

DISASTER RISK MANAGEMENT OF MUMBAI PORT TRUST

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About Port :

Ports represent a complex interface, between land and sea, between human activities and the natural environment and between different transport nodes.

About Mumbai Port

- Port areas usually have a large number and range of potentially hazardous activities going on in close proximity to each other.
- A shipping incident can affect the land based activities and the surrounding areas and vice versa. Port areas are often built up areas that are close to housing and other community facilities.

- Port areas are also vulnerable to natural weather calamities, like cyclone, water surges, earthquake etc. Thus, ports have unique safety and environmental protection problems and the need for a well-integrated emergency plan remains absolutely essential.

Location

- It is located in the bay between the mainland on the east and the Island of Mumbai on the west, the port is gifted with a natural deep water harbour. The deep waters in the harbour provide secure and ample shelter for shipping throughout the year.

Administration

- The Port of Mumbai is administered by a statutory autonomous corporation known as the Mumbai Port Trust. The Chairman, Dy. Chairman and 19 other Trustees, representing various interests connected with the port activities such as shippers, Labour, State Government, etc., constitute the Board which looks after the administration of the port. The day-to-day administration, however, is carried out by the Heads of departments under the supervision and control of the Chairman and the Dy. Chairman.

Facilities

- Indira dock was commissioned in 1914. There are 21 berths inside the basin and 5 berths along the harbour wall. The draft inside the basin is around 9.1 metres. The depth of water inside the basin can be increased by 1.20 metres by impounding water. The draft at the harbour wall berths is around 7.0 metres.

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Oil jetties

- There are 4 jetties at Jawahar Dweep, to handle crude and POL tankers and 2 offshore berth at Pir Pau to handle liquid chemicals and some of the POL traffic.

Container terminals

- There is a full-fledged container terminal at BPS in Indira Dock equipped with two Gantry cranes for ship to shore handling of containers and three Rubber Tyred Gantry cranes for yard operations. Container Freight Stations have been set up at Manganese Ore Depot, Timber Pond, Wadala Incinerator Plot and Frere Basin. Fail Container Depot has been developed at Cotton Depot.

Passenger jetties

- The Ferry Wharf, near Prince's dock, comprises four berths for handling ferry ships carrying coastal passengers. It can also accommodate launches plying across the harbour.

Railways

- The Port owns and operates its own Railway which is connected to the broad gauge main lines of Central and Western Railways at its Interchange Railway Yard at Wadala. The railway runs for about 11 kms/ of straight route between Ballard Pier and Wadala and has an extensive network of track of about 130 kms. It serves the docks as well as the vital installations and factories in the Port Estates. It has its own fleet of 11 diesel locomotives.

Dry dock, etc.

- There is Hughes Dry Dock of 304.04 metres in length respectively.
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- Mumbai Port has approx. 7 lakh square metres of open and covered storage accommodation for storing uncleared, confiscated goods and hazardous cargo.
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- Fish handling facilities are provided at Sassoon Dock and at Frere Basin near Malet Basin.

floods

- Tejas Nagar Colony at Wadala is situated at low land and sometimes during rainy season rain water accumulates during high tide and disrupt normal life.
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- The port has taken a number of steps such as increase of the capacity of drainage and de-silting of drainage. However, a combination of heavy precipitation and high tide may make such flooding unavoidable.

Fire & explosion

Mumbai Port Trust is greatly diversified and practically has every type of fire and explosion risks. Those can arise at :

- Haji Bunder, Hazardous Cargo Complex
- Jawahar Dweep Tank Farm
- on board at Jawahar Dweep or, Pir Pau
- on board at berth
- Oil Pipe Line, Wadala or, Pir Pau
- cargo at shed/open shed
- building

EARTHQUAKES

- Mumbai is in the Earth Quake Zone III, the West Coast Fault, the Panvel Creek Fault meeting at Uran.
- All the newly built structures are made as per the IS:1893 – 1975 and IS: 4326 – 1976 which are mandatory for all construction. The engineers of the port undertake frequent inspection of the Port Trust's old buildings and take all preventive measures to protect the building from any collapse due to its weak structural constitution.

ROAD ACCIDENTS AND TRAFFIC ACCIDENTS

- During 1990s with the increase of the movement of container trailers there were marked increase of fatal accidents on road. By the efforts of Safety Officers, other Officers from Docks Department and Civil Engineering Department effective measures, like training to drivers (non-port as well as port), positioning of signals, speed boards and modifying the traffic flow, etc. were taken up to prevent road accidents.

EMERGENCY FACILITIES

- **THE CIVIL DEFENCE CONTROL ROOM
AT MAZZANINE FLOOR, NIRMAN BHAVAN,
MAZGAON.**
- 2500 volunteers
- 7 trained at Bangaluru for watermanship on rescue opeartion for flood affected peaple.

Fire services

- Prince's Dock Control Room
- Haji Bunder Control Room at Haji Bunder Haz. Cargo Complex
- Pir Pau (Marine Oil Terminal)
- Jawahar Dweep Control Room MOT

- Port Fire & Safety Officer
(Res.: 26, Wilson House, Colaba)
- Asst. Port Safety & Fire Officer
(Res.: 8, Anderson House, Dock Yard)

- Municipal Fire Service

Core Emergency Team

- MbPT Important Telephone No.
- Outside Agencies – Telephone Nos.
- State Government - Telephone Nos.
- Control Rooms Telephone Nos.
- Fire Station – Telephone Nos.
- First Aid Posts – Telephone Nos.

MUTUAL AID AND RESPONSE GROUP (SEWREE – WADALA COMPLEX)

- Eighteen Industries in the Sewree Wadala Area spreading over 10 square kms. have formed a Mutual Aid Group under the guidance of the Directorate of Industrial Safety & Health (DISH). Mostly all the members industries are handling, storing and transporting petroleum products and Hazardous Chemicals through pipelines and tank lorries.
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Mutual Aid Group

- All industries in the group have “On-Site Emergency Plan” and are equipped with adequate facilities and manpower to cope-up with any kind of disaster within their boundary. In case of major emergencies in any of the member industries beyond the individual’s capacity to cope up the Mutual Aid Group has agreed to share resources, information and expertise in that situation to save life and property.

Thank you