

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 / 443

Date: 21.09.2018

Shri Sanjay Bhatia,
Chairman,
Deendayal Port Trust,
Gandhidham – Kachchh

**Sub: Representation of port – operation related matters for immediate
attention and resolution**

Dear Sir,

Our members, port users and stakeholders have drawn our attention toward the following matters which certainly deserve immediate attention and necessary actions in this regard.

- ❖ Port users are frequently experiencing traffic jam at West Gate 1 & 2 mainly due to the movement of cargo like coal, timber, etc. by long and heavy vehicles and cuts at further long stretch provides no option for the diversion of traffic.
- ❖ There are numbers of weigh-bridges in port area. However, hardly two of them are working since years together. Rest of the weigh-bridges are out of order due to the rusting effect by movement of powder cargo like sulfur, salt, etc. over a period of time. Further lack of regular maintenance and proper calibration resulting non-working of weigh-bridges. As per information collected approx. 1500 outward flow of trucks daily which depends on just 2 weigh-bridges.
- ❖ In port area, there is no proper lighting arrangements and particularly there is no illumination in plots. This scenario creates many operational problems and hurdles. Lack of proper illumination slow down man and material movement. Even it increases the chances of fatal road accidents within port area.
- ❖ Day to day, the conditions of internal road within port area is becoming worst and particularly approach roads to storage plots have become very much poor and pathetic. These roads are made keeping in view the volume and normal weight of vehicles at the time of making of roads. Now, the scenario has changed in Deendayal Port with the movement of heavy vehicles and higher volumes of cargo. This results into deteriorating conditions of internal roads. Therefore, keeping in view the present scenario, repairing work is to be done with higher strength of road. Condition of internal roads need to be renovated with block type road similar to CJ 13 gate to jetty road which has long life of more than 25 years and is never going to be slushy water logged.

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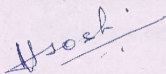
- ❖ Labour force has contributed significant for Deendayal Port to achieve milestone of No. 1 Major Port of India. However, there is complete lacking of proper basic facilities of drinking water, food, urinals, toilets, etc. for labourers within port area.
- ❖ India is marching towards digitalization and similarly shipping & port operation has also adopted digital and mobile technology. But regret to inform you that the port users are experiencing worst mobile network in Deendayal Port area. The failure of Mobile & Wi-Fi connectivity leads to delay in the execution of work on digital platform.
- ❖ The warehouse facility inside port is not up to the mark to keep high value and food items. Buyers reject the warehouse, berths due to dust and poor infrastructure inside port. DPT should create good facility to store such cargo inside port as outside port carting is costly.
- ❖ Last but not the least, port users are experiencing negative mindset and non-cooperative attitude of DPT staff which result into stumbling block for the timely execution of the work. Their half-heartedly approach affects overall productivity of the port operation.

To sum-up, such a scenario raises the eye-brows of port users and stakeholders who struggles for the survival of their port operation. They wonder how to contribute positively for the further development of this port so that it can achieve new miles-stone in handling EXIM cargo.

We hope, our above represented points will get due attention & consideration in the larger interest of trade fraternity

Thanking you,

Yours faithfully,



Aashish Joshi
Hon. Secretary

- Copy to: 1) The Secretary, DPT, Gandhidham
2) Traffic Manager, DPT, Kandla
3) Chief Engineer, DPT, Gandhidham
4) Chief Mechanical Engineer, DPT, Gandhidham
5) Director (PCS), DPT, Gandhidham