

MUMBAI PORT TRUST
RAILWAY DEPARTMENT

No.RM/WG-6/2013/2484

Date: 16th March 2013

CIRCULAR

Western India Shippers' Association
Federation of Indian Export Organisations, Mumbai
Indian Merchants' Chamber, Mumbai
Bombay Chamber of Commerce and Industry
The President,
Bombay Custom House Agents' Association, Mumbai
The President,
Bombay & Nhava Sheva Container Terminal
Operators' Association, Mumbai
Mumbai & Nhava-Sheva Ship-Agents' Association
The President,
Carting Agents' Association (Railway Freight)

**Sub: Handling of Domestic cargo – Cement by
MbPT Railway, handling/storage facilities
for import, export/domestic cargo available at
MbPT rail depots – Reg.**

In continuation to this office circular No.RM/WG-6/2013/2327 dated 15th February 2013, this is to inform you that with a view to utilize the available railway infrastructure – sheds/sidings efficiently and effectively, by Resolution No.175 of 08.02.2013, the Board of Trustees of the Port of Mumbai has accorded approval to continue handling of domestic cargo by the Port Railway. At present, the Mumbai Port Trust Railway is handling the rail borne import, export/domestic cargo including Cement at the rail sidings at the Grain Depot, Cotton Depot and Indira Dock.

2. The Mumbai Port Trust's Railway Division has presently 2 stations on rail network viz. MbPT Grain Depot (BPTG) and MbPT Railway Docks (BPTA) so also three full rake sidings, 1 each at Docks, RCD and Grain Depot. There are other 4 smaller sidings, 3 at Grain Depot and 1 at Docks. At Grain Depot, there are 2 Railway sidings, having capacity to handle 2 full rakes at a time with storage areas in the adjacent sheds 'A', 'B', 'C', 'D', 'F', 'G' Grain Depot, admeasuring 35,000 sq. mtrs. in aggregate for temporary storage of cargo. Similarly, MbPT has a fleet of 5 Diesel Electric Locomotives of 700 BHP for haulage and placement of railway wagons at sidings.

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3. As regards booking of the rail borne cargo, it may be noted that, the goods meant for export and other cargo including domestic should be booked to BPTG and goods meant to Docks should be booked to 'BPTA' which is a rail siding served by the Grain Depot Station. Moreover, handling and storage of rail borne exim cargo at railway sidings and in the sheds at the Grain Depot (BPTG), will have overriding priority over domestic cargo.

4. The cargo handled at MbPT Railway mostly consists of Agri Product, Steel, Cement and Coal, etc. The Coal loading is being carried out from nominated sidings at 'S' and 'J' plot, Grain Depot where the storage facility for Coal is also available and permission thereof can be obtained by the port users from the office of the Dy. Traffic Manager (CFS)/Traffic Manager. The charges recovered are as per the SOR (Scale of Rates).

5. Rail sidings in the Docks, i.e. 2 ID to 4 ID and 6 ID are used for handling of Agri products, Steel, etc. for direct delivery/loading. The permission for storage of cargo inside the Docks can be obtained by the port users from Sr. Dy. Traffic Manager, ID.

6. At present, the platform sheds 'A'(partly), 'B' 'C' 'D' 'F'(partly), 'G' at Grain Depot & A, B, C, D, E at Cotton Depot are utilised for handling rail borne cargo including domestic cargo – Cement. The permission for storage of domestic cargo inside these sheds can be obtained by the port users from the Dy. Railway Manager/Railway Manager. The charges recovered are on casual occupancy basis as provided under General Bye Law No.9.

7. You are therefore, requested to give wide publicity amongst your members/Port users to take advantage of the facilities offered by the MbPT Railway.

Sd/-
(S.S. SHIRALKAR)
RAILWAY MANAGER (I/c.)