



**MUMBAI PORT TRUST**

**RAILWAY DEPARTMENT**

**USAGE OF RAIL BORNE CARGO FACILITIES AVAILABLE AT  
GRAIN DEPT, MUMBAI PORT TRUST**

**No . RM/TR-35/2006/1703**

**Date : 18th November 2006**

The Carting Agents Association

The Bombay Customs House Agents' Association

Western India Shippers' Association

Mumbai & Nhava-Sheva Ship-Agents' Association

Sirs,

Sub: Usage of rail borne cargo facilities available  
at Grain Depot, Mumbai Port Trust.

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Inbound rail borne cargo traffic in MbPT from upcountry has increased substantially over the last year, coupled with restricted hours of operations in view of preference to the suburban and passenger traffic, congestion is building up. It is noticed that the cargoes meant for export, not from Mumbai Port, is increasing and thus in the process creating difficulties for the bonafide rail borne cargo to be exported through Mumbai Port, which is also increasing. The Railways has also taken a serious view of the delay in train turnover, etc. caused as a consequence of this build up.

2. To ease the traffic and improve the train turnover, it is therefore decided that only such inbound trains would be received in Grain Depot, MbPT, which are meant exclusively for export through Mumbai Port only.
3. **Therefore, rail borne cargo facility users should ensure to book only**

**such cargoes for handling at Grain Depot, MbPT, which are meant for export through Mumbai Port.** The rail borne cargo facility users are therefore requested to follow these instructions strictly and inform their shippers to book the cargo to Grain Depot, which is meant for shipment through Mumbai Port only. **Please note that train with cargoes meant for shipment through other Port, shall not be received effective from 1.12.2006.**

**4. Those desirous of connecting containerized cargoes to vessels at Jawaharlal Nehru Port (JNP) can avail of barge services between Mumbai and J N Port available twice a day for better connectivity.**

5. Please note that any instance of diversion of rail borne cargo received at Grain Depot by train, will have to be made good by payment of penal charges equivalent to the box rate on coastal containers as per the Dock Scale of Rates (DSR). Any recurrence of such instance would make it liable to suspend receipt of such trains in future in the Grain Depot, Mumbai Port Trust.

Yours faithfully,

**(V. RANGANATH )**

**TRAFFIC MANAGER**