the following manner, namely: -
 - (a) shall draw two parts of food sample of each description or measures (except for aseptic sealed packages);
 - (b) forward to the food analyst such quantity of sample as specified under the Food Safety and Standards (Laboratory and Sample Analysis) Regulations, 2011;
 - (c) seal the samples;
2. If the imported articles of food is packed in a sealed bulk container by the manufacturer in order to maintain aseptic or hygroscopic condition, which is required to retain the character of the article of food, the manufacturer shall provide two representative sealed samples from the same batch along with a declaration by the manufacturer stating that the articles of food in the sealed container match with the representative samples placed in the sample containers.
3. Where the representative sealed sample referred to in clause (a) with a manufacturer undertaking is not provided by the Food Importer, the Authorised Officer is empowered to break open the seal and collect a sample for lab analysis.
4. The Authorised Officer may collect a representative sample from the sealed container, for lab analysis, wherever the provided sealed representative samples appear to be doubtful.
5. In respect of imported articles of food having shelf-life less than seven days, the applicant shall declare the same in FORM - 13 allowing the Authorised Officer to draw sample and issue provisional no objection certificate to the customs, without waiting for the analysis report from laboratory and on receipt of the report analysis from the laboratory, the Authorised Officer shall communicate to the customs along with no objection certificate if products conform to the standard.





6. In case of non – conformance of the sample, the Authorised Officer shall immediately inform the Importer or Custom Broker, to initiate recall of that consignment and submit a compliance report as specified in the Food Safety and Standards (Food Recall Procedure) Regulations, 2017.
7. The Food Authority shall alert all import points to maintain vigil on imports of products manufactured by the same company or similar products imported by the same importer or Custom Brokers.
8. The sealed sample of imported articles of food shall bear the following information on the Label, namely:-
 - (a) code number of the sample;
 - (b) date and place of collection;
 - (c) quantity of sample;
 - (d) name of articles of food and category as per the Food Safety and Standards (Food Product Standards and Food Additives) Regulations-2011.
 - (e) name and quantity of preservative added while drawing the sample, if any;
 - (f) name and signature of the Food Importer or his Custom House Agent and;
 - (g) name and signature of the sender with official seal.
9. The Authorised Officer shall forward one part of the sealed and labelled articles of food to the Food Analyst who shall analyse or cause to be analysed by a notified laboratory under regulation 2.1 of the Food Safety and Standards (Laboratory and Sample Analysis) Regulations, 2011.
10. The remaining parts of the food sample after forwarding one part of the sealed and labeled articles of food referred to in sub – regulation 7, shall be stored in appropriate conditions by the Authorised Officer or his authorised representative.
11. On the sample being found to be safe, the remaining sample shall be returned to the food importer.

12. If the sample found to be unsafe, on request received from Food Importer, the second sample may be forwarded to the Referral Laboratory for analysis.
13. The rejected export consignments by foreign countries that have been returned to India as the country of origin shall be subject to these regulations except that the packaging and labelling requirements shall be in accordance with the country of export and the importer shall submit rejection documents of the country of export.
14. The Food Analyst shall analyse or cause to be analysed by a notified laboratory an article of food forwarded by the Authorised Officer as per the parameters specified in the Act and the regulations made thereunder and shall forward his report within five days to the Authorised Officer whether the product is conforming or non-conforming.

SCHEME FOR RISK BASED FOOD IMPORT CLEARANCE

Risk Based Framework

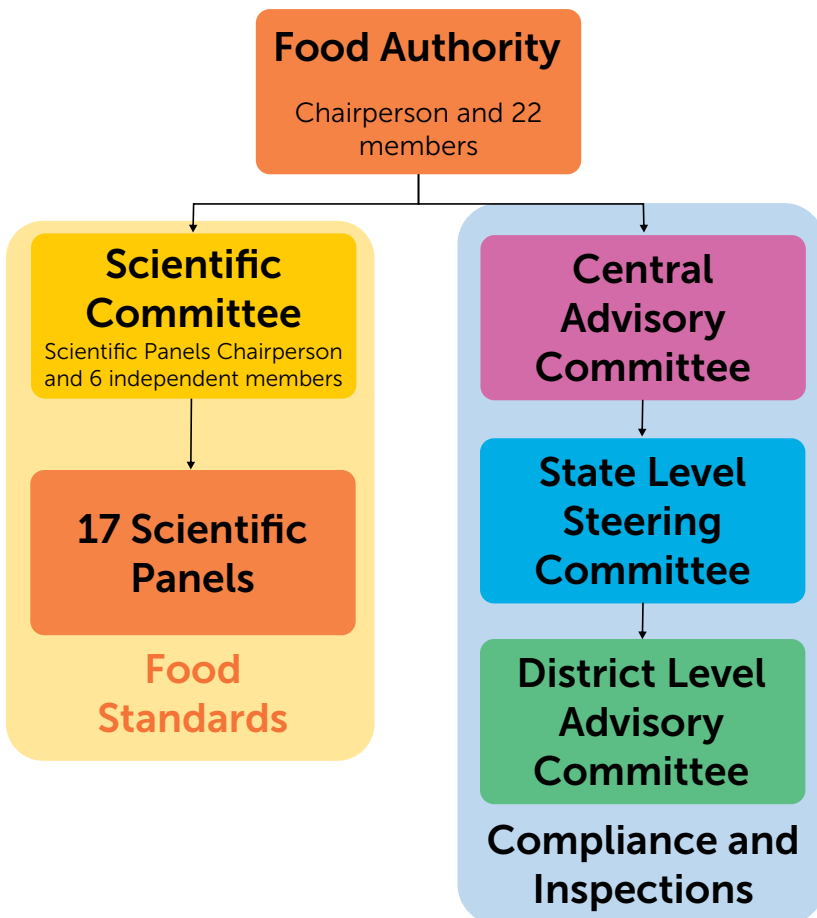
1. The Food Authority may review the risks associated with articles of food imports from time to time and adopt a risk-based framework and risk based inspection process for clearance of imported articles of food.
2. For the purposes of sub – regulation (1), the Food Safety and Standards Authority of India shall profile the Importer, Custom House Agents, imported product, manufacturer of the imported product, country of origin, source country of the consignment, port of entry, compliance history and any other parameters deemed fit for profiling the risk associated with the commodity.
3. Food Authority may specify the sampling frequency to be conducted for the import of different categories of food products



4. The Food Authority may introduce Pre-Arrival Document Review for regulating the imports.
5. The Food Authority may in consultation with the concerned Ministry as it deems fit may enter into a Memorandum of Agreement with relevant agencies in exporting countries on reciprocal basis to facilitate ease of doing business and accelerated clearance of food imports from the countries referred to in sub – regulation (2).
6. The Food Authority may identify laboratories in exporting countries for prior testing of food samples before the articles of food are imported into India.
7. The Food Authority may, from time to time, issue food alert notifications, including time bound prohibition on articles of food or prohibiting source or recalls, based

on the risk associated with the articles of food.

8. Every importer shall submit a recall plan as per regulations on food recall procedures specifying the detail of contingency plan of ensuring the traceability of the products in case of any eventuality of risk associated with the food consignments, and if he fails to do so, the license may be cancelled or suspended
9. The food alert notification shall immediately be informed to the Risk Management System of the customs department.
10. The alert notification shall remain in force until the Food Authority is satisfied that the risk is no longer prevailing or that control measures are in place to prevent the continuation of the risk and confirmed by test reports

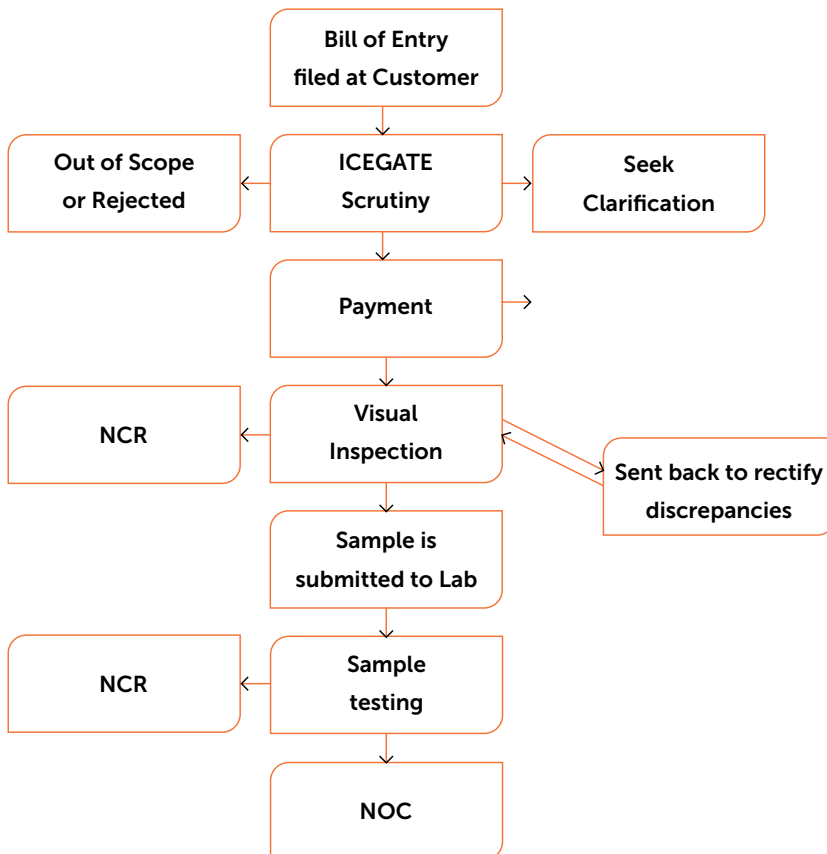


11. During the pendency of alert notification, the Food Authority may order for additional tests at the point of entry, mandatory certification from the exporting countries or channelisation till such time as the Food Authority may deem fit.
12. The Government agencies shall conduct post clearance surveillance of all food imports including: -
 - (a) random checks on the imported food items,
 - (b) providing relevant documents to support the declarations and information provided by the importer or Custom House Agent to Customs as specified by them.

1. The Food Authority may prohibit or restrict import of any article of food based on risk perception or outbreak of disease and issue orders as it deems fit in this regard.
2. The Food Authority may issue order or advisory or guideline as it deems fit, from time to time for ensuring the safety and wholesomeness of articles of food imported into India and such prohibitions and restrictions shall be informed to the customs immediately.
3. Every Food Importer to whom any order or direction is issued in pursuance of any provisions of these regulations shall comply with such order or direction and if the Food Importer fails to comply with such direction or order, the Food Authority may cancel the import license issued to the Food Importer.
4. The customs authorities, port authorities or any other agency involved in the clearance, rejection, auction or destruction of imported articles of food in the customs area

PROHIBITION AND RESTRICTIONS ON IMPORTS OF ARTICLE OF FOOD

Power of the Food Authority to issue orders for prohibition and restriction on import of article of food.-



shall provide all such statistics to the Food Authority on a quarterly basis.

5. The Food Safety and Standards Authority of India shall notify the officers for the purpose of food import clearance to ensure compliance of the provisions of the Act, and it may also notify officers from other government agencies to maintain the standard operating procedure for food import clearance.

6. The Authorised Officer shall have the following powers and duties, namely:-

(a) to receive applications for food import clearance;

(b) to make such inquiry and inspection as may be necessary to verify that the import of articles of food is not in contravention of any provision of the Act, rules and regulations made thereunder;

(c) to refuse inspection and intimate the customs, if the articles of import are misclassified as food based on end use declaration;

(d) to ensure compliance of all the conditions specified in regulation 6;

(e) to take photographs of imported food consignment for review and documentation;

(f) to draw samples for testing of the imported food, if all the conditions specified in regulation 6 are complied with;

(g) to collect additional sample of imported articles of food on payment of invoice value of the articles of food;

(h) to re-seal any package opened for drawing of samples and certify that the same had been opened and sealed;

(i) to forward the samples to a food analyst of a notified laboratory in proper manner for analysis and receive the report of the laboratory analysis;

(j) to order additional tests on the food sample of imported food based on visual inspection, risk potential and instructions issued from time to time by the Food Authority;

(k) to inform the Food Authority of any new variety of food or food ingredients, previously unknown hazards, or any other technical difficulties;





- (l) to maintain record of food imports, inspection, sampling and related activities, action taken, review process within the jurisdiction of customs ports assigned to him and such other duties assigned by the Food Authority from time to time in writing and by photographs and audio - videography;
- (m) to report to the concerned Licensing Authority of any violation of any conditions of licensing by the Food Importer;
- (n) to recommend destruction or re-export of imported articles of food with necessary conditions as he may deem fit and ensure compliance of the same;
- (o) to inform the laboratory immediately on receipt of advance notice of arrival from the importer under the Pre-Arrival Document Review of the articles of food;
- (p) to ensure that the laboratories authorised by the Food Authority comply with all the specified procedures and perform all parameters of testing as specified in the regulations or permissions accorded by the Food Authority;
- (q) to ensure that the laboratories authorised by the Food Authority shall maintain records of laboratory analysis of the imported articles of food in the format as specified by the Food Authority;
- (r) to present all the related facts and documents before the Review Officer during the review process;
- (s) to seek data or information on imported articles of food consignment from the customs authorities;
- (t) to store the remaining parts of the food sample in appropriate conditions for re-analysis at referral food laboratory on the basis of appeal or application received from the Food Importer or return to the Food Importer with acknowledgement, after issue of no objection certificate;
- (u) to issue no objection certificate or non-conformance report, as the case may be, to the customs authorities and Food Importer

(v) to carry out any other duties as may be assigned by Food Authority from time to time.

No Objection Certificate. —

1. The Authorised Officer shall issue a 'no objection certificate' in FORM – 3, after assessing the safety of food being imported under these regulations under his seal and signature for allowing import of food, and shall communicate such order in a specified manner to the customs and the Food Importer.
2. The no objection certificate permitting the import of food shall have the validity of thirty days of receipt of no objection certificate within which the articles of food have to be taken out by the Food Importer from the customs area and the period of validity of no objection certificate for various types of articles of food shall be reviewed by the Food Authority from time to time
3. The Food Importer shall take effective steps to get the articles of food released from the customs area within the period of validity stated in the no objection certificate issued by the Authorised Officer failing which they shall be deemed to be un- cleared articles of food.
4. A copy of the report of the laboratory analysis shall be forwarded to the Customs and the Food Importer, wherever the no objection certificate is issued based on the report of the laboratory.
5. The Authorised Officer shall issue a nonconformance report in FORM – 4 specifying the grounds mentioned in these regulations for refusal, wherever the clearance of the imported food is refused, under his seal and signature, and shall communicate such order in a specified manner to the customs, Food Authority and the Food Importer.
6. A copy of the report of the laboratory analysis shall be forwarded to the customs, Food Authority and Food Importer,

wherever the report is issued based on a non-conformance laboratory Analysis Report.

7. Based on the findings and recommendations in non-conformance report of the laboratory analysis and subsequent confirmation from the referral laboratory, if contamination or presence of microbiological organisms is likely to pose a significant risk to public health, the Authorised Officer, with the prior approval the Food Authority shall pass necessary orders for mandatory destruction of articles of food in FORM- 5.
8. The customs shall provide a report to the Authorised Officer informing all the pertinent details of the destruction and the same shall be provided every quarter of the financial year.

PACKAGING AND LABELLING

Packaging

General Requirements:

1. A utensil or container made of the following materials or metals, when used in the preparation, packaging and storing of food shall be deemed to render it unfit for human consumption:—
 - (a) containers which are rusty;
 - (b) enameled containers which have become chipped and rusty;
 - (c) copper or brass containers which are not properly tinned
 - (d) Containers made of aluminium not conforming in chemical composition to IS:20 specification for Cast Aluminium & Aluminium Alloy for utensils or IS:21 specification for Wrought Aluminium and Aluminium Alloy for utensils.
2. Containers made of plastic materials should conform to the following Indian Standards Specification, used as appliances or receptacles for packing or storing whether partly or wholly, food articles namely :—



- (i) IS : 10146 (Specification for Polyethylene in contact with foodstuffs);
 - (ii) IS : 10142 (Specification for Styrene Polymers in contact with foodstuffs);
 - (iii) IS : 10151 (Specification for Polyvinyl Chloride (PVC), in contact with foodstuffs);
 - (iv) IS : 10910 (Specification for Polypropylene in contact with foodstuffs);
 - (v) IS : 11434 (Specification for Ionomer Resins in contact with foodstuffs);
 - (vi) IS: 11704 Specification for Ethylene Acrylic Acid (EAA) copolymer.
 - (vii) IS: 12252 - Specification for Poly alkylene terephthalates (PET).
 - (viii) IS: 12247 - Specification for Nylon 6 Polymer;
 - (ix) IS: 13601 - Ethylene Vinyl Acetate (EVA);
 - (x) IS: 13576 - Ethylene Metha Acrylic Acid (EMAA);
 - (xi) Tin and plastic containers once used, shall not be re-used for packaging of edible oils and fats
3. General packaging requirements for Canned products
- i. All containers shall be securely packed and sealed.
 - ii. The exterior of the cans shall be free from major dents, rust, perforations and seam distortions.
 - iii. Cans shall be free from leaks.

PRODUCT SPECIFIC REQUIREMENTS

Packaging requirements for Milk and Milk Products

1. Bottling or filling of containers with heat-treated milk and milk product shall be carried out mechanically and the sealing of the containers shall be carried out automatically.
2. Wrapping or packaging may not be re-used for dairy products, except where the containers are of a type which may be re-used after thorough cleaning and disinfecting.



3. Sealing shall be carried out in the establishment in which the last heat-treatment of drinking milk or liquid milk-base products has been carried out, immediately after filling, by means of a sealing device which ensures that the milk is protected from any adverse effects of external origin on its characteristic.
4. Immediately after packaging, the dairy products shall be placed in the rooms provided for storage

Packaging requirements for Edible oil/ fat:

Tin Plate used for the manufacture of tin containers for packaging edible oils and fats shall conform to the standards of prime grade quality contained in B.I.S. Standards No. 1993 or 13955 or 9025 or 13954 as amended from time to time and in respect of Tin containers for packaging edible oils and fats shall conform to IS No. 10325 or 10339 as amended from time to time.



Packaging requirements for Fruits and Vegetables Products

1. Every container in which any fruit product is packed shall be so sealed

that it cannot be opened without destroying the licensing number and the special identification mark of the manufacture to be displayed on the top or neck of the bottle

2. For Canned fruits, juices and vegetables, sanitary top cans made up of suitable kind of tin plates shall be used.
3. For Bottled fruits, juices and vegetables, only bottles/ jars capable of giving hermetic seal shall be used.
4. Juices, squashes, crush, cordials, syrups, barley waters and other beverages shall be packed in clean bottles securely sealed. These products when frozen and sold in the form of ice shall be packed in suitable cartons. Juices and Pulpes may be packed in wooden barrels when sulphited.
5. For packing Preserves, Jams, Jellies, and Marmalades, new cans, clean jars, new canisters, bottles, chinaware jars, aluminium containers may be used and it shall be securely sealed.



6. For Pickles, clean bottles, jars, wooden casks, tin containers covered from inside with polythene lining of 250 gauge or suitable lacquered cans shall be used
7. For Tomato Ketchups and Sauces, clean bottles shall be used. If acidity does not exceed 0.5% as acetic acid, open top sanitary cans may also be used
8. Candied fruits and peels and dried fruits and vegetables can be packed in paper bags, cardboard or wooden boxes, new tins, bottles,

jars, aluminium and other suitable approved containers.

9. Fruits and Vegetable products can also be packed in aseptic and flexible packaging material having good grade quality conforming to the standards laid down by BIS.

Packaging requirements for Canned Meat Products

1. New sanitary top cans made from suitable kind of tin plate shall be used. The cans shall be lacquered internally; they shall be sealed hermetically after filling. The lacquer used shall be sulphur resistant and shall not be soluble in fat or brine.
2. Cans used for filling pork luncheon meat shall be coated internally with edible gelatin, lard or lined with vegetable parchment paper before being filled.



3. Meat products packed in hermetically sealed containers shall be processed to withstand spoilage under commercial conditions of storage and transport.

Packaging requirements for Drinking Water (Both Packaged and Mineral Water)

It shall be packed in clean, hygienic, colourless, transparent and tamperproof bottles/containers made of polyethylene (PE) (conforming to IS: 10146 or polyvinyl chloride (PVC) conforming to IS: 10151 or polyalkylene terephthalate (PET and PBT) conforming to IS: 12252 or polypropylene conforming to IS: 10910 or foodgrade polycarbonate or sterile glass bottles suitable for preventing possible

adulteration or contamination of the water.

LABELLING

General Requirements

1. Every prepackaged food shall carry a label containing information as required here under unless



otherwise provided, namely, –

2. The particulars of declaration required under these Regulations to be specified on the label shall be in English or Hindi in Devnagri script: Provided that nothing herein contained shall prevent the use of any other language in addition to the language required under this regulation.
3. Pre-packaged food shall not be described or presented on any label or in any labelling manner that is false, misleading or deceptive or is likely to create an erroneous impression regarding its character in any respect
4. Label in pre-packaged foods shall be applied in such a manner that they will not become separated from the container;



5. Contents on the label shall be clear, prominent, indelible and readily legible by the consumer under normal conditions of purchase and use
6. Where the container is covered by a wrapper, the wrapper shall carry the necessary information or the label on the container shall be readily legible through the outer wrapper and not obscured by it

Labelling of Pre-packaged Foods

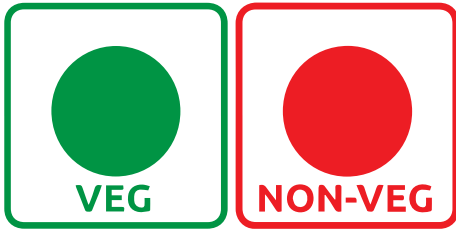
In addition to the General Labelling requirements specified in 2.2.1 above every package of food shall carry the following information on the label, namely, –

1. **The Name of Food:** The name of the food shall include trade name or description of food contained in the package.
2. **List of Ingredients:** Except for single ingredient foods, a list of ingredients shall be declared on the label in the following manner: –
 - a) The list of ingredients shall contain an appropriate title, such as the term "Ingredients";
 - b) The name of Ingredients used in the product shall be listed in descending order of their composition by weight or volume, as the case may be, at the time of its manufacture;
 - c) A specific name shall be used for ingredients in the list of Ingredients;
3. **Nutritional information** – Nutritional Information or nutritional facts per 100 gm or 100ml or per serving of the product shall be given on the label containing the following: –
 - a) energy value in kcal
 - b) the amounts of protein, carbohydrate (specify quantity of sugar) and fat in gram (g) or ml
 - c) the amount of any other nutrient for which a nutrition or health claim is made
 - d) Wherever, numerical information on vitamins and



minerals is declared, it shall be expressed in metric units;

- e) Where the nutrition declaration is made per serving, the amount in gram (g) or milliliter (ml) shall be included for reference beside the serving measure;
4. **Declaration regarding Veg or Non veg** –
 - a) Every package of "Non Vegetarian" food shall bear a declaration to this effect made by a symbol and colour code as stipulated below to indicate that the product is Non-Vegetarian Food. The symbol shall consist of a brown colour filled circle having a diameter not less than the minimum size specified
 - b) Where any article of food contains egg only as Non-Vegetarian ingredient, the manufacturer, or packer or seller may give declaration to this effect in addition to the said symbol.
 - c) Every package of Vegetarian Food shall bear a declaration to this effect by a symbol and



colour code as stipulated below for this purpose to indicate that the product is Vegetarian Food. The symbol shall consist of a green colour filled circle, having a diameter not less than the minimum size

5. Declaration regarding Food Additives-

- a) For food additives falling in the respective classes and appearing in lists of food additives permitted for use in foods generally, the following class titles shall be used together with the specific names or recognized international numerical identifications:

Acidity Regulator, Acids, Anticaking Agent, Antifoaming Agent, Antioxidant, Bulking



Agent, Colour, Colour Retention Agent, Emulsifier, Emulsifying Salt, Firming Agent, Flour Treatment Agent, Flavor Enhancer, Foaming Agent, Gelling Agent, Glazing Agent, Humectant, Preservative, Propellant, Raising Agent, Stabilizer, Sweetener, Thickener:

- b) Addition of colours and/or Flavors—

Extraneous addition of colouring matter to be mentioned on the label – Where an extraneous

colouring matter has been added to any article of food, there shall be displayed one of the following statements in capital letters, just beneath the list of the ingredients on the label attached to any package of food so coloured, namely:

Contains Permitted Natural Colour(S)

Or

Contains Permitted Synthetic Food Colour(S)

Or

Contains Permitted Natural and Synthetic Food Colour(S)

- c) Extraneous addition of flavoring agents to be mentioned on the label.

- d) In case both colour and flavor are used in the product, one of the following combined statements in capital letters shall be displayed, just beneath the list of ingredients on the label attached to any package of food so coloured and flavored, namely :—

Contains Permitted Natural Colour(S) and Added Flavor(S)

Or

Contains Permitted Synthetic Food Colour(S) and Added Flavor(S)

Or

Contains Permitted Natural and Synthetic Food Colour(S) and Added Flavour(S)

6. Name and complete address of the manufacturer

- a) The name and complete address of the manufacturer and the manufacturing unit if these are located at different places and in case the manufacturer is not the packer or bottler, the name and complete address of the packing or bottling unit as the case may be shall be declared on every package of food;

- b) Where an article of food is manufactured or packed or bottled by a person or a company under the written authority of

some other manufacturer or company, under his or its brand name, the label shall carry the name and complete address of the manufacturing or packing or bottling unit as the case may be, and also the name and complete address of the manufacturer or the company, for and on whose behalf it is manufactured or packed or bottled;

c) Where an article of food is imported into India, the package of food shall also carry the name and complete address of the importer in India.

7. Net quantity

a) Net quantity by weight or volume or number, as the case may be, shall be declared on every package of food; and

b) In addition to the declaration of net quantity, a food packed

in a liquid medium shall carry a declaration of the drained weight of the food

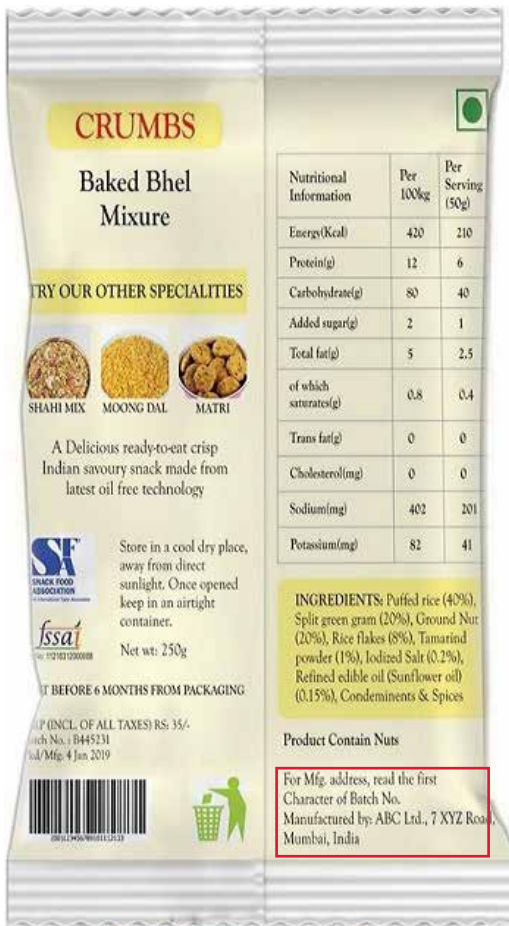
c) Where a package contains a large number of small items of confectionery, each of which is separately wrapped and it is not reasonably practicable to exclude from the net weight of the commodity, the weight of such immediate wrappers of all the items of the confectionery contained in the package, the net weight declared on the package containing such confectionery or on the label thereof may include the weight of such immediate wrapper if the total weight of such immediate wrapper does not exceed –

i. eight per cent, Where such immediate wrapper is a waxed paper or other paper with wax or aluminium foil under strip; or

ii. six per cent. In case of other paper of the total net weight of all the items of confectionery contained in the package minus the weight of immediate wrapper.

8. Lot/Code/Batch identification

A batch number or code number or lot number which is a mark of identification by which the food can be traced in the manufacture and identified in the distribution, shall be given on the label. Provided that in case of packages containing bread and milk including sterilised milk, particulars under this



clause shall not be required to be given on the label.

9. Date of manufacture or packing.—

The date, month and year in which the commodity is manufactured, packed or pre-packed, shall be given on the label:

Provided that the month and the year of manufacture, packing or pre-packing shall be given if the “Best Before Date” of the products is more than three months: Provided further that in case any package

contains commodity which has a short shelf life of less than three months, the date, month and year in which the commodity is manufactured or prepared or pre-packed shall be mentioned on the label.



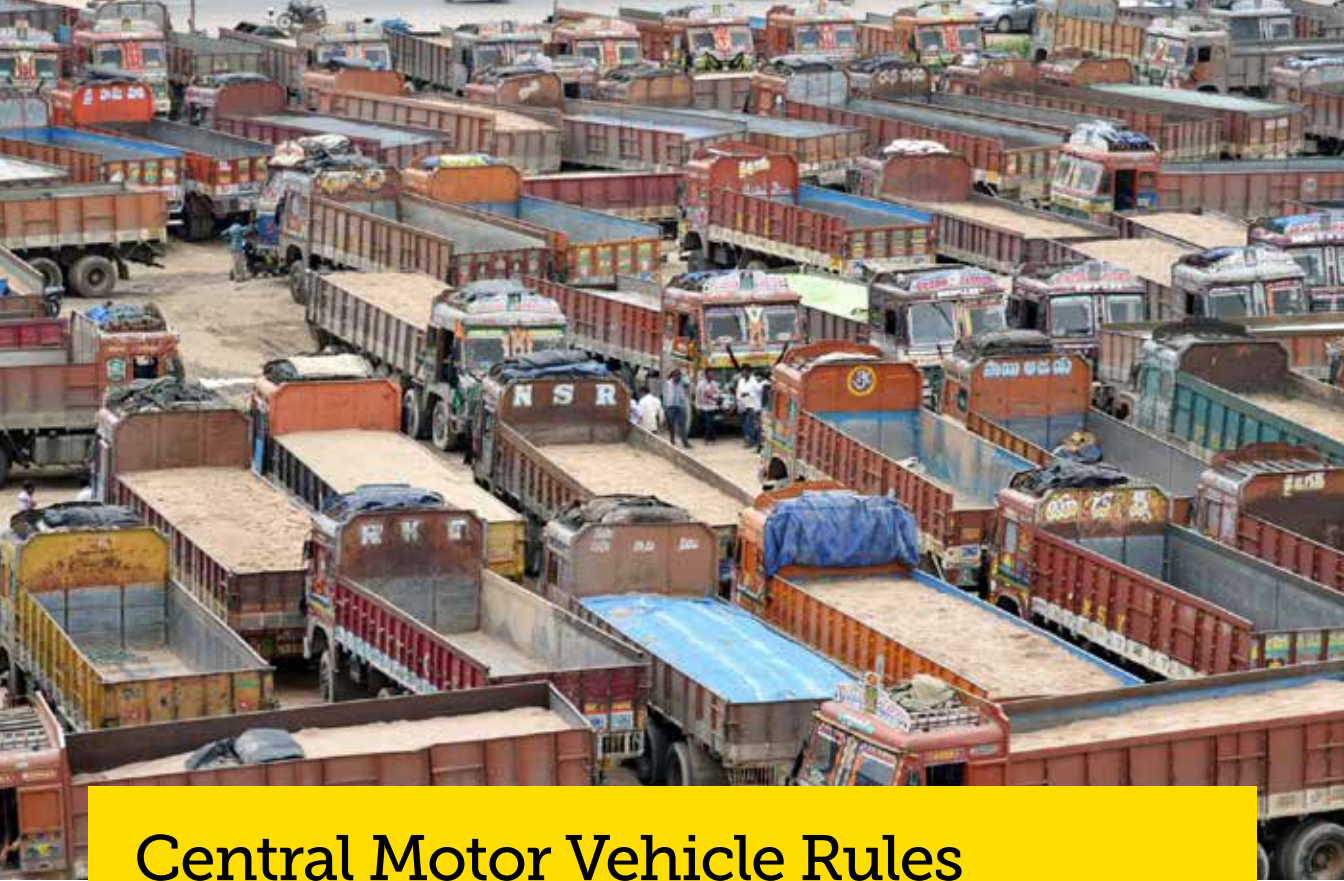
SOME ADDITIONAL INFORMATION



MINISTRY OF HEALTH AND FAMILY WELFARE

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Central Motor Vehicle Rules (CMVR)

MASS EMISSION STANDARDS FOR PETROL DRIVEN VEHICLES

Type approved tests:

Two and three-wheeler vehicles:

Reference Mass, R (Kg)	CO (g/km)	HC(g/km)
(1)	(2)	(3)
R ≤ 150	12	8
150 < R ≤ 350	12 + (R - 150)	
200	8+4(R-150)	
200		
R ≤ 350	30	12

Light ditty vehicles:

Reference Mass, rw (kg)	CO (g/km)	HC(g/km)
(1)	(2)	(3)
rw ³ 1020	14.3	2.0
1020 ³ rw ≤ 1250	16.5	2.1
1250 ³ rw ≤ 1470	18.8	2.1
1470 ³ rw ≤ 1700	20.7	2.3
1700 ³ rw ≤ 1930	22.9	2.5
1930 ³ rw ≤ 2150	24.9	2.7
rw ³ 2150	27.1	2.9

Rules of The Road Regulations, 1989

In exercise of the powers conferred by section 118 of the Motor Vehicles Act, 1988 (59 of 1988) the Central Government hereby make the following regulations for the driving of motor vehicles, namely:-

1. Short title and commencement

These regulations may be called the Rules of the Road Regulations, 1989.

They shall come into force on the first day of July, 1989.

2. Keep left. -The driver of a motor vehicle shall drive the vehicle at close to the left side of the road as may be expedient and shall allow all traffic which is proceeding in the opposite direction to pass on his right hand side.

3. Turning to left and right. –

The driver of a motor vehicle shall:

a) When turning to the left, drive as close as may be to the left hand side of the road from which he is making the turn and of the road which he is entering;

b) When turning to the right draw as near as may be to the center of the road along which he is travelling and arrive as near as may be at the left hand side of the road which the driver is entering.

4. Passing to right. - Except as provided in regulation 5, the driver of a motor vehicle shall pass to the right of all traffic proceeding in the same direction as himself.

5. Passing to the left. - The driver of a motor vehicle may pass to the left of a vehicle the driver of which having indicated an intention to turn to the right has drawn to the centre of the road and may pass on either side, a tram car or other vehicle

running on fixed rail whether travelling in the same direction as himself or otherwise provided that in no case shall he pass a tram car at a time or in a manner likely to cause danger or inconvenience to other users of the road including persons leaving or about to enter tram cars.

6. Overtaking prohibited in certain cases. –

The driver of a motor vehicle shall not pass a vehicle traveling in the same direction as himself

a) If his passing is likely to cause inconvenience or danger to other traffic proceeding in any direction;

b) If he is near a point, a bend or corner or a hill or other obstruction of any kind that renders the road ahead not clearly visible;

c) If he knows that the driver who is following him has begun to overtake him;

d) If the driver ahead of him has not signaled that he may be overtaken

7. Overtaking not to be obstructed.

- The driver of a motor vehicle shall not, when being overtaken or being passed by another vehicle, increase speed or do anything in any way to prevent the other vehicle from passing him.

8. Caution at road junction. -The driver of a motor vehicle shall slow down when approaching at a road intersection, a road junction, pedestrian crossing or a road corner, and shall not enter any such intersection, junction or crossing until he has become aware that he may do so without endangering the safety of persons thereon.

9. Giving way to traffic at road junction. -The driver of a motor vehicle shall, on entering road

Road Traffic Signs in India

Mandatory/Regulatory Signs

 <p>Stop</p>	 <p>Give way</p>	 <p>No entry</p>	 <p>Straight prohibited</p>
 <p>One way</p>	 <p>Vehicles prohibited in both directions</p>	 <p>Horn prohibited</p>	 <p>Pedestrians prohibited</p>
 <p>Cycles prohibited</p>	 <p>Right turn prohibited</p>	 <p>Left turn prohibited</p>	 <p>U-turn prohibited</p>
 <p>Overtaking prohibited</p>	 <p>Trucks prohibited</p>	 <p>Tonga prohibited</p>	

intersection at which traffic is not being regulated, if the road entered is a main road designated as such, give way to the vehicles proceeding along that the road, and in any other case give way to all traffic approaching the intersection on his right hand.

10. Fire service vehicles and ambulance to be given free passage.

-Every driver shall, on the approach of a fire service vehicle or of an ambulance allow it free passage by drawing to the side of the road.

11. Right of way. - The pedestrians have the right of way at uncontrolled pedestrian crossings. When any road is provided with footpath or cycle track especially for other traffic, except with permission of a police officer in uniform, a driver shall not drive on such footpath or track.

12. Taking 'U' turn: -No driver shall take a 'U' turn where 'U' turn is especially prohibited and on busy traffic road. If a 'U' turn is allowed the driver shall show signal by hand as for a right turn, watch in the rear view mirror and turn when safe to do so.

13. Signals to be given by drivers.

-The following signals shall be used by the drivers of all motor vehicles namely, -

- a) When about to slow down, a driver shall extend his right arm with the palm downward and to the right of the vehicle and shall move the arms so extended up and down several times in such a manner that the signal can be seen by the driver of any vehicle which may be behind him;
- b) When about to stop, a driver shall raise his right forearm vertically outside of and to the right of the vehicle, palm to the right;

- c) When about to turn to the right or to drive to the right hand side of the road in order to pass another vehicle or for any other purpose, a driver shall extend his right arm in a horizontal position outside of and to the right of his vehicle with the palm of the hand turned to the front;

- d) When about to turn to the left or to drive to the left hand side of the road a driver shall extend high right arm and rotate it in an anticlockwise direction;

- e) When a driver wishes to indicate to the driver of a vehicle behind him that he desires that driver to overtake him he shall extend his right arm and hand horizontally outside of and to the right of the vehicle and shall bring the arm backward and forward in a semi-circular motion.









14. Direction indicator.- The signal referred to in regulation 12, may be simplified also by mechanical or electrical devices.

15. Parking of the vehicle:

- a) Every driver of a motor vehicle parking on any road shall park in such a way that it does not cause or is not likely to cause danger, obstruction or undue inconvenience to other road users and the manner of parking is indicated by any signboard or marking on the road side, he shall park his vehicle in such manner.
- b) A driver of a motor vehicle shall not park his vehicle, -
 - I. At or near a road crossing, a bend, top of a hill or a humpbacked bridge;
 - II. On a foot-path;
 - III. Near a traffic light or pedestrian crossing;
 - IV. In a main road or one carrying fast traffic;

Road Traffic Signs in India

Mandatory/Regulatory Signs

 <p>All motor vehicles prohibited</p>	 <p>Hand cart prohibited</p>	 <p>Bullock cart prohibited</p>	 <p>Bullock and hand carts prohibited</p>
 <p>No parking</p>	 <p>No parking or stopping</p>	 <p>Speed limit</p>	 <p>Axle load limit</p>
 <p>Width limit</p>	 <p>Weight limit</p>	 <p>Length limit</p>	 <p>Load limit</p>
 <p>Restriction ands</p>			

- V. Opposite another parked vehicle or as obstruction to other vehicle;
- VI. alongside another parked vehicle;
- VII. On roads or at places or roads where there a continuous white line with or without a broken line;
- VIII. Near a bus stop, school or hospital entrance or blocking a traffic sign or entrance to premises or a fire hydrant;
- IX. On the wrong side of the road;
- X. Where parking is prohibited;
- XI. Away from the edge of the footpath.

16. Visibility of lamps and registration marks:

- a) No load or other goods shall be placed on any motor vehicle so as to mask or otherwise interrupt vision of any lamp, registration mark or other mark required to be carried by or exhibited on any motor vehicle by or under the Act, unless a duplicate of the lamp or mark so marked or otherwise obscured is exhibited in the manner required by or under the Act for the exhibition of the marked or obscured lamp or mark.
- b) All registrations and other marks required to be exhibited by or under the Act shall at all times be maintained in a clear and legible condition.

17. One way traffic a driver shall not-

- a) Drive a motor vehicle on roads declared 'One Way' except in the direction specified by signboards;

- b) Drive a vehicle in a reverse direction into a road designed 'One Way'.

18. Driving on channelized roads (lane traffic):

- a) Where any road is marked by lanes for movement of traffic, the driver of a motor vehicle shall drive within the lane and change the lane only after giving proper signal.
- b) Where any road is marked by a yellow-line dividing road, the vehicles proceeding in the same direction trying to overtake each other shall not cross the yellow line.

19. Stop sign on road surface:

When any line painted on or inlaid into the surface of any road at the approach to the road junction or to a pedestrian crossing or otherwise, no driver shall drive a motor vehicle so that any part thereof projects beyond that line at any time when a signal to stop is being given by a police officer or by means of a traffic control light or by the display of any traffic sign.

A line for the purpose of this regulation shall be not less than 50 millimeters in width at any part and may be either in white, black or yellow.













20. Towing:

No vehicle other than a mechanically disabled motor vehicle or incompletely assembled motor vehicle, a registered trailer or a side car, shall be drawn or towed by any motor vehicle, except for purposes of delivery and to the nearest filling station or garage.

No motor vehicle shall be drawn or towed by any other motor vehicle unless there is in the driver's seat of the motor vehicle being drawn or towed a person holding a license authorizing

Road Traffic Signs in India

Compulsory direction control

 <p>Turn left</p>	 <p>Turn right</p>	 <p>Ahead or turn left</p>	 <p>Ahead or turn right</p>
 <p>Ahead</p>	 <p>Keep left</p>	 <p>Sound horn</p>	 <p>Cycle rickshaw track</p>
 <p>Sleep road ahead</p>	 <p>Main road ahead</p>	 <p>Pedestrians only</p>	 <p>Buses only</p>

him to drive the vehicle or unless the steering wheel of the motor vehicle being towed, is firmly and securely supported clear of the road surface by some crane or other device on the vehicle which is drawing or towing it

When a motor vehicle is being towed by another motor vehicle the clear distance between the rear of the front vehicle and the front of the rear vehicle shall at no time exceed five meters. The two ropes, or chains shall be of a type easily distinguishable by other road users and there shall be clearly displayed on the rear of the vehicle being towed in black letters not less than seventy-five millimeters high and on a white background the words 'On Tow'

No motor vehicle when towing another vehicle other than a trailer or side car shall be driven at a speed exceeding twenty-four kilometers per hour

21. Use of horns and silence zones. - A driver of a vehicle shall not, -

Sound the horn needlessly or continuously or more than necessary to ensure safety;

Sound the horn in silence zones;

Make use of a cut-out by which exhaust gases are released other than through the silencer;

Fit or use any multi-toned horn giving a harsh, shrill, loud or alarming noise;

Drive a vehicle creating undue noise when in motion;

Drive a vehicle with a muffler causing alarming sound;

22. Traffic signs and traffic police. -

A driver of a motor vehicle and every other person using the road shall obey, -

Every direction given, whether by signal or

otherwise, by a police officer or any authorized person for the time being in charge of the regulation of traffic;

Any direction applicable to him and indicated on or by notice traffic sign or signal fixed or operated by an authority, competent to do so;

Any direction indicated by automatic signaling device fixed at road intersections.

23. Distance from vehicles in front. -

The driver of a motor vehicle moving behind another vehicle shall keep at a sufficient distance from that other vehicle to avoid collision if the vehicle in front should suddenly slow down or stop.

24. Abrupt brake. -

No driver of a vehicle shall apply brake abruptly unless it is necessary to do so for safety reasons

25. Vehicles going uphill to be given precedence. -

On mountain roads and steep roads, the driver of a motor vehicle travelling downhill shall give precedence to a vehicle going uphill wherever the road is not sufficiently wide to allow the vehicles to pass each other freely without danger, and stop the vehicle to the side of the road in order to allow any vehicle proceeding uphill to pass.

