

## UNOFFICIAL TRANSLATION

### PORTS REGULATIONS

#### Chapter Thirteen: Loading and Unloading of Explosives

##### 123. Definitions (Amendment: 1984)

(a) In this chapter -

“Restricted zone” - An area within the declared boundaries of the Port which is enclosed by the Port’s fence and over which the Port Director exercises control.

“Prevention zone” - An area inside the Port encompassed by a circle having a radius of 50m from the spot where each of the following is being carried out, or preparations are being made to do so:

- (1) Loading or unloading of explosives.
- (2) Anchoring, tying, shunting, disconnecting or sailing of an explosives ship.

“Danger Zone A” - An area in which, in case of the detonation of the explosives intended for loading or unloading, collapse of or serious damage to property and fatal injury to people, that cannot be prevented by protection or shelter are expected.

“Danger Zone B” - An area in which, in case of the detonation of the explosives intended for loading or unloading, damage to property and injury to people from fragments, impact, flying objects and the like, that can be prevented or reduced by protection or shelter are expected.

“Explosives ship” - A sea craft which, on entering the Port or while stationed in the Port, is carrying any quantity of explosives, except for the quantity of explosives which such an explosives ship generally carries for its own use.

“Owner” - The master, owner or charterer of an explosives ship, or the owner of a cargo of explosives, or the agent or representative or proxy of any of the above mentioned people.

“Explosives” - As defined in the Explosives Law 1954, including explosives and ammunition listed under Class 1 of the Code.

“IMO” - The International Maritime Organization, of which Israel is a member.

“The Code” - IMO’s International Marine Code for Dangerous Goods.

- (b) Any directive, authorization or permit of the Port Director shall be issued in writing under his hand.
- (c) The provisions of this chapter are in addition to that stated in any other Regulation.

**124. Notification regarding a cargo** (Amendment: 1984)

- (a) Forty eight hours at least before the arrival of a ship at the Port, or before explosives are brought into the Port area in another manner, the Owner shall notify the Port Director in this regard, in accordance with Form 1 in Annex Two.
- (b) In the notification as per paragraph (a), the Owner shall classify the explosives cargo intended for loading or unloading according to the classes specified in the Code or in the Dangerous Goods Classification Catalog of the Ports Authority (hereinafter: “the Catalog”), by quantities, and shall indicate the respective radii of danger zones A and B, all in accordance with the tables of quantities and radii of danger zones appearing in Tables A-E of Annex Two, as the case may be.
- (c) The Port Director may request from the Owner additional details to those mentioned as per paragraph (a) in this chapter, as a precondition to bringing explosives into the Port or removing them therefrom.

**125. Classification in the absence of notification**

(Amendment: 1984)

Where notification was not given in accordance with Regulation 124(a), or was not given on time, or was given and its contents did not satisfy the Port Director, the Port Director shall classify the explosives under Class 1.1 of the Code.

**126. Anchoring and tying of an explosives ship**

(Amendment: 1984)

- (a) An explosives ship shall not enter, anchor or be tied at the Port, save with a permit from the Port Director and at the place designated therein.
- (b) An explosives ship shall be tied to the quay with its prow facing toward the Port's entrance, and solely by means of non-metal ropes, save if the Port Director authorizes otherwise.

**127. Towing means in times of danger** (Amendment: 1984)

- (a) The Owner shall place axes in the prow of an explosives ship stationed in the Port, and also near the tying ropes in its stern, enabling the ship to be disconnected from the quay in a time of danger.
- (b) The Owner shall tie a metal cable to the prow and stern of an explosives ship stationed in the Port; the end of the cable, in the form of a loop, shall hang near the surface of the water, so as to enable the ship to be towed at any time.

**128. Loading and unloading of explosives** (Amendment: 1984)

- (a) Explosives may not be loaded onto or unloaded from an explosives ship, save at the place and in the manner designated by the Port Director.
- (b) Explosives may not be loaded into or unloaded from the hold of an explosives ship, until after the electricity current to such hold has been disconnected.
- (c) A person may not use explosives handling equipment for loading and unloading explosives, save if a competent person has verified and confirmed in writing, to the satisfaction of the Port Director, that it is suitable for such purpose. In this paragraph, "competent person" - as defined in section 1 of the Work Safety Ordinance (New Version) 1970.

