

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 /

Date: 01.05.2018

To,
(as per attached list)
Member,
Parliamentary Standing Committee
on Transport, Culture and Tourism
Delhi

**Sub: Highlighting Pending issues Civil Aviation, Shipping & National Highway
with respect to Kachchh District of Gujarat State**

Dear Sir,

We, The Gandhidham Chamber of Commerce & Industry is a pioneer organisation of Kandla – Gandhidham complex in Kachchh-Gujarat since 1953 with the main objective to serve as a bridge between local trade and industry fraternity and State / Central Govt. for the resolution of problems and also to endeavour for the welfare of citizens and township in public interest.

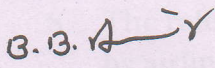
We wish to bring to your kind attention various issues related to Civil Aviation, Shipping & National Highway with respect to Kachchh District of Gujarat State as per the followings:

Annexure – A	: Civil Aviation
Annexure – B	: Shipping
Annexure – C	: National Highway

We hope, our representation will get due attention at your end. We request to take-up these issues with concerned ministry to resolve the same in the larger interest of the people of Kachchh District.

Thanking You.

Yours faithfully,


Babubhai Humbal
President

Encl : As above

Copy to: All Members, Parliamentary Standing Committee on Transport, Culture and Tourism

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ANNEXURE – A

(A) REQUEST FOR UPGRADATION OF BASIC AMENITIES AT KANDLA AERODROME

We are receiving feedbacks from frequent travelling passengers about inadequate basic infrastructure facility at Kandla Aerodrome. Hence, we list out the following lapses in basic facilities for the traveling passengers at Kandla Aerodrome.

1. The present terminal building is very small. Hence, new terminal building is latest amenities is required.
2. There is inadequate seating arrangements for the traveling passengers. This scenario become worst when there is delay in flight schedule.
3. Keeping in view the movement of passengers, there is no proper facility of availability of drinking water.
4. Similarly there is no proper and adequate facility of toilet, etc.
5. Proper facility of tea, coffee, snacks, etc. is not available to the passengers at Kandla Aerodrome.
6. For the parking of vehicles, there is no covered facility which is very much essential particularly in hot summer & rainy days.
7. At present, the local police force is being utilised for maintaining security at Kandla Aerodrome. It has been observed that due to frequent visit of VIPs in Kandla – Gandhidham Complex, the deployed police force at Kandla Aerodrome is withdrawn and the same is being utilised for VIP duty in township area. Hence, at times, the security at Kandla Aerodrome terms out to be a question mark. This type of scenario certainly needs immediate correction in regular arrangement. We suggest to deploy Central Industrial Security Force (CISF) at Kandla Aerodrome to maintain security aspect.
8. The referred inadequacy further result in to stress as the same is being commonly used by airlines and airport authority staff.

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As we understand, other airlines have already surveyed the possibility of starting new flight operation in coming days in addition to the existing one. In such a scenario if no timely actions are initiated by Air Port Authority of India to upgrade the basic amenities at Kandla Aerodrome, we anticipate chaos at Kandla Aerodrome and will also give wrong signals to potential air traffic passenger alongwith other airlines who are exploring Kandla Aerodrome to at more new flights.

Therefore, we request you to please initiate necessary measures for upgrading the basic amenities at Kandla Aerodrome immediately.

(B) TO TAP PROPOSED AREA OF KANDLA - GANDHIDHAM COMPLEX FOR AIR CONNECTIVITY IN THE STATE OF GUJARAT

We would like to apprise you about highly potential area of Kandla - Gandhidham Complex which also deserve further air connectivity. We highlight some key features of Kandla - Gandhidham Complex as under:

1. Kandla Aerodrome was built late 1950s and periodically Indian Airlines Vayudoot, Jet Airways, and lastly by Air Deccan (later Kingfisher Airlines) which continued up till 2012. It has been learnt and well known fact that Kingfisher airlines operations at Kandla Aerodrome were running profitably till discontinuation of the services. Recently Spice Jet has started Mumbai - Kandla - Mumbai air services from 10th July, 2017.
2. Kandla Aerodrome recently upgraded with night-navigation facility and re-surfacing of air - strip worth Rs.10 crore. But still the existing potential is not fully tapped. The existing updated facility is very well suitable for ATR aircrafts operations.
3. Kachchh district has got highest tax revenue in Gujarat state. 90% of the industrial investment which has happened in Kutch since 2001, estimated at INR 50,000 crores, is concentrated in Kandla - Gandhidham Complex.
4. There are three major ports available in the Kachchh District, One is Kandla Port and another at Tuna & Mundra in private sector and Mumbai being a hub of commercial shipping activities, air - connectivity between Kandla - Mumbai is commercially viable.
5. This year Kandla Port handled 110+ million MT cargo mainly from & for its hinterland i.e. North India. Hence, air connectivity between Kandla - Delhi sector is highly potential.

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6. Operation of Kandla Port, Kandla Special Economic Zone, IFFCO, Edible Oil Industries, Timber Industries, Government Oil Companies offices of Central and State Government agencies and other PSU situated in and around Kandla Complex certainly deserve air connectivity from Kandla to carry and boost commercial and industrial activity of Kandla – Kachchh region.
7. Globally now, Kachchh has emerged as tourism hub also.
8. Deendayal Port Trust (formerly known as Kandla Port Trust) has accepted the proposal of Govt. of India to develop Kandla – Gandhidham complex as India's first "Industrial Smart Port City" with investment of Rs.5,000 corers announced by Hon'ble Prime Minister Shri Narendra Modi in his last visit to Kandla.
9. Raw Salt production hub of India, produces about 70% of the total salt production in India. Timber processing hub of Asia, having more than 500 saw mills and 100 plywood manufacturing units.

In view of the above, there is immense potential to start air services from Kandla – Mumbai – Kandla and Kandla – Delhi – Kandla via Ahmedabad or Jaipur in morning hours. Although Spice Jet has recently started Mumbai – Kandla – Mumbