

THE GANDHIDHAM CHAMBER OF COMMERCE & INDUSTRY

(ESTD. 1953)

"CHAMBER BHAVAN", Plot No. 71, Sector 8, Post Box No. 58,

GANDHIDHAM - Kachchh - 370 201.

Phone : +91-02836-220977, 220735 • Mobile : 99250 37814 • Fax : 220888

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No. GCCI / 40

Date: 20.05.2017

Shri Anil Kumar Gupta,
General Manager,
Western Railway,
Mumbai
Camp at Gandhidham

Sub: Representation for pending issues and related suggestions

Dear Sir,

We welcome your visit to Gandhidham and wish to submit the following issues and related suggestions for your kind consideration please.

(A) ISSUES OF PASSENGER TRAIN

1. To Continue Passenger Train Services From Gandhidham To Jalandhar City [Train No. 09453 & 09454]

Jalandhar Train which is started on trial run deserves continuation of the same on regular basis based on the following facts in this regards.

- a) We request to continue the subject train on regular basis even after completion of trial run of three months.
- b) We also suggest to extend final station Jalandhar City to Amritsar or Jammu Tavi.
- c) There is necessity to reschedule departure time from Gandhidham so that train can reach Jalandhar City by 5:00 pm on next day and onward journey passenger can line up their onward journey comfortably.
- d) Also suggest to provide extra stop between Hissar to Ludhiana [Punjab] which is long distance run between these two stations.
- e) Please also explore to provide stoppage at more station like Sangroor, Sunam, Dhuri, Malerkotla.
- f) During this trial phase, the subject train's occupancy and waiting in all classes are highly encouraging. As per data gathered by us, the occupancy status for three trips each in April & May - 2017 as under:

Month	Class	Occupancy in
		%
April - 2017	Sleeper	77
	2 nd A.C.	50
	3 rd A.C.	70

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May -2017	Sleeper	100
	2 nd A.C.	90
	3 rd A.C.	100

In view of the above data, there is a strong case to continue the subject train on regular basis.

2. Super Fast Express Train between Bhuj – New Delhi

Kachchh has always remained hub of international trade originated from North India via Kandla and Mundra Port. After earthquake, in the new era of the development, many people of the Northern Area have settled here for the trade and employment opportunities. The existence of many Public Sector undertaking like IOC, HPC etc., Central Government departments like KPT, KASEZ etc., military and air force stations, business interest of Northern Indian Business community and potential of Kachchh as tourist spot has increased the movement of the people to and fro from Northern India to Kachchh and vice-versa. Therefore, there is an acute need of super fast train services from Bhuj – Kachchh to New Delhi to cater the needs of the people.

3. Ala Hazrat Express Train No. 14311/12 & 14321/22

The pairs of train run 3 day a week via Ahmedabad and 4 day a week via Bhildi. While there has been ample traffic on route from / to Bhuj itself, it is beyond imagination to run the train 3 day a week via Ahmedabad at the cost of bonafide commuters who unduly bear extra fare and extra journey period. It is going from years together but our genuine demand stands turned down by the Railways on one or other pretext. We request amalgamation of trains to operate one rake on all week days via Bhildi only.

Moreover, there are many other trains towards North from Ahmedabad to facilitate the traffic originated from Ahmedabad and surrounding area. Hence, it is not justifiable under this pretext not to run the subject train all seven days of week via Bhildi.

Even the condition of the coaches in this train are far from satisfactory and passengers have harrowing experience in travel. Proper fumigation is also not done, with the result that rates and insects are found everywhere in coaches. There is an urgent need to replace the coaches with new one.

4. To club Gandhidham – Jodhpur Train No. 22483 / 22484 with Jodhpur – Varanasi Train No. 14865 / 14854

As Kandla – Gandhidham complex is having sizable population of people from Uttar Pradesh and particularly eastern U.P., we suggest to club above referred trains in on single train up to Varanasi. This train will turn out to be a boon for general public and security personal of Military, BSF, Para Military forces etc. who are posted for official duty in the district of Kachchh.

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We also suggest to provide 2nd A.C. Coaches in this train as it runs and passes through high temperature zone.

5. Intercity Train Between Gandhidham and Vadodara

Previously one Intercity train between Gandhidham and Vadodara was running and subsequently it was merged with Sayajinagari Express followed by the introduction of Jansatabdi train No. 2081 / 2082. Due to severe earthquake all industrial activities of Kachchh region was collapsed and on account of poor occupation and inconvenient time schedule, it was discontinued. Now the whole scenario of Kachchh region is changed with tremendous growth of industries and trade in this region. Hence, there is acute need of Intercity / Jansatabdi train between Gandhidham - Ahmedabad - Vadodara.

6. The Facility of Battery Operated Car, Escalator, Lift at Gandhidham Railway Station

We have already drawn your attention for the acute need of the facilities of Battery Operated Car, Escalator & Lift at Gandhidham Railway Station. The whole process of the erection of these facilities needs to be speeded-up for the convenience of travelling passengers.

7. Requirement of New PIT Line and to repair & maintenance of existing PIT Line at Gandhidham

The present conditions and status warranted proper repairing and maintenance of PIT line at Gandhidham station. At first, PIT lines should be repaired immediately followed by regular maintenance schedule. As a matter of fact, there is a acute need of new PIT line at Gandhidham Railway Station.

8. Amenities at Adipur Railway Station

a) The condition of flooring of platform No.1 is deteriorating day by day. At platform No. 1 40% area is covered by Kota Stone while balance area is made-up of asphalt which is also in deteriorating conditions while in some are asphalt is already removed. Hence, proper Upgradation is required.

b) It has also been observed that toilet facilities are not maintained properly at Adipur Station and most of the time those toilets are found blocked one. Needless to mention, our respected Prime Minister's movement of SWACHH BHARAT seems have no impact on SWACHH ADIPUR STATION.

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- c) The requirement of adequate number of benches, drinking water at platform No.1 & 2 and also proper lighting arrangement for passenger train arriving during night hours. There is no proper light illumination and about 20% of area does not have lightings at all.

9. Other Important Issues

- a) Gandhidham – Vishakhapatnam (VSKP) 18502 reroute via Secundrabad.
- b) Mumbai Bandra (T.) - Bhuj A.C. Super Fast Express Train No. 22903-22904 extend up to Mumbai Central
- c) Halt of Kutch Super Fast Express Train No. 22955-22956 and Mumbai Bandra (T.) - Bhuj A.C. Super Fast Express Train No 22903-22904 at Andheri.
- d) Weekly train between Gandhidham and Jammutavi.
- e) Augmentation of one 3AC and one composite coach of 3AC and 2AC in Kutch Super Fast Express Train No. 22955/22956 and Sayaji Nagari Express Train No. 19115/19116 wise Sleeper coaches as demand of 2AC and 3AC is more in this area due to business communities.

(B) ISSUES OF GOODS TRAFFIC

1. Modernization of Goods Shed at Gandhidham

The goods shed at Gandhidham is subjected by heavy traffic and earns considerable chunk of freight amount to the credit of Western Railway. Unfortunately the goods shed is lacking the basic amenities. The provisions of internal roads to ply vehicles at the sidings, shelters, toilets, drinking water for workers etc. are either not made or maintained periodically. Kindly see that the improvement is carried out on priority in light of rainy season. Our respected Prime Minister's movement of SWACHH BHARAT seems have no impact on SWACHH GOODS SHED.

2. Withdrawal of Penalty of Rs.5000 for Excess Loading

As almost all loading stations do have weighbridge facilities, every party avoids excess loading in wagon and generally do load 2 to 3 m.t. less knowing the rake will be finally weighed. Despite of less loading and no information of tare weight of wagon from Railway, the party has to unload the excessive weighed wagon based on the weighment result of the rake. Further this scenario leads to levy of detention charges and penalty of Rs. 5000 per wagon too. There is no facility for parties to load their goods in less weighing wagons.

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We further suggest that load adjustment should be allowed with no penalty and let only detention charges should be made applicable else it may result to negative impact on Railway's goods traffic movement.

3. Freight Payment facility at Gandhidham for Chirai – Kachchh

At, present, there is a practice for prior permission of late payment for Sundays and even declared holidays. Further, Demand Draft from Bhachau [Dist.-Kachchh, State-Gujarat] bank is insisted for the payment in respect of loading at Chirai [Dist.-Kachchh, State-Gujarat].

Sir, in light of technological advancement and back –up facilities available, Railway should re-visit above issues in present context and required course correction should be effected immediately.

We suggest the following in this regard.

- 1) Discontinue the requirement of late payment permission for Sundays and declared holidays.
- 2) Make e-payment process easy and encourage payment through this mode.
- 3) RTGS receipt should be accepted and treated as proof of payment.
- 4) Allow acceptances of freight payment at Gandhidham with Demand Draft of Gandhidham [Dist.-Kachchh, State-Gujarat] bank instead of Bhachau bank for freight payment with reference to loading at Chirai. This is very much essential for the convenience of the trade as Gandhidham is main commercial centre having branches of all banks while Bhachau [Dist.-Kachchh, State-Gujarat] is small town and not having branches of all banks.
- 5) Railway Account facility is live and operational at Gandhidham to meet payment facilities for the trade.

4. Loading of Multiple Commodities Along-With Salt

Indent is filed in advance for the loading of multiple commodities like edible oil alongwith salt. In turn, at the time of loading, other commodities like edible oil alongwith small quantity gets changed till last keeping in view fast changing scenario of demand and supply in the present competitive market. Therefore, we suggest to allow to change and an option should be given for the last minute changes in item and quantity of other items to be loaded along with salt for smooth and continuous flow of traffic of other commodities for the loading with salt.

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5. Shortest Route Freight for Salt While Loading of Multiple Commodities

Salt being low value item, its freight should be charged on shortest route and combined other items should be charged as per usual tariff. This will promote and make viable the loading of salt and other commodities like edible oil, bentonite, etc. together. This will increase Railway's goods traffic and avoid diversion of Railway's goods traffic to road transportation. This present scenario adversely affect to salt traffic.

To promote and achieve the objective of Railways, we suggest loading of multiple commodities along-with salt, long route freight is charged for all commodities. As a matter of the fact, shortest route freight should become applicable to salt which is not applicable at present under rationalisation of freight. This adversely effects to growth of railway's goods traffic. Traffic will be increased if loading of salt with multiple commodities is allowed with shortest route freight for salt. If course correction is not done then goods traffic will be diverted to road transportation which will further create compounding effect on higher diesel consumption, environmental pollution, out flow of more foreign exchange etc.

Sir, we constantly interact with Railway Officials with our issues and suggestions so that we can contribute towards increase in Railway Traffic and revenue. Hence, with same spirit we have represented various issues in this letter also and we hope due consideration will be given on top most priority basis.

Thanking you,

Yours faithfully,

Sd/-

Dinesh Gupta

President

Month	Class	Occupancy in %
April - 2017	Sleeper	77
	2 nd A.C.	50
	3 rd A.C.	70