- (d) An explosives cargo shall not be detained within the Port area save as required for the execution of the routine loading or unloading activities, and where any interruption or hitch has occurred in the handling process, all the activities liable to result in the accumulation of explosives on the quay shall be discontinued.

**129. Permitted quantities for transport and authorization of exceptions**

(Amendment: 1984)

- (a) Danger zones A and B shall be determined in respect of explosives cargoes intended for loading or unloading from explosives ships, by calculating the radius of the respective danger zones, based on the classification of the explosives according to the provisions of Annex Two.
- (b) The maximum permitted quantity of explosives on an explosives ship stationed within the Port area shall be limited in such manner that the area of danger zone A determined therefor, as per paragraph (a), does not deviate from the area of the restricted zone.
- (c) Notwithstanding that stated in paragraph (b), the Port Director may, in a specific case, permit loading or unloading of explosives in a larger quantity, where the area of the corresponding danger zone A deviates from the area of the restricted zone, provided the following conditions are fulfilled:
  - (1) The Owner submitted to the Director an application in accordance with Form 2 in Annex Two.
  - (2) A written confirmation was given by the Minister of Defense or anyone empowered by him for this purpose, in accordance with Form 2 of Annex Two, that the handling of explosives as aforesaid is essential for reasons of state security or state interest, and that all the necessary steps in the circumstances were taken for handling, by the IDF, the Israeli Police and other authorities, of any possible damage outside the restricted zone in case of a disaster within danger zone A.

**130. Duty of care** (Amendment: 1984)

- (a) A person may not carry out himself, or permit another person to carry out any work within danger zone A inside the Port area, at any time when explosives are being loaded or unloaded within the prevention zone, save if he is directly connected with the handling thereof, or if he is a member of the explosive ship's crew, or if he received a permit in this regard from the Port Director.
- (b) A person engaged in the loading or unloading of explosives or coming in contact with an explosives cargo in the prevention zone or elsewhere within the Port Area, shall take full precautions to prevent any fire or explosion.

**131. Flag and light** (Amendment: 1984)

The master of an explosives ship stationed within the Port area is obligated, during the daytime, to fly a flag in accordance with the provisions of Form 3 in Annex Two, and during the nighttime - to hang and switch on a red light at the top of the mast, and where the vessel has no mast, from one of its spars, at a height of no less than 6m above the deck, the foregoing in such manner that the light will be seen from all angles up to a distance of no less than 3.5km.

**132. Prohibition on sea craft approaching an explosives ship**

(Amendment: 1984)

- (a) A person may not sail toward an explosives ship any sea craft that is not taking part in the loading or unloading of explosives, or is not directly involved in the tying, shunting or disconnecting of the ship.
- (b) No towboats, barges, water boat, fuel boat or other sea craft shall approach or be drawn up against the sides of an explosives ship, at any time when explosives are being loaded or unloaded, save with the authorization of the Port Director.

**133. Prevention of Fires and Explosions** (Amendment: 1984)

- (a) The Owner of an explosives ship stationed within the Port area shall take all necessary precautions to prevent any fire or explosion on the ship.

- (b) The fire fighting appliances and fire-extinguishing pumps of an explosives ship shall be in good working condition, with at least one hose being unrolled and ready for immediate use near each hold in which explosives are being loaded or unloaded. The fire-extinguishing pumps shall be activated whenever loading or unloading activity is taking place as aforesaid, and water shall flow in the hoses which were unrolled. Hoses connected to the fire hydrant shall be unrolled on the quay, and the fire hydrant shall be open, with the nozzle in closed position.
  - (c) The fire fighting equipment in the prevention zone shall be in good working condition and ready for operation during the loading or unloading of explosives.
  - (d) The Port Director shall appoint a fire duty officer for the period when an explosives ship is stationed by the quay (hereinafter - "the officer"), and shall give notice in this regard to all the persons engaging in loading and unloading in the prevention zone.
  - (e) The officer shall see to the good working condition of the fire fighting equipment and to the establishment of fire fighting procedures and their implementation in time of need, and shall be present in the loading and unloading area up to their completion.
  - (f) Where the officer is of the opinion that the conditions for preventing or extinguishing fires are not being fulfilled, he may direct that the loading and unloading activities be discontinued.
- 134. (a)** The Port Director shall mark the prevention zone and its boundaries with suitable signs. Before loading or unloading of explosives is begun, warning signs shall be posted alongside the gangway of the explosives ship and in the prevention zone, worded as follows: "Smoking, use of an open fire and possession of matches or lighters is prohibited. Access to visitors is allowed only with the prior authorization of the Port Director".

**135. Prohibition on lighting a fire, smoking and bringing in ignition devices** (Amendment: 1984)

- (a) A person may not light an open fire in the prevention zone or on an explosives ship stationed in the Port, save if he received a permit in this regard from the Port Director.
- (b) In this Regulation, “open fire” means - incandescent materials, electric welding arcs, soldering torches, cutting blowpipes, heating blowpipes, primus stoves, portable electric appliances or hand implements liable to give off sparks, open flame and fire, with the exception of fire in the ship’s boilers and kitchen.
- (c) A person may not smoke in the prevention zone except in a place where smoking has been permitted by the Port Director, and on an explosives ship - in a place where smoking has been permitted by the ship’s master.
- (d) A person may not bring into a prevention zone or onto an explosives ship matches, automatic lighters or any other ignition devices, save if he received a permit in this regard from the Port Director or from the ship’s master, as the case may be.
- (e) The Port Director or anyone empowered by him for this purpose may check the body and tools of any person about to enter the prevention zone or board an explosives ship, or found therein or thereon, to ensure compliance with the provisions of paragraph (d).

**136. Prohibition on the use of certain electric cables**  
(Amendment: 1984)

A person may not use mobile electric cables for lighting purposes in an explosives ship and in the prevention zone, unless they are of an armored type approved by the Port Director and connected to the base of the lamp by a continuous electric connection, and the Port Director has approved their use.

**137. Prohibition on activities giving off sparks**

(Amendment: 1984)

A person may not engage in the piercing or scraping of steel parts or in any other work liable to create or give off sparks, on an explosives ship stationed in the Port. However, should it be necessary to carry out urgent repairs that are liable to create or give off sparks on an explosives ship, such repairs may be carried out if the Port Director's prior authorization was received, in accordance with the conditions prescribed by him.

**138. Maintaining the ship and its crew on alert**

(Amendment: 1984)

During an explosive ship's stay in the Port, the ship and its crew shall be in a state of alert enabling the immediate removal of the ship from the Port at any time.

**139. Prohibition on dismantling the ship's engines**

(Amendment: 1984)

The Owner of an explosives ship stationed in the Port shall not dismantle its engines and shall maintain its motivating force in a condition ready for immediate activation, save with the prior authorization of the Port Director and in accordance with the conditions prescribed by him.

**140. Additional Safety Measures** (Amendment: 1984)

In special circumstances, the Port Director may direct that safety measures be taken or restrictions imposed in addition to those specified in this chapter.

**141. Removal of explosives** (Amendment: 1984)

- (a) Explosives shall be transported, within the Port area, by direct delivery and along the route designated by the Port Director.
- (b) Imported explosives shall be removed from the Port area immediately on being transported.

- (c) Explosives shall be brought into or removed from the Port Area covered with fireproof covers, except in the case of containers.
- (d) Subject to the provisions of Regulation 128, the unloading of explosives from an explosives ship shall not begin until after the Owner has brought suitable transport vehicles to the quay, near the ship, in the number and at the time approved by the Port Director.

**142. Packing and Marking** (Amendment: 1984)

- (a) Before bringing the explosives to the Port, the Owner shall verify that the packaging of the explosives is capable of withstanding the risks concerned with their handling and transport at sea, and that the marking on the outside of the packages is conspicuous and clearly visible to the eye.
- (b) The provisions and requirements of the Code concerning the marking, quality and nature of the packaging of dangerous cargoes, shall serve as a standard in this regard, save if the Minister of Defense or anyone empowered by him for this purpose has authorized otherwise in writing.