26. Obstruction of driver. -

















A driver of a motor vehicle shall not allow any person to stand or sit or anything to be placed in such a manner or position as hamper his control of the vehicle.

27. Speed to be restricted. -

The driver of a motor vehicle shall, when passing or meeting

Road Traffic Signs in India

Cautionary signs

 <p>Right hand curve</p>	 <p>Left hand curve</p>	 <p>Right hand pin bend</p>	 <p>Left hand pin bend</p>
 <p>Right reverse bend</p>	 <p>Narrow bridge</p>	 <p>Gap in median</p>	 <p>Cycle crossing</p>
 <p>Pedestrian crossing</p>	 <p>School</p>	 <p>Men at work</p>	 <p>Roundabout</p>
 <p>Narrow road</p>	 <p>Road widens</p>	 <p>Side road left</p>	 <p>Side road right</p>

a procession or a body of troops or police on the march or when passing workmen engaged on road repair, drive at a speed not exceeding more than 25 kilometers an hour

28. Driving of tractors and goods vehicles. –

A driver when driving a tractor not carry or allow any person to be carried on tractor. A driver of goods carriage shall not carry in the driver's cabin more number of persons than that is mentioned in the registration certificate and shall not carry passengers for hire or reward.

29. Projection of loads. –

No person shall drive in any public place any motor vehicle which is loaded in a manner likely to cause danger to any person in such manner that the road or any part thereof or anything extends laterally beyond the side of the body or to the front or to rear or in height beyond the permissible limit

30. Restriction on carriage of dangerous substances. –

Except for the fuel and lubricants necessary for the use of the vehicle, no explosive, highly inflammable or otherwise dangerous substance, shall be carried on any public service vehicle.

31. Restriction on driving backwards. –

No driver of motor vehicle shall cause the vehicle to be driven backwards without first satisfying himself that he will not thereby cause danger or undue inconvenience to any person or in any circumstances, for any greater distance or period of time than may be reasonably necessary in order to turn the vehicle round.

32. Production of documents A person driving a vehicle-















Shall always carry with him his driving license, certificate of registration, certificate of taxation and certificate of insurance of the vehicle and in case of transport vehicle the permit and fitness certificate ,also;

Shall on demand by police officer in uniform or an officer of the Motor Vehicles Department in uniform or any other officer authorized by the government, produce the documents for inspection

Every driver must be conversant with the provisions of section, 112,113,121,122, 125, 132, 134, 185, 186, 194, and 207 of the Motor Vehicles Act, 1988.

Road Traffic Signs in India

Mandatory/Regulatory Signs

 <p>Major road</p>	 <p>Major road</p>	 <p>Staggered intersection</p>	 <p>Staggered intersection</p>
 <p>Y-intersection</p>	 <p>Y-intersection</p>	 <p>Y-intersection</p>	 <p>T-intersection</p>
 <p>Start of dual carriageway</p>	 <p>End of dual carriageway</p>	 <p>Reduced carriageway</p>	 <p>Reduced carriageway</p>
 <p>Two way</p>	 <p>Cross road</p>		

MAXIMUM SPEED LIMITS IN A PUBLIC PLACE

In exercise of the powers conferred by sub-section (1) of section 112 of the Motor Vehicles Act, 1988 (59 of 1988), the Central Government hereby fixes the speed specified in column (2) of the Table below as the maximum speed in respect of the class of motor vehicles specified in the corresponding entry in column (1) thereof;

Class of vehicle	Maximum speed per hour in kilometers
(1) If all the wheels of the vehicle are fitted with pneumatic tyres and the vehicle is not drawing a trailer:-	
(a) If the vehicle is a light motor vehicle, other than transport vehicle,	No limit
(b) If the vehicle is a light motor vehicle, and a transport vehicle;	65
(c) If the vehicle is a motor cycle:	50
(d) If the vehicle is a medium or heavy passenger motor vehicle;	65
(e) If the vehicle is a medium or heavy goods vehicle.	65
(2) If the vehicle is an articulated vehicle, all the wheels of which are fitted with pneumatic tyres, which is a heavy goods vehicles or heavy passenger motor vehicle.	
(b) If the vehicle is a light motor vehicle and the trailer has more than two wheels or a gross vehicle weight exceeding 800 kilograms;	50
(c) If the vehicle is a medium goods vehicle or medium passenger motor vehicle;	40
(d) If the vehicle is a heavy goods vehicle or heavy passenger motor vehicle;	40
(e) If the vehicle is a heavy goods vehicle or heavy passenger motor vehicle used by the fire brigade.	50
(4) Any other case not covered by entries (1), (2) or (3)	30

SOME ADDITIONAL INFORMATION



MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

Ministry of Road Transport & Highways, Transport Bhawan, 1,
Parliament Street, New Delhi-110001



Multimodal Transportation of Goods (MMTG) Act

MMTG Act, 1993, provides for the regulation of the multimodal transportation of goods for import, export or domestic trade in India on the basis of a multimodal transport contract and for matters connected therewith or incidental thereto. MMTG Act contains provisions for registration, operation and liability of Multimodal Transport Operator (MTO). Periodical registration of MTO is undertaken by Directorate General of Shipping.

Multimodal Transport Operator means any person or entity who:-

- (a) on his own behalf or through another person acting on his behalf concludes a multimodal transport contract and who assumes responsibility for the performance of the contract
- (b) acts as principal, and not as an agent either of the consignor, or consignee participating in multimodal transportation, and who assumes responsibility for the performance of the said contract and
- (c) is a member of a self-regulatory organization under section 6(d) may include Shipping Lines, Freight Forwarders,

Non-Vessel operating Common carrier (NVOCC), Logistics Service Providers including 2PL/3PL/4PL/5PL (2nd, 3rd, 4th and 5th Party Logistics Service Provider) or anyone who assumes responsibility for delivery of goods to the final consignee by using more than one mode of transportation, which the MTO may or may not be operating directly.

Registration for Multimodal Transport Operator: -

- a) Any person intending to carry the business of Multimodal Transportation of goods shall apply to a registered Self-Regulatory Organisation (SRO) for grant of its membership

- b) An application shall be made in a form detailed in the MMTG Rules and shall be accompanied by such fees as may be prescribed by the competent authority. The entire process for applying to SRO for registration shall be online and no physical documents shall be submitted to the SRO; fees shall also be collected online/digitally
- c) On receipt of the application, the Self-Regulatory organization shall satisfy that the application fulfils the following conditions, namely: -
- (a) that the applicant is a company, firm or proprietary concern and has established a place of business in India.
 - (b) that the applicant is engaged in the business of providing multimodal transportation as defined in the Act.
 - (c) that the applicant shall have a minimum annual turnover or subscribed share capital or the aggregate balance in the capital account of partners, or the capital of the proprietor, as the case may be, of an amount as prescribed by the competent authority from time to time. The annual turnover, subscribed share capital etc. shall have to be certified by a Chartered accountant within the meaning of the Chartered Accountants Act, 1949 (38 of 1949).
 - (d) Provided that in respect of any applicant who is not a resident of India, the capital may be certified by any authority competent to certify the accounts of a company in that country;
 - (e) that the applicant is not already registered with any other SRO. Facility to verify this shall be created on the integrated Logistics portal that will also act as the data bank for MTOS registered by all the SROS. All SROS shall have to compulsorily establish online integration of their databases with the integrated Logistics portal of the Government.
- (f) The process of registration along with need for supporting documents or identification numbers etc. shall be detailed in the MMTG Rules.
- d) Provided further that the agents of foreign shipping lines, Foreign Vessel Owning Common Carrier, Non-Vessel Owning Common Carrier, and foreign freight forwarders, as the case may be, operating or intending to commence operation in India may apply for registration on behalf of such shipping lines, foreign vessel owning common carrier, non-vessel owning common carrier, and foreign freight forwarders subject to the fulfilment of the requirement of the Act.
- e) The Self Regulatory Organisation after satisfying that the particulars submitted by the applicant are in order shall issue a certificate of registration to the applicant, within a period specified in the MMTG Rules, permitting the applicant to commence or carry on the business of Multimodal Transportation.

