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**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

e-mail : info@gccikandla.com • Website : www.gccikandla.com

No. GCCI / 312

Date: 23.09.2016

Mr. Mohd. Jamshed
Member (Traffic),
Railway Board,
Rail Bhavan, Rafi Marg,
New Delhi-110001

Sub: To permit change of item and quantity of other commodities
under the arrangement of loading of multiple commodities
alongwith salt

Dear Sir,

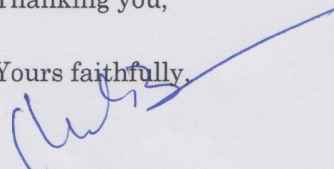
We appreciate continuous efforts of Railway to increase railway goods traffic in emerging competitive scenario. To supplement railway's efforts for increasing railway's goods traffic, we always represent issues with suggestions at various levels of railway organisation.

To maintain the same spirit and approach, we submit and suggest to allow to change the combination of items and quantity of other items alongwith salt loading under the arrangement of loading of multiple commodities alongwith salt. This become imperative as other commodities with small quantity gets changed till last keeping in views fast changing scenario of demand and supply in the present market. This facility will lead to smooth and continuous flow of traffic of other commodities for the loading with salt.

Kindly permit as requested and hope above referred matter will get favourable and due consideration in the long interest of Railway's Goods Traffic growth.

Thanking you,

Yours faithfully,


Murlidhar Jagani
Hon. Secretary

Copy to: The Chief Operations Manager, Western Railway, Mumbai

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No. GCCI / 304

Date: 21.09.2016

Mr. Mohd. Jamshed
Member (Traffic),
Railway Board,
Rail Bhavan, Rafi Marg,
New Delhi-110001

Sub: Freight Payment facility at Gandhidham for Chirai – Kachchh
loading and discontinue of late payment permission.

Dear Sir,

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.

Hope to get favourable consideration in this regard.

Thanking you,

Yours faithfully,


Dinesh Gupta
President

Copy to : The Chief Freight Traffic Manager, Western Railway, Mumbai

PM

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No. GCCI /

303

Date: 21.09.2016

Mr. Mohd. Jamshed
Member (Traffic),
Railway Board,
Rail Bhavan, Rafi Marg,
New Delhi-110001

**Sub: Resolution of Issues: (A) 15% busy season surcharge (B) H L Rake
priority**

Dear Sir,

We appreciate the objective defined by the Railways to set out an ambitious path towards reducing logistic cost in the country by providing quality rail transportation services at competitive rates.

We wish to submit the following issues for your kind consideration for the improvement of Railway's Goods traffic movement.

1) **15% Busy season surcharge**

Railway levy 15% busy season surcharge during the months from October to June every year. This year it has not levied for May to June. But statistical figures reveals that it has not improved the quantum of goods traffic. Hence, it is suggested to remove the surcharge for the whole year.

2) **H L Rake priority**

Presently rakes of BCN(A) and BCN(HL) are allotted under common priority. We suggest to maintain separate priority for BCN(HL) rake and accordingly it should be allotted on priority so that better effective goods movement can take place by utilizing timely and effectively the resources of Indian Railway to meet ultimate objective.

May we therefore, request you to kindly use your good offices to issue necessary corrective / suitable directives to the concerned so that growth of Railway's Goods Traffic movement can be maintained in emerging competitive scenario.

Thanking you,

Yours faithfully,

Dinesh Gupta
President

Copy to : Dy. Chief Operating Manager, Western Railway, Mumbai

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No. GCCI /

302

Date: 21.09.2016

Mr. Mohd. Jamshed
Member (Traffic),
Railway Board,
Rail Bhavan, Rafi Marg,
New Delhi-110001

Sub: Acceptance of standard weight of consumer packs of edible salt
with its master bag.

Dear Sir,

You are very well aware that 60% of salt loading in of edible salt with packing of 500 gms. / 1 kg. pouch packed in master bag.

The packing of 500 gms. / 1 kg. pouch of edible salt is being done by fully automatic plant of weighing, filling and packing. This is absolutely result of standardised operation and finally these consumer packs are packed in master bags.


Sir, Railway is not accepting standard weight of such master bag packing at the time of loading resulting unnecessary hardship to the consignor for weighment at weighbridge of Railway station and whose weight accuracy and consistency has always remained under a question mark.

Therefore, we request you to pass necessary orders for the acceptance of standard weight of master bag containing consumer packs of edible salt for the loading purpose. Even if amendment in laws required, the same should be completed immediately in larger interest of railway's goods traffic.

Hope, to receive immediate due consideration in this regard.

Thanking you,

Yours faithfully,


Dinesh Gupta
President

Copy to : The Chief Freight Traffic Manager, Western Railway, Mumbai

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No. GCCI /

301

Date: 21.09.2016

Mr. Mohd. Jamshed
Member (Traffic),
Railway Board,
Rail Bhavan, Rafi Marg,
New Delhi-110001

Sub: Upgradation of Gandhidham (Dist-Kachchh, State-Gujarat) Goods Shed.

Dear Sir,

We would like to draw your kind attention towards pathetic, degraded condition of Gandhidham [Dist.-Kachchh, State-Gujarat] Goods Shed which generates significant revenue for Indian Railways.

Sir, there is absolutely lack of proper services like, road, drainage, drinking water, lights, etc. A massive civil work is required for total upgradation of all facilities to achieve better productivity.

We earnestly request your honour to look in to this matter seriously on top most priority basis and arrange upgradation of Gandhidham [Dist.-Kachchh, State-Gujarat] Goods Shed so that Gandhidham Goods Shed keep on contributing more and more towards goods traffic and freight revenue to Railway.

Thanking you,

Yours faithfully,



Dinesh Gupta
President

Copy to : The General Manager, Western Railway, Mumbai

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Date: 21.09.2016

Mr. Mohd. Jamshed
Member (Traffic),
Railway Board,
Rail Bhavan, Rafi Marg,
New Delhi-110001

Dear Sir,

In the interest of development of Railway's Goods Traffic in the emerging scenario of competitive economical alternative mode of transportation, we hereby submit the following issues for your kind consideration.

1) Withdrawal of Penalty of ₹ 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.

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.

2) Technical Upgradation of Weighment facility

At present, weighment of Railway Goods wagon is being carried out through old weighbridge facility. The resultant outcome of weight particulars is not consistent and accurate. This results into inconveniences and mistrust at all levels.

Hence, now it is high time that railway should adopt latest developed technology of load cell at each and every wagon to get accurate weight details per wagon.

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3) Next Station weighing in case of out of order weigh bridge at loading station

Out-of order status of weighbridge at loading station is a very common scenario now-a-days. Hence, in such cases, weighment should be allowed at next station where such facility is in operation.


4) Weight variation norms

In a changing scenario, Railway need to revisit weight variation norms and new weight norms should be finalised after taking in to consideration weight variation norms practiced by other mode of transportation, where generally 3% weight variation is allowed.

We are sure above issues will be reconsidered in the long interest of Railway's Goods Traffic growth and emerging comparative economical mode of transportation.

Thanking you and looking forward for your favourable response in this regards.

Yours faithfully,



Dinesh Gupta
President

Copy to : Dy. Chief Operating Manager, Western Railway, Mumbai