**143. Good condition of containers and vehicles** (Amendment: 1984)

The owner of explosives intended for import or export in a container, or a person dispatching vehicles loaded with explosives to the Port for loading together with their explosives on an explosives ship, or for unloading as aforesaid therefrom, shall verify that the container and the vehicles possess all the attributes for fulfillment of the handling conditions, and that the container conforms to the requirements of any international convention concerning transport and handling of which Israel is a member or to the requirements of any competent authority in this regard.

**144. Supervision of loading and unloading** (Amendment: 1984)

- (a) The master of an explosives ship supervising the loading or the unloading shall make sure that he is in possession of all the details relevant to the explosives intended for handling, including their quantity, packaging, names, classification, properties and inherent risks and the manner and methods of handling them in times of danger or emergency.

- (b) An authorized representative of the Owner who is familiar with all the details of the explosives intended for handling and with any other relevant information, as provided in paragraph a), shall be present at any time in the restricted zone when explosives are being loaded or unloaded.

**145. Conditions and times of loading, unloading and sailing (Amendment: 1984)**

- (a) No work shall be carried out with explosives in the Port, including loading onto or unloading from an explosives ship, during lightning storms.
- (b) Explosives shall not be loaded onto an explosives ship or unloaded therefrom during the hours between sunset and sunrise, save if the following conditions are fulfilled:
  - (1) Special lighting means were installed in the holds, on the deck and on the quay, in a manner which, in the opinion of the Port Director, will prevent the creation of fire sparks and electrification.
  - (2) All steps were taken for the immediate supply of an alternative electric current, in case of a malfunction in the electricity system.
- (c) The loading of explosives on an explosives ship shall be carried out continuously, solely after the loading of all the other cargoes, including the ship's provisions, has been completed.
- (d) The unloading of explosives from an explosives ship shall be carried out continuously, subject to the provisions of this chapter, immediately after it has tied up at the quay and before any other cargo is unloaded from it.
- (e) An explosives ship shall set sail for the waters outside the boundaries of the Port as soon as possible after the loading has been completed, and no later than the time specified in this regard in the instructions of the Port Director to the ship's master.

**146. Covering of explosives** (Amendment: 1984)

- (a) The master of an explosives ship shall verify that the explosives on board are covered at all times, except during loading or unloading.
- (b) Where the explosives are stored in the hold, the hatch shall be covered with a lid or with coverings, and where stored elsewhere, except in a covered storeroom on the ship - the explosives shall be covered with coverings.
- (c) The provisions of this Regulation shall not apply to a container in which explosives have been packed.

**147. Prohibition on the use of motor vehicles and motorized equipment**

(Amendment: 1984, 1985)

- (a) A person shall not bring himself, or allow another person to bring into a prevention zone gasoline-powered motor vehicles, including an operations vehicle, with the exception of a fire fighting vehicle and rescue vehicle.
- (b) A person shall not use personally, and shall not allow another person to use forklifts, tractors or cranes in the prevention zone, during the loading of explosives onto an explosives ship or the unloading of explosives therefrom, save if powered by a diesel engine whose exhaust pipe faces upward and has a spark collector installed on it, or by battery-supplied electricity. This provision shall not apply to the use of shore cranes, gantry cranes and portal cranes of the Port and to the use of explosives ship cranes.
- (c) No forklift shall be brought into the hold of an explosives ship unless it is powered by battery-supplied electricity and it is of “Ex” or “EE” type.
- (d) Forklifts used to handle explosives on the quay shall be of type “DS” (diesel) or “EE” (electricity).

**148. Prohibition on Entry** (Amendment: 1984)

No one may enter a prevention zone or a danger zone A within the Port area, or be present therein, during the loading of explosives onto an explosives ship or the unloading of explosives therefrom, except for the crew of the ship, the fire fighting and rescue crew, the driver of the transport vehicle engaged in handling the

explosives and any person engaged in loading, unloading or supervision, save with the authorization of the Port Director and in accordance with the terms of the permit.

**149. Notification regarding a mishap** (Amendment: 1984)

The master of an explosives ship shall notify the Port Director forthwith of any mishap connected with the explosives on board the ship, that is liable to endanger the Port or any person or any property within the Port area or in the Port's surroundings.

**149a Powers of the Director of the Ports Authority**

(Amendment: 1971, 1978)

The Director of the Ports Authority may add to the provisions established in this chapter, or deviate therefrom, for special reasons deemed fit by him and upon the conditions which he will prescribe. However, as regards the loading or unloading of explosives of or on behalf of the State of Israel, the Director of the Ports Authority shall not exercise his power under this Regulation save with the authorization of the Director General of the Defense Ministry.

**ANNEX TWO (AMENDMENT: 1984)**  
**(REGULATIONS 124, 129, 131)**

A. General

1. In this Annex, “quantity in tons” means - net quantity of explosives, excluding packagings, wrappings, cartridge cases and ammunition bodies
2. In the calculation of the radius of danger zone A with respect to an explosives cargo whose parts are classified in more than one class -
  - (1) The quantity in tons of each of the cargo’s parts will be included.
  - (2) The entire cargo will be classified in the class for which the respective radius of danger zone A is the largest, and the danger B zone will be determined accordingly.
3. The radii of danger zones A and B will be measured in respect of a circle whose center lies at the center of the intended prevention zone.

B. Form 1  
(Regulation 124(a))

**Prior Notice of Entry of an Explosives Ship to the Port or of Bringing of Explosives into the Port Area**

- a. Ship's name: .....
- b. Expected date and time of arrival/sailing\* ..... to/from\* the port of .....
- c. Requested date for loading/unloading\* .....
- d. Radius of danger zones A ..... m; radius of danger zones B ..... m.
- e. In any case where danger zone A deviates from the area of the restricted zone, an application approved in accordance with Regulation 129(c) should be attached.

Name of material	I.M.O. class	Cat. No.**	I.M.D.G. Code page	U.N. No.	Weight		Type of packaging	Id. marks/ Cont. No.	No. of Packages
					Net	Gross			

- f. The cargo will leave/reach the Port\* by means of trucks/railway cars\* .....
- g. The name of the competent representative/ representatives\* (being familiar with the types of explosives) who will be present at the time of the handling .....
- h. Attached is a stowage plan and a list of holds.

I, the undersigned, ....., hereby declare and confirm that the details provided above are, to the best of my knowledge, correct and accurate.

\_\_\_\_\_  
Position

\_\_\_\_\_  
Signature

\* Delete whichever is inapplicable

\*\* Dangerous Materials Classification Catalog of the Ports Authority

To be filled in by the Operations Department:

Please note the Annex to the Regulations dealing with the loading and unloading of explosives.

Decisions:

Place of mooring of the ship: \_\_\_\_\_

Place and area of handling: \_\_\_\_\_

Unloading/loading rate and method: \_\_\_\_\_

No. of crews: \_\_\_\_\_

Remarks: .....

Date: \_\_\_\_\_

Head of Operations Dept. ....  
(signature)

Fire fighting services/safety

- c. Form 2  
(Regulation 129(c)(1))

**Part A - to be filled in by the importer/exporter**

Request to load/unload a larger quantity of explosives when the complying danger zone A deviates from the accepted restricted area.

To: The Director General, Ministry of Defense -  
The Director General, Ports Authority

1. We Kindly request your approval of the loading/unloading of explosives at the port of ..... The respective danger zone A is .....m, and it is .....m larger than the restricted area at the port.
2. Remarks: .....
3. Reference:  
“Notification in accordance with section 124(c)” Form  
Date.....  
Time.....  
Ref. ....

Date .....  
Time .....

Signature .....  
Position .....

**Part B - The Director General of the Defense Ministry**

Having studied your application, I herewith approve it by the power vested in me under Regulation 129(c) of the Ports Regulations 1971, in accordance with the following considerations and conditions:

1. The handling of the explosives in question essential for reasons of state security or state interest.
2. All the necessary steps in the circumstances were taken for the handling by the IDF and the Israeli Police of any possible damage, in case of a disaster within the area of danger zones A and B, all as the case may be, while said zones deviate in whole or in part from the area of the restricted zone.
3. The Defense Ministry will be fully liable for any damage arising from the deviation, if there be any such, and shall indemnify the Ports Authority in respect thereof.

Date \_\_\_\_\_

Time \_\_\_\_\_

Signature: \_\_\_\_\_

Director General of the Defense Ministry

**Part C - Director General of the Ports Authority**

To be submitted to the Director General of the Ports Authority solely in case of approval by the Director General of the Defense Ministry

Having studied your application and received the approval of the Director General of the Defense Ministry, I hereby approve said application by the power vested in me under section 129(c) of the Ports Regulations 1971, in accordance with the foregoing conditions and the following additional conditions:

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Date \_\_\_\_\_

Time \_\_\_\_\_

Signature: \_\_\_\_\_

Director General of the Defense Ministry

- d. Classification of explosives by tables of quantities and radii of danger zones (Regulation 124(b))

**Table A** - Table of Quantities and Radii of Danger Zones  
for Class 1.1 of the IMO Code

<b>Explosives (quantity in tons)</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B</b>
1	72	160
2	91	202
3	104	231
4	114	254
5	123	274
6	131	291
7	138	306
8	144	320
9	150	333
10	155	345
11	160	356
12	165	366
13	169	376
14	174	386
15	178	395
16	181	403
17	185	411
18	189	419
19	192	427
20	195	434
21	199	441
22	202	448
23	205	455
24	208	462

<b>Explosives (quantity in tons)</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B</b>
25	211	468
26	213	474
27	216	480
28	219	486
29	221	492
30	224	497
31	226	503
32	229	508
33	231	513
34	233	518
35	236	523
36	238	528
37	240	533
38	242	538
39	244	543
40	246	547
41	248	552
42	250	556
43	252	561
44	254	566
45	256	571
46	258	576
47	260	581
48	262	586
49	263	591
50	265	596
52	269	606
54	272	617
56	275	628
58	279	639
60	282	651

<b>Explosives (quantity in tons)</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B</b>
62	285	663
64	288	675
66	291	687
68	294	699
70	297	712
72	300	724
74	302	737
76	305	750
78	308	763
80	310	776
82	313	789
84	315	801
86	318	814
88	320	827
90	323	840
92	325	852
94	327	864
96	330	876
98	332	888
100	334	899
102	336	910
104	339	921
106	341	931
108	343	941
110	345	950
112	347	959
114	349	967
116	351	974
118	353	981
120	355	986

<b>Explosives (quantity in tons)</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B</b>
122	357	992
124	359	997
126	361	1003
128	363	1008
130	365	1013
132	367	1018
134	368	1023
136	370	1029
138	372	1034
140	374	1038
142	376	1043
144	377	1048
146	379	1053
148	381	1058
150	383	1063
160	391	1086
170	399	1108
180	407	1129
190	414	1150
200	421	1170
210	428	1189
220	435	1207
230	441	1225
240	447	1243
250	454	1260
260	460	1277
270	465	1293
280	471	1308
290	477	1324
300	482	1339
310	487	1354
320	492	1368

<b>Explosives (quantity in tons)</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B</b>
330	498	1382
340	503	1396
350	507	1409
360	512	1423
370	517	1436
380	522	1449
390	526	1461
400	531	1474
410	535	1486
420	539	1498
430	543	1510
440	548	1521
450	552	1533
460	556	1544
470	560	1555
480	564	1566
490	568	1577
500	571	1587
510	575	1598
520	579	1608
530	583	1619
540	586	1629
550	590	1639
560	593	1649
570	597	1658
580	600	1668
590	604	1677
600	607	1687
610	611	1696

<b>Explosives (quantity in tons)</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B</b>
620	614	1705
630	617	1715
640	620	1724
650	624	1732
700	639	1776
750	654	1817
800	668	1857
850	682	1895
900	695	1931
950	708	1966
1000	720	2000
1050	732	2033
1100	743	2065
1150	754	2095
1200	765	2125
1250	776	2154
1300	786	2183
1350	796	2210
1400	805	2237
1450	815	2264
1500	824	2289

**Table B** - Table of Quantities and Radii of Danger Zones  
for Class 1.2 of the IMO Code

<b>Subclass</b>	<b>Explosives (quantity in tons)</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B (radius in meters)</b>
A	UNLIMITED	60	120
B	UNLIMITED	120	240
C	UNLIMITED	185	370
D	UNLIMITED	275	550

**Table C** - Table of Quantities and Radii of Danger Zones  
for Class 1.3 of the IMO Code

<b>quantity in tons</b>	<b>Danger Zone A (radius in meters)</b>	<b>Danger Zone B (radius in meters)</b>
5	50	55
10	50	69
15	50	79
20	54	87
25	58	94
30	62	99
35	65	105
40	68	109
45	71	114
50	74	118
55	76	122
60	78	125

**quantity in tons      Danger Zone A      Danger Zone B**  
**(radius in meters)**

65	80	129
70	82	132
75	84	135
80	86	138
85	88	141
90	90	143
95	91	146
100	93	149
105	94	151
110	96	153
115	97	156
120	99	158
125	100	160
130	101	162
135	103	164
140	104	166
145	105	168
150	106	170
155	107	172
160	109	174
165	110	176
170	111	177
175	112	179
180	113	181
185	114	182
190	115	184
195	116	186
200	117	187
205	118	189
210	119	190

<b>quantity in tons</b>	<b>Danger Zone A</b>	<b>Danger Zone B</b>
	<b>(radius in meters)</b>	

215	120	192
220	121	193
225	122	195
230	123	196
235	123	197
240	124	199
245	125	200
250	126	202
260	128	204
270	129	207
280	131	209
290	132	212
300	134	214
310	135	217
320	137	219
330	138	221
340	140	223
350	141	226
360	142	228
370	144	230
380	145	232
390	146	234
400	147	236
410	149	238
420	150	240
430	151	242
440	152	243
450	153	245
460	154	247

<b>quantity in tons</b>	<b>Danger Zone A</b>	<b>Danger Zone B</b>
	<b>(radius in meters)</b>	

470	155	249
480	157	251
490	158	252
500	159	254
510	160	256
520	161	257
530	162	259
540	163	261
550	164	262
560	165	264
570	166	265
580	167	267
590	168	268
600	169	270
610	170	271
620	171	273
630	171	274
640	172	276
650	173	277
660	174	279
670	175	280
680	176	281
690	177	283
700	178	284
710	178	285
720	179	287
730	180	288
740	181	289
750	182	291
800	186	297

<b>quantity in tons</b>	<b>Danger Zone A</b>	<b>Danger Zone B</b>
	<b>(radius in meters)</b>	
900	193	309
1000	200	320
1100	206	330
1200	213	340
1300	218	349
1400	224	358
1500	229	366

**Table D** - Table of Quantities and Radii of Danger Zones  
for Class 1.4 of the IMO Code

<b>quantity in tons</b>	<b>Danger Zone A</b>	<b>Danger Zone B</b>
	<b>(radius in meters)</b>	
UNLIMITED	50	50

**Table E** - Table of Class 1.2 into subclasses  
(see table of quantities and radii of danger zones in Table B)

<b>No. in Dangerous Goods Classification Catalog</b>	<b>No. in CODE</b>	<b>Subclass</b>
0198	1203	B
0201	1204	A
0205	1206	C
0210	1207	C
0213	1207	C
0216	1208	C
0218	1209	C
0222	1210	D
0303	1210-5	D
0306	1210-7	D
0446	1218	B
0452	1215	D
0454	1214	B
0457	1220	B
0459	1219	B
0614	1231	C
0623	1224	D
0625	1225	D
0627	1229	A
0769	1241	A
0779	1242	D
0803	1244	A
0893	1248	A
1258	1250	C
1302	1260	A
1327	1262	B

<b>No. in Dangerous Goods Classification Catalog</b>	<b>No. in CODE</b>	<b>Subclass</b>
1329	1263	B
1332	1264	B
1433	1266	A
1764	1270	B
1766	1269	B
2075	1126	C
2171	1273	D
2175	1275	D
2177	1274	D
2258	1282	C
2259	1283	D
2261	1281	C
2264	1278	D
2266	1279	D
2326	1288	D
2446	1289	C
2448	1288-1	C
2481	1131-1	D
2757	1294	D

E. Form No. 3  
(Regulation 131)

### **Flag Description**

The length and width will be equal and shall be 100 cm or more. The flag color will be red and the edge furthest from the flagpole will be cut in the form of a right-angled isosceles triangle, as determined in the International Signals Code 1969 as a recognition signal.

כותרת הקובץ במסך הבטיחות:

LOADING AND UNLOADING OF EXPLOSIVE REGULATIONS