



ISO 9001-2015 & ISPS COMPLIANT PORT

MORMUGAO PORT TRUST, GOA
Serving the Nation since 1885
(Ministry of Shipping, Government of India)



SAGARMALA
PORT & COSSCEPT

TRAFFIC DEPARTMENT

Ref: TM/624/2017/

Date: 29.08.2017

TRADE NOTICE NO. 21

Sub: Standard Operating Procedure (SOP) for safe handling of granite blocks in railway wagon(s) at the Port of Mormugao-reg.

The Safety Officer, Mormugao Port Trust had formulated a Standard Operating Procedure (SOP) for safe handling of granite blocks in railway wagons at Mormugao Port. This SOP shall also apply other heavy lift items handled in railway wagons such as steel coils, slabs, etc.

The Standard Operating Procedure is enclosed for strict compliance please and takes immediate effect.


(Vipin R. Menon)
TRAFFIC MANAGER

To

President, Mormugao Ship Agents Association
President, Mormugao Stevedore's Association

} With a request to inform your members for strict compliance.

- cc: 1. Chairman's office/ Dy. Chairman's office
2. Asst. Director - Dock Safety.
3. All ATM's, Safety Officer/CME, MPT, Manager (operation)
4. MPT Website
5. Hindi Section

Standard Operating Procedure (SOP) for safe handling of granite blocks in railway wagon(s) at the Port of Mormugao.

1. Crane should be started in accordance with manufacturers guidelines and workplace procedures
2. The Crane operator should be competent and aware of all the hazards and risk associated with the operation.
3. Crane movement areas are to be assessed to ensure they are clear of personnel and other obstructions and hazards.
4. The weather conditions should be ideal to avoid unwanted swings of the lifted load.
5. The Crane should be positioned firmly on solid level ground which will have the required load bearing capacity.
6. The slings used for lifting operation should be safe and thoroughly checked by a competent person for any defects and wear & tear.
7. The slings used should have marking of safe working load and the protruding ends of strands on the slings shall be covered or treated so as to leave no sharp points.
8. Sling should not be pulled when the load is positioned on the sling.
9. The slings should be positioned correctly above the lifting point of the load keeping hoisting wires vertical for proper balancing of the blocks during lifting.
10. The wagon should be in stationary position during the lifting operation.
11. The Crane operator should follow the instructions of Signaler(s) only, but should immediately stop if the emergency stop signal is given by anyone at the site.
12. Signal should be given for lifting, only after clearing off the Cargo handling workers, from the area/ inside the wagon.
13. Crane is to be operated using smooth and controlled movements.
14. The total load lifted should be within the maximum permissible load of the Crane, slings or other component.
15. The Crane should not be left unattended when the load is suspended.
16. All the workers should follow the instructions given by the Supervisor/Foreman at work spot.
17. No person should climb or ride the hook or lifted load.
18. No person should stand below the suspended load.
19. Workers must not place themselves in a hazardous position between a swinging load and a fixed object or remain inside the railway wagon when the load is being hoisted.
20. All the workers should make use of the Personal Protective Equipment (safety shoes, safety helmet, gloves etc.) within the dock area.
21. The workers should use radium/reflective safety jackets all the time within Port premises.
22. In case of an emergency or accident, the operations should be immediately stopped by placing the load and the Crane in safe position and the incident is to be reported in accordance with workplace procedures and regulatory requirements.
23. The operation should not be carried out in haste and shortcuts should be avoided.