The Multimodal Transport Operator (MTO) shall undertake to perform or to procure the performance of all acts necessary to ensure delivery of the goods:

1. When the Multimodal Transport Document (MTD) has been issued in a negotiable form "to bearer/", to the person surrendering one original of the document, or
2. When the MTD has been issued in a negotiable form "to order/", to the person surrendering one original of the document duly endorsed, or
3. When the MTD has been issued in a negotiable form to a named

person, to that person upon proof of his identity and surrender of one original document if such document has been transferred 'to order'/or in blank the provisions or b. above apply, or

4. When the MTD has been issued in a non-negotiable form, to the person named as consignee in the document upon proof of his identity, or
5. When no document has been issued, to a person as instructed by the consignor or by a person who has acquired the consignor/s or the consignee's rights under the Multimodal Transport Contract to give such instructions

CONTENT OF MULTIMODAL TRANSPORT DOCUMENT

The multimodal transport document shall contain the following particulars:

1. The general nature of the goods, the leading marks necessary for identification of the goods, the character of the goods (including dangerous goods or hazardous goods), the number of packages and units and the gross weight and the quantity of goods
 - Apparent conditions of goods
 - The name and principal place of business of multimodal transport operator
 - The name of consignor
 - The name of consignee
 - The place and date of taking charge of good
 - The place of delivery of goods
 - The date or the period of delivery
 - The place and date of issue
 - Whether it is negotiable or not
 - The signature of multimodal transporter
 - Details of insurance
 - Terms of shipment
 - The indent of journey of route
 - Freight and other charges

NO PERSON TO CARRY ON BUSINESS OF MULTIMODAL TRANSPORTATION WITHOUT REGISTRATION

1. No person shall carry on or commence the business of multimodal transportation unless such person is:
 - A member of any registered self-regulatory organization
 - Registered as a multimodal transport operator and granted a certified of registration in accordance with the provision of this Act
2. Any person who is engaged in the business of multimodal transportation immediately before the commencement of this Act may:
 - Apply to become a member of any registered self regulatory organization and for registration as a multimodal transport operator within ninety days from the date of such commencement
 - Continue the business of multimodal transportation without such membership for a period of 150 days from the date of commencement and not beyond such period

RESPONSIBILITIES AND LIABILITIES OF THE MULTIMODAL TRANSPORT OPERATOR

Basis of liability of Multimodal Transport Operator

1. The Multimodal Transport Operator shall be liable for loss resulting from-
 - any loss of, or damage to the consignment;
 - delay in delivery of the consignment and any consequential loss or damage arising from such delay,
 - where such loss, damage or delay in delivery took place while the consignment was in his charge;

2. Provided that the Multimodal Transport Operator shall not be liable if he proves that no fault or neglect on his part or that of his servants or agents had caused or contributed to such loss, damage or delay in delivery.
3. Provided further that the Multimodal Transport Operator shall not be liable for loss or damage arising out of delay in delivery including any consequential loss or damage arising from such delay unless the consignor had made a declaration of interest in timely delivery which has been accepted by the Multimodal Transport Operator.

Liability of the Multimodal Transport Operator in case of delay in delivery of goods under certain circumstances

Where delay in delivery of the consignment occurs under any of the circumstances mentioned in the Explanation to sub-section (iii) of section 19, or any consequential loss or damage arises from such delay, then the liability of the Multimodal Transport Operator shall be limited to the freight payable for the consignment so delayed.

Assessment of Compensation

1. Assessment of compensation for loss of or damage to, the consignment shall be made with reference to the value of such consignment at the place where, and the time at which, such consignment is delivered to the consignee or at the place and time when, in accordance with the multimodal transport contract, it should have been delivered.

2. The value of the consignment shall be determined according to the current commodity exchange price, or, if there is no such price, according to the current market price, or, if the current market price is not ascertainable, with reference to the normal value of a consignment of the same kind and quantity.

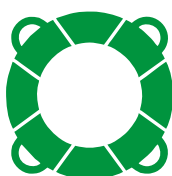
Notice of Loss of or Damage to Goods

1. The delivery of the consignment to the consignee by the Multimodal Transport Operator shall be treated as prime facie evidence of delivery of the goods as described in the multimodal transport document unless notice of the general nature of loss of, or damage to, the goods is given, in writing, by the consignee to the Multimodal Transport Operator at the time of handing over of the goods to the consignee.
2. Where the loss or damage is not apparent, the provisions of sub-section shall apply unless notice in writing is given by the consignee of the loss of, (i) or damage to, the goods within a time frame specified in the MMTG Rules, from the day when the goods were handed over to the consignee.

Period of responsibility:-

The responsibility of the multimodal transport operator for the goods under this Act shall cover the period from the time he has taken the goods in his charge to the time of their delivery.

SOME ADDITIONAL INFORMATION



MINISTRY OF SHIPPING

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FASTag



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FASTag is linked to a prepaid account from which the applicable toll amount is deducted. The tag employs Radio-frequency Identification (RFID) technology and is affixed on the vehicle's windscreen after the tag account is active. FASTag is presently operational at 420+ toll plazas across national and state highways.

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7. Tag auto reloaded options available with wallet facility
8. Online portal access to view and manage Toll finances
9. Saving on fuel cost and efficiency in vehicle productivity



10. Dedicated 24x7 Customer Care Helpdesk for query resolution
11. Vehicle Tracking Management through SMS alerts
12. Dedicated lane at toll plazas for Tags user

DOCUMENTS REQUIRED FOR THE INSURANCE OF FASTag FOR CORPORATES

1. Certificate of Incorporation / Partnership Deed / Registration Certificate of the Firm
2. Address Proof of the Organization
3. PAN Card of the Corporate
4. Photo ID of the signing authority
5. List of Directors with the addresses / Name and address of the Partners
6. Cheque – Favouring to the Bank



TYPE OF FASTag FOR VARIOUS VEHICLES

1. Car, Jeep, Van, Tata Ace and Similar Mini, Light Commercial Vehicles – **Violet / Dark Blue Tags** (Class Type 4)



2. Light Commercial Vehicle 2 Axle – **Orange Tags** (Class Type 5)



3. Light Commercial Vehicle 3 Axle, Truck and Bus 3 Axle – **Yellow Tags** (Class Type 6)



4. Truck 2 Axle, Bus 2 Axle and Mini Bus – **Green Tags** (Class Type 7)



5. Truck 4 Axle, Truck 5 Axle, Truck 6 Axle, Tractor and Tractor with Trailer – **Pink Tags** (Class Type 12)



6. Truck Multi Axle 7 and above – **Blue Tags** (Class Type 15)



7. Earth Moving Machinery, Heavy Construction Machinery – **Black Tags** (Class Type 16)



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