

THE GANDHIDHAM CHAMBER OF COMMERCE & INDUSTRY

(ESTD. 1953)

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

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No. GCCI / 245

Date: 04.07.2018

Shri Rajan Gohain,
Hon'ble Minister of State of Railway,
Ministry of Railway,
Government of India,
CAMP: Gandhidham – Kachchh

Sub: Representation for pending issues of Indian Railways.

Respected Sir,

We welcome you at Kandla – Gandhidham Complex and sincerely express our thanks for starting new Humsafar Train from Gandhidham and also extension of other trains to Gandhidham.

We take an opportunity to represent various pending issues as under:

A) PASSENGER TRAIN ISSUES

1. 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. We also suggest to provide 2nd A.C. Coaches in this train as it runs and passes through high temperature zone. We also suggest to run the subject train on daily basis.

2. To run Ala Hazrat Express [No. 14311/14312 & 14321/14322] train via Bhiladi all days

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. Ala Hazrat Express Train runs regularly irregular and now frequently also gets cancelled at last moment. This result into hard ship to passengers. Hence, it is high time to manage its regularity. 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.

3. 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 Janshatabdi train No. 2081 / 2082. Due to devastating 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.

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Hence, there is acute need of Intercity / Jansatabdi train between Gandhidham – Ahmedabad – Vadodara.

4. From Kachchh to North India connecting U.P., Punjab, & Delhi

Sir, as you are very well aware that after earthquake, there is rapid industrialization in Kachchh District. People from all over India and particularly from northern India have migrated to Kachchh to earn bread – butter and settled here. Further, all international trade sea shipments originated from Northern Parts of India and import shipment for northern India are rooted to and fro from Kandla and Mundra Port of Kachchh District. This establishes continuous long term trade relation with Delhi and surrounding areas. The Kachchh District is having military and air – force base which necessitates the movement of military and air-force persons regularly. Public sector establishments like IOC, HPC, etc. are also operative in and around Kandla – Gandhidham complex. Therefore, there is acute need to have connectivity with New Delhi & Punjab by running regular Super-Fast Train to & from these destinations.

5. Request to consider the extension of new Super Fast Express Train Gwalior to Ahmedabad [Train No. 22547 / 22548] to Gandhidham – Kachchh – Gujarat

We request you to consider the extension of this train to Gandhidham – Kachchh in the state of Gujarat. As you are very well aware, people from all over the country has settled in an around Kandla – Gandhidham Complex to earn their bread & butter. The people of this complex regularly travels to the destination like Jaipur, Ajmer, Beawar, Marwar, Agra, etc. and particularly Sindhi Community which has settled in this complex has got direct relations with the Sindhi also settled in above referred destination. Therefore, we suggest to extend the subject train upto Gandhidham – Kachchh for the interest of the passenger at large.

6. Mumbai Bandra (T.) - Bhuj A.C. Super-Fast Express Train No. 22903 / 22904

At present, the subject train runs thrice a week. In view of existing passenger load, we suggest to run this train all days of the week. This will facilitate Kachchh and Mumbai passengers.

7. Re-scheduling of Kamakhya train

The frequency of Kamakhya Train should be twice in a week from Present frequency of once in a week.

8. Increase the Length of Platforms with shelter coverage

The platform length at Railway Station of Gandhidham needs extension along with suitable shelter coverage keeping in view increase of passenger traffic from these stations and to facilitate passengers boarding and de-boarding from railway platform to coaches.

B) GOODS MOVEMENT BY RAIL

1. Rake allotment for loading of salt from Gujarat

The Gujarat State is major contributor in supply of salt at each & every corner of India. To meet this objective, at least 4 – 5 rakes per day for salt loading is required in Gujarat. At times it has been observed that fertilizers and other commodities gets priority for the rake allotment and essential item

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like salt is being ignored for priority allotment. Hence, ensure consistent allotment of 4 – 5 rakes per day for salt loading in Gujarat. The state of Gujarat is also catering the needs of salt for human consumption in North – East states of India.

2. Suggestion to club Refined Iodised Salt with the priority Item – C – Edible Salt

It has been observed that the movement of ordinary iodised salt under priority - C through Railway is decreased by 90% on year to year basis. Actually refined iodised salt being an essential item for human consumption should get priority – C and also the same should be clubbed in one category under Item – C – Edible Salt. This is must as day by day the consumption of refined iodised salt is getting increased as refined iodised salt is also distributed by the states under PDS scheme.

C) GENERAL ISSUES

1. Double track from Shamkhiyali to Viramgam and electrification upto Gandhidham

There are number of government sponsored projects which are under way in Kachchh Region. The Indian Railway is also pursuing the project of electrification and dual rail track upto Gandhidham – Kachchh. At present the railway line passes under the bridge situated near Maliya on Kandla – Ahmedabad National Highway. Now for the conversion in dual rail track only over-bridge is a problem as only single line can pass under the bridge and to establish dual rail track, National Highways Authority has to broaden the bridge accordingly. Due to some technical problems, there is no co-ordination between National Highways Authority & Railway Department resulting delays in completion of the project.

Sir, if this hitch is not resolved and address in time, the further development of industrial and commercial activities in Kachchh Area will be hampered. This route is a vital for the movement of EXIM cargo, salt, edible oil, timber, cement, fertilizer, petroleum products, etc. to cater the needs of EXIM fraternity particularly to & fro in other part of India.

Therefore, we request you to timely intervene from your end to resolve this bottleneck to boost and continue the movement of Railway Cargo in the larger interest of further development of Kachchh District.

2. Increase of theft incidence

It has been observed that the cases of theft is increasing day by day in passenger trains. Hence, Indian Railway should make regular suitable arrangements of RPF in passenger trains to check and control the theft incidence.

We hope to get the due attention and consideration to our above presented issues / points.

Thanking you.

Yours faithfully,

Murlidhar Jagani

Hon. Secretary