

# **MUMBAI PORT TRUST**

## *History in detail*

After the transfer of the Port and Island to the East India Company by Royal Charter in 1668, development of the Port started taking shape. Various measures such as construction of a Custom house, a warehouse, dry docks etc. were taken up by the Company to encourage trade. In 1813, an act of the British Parliament ended the Company's commercial monopoly. This resulted in a great spurt in the trade of the Port. The year 1858 witnessed the exit of East India Company, and passing of Mumbai under the direct rule of the British Crown. In 1873, the present statutory autonomous Port Trust was set up for administering the affairs of the Mumbai Port.

The opening of the Suez Canal in 1869 revolutionised the maritime trade of Mumbai. It shifted the whole scenario of import and export trade from the East coast to the West and Mumbai port became the principal Gateway of India. The first wet dock constructed in India was the Sassoon Dock at Mumbai in 1875 followed by the Prince's and Victoria Docks in 1880 and 1888 respectively. However, Princess and Victoria Dock are being filled up to convert the consultant area to make temporary stacking yard for containers in connection with "Offshore Container Terminal" in Indira Dock. The Alexandra Dock renamed Indira Dock in January 1972, the most modern of Mumbai's docks, was constructed in 1904-1914. To handle petroleum products and liquid chemicals, a jetty was constructed at Pir Pau in 1923 and a new modern jetty capable of handling tankers of 47,000 Displacement tons was commissioned in December 1996. A modern oil terminal at Jawahar Dweep with three berths was constructed between 1952-1956, and the fourth oil berth capable of receiving tankers upto 1,25,000 Displacement tons was constructed between 1980-1984.

## Chronology

ERA OF CONSTRUCTION (1873~1914)	
1873	Constitution of Bombay Port Trust as a Body Corporate.
1875	Opening of Sassoon Dock, the first Wet Dock for sailing vessels with an entrance of 12.2 m with 4 Berths.
1880	Opening of Prince's Dock for Steam Ships with designed entrance of 20.1 m and depth of 6.4 m with 14 Berths.
1888	Opening of Victoria Dock with designed entrance of 24".4 m and depth of 7.3 m with 15 Berths.
1891	Creation of Dry Docking facility by setting up Merewether Dry Dock in Prince's Dock with 160 m length.
1914	Opening of Alexandra Dock (renamed as Indira Dock) with designed Entrance Lock Gate of 30 m width and 180 m length and 10.7 m depth with 20 Berths, including a Passenger Berth.
ERA OF EXPANSION (1915~1950)	
1915	Commissioning of the Port's own railway system interfaced with Trunk Railways .
1916-22	Construction of roads, transit sheds, warehouses and support infrastructure.
1923	Commissioning of Berth for handling POL products at Pir Pau, towards north of Mumbai, with maximum permissible length of 170.69 m and draft of 6.4 m.
1950	Construction of a second Dry Dock, viz., Hughes Dry Dock with 304 m length in Indira Dock.
EXPANSION - POST INDEPENDENCE ERA (1947 ~ 1999)	
1947-48	Rehabilitation and repair of damage suffered due to explosion aboard vessel Fort Stikine in Victoria Dock on 14 April 1944 and handling increasing post independence traffic.
1948	Decasualisation of port labour and setting up of Dock Labour Board to regulate employment of labour in the Port.
1954-56	Commissioning of Marine Oil Terminal at Butcher Island (renamed Jawahar Dweep) with three jetties for handling large crude and POL product tankers upto 48;000 DWT and draft between 10.2 m to 11.3 m.
1969	Addition of 7 more Berths in Indira Dock under Dock Expansion Scheme.
1970	Commissioning of new Passenger Berth for Luxury Liners at Ballard Pier Extension.

CHALLENGE OF CONTAINERISATION:	
1973	Containerisation era sets in Mumbai Port with arrival of first Container Vessel belonging to American President Line.
1980-84	Adaptation of facilities 'to handle container traffic procurement of container handling equipment, setting up of Container Freight Stations, development of Rail Container Depot connecting Inland container Depots and Conversion of BPS Berth as a dedicated Container Terminal.
MEETING TRADE FUTURE REQUIREMENTS	
1984	Construction of Fourth Oil Jetty at Jawahar Dweep with draft 14.3 m to handle large oil tankers upto 80,000 DWT.
1993	Construction of Asia's largest warehouse with covered area 33,000 sqm. at Sewree.
1994	Supercession of the Bombay Dock Labour Board and absorption of its employees in Mumbai Port Trust towards unified cargo handling and efficiency in operations.
1996	Commissioning of new state of the Art Chemical Terminal Pir Pau. with draft 11.1 m.
1997	Installation of Radar based computerised modern Vessel Traffic Management System covering the entire Mumbai Port harbour area as well as JNP
MODERNISATION TOWARDS FUTURE	
1989	Introduction of computerisation in various areas of port operations aimed at on line.
1994	First attempt in all major port at private sector participation in port operating cargo operation licensing of existing berth to American President Line for container vessels.
1996	Licensing Scheme extended to two more berths for container vessels, licencees Mis X-Press Container Line (UK) Ltd. and Mis Shreyas Shipping Ltd.
2000-04	Replacement of submarine pipelines between Jawahar Dweep and shore, modernisation of Jetties 1,2,3 at Jawahar Dweep and replacement of shore pipelines capacity increase by about 11 million tonnes per annum.
2000	Procurement of 8 Nos. 10 tonne capacity Electric Wharf Cranes.
2010	Procurement of 3 Nos. 16 tonne capacity Electric Wharf Cranes.
2011	Replacement of Vessel Traffic Management System with a new state-of-the art Vessel Traffic System.
2007	Construction of Off-shore Container Terminal, Indira Dock