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NOTIFICATIONS BY GOVERNMENT

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NOTIFICATIONS BY GOVERNMENT

LABOUR AND EMPLOYMENT DEPARTMENT

Amendments to the Tamil Nadu Factories Rules, 1950.

[G.O. Ms. No. 110, Labour and Employment (M2), 16th September 2008.]

No. SRO A-5/2009.—In exercise of the powers conferred by Section 87 read with Section 112 of the Factories Act, 1948 (Central Act LXIII of 1948), the Governor of Tamil Nadu hereby makes the following amendments to the Tamil Nadu Factories Rules, 1950, the draft of the same having been previously published as required by Section 115 of the said Act:—

AMENDMENTS

In the said Rules, in Rule 95,—

(1) in sub-rule (1), for item 31, the following item shall be substituted, namely:—

“31. Flammable liquefied or compressed gases and highly flammable liquids,”;

(2) for Schedule XXXI, the following Schedule shall be substituted, namely:—

“SCHEDULE XXXI

Flammable Liquefied or compressed gases and highly flammable liquids.

1. *Application.*—Provisions of this Schedule shall apply to all factories where flammable liquefied or compressed gases or highly flammable liquids are manufactured, stored handled used.

2. *Definitions.*—For the purposes of this Schedule,—

(a) “bulk storage” means bullet or horton sphere or mounded vessel used for storage of flammable liquefied or compressed gases or highly flammable liquids which are having capacity exceeding one thousand litres of water capacity;

(b) “bullet” means horizontal cylindrical pressure vessel with hemispherical or dished ends used for storage of flammable liquefied or compressed gas;

(c) “explosive mixture” means a mixture of combustion agent (oxidising substance in gaseous, liquid or solid state) and a fuel (oxidisable substance in gaseous, liquid or solid state) in such proportions that it could give rise to a very rapid and violent oxidation reaction, liberating more kinetic energy than is dissipated through conduction and convection, ultimately causing practical effect of explosion;

(d) “fire proof” means a passive means of protection of a structure or equipment or vessel from exposure to direct fire or flame impingement or prolonged exposure to high intensity radiant thermal flux, by the application of a coating of certain heat-resistant substance or mixture of a specified rating;

(e) “fire safe” means a provision of dual seating to control leakage to acceptable level, even after damage, due to fire, as applied to valves;

(f) “flammable compressed gas” means flammable compressed gas as defined in Rule 2 of the Static and Mobile Pressure Vessels (Unfired) Rules, 1981 framed under the Explosives Act, 1884 (Central Act IV of 1884);

(g) “flammable liquefied gas” means a flammable gas kept in liquefied state by the application of pressure at normal ambient temperature, 13% (thirteen percentage) or less of which by volume with air forms a flammable mixture or which has a flammable range with air of atleast 12% (twelve percentage) points regardless of the lower flammable limits;

(h) “gas free” means a condition when the concentration of a flammable gas in an equipment or a vessel is well below the threshold limits (lower explosive limit), so, that it is safe for a man to enter into the equipment or Vessel or to conduct “hot work” there, as the case may be;

(i) “highly flammable liquid” means any liquid including its solution, emulsion or suspension which when tested in a manner specified by Sections 14 and 15 of the Petroleum Act, 1934 (Central Act XXX of 1934) gives off flammable vapours at a temperature less than 32 degrees Centigrade;

(j) “Horton sphere” means a spherical Pressure Vessel, supported vertically and is used for the storage of flammable liquefied or compressed gas;

(k) “hot work” means an activity which may produce enough heat or spark to ignite a flammable or explosive mixture;

(l) "Mounded vessel" means a pressure vessel for the storage of flammable liquefied or compressed gas, which is sited above ground and is completely covered by a mound of earth or similar inert material except for nozzles, manhole covers, inspection covers fitted on the top of the vessel;

(m) "purging" means an act of replacing the atmosphere inside a vessel or a container by an inert gas in such a manner as to prevent the formation of an explosive mixture;

(n) "purging into service" means the replacement of air in a closed system by an inert gas and then replacement of the inert gas by the flammable gas, vapour or liquid;

(o) "purging out of service" means the replacement of normal flammable content of a closed system by an inert gas and then replacement of the inert gas by air to such an extent that it is gas free and safe for any person to work;

(p) "remote operated emergency valve" means a shut-off valve capable of remote operation which closes automatically on loss of the actuating power or fire engulfment and which is fire-safe.

3. *Storage.*—Every highly flammable liquid, flammable liquefied or compressed gas used in every factory shall be stored in bulk in suitable fixed storage tank made of adequate fire resistant construction and located in a safe position under the ground or in the open.

4. *Location and spacing.*—Before siting the location of any storage vessel, risk analysis study shall be carried out. Based on the risk analysis study, every storage vessel shall be located in the manner specified below:—

(a) the location shall not interfere with the movement of vehicles. The Risk Contour shall not intercept the public places such as assembly points, canteen, rest sheds and similar other locations;

(b) before locating any storage vessel, the soil condition shall be assessed for the suitability of the superstructure;

(c) the storage vessel shall be sited above ground in open air and well-ventilated place;

(d) mounded vessels shall be so located that the manholes and pressure relief valves are in a well-ventilated position;

(e) the minimum safety distance between the storage vessels and from buildings, boundary or fixed ignition source shall be in accordance with the Static and Mobile Pressure Vessels (Unfired) Rules, 1981, as amended from time to time;

(f) the storage vessels shall not be installed one above the other;

(g) the vessels shall be so located that their longitudinal axes do not point towards other vessels, vital process equipment, control rooms, loading stations, nearby buildings or storage tanks containing hazardous materials.

(h) weeds, long grass, deciduous shrubs and trees and any combustible materials shall be removed from the storage vessel area within the licensed premises;

(i) the storage vessels shall not be located within the bunded enclosure of any heat source or other flammable liquids, gases or oxidisers;

(j) the storage vessels, pumping equipment, loading and unloading facilities and vapourisers shall be located in an exclusive fenced compound of at least 2 metres high along the perimeter of the safety zone; such fenced compound shall have at least two gates for the safe exit of persons and vehicles in case of any emergency;

(k) the number of storage vessels in one group shall not exceed six;

(l) storage vessels within a group shall be so located that their longitudinal axes are Parallel to each other;

(m) spheres and bullets shall not be grouped together and shall be provided with separate piping manifold, so as to avoid overfilling of a vessel due to gravitation from the other;

(n) the top surface of the storage vessels installed in a group shall be on the same plane so that the pressure safety valve blow-out from them do not affect the other;

(o) the flooring of the bullets or spheres shall be sloped in such a way that the spilled liquid or gas from any vessel shall not pass through any other vessel;

(p) the storage vessels shall not be located in such a way that the high tension electrical cables shall not pass through or near the licensed premises;

(q) storage vessels shall not be sited in places which are susceptible to flooding;

(r) the grade for the storage vessels shall be elevated slightly above the surrounding terrain in order to ensure complete drainage of water from beneath the bottom of the vessels; and

(s) every container, vessel or tank used for storing highly flammable liquid or flammable liquefied or compressed gas shall be clearly and in bold letters marked "Danger-Highly Flammable Liquid" or "Danger-Flammable Liquefied or Compressed Gas", as the case may be.

5. *Design of Storage vessels.*—(1) *General*—Each static vessel for the storage of flammable liquefied or compressed gas shall be provided with the following fittings and instruments which are suitable for use at pressures not less than the design pressure of the vessel and for the temperatures appropriate to the worst operating conditions, namely:—

- (a) at least two pressure safety valves connected independently to the vapour space;
- (b) two independent liquid level indicators;
- (c) a high level switch with alarm;
- (d) a pressure gauge, connected to the vapour space; and
- (e) a temperature gauge for measuring the temperature of the contents of the vessel.

(2) *Vessel connections.*—In every flammable liquefied or compressed gas storage vessel,—

(i) all the connections to the vessel shall be designed and fitted in accordance with the Design Code of Indian Standard-2825 or equivalent duly approved by the Chief Controller of Explosives;

(ii) not more than one nozzle shall be provided at its bottom for inlet and outlet purpose, apart from the drainage pipe;

(iii) the nozzle shall be a full-welded pipe and shall extend to a minimum distance of 3 (three) metres from the shadow of the vessel. A combination of manual and remote operated shut-down valve shall be provided on this bottom nozzle at a distance of atleast 3 (three) metre beyond the shadow of the vessel. The nozzle shall have a slope of 1.5 degree;

(iv) the nozzle shall be stress-relieved along with the vessel;

(v) there shall not be any flange, instrument tapping or manhole fitted on this nozzle up to the combination of manual and remote operated valve; and

(vi) an excess flow valve shall be provided for the nozzle on the body of the vessel.

(3) *Pressure Safety Valve.*—In every storage vessel,—

(i) the pressure safety valves provided shall be of spring-loaded type (weight-loaded safety valves shall not be used). Each of the pressure safety valves shall have 100% (Hundred percent) relieving capacity;

(ii) the pressure safety valves shall be set to discharge at a pressure not more than 110 (One hundred and Ten) per cent of the design pressure of the vessel and shall have a total relieving capacity adequate for limiting the pressure build-up in the vessel not more than 120 (One hundred and twenty) per cent of the design pressure;

(iii) the discharge of the pressure safety valves shall be connected to flare system, if available. In case the flare system is not available, the discharge from the pressure safety valve shall be vented vertically upwards to atmosphere at a minimum elevation of 3 metre above the top of the vessel for effective dispersion of the discharge. A loose-fitting rain cap with a non-sparking chain attached to the vent pipe shall be fitted on top of the pressure safety valve;

(iv) an isolation valve shall be provided in between each pressure safety valve and the vessel. The arrangement of such isolation valve shall be so designed as to afford full required capacity flow through atleast one of the pressure safety valves; and

(v) each pressure safety valve shall be visibly marked with the “set pressure” in Kg/Sq.Cm. (gauge) at which it will discharge, with its actual rate of discharge in cubic metre per minute of the gas at a pressure of 120 (One hundred and twenty) per cent of the design pressure of the vessel.

(4) *Emergency shut-off valve*—In every storage vessel,—

(i) all liquid and vapour connections, except those for pressure safety valves and the drainage connections of diameter less than 25 (Twenty five) mm. shall have an emergency shut-off valve, such as an excess flow check valve or a remote operated valve:

Provided that the emergency shut-off valve is not required in cases where the connection to a vessel is not greater than three centimetre in diameter for liquid and eight centimetre in diameter for vapour;

(ii) where the emergency shut-off valve provided is of ‘excess flow check valve’ type, its closing rate of flow shall be below the rate which is likely to result due to a fracture of the line which it is protecting, calculated under the worst conditions. Excess flow check valve shall have a flow capacity sufficiently above the normal flow requirements to prevent valve chatter.

(5) *Bottom water draw-off or drain valve.*—In every storage vessel,—

(i) there shall be provided two drain valves at the bottom of the vessel between the remote operated valve and the first isolation valve. The length of the pipeline between the two drain valves shall be atleast 0.5 metre to minimise the risk of simultaneous obstruction of both valves due to freezing of any water present in the liquefied gas. The drain connections shall be not more than 50 (Fifty) millimetre in diameter;

(ii) the first drain valve from the vessel shall be of gate type (throttle type), while the second drain valve shall be of quick shut-off type; and

(iii) the material of construction for the drain pipeline and the related connections shall be suitable for cryogenic application.

(6) *Sampling Valve*.—In every storage vessel, two valves with suitable distance-pipe of not less than 0.5 metre in length between them shall be fitted at its bottom between the remote operated valve and the first isolation valve for sampling purpose. (The provision of a distance-pipe is for the purpose of avoiding icing problem in the upstream valve.)

(7) *Liquid level gauging device*.—In every storage vessel, out of two level indicators provided, one shall be of “float” type and the other shall be of “differential pressure” type in case of Horton Spheres. Magnetic float type gauge shall be used for bullets in the place of “differential pressure” type. “High Level” alarm shall be set on the level indicators to operate at not more than 85% (Eighty five per cent) of the volumetric capacity of the vessel. An audio-visual indication as regards the high level alarm shall be provided at the normal place of operator’s seat.

(8) *Pressure gauge*.—In every storage vessel, there shall be provided at least one pressure gauge, duly calibrated and having a dial range not less than 1.5 time the design pressure, easily visible and designed to show the correct internal pressure at all times. It shall be provided in the vapour space at the top. A suitable stop valve shall be provided in between the vessel and the pressure gauge.

(9) *Gas sensors*.—In every storage vessel for flammable liquefied or compressed gas, gas sensors with alarm shall be provided at vulnerable areas and in the event of gas leakage, such sensor shall trip the compressor or pump if in operation.

(10) *Bonding*.—Electrical continuity shall be maintained between the flanges by means of bonding in every storage vessel and its pipe lines.

(11) *Pop off valves*.—“Pop off” valves shall be provided in between isolation valves on the pipelines carrying flammable liquefied or compressed gases.

(12) *Capacity of vapouriser*.—The vapourizer, connected to the flammable liquefied gas storage vessels shall have adequate capacity to meet the required flow rate of flammable liquefied gas in the process.

6. *Prevention of ignition*.—In every location where highly flammable liquid or flammable liquefied or compressed gas is stored, conveyed, handled or used or where there is danger of fire or explosion from accumulation of highly flammable liquid or liquefied compressed gas in air, all practicable measures shall be taken to exclude the sources of ignition. Such precautions shall include the following:—

(a) all electrical apparatus shall either be excluded from the area of risk or they shall be of such construction and so installed and maintained as to prevent the danger of their being a source of ignition;

(b) effective measures shall be adopted for prevention of accumulation of static charges to a dangerous extent;

(c) no person shall wear or be allowed to wear any footwear having iron or steel nails or any other exposed ferrous materials which is likely to cause sparks by friction;

(d) smoking, lighting or carrying of matches, lighters or smoking materials shall be prohibited.

(e) transmission bolts with iron fasteners shall not be used; and

(f) all other precautions, as are reasonably practicable, shall be taken to prevent initiation of ignition from all other possible sources such as open flames, frictional sparks, overheated surfaces of machinery or plant, chemical or physical-chemical reaction and radiant heat.

7. *Enclosed system for conveying highly flammable liquids*.—Wherever it is reasonably practicable, highly flammable liquids shall be conveyed within a factory in totally enclosed system consisting of pipe lines, pumps and similar appliances from the storage tank or vessel to the point of use. Such enclosed system shall be so designed, installed, operated and maintained as to avoid leakage or the risk of spilling.

8. *Prohibition of smoking*.—No person shall smoke in any place where a highly flammable liquid or flammable liquefied or compressed gas is present in circumstances that smoking would give rise to a risk of fire. The occupier shall take all practicable measures to ensure compliance with this requirement including display of a bold notice indicating prohibition of smoking at every place where this requirement applies.

9. *Fire protection.*—In every factory,—

(1) no vehicular traffic shall be permitted within the risk area of lower flammable limit of the Highly flammable liquid or flammable liquefied or compressed gas stored. When required, vehicles filled with approved spark arrestors shall only be allowed with valid vehicle entry permit.

(2) all the vessels used for bulk storage or handling of highly flammable liquid or flammable liquefied or compressed gases shall be protected against the hazards of fire as follows:—

(a) medium velocity water spray system shall be provided for all above ground storage vessels, cylinder storage or filling or repair sheds, pump houses, bulk lorry and tank wagon gantries;

(b) detection of fire for automatic actuation of medium velocity water sprinkler system shall be provided at all critical locations, such as bulk storage, tank truck or tank wagon gantry, pump or compressor house and vapourisers;

(c) medium velocity water sprinkler system shall be based on heat and other detection.

(d) Quartzoid Bulb protection designed to blow at 79 (seventy nine) degree centigrade (maximum) shall be provided in open areas or in the sheds;

(e) medium velocity water sprinkler system shall function in such a way that the actuation of fire detectors shall initiate the following:—

(i) opening of deluge valve;

(ii) audio-visual alarm at the fire pump house or control panel;

(iii) fire siren; and

(iv) the diesel pump will get started based on the “Set pressure” to supplement or to maintain the fire water pressure in the ring main; and

(f) the medium velocity water sprinkler system shall have a minimum spray density of ten litres per minute, per square metre in the case of flammable liquefied or compressed gas and in the case of highly flammable liquid it shall have minimum spray density of 3 (Three) litres per minute per square metre for the single largest risk area.

For the purpose of calculation of a single risk area, the following shall be taken into account:—

(i) in case of bulk storage, adjoining vessels within the distance of R+30 (Thirty) metre, where R is the radius of the vessel and 30 (Thirty) metre shall be measured from the periphery of the vessel;

(ii) in case of tank lorry gantry, a maximum of 8 (Eight) bays shall be taken as a single risk area; and

(iii) in case of tank wagon gantry, a minimum of one gantry [600 (Six hundred) Metric Tonnes] shall be taken as a single risk area.

(3) (a) a fire water ring main shall be provided all around the locations of storage and handling of flammable liquefied or compressed gases with hydrants or monitors spaced at 30 (Thirty) metre centre to centre. Fire hydrants and monitors shall be installed outside the licensed premises;

(b) the fire water pressure system shall be designed for a minimum residual pressure of 7 (Seven) Kgf/Sq.Cm. (gauge) at the remotest place of application in the plant;

(c) fire hydrant network shall be provided in closed loops to ensure multi-directional flow in the system. Isolation valves shall be provided to enable isolation of any section of the network without affecting the flow in the rest; and

(d) the fire water system in the plant shall be designed to meet the highest fire-water flow requirement of medium velocity water sprinkler for a single largest risk area at a time plus 288 (two hundred and eighty eight) metre/hour for operating 2 (two) numbers fire water monitor or supplementary hose requirements.

(4) (a) water for the hydrant service shall be stored in any easily accessible surface of underground concrete reservoir or above ground tank of steel or concrete;

(b) the effective fire water storage capacity available for fire-fighting shall be for four hours; and

(c) storage tank or reservoir for the water shall be in two interconnected compartments to facilitate cleaning and repair;

(5) Portable fire extinguishers as approved by Bureau of Indian Standards shall be located at convenient places as indicated in the Table below:—

THE TABLE

Area (1)	Portable Fire Extinguisher (2)
1. Flammable liquefied gas or storage vessels (each)	2 Numbers 10 Kg. DCP
2. Tank wagon loading or unloading gantries	1 Number 10 Kg. DCP extinguisher for every 15/ 20 metres of gantry
3. Tank truck loading or unloading gantries	1 Number 10 Kg. DCP Fire Extinguisher in each Bay and 1 Number 50 Kg. Mobile DCP Unit/ gantry.

The dry chemical powder used in the extinguishers shall be Potassium or Urea based or Sodium Bicarbonate as per IS:4308. The expellent gas, i.e., N_2/CC_2 , should be of good quality.

10. *Loading and unloading facilities for flammable liquefied or compressed gas*—(1) Loading.—In every factory, where the loading of flammable liquefied or compressed gas is carried on, the loading station shall consist of the following:—

- (a) a filling line with an isolation valve and check valve;
- (b) a vapour return line with a check valve and an isolation valve to be connected back to the storage vessel from which the loading pump is drawing flammable liquefied gas;
- (c) suitable loading arm or flexible hoses shall be provided at the end of filling line and vapour return line for connecting to the tank truck vessels or tank wagons; and
- (d) suitable thermal pressure relief valve (s) shall be provided between the shut-off valves to protect against excessive pressure which may develop due to thermal expansion of the trapped liquid;

(2) *Unloading*.—In every factory, where unloading of flammable liquefied or compressed gas is carried on, the compressor used for unloading of flammable liquefied gases by means of a differential pressure between the receiving and discharging vessels by withdrawing vapour from the receiving vessel and forcing it at high pressure into the discharging vessel shall have the following facilities:—

- (a) liquid unloading check valve line with isolation valve; and
- (b) vapour line with isolation valves;

(3) *Loading and unloading operations*.—In every factory, where the loading or unloading of flammable liquefied or compressed gas is carried on,—

(a) written, operating procedures for loading or unloading operation, clearly defining the safety checks and precautions to be observed as well as the responsibilities of the personnel involved in such operation, shall be prepared both in English and in Tamil and shall be given to them and also displayed at the site;

(b) flexible hoses used for transfer of flammable liquefied or compressed gas to or from a tank truck or tank wagon shall be,—

- (i) designed and constructed in accordance with the Static and Mobile Pressure Vessels (Unfired) Rules, 1981;
 - (ii) having a means of identification; and
 - (iii) periodically checked for electrical and mechanical continuity and recorded in the register;
- (c) for connecting and disconnecting hoses, only non-sparking type of tools shall be used;
- (d) the tank truck shall have the starter motor which shall be of non-sparking or flame proof type;
- (e) the tank truck shall be positioned on a levelled ground and blocks (Checks) shall be placed at front and rear wheels in order to prevent the risk of accidental vehicle movement;
- (f) the engine of the vehicle shall be stopped and all the electrical equipment shall be switched off, before commencing the loading or unloading operation;

(g) before commencing the loading or unloading operation, static charge shall be effectively discharged by bonding and earthing of the storage vessels and the road tankers or wagons;

(h) the road tanker or wagon shall be electrically bonded at specified point to the fixed grounding system;

(i) an authorised person shall supervise the transfer operation and respond immediately in the event of an emergency;

(j) during loading operation, the pressure with in the receiving tank truck vessel shall be observed to ensure that it does not approach the “start-to-discharge” pressure of the relief valve. Filling rate shall be regulated as required;

(k) the receiving vessel which is having an internal pressure of less than 1 (one) Kg./Sq.Cm.(g) shall not be permitted to be filled, such vessel shall be checked for Oxygen content or explosive mixture and purged, if necessary;

(l) filling or transfer operation shall be done only during day time;

(m) filling or transfer operation shall be stopped immediately in the event of—

(a) uncontrolled leakage occurring;

(b) a fire occurring in the vicinity;

(c) lightning and thunder-storm;

(n) the “Safe Operating Procedure” for unloading shall be displayed conspicuously in English and Tamil near the unloading area.

11. *Maintenance and Inspection.*—In every factory where highly flammable liquid or flammable liquefied or compressed gas is stored in bulk—

(1) the storage vessels and the safety fittings and instruments shall be tested periodically as per the requirements under various statutes as applicable and relevant records with the particulars of such testing shall be maintained;

(2) loading or unloading hoses shall be tested atleast once in every six months;

(3) the earth pits shall be maintained well and the earth resistance shall be measured atleast once in every 12 (twelve) months; and records shall be maintained in this regard;

(4) the foundation and supports of the storage vessels shall be checked once in a year for differential settlement due to disturbance in the sub-soil;

(5) the cathodic protection, if provided, shall be monitored periodically and maintained well for its effectiveness;

(6) the gas detection system shall be checked and calibrated periodically; and

(7) the fire water system which includes fire water pumps, fire hydrant or monitor, piping network and water sprinkler or deluge system shall be checked periodically and maintained well for its fail-safe operation.

12. *Training.*—The occupier of every factory in which highly flammable liquid or flammable liquefied or compressed gas is stored in bulk shall ensure that—

(1) the supervisory or managerial personnel are adequately trained in all aspects of safe storage and handling of highly flammable liquid or flammable liquefied or compressed gas as well as disaster control or preparedness and response.

(2) regular raining programmes are conducted in loading or unloading operation, draining procedure, commissioning and decommissioning procedures, “hot work” permit system, fire-fighting or emergency combat operation, health hazards, etc., for—

(a) regular workers;

(b) contract workers; and

(c) security staff;

(3) full-scale emergency mock drill, simulating leakage of flammable gas and the consequent major fire, are conducted in the plant atleast once in every six months in order to assess the level of preparedness and the adequacy of combat measures. Any deviations or defects observed during such mock-drill shall be rectified forth-with.

13. *Exemption.*—If in respect of any factory, the Chief Inspector is satisfied that owing to the exceptional circumstances or infrequency of the processes or for any other reason, all or any of the provisions of this Schedule is not necessary for protection of the workers in the factory, the Chief Inspector may by a certificate in writing, which he may at his discretion, revoke at any time, exempt, such factory from all or any of such provisions subject to such conditions, if any, as he may specify therein”.

RAMESH KUMAR KHANNA,
Principal Secretary to Government.

Draft Amendment to Tamil Nadu Factories Rules, 1950.

[G.O. Ms. No. 12, Labour and Employment (M2), 16th February 2009, Maasi 4, Thiruvalluvar Aandu-2040.]

No. SRO A-6/2009.—The following draft of an amendment to the Tamil Nadu Factories Rules, 1950, which it is proposed to make in exercise of the powers conferred by Section 112 of the Factories Act, 1948 (Central Act LXIII of 1948), is hereby published for information of all persons likely to be affected thereby, as required by sub-section (1) of Section 115 of the said Act.

2. Notice is hereby given that the draft amendment will be taken into consideration on or after the expiry of forty-five days from the date of publication of this Notification in the *Tamil Nadu Government Gazette* and that any objection or suggestion, which may be received from any person with respect thereto before the expiry of the aforesaid period will be considered by the Government of Tamil Nadu. Objection or suggestion, if any, should be addressed to the Principal Secretary to Government, Labour and Employment Department, Fort St. George, Secretariat, Chennai-600 009, in duplicate, through the Chief Inspector of Factories, Chennai-600 005.

DRAFT AMENDMENT

In the said Rules, in rule 3 to sub-rule (2), the following proviso shall be added, namely:—

“Provided that where an application for such permission has been made in the common application form for single window clearance approved in G.O. Ms. No. 203, Industries (MIB-I) Department, dated 24th December 2001, then, making of an application in Form No. 1 is not necessary”.

T. PRABHAKARA RAO,
Principal Secretary to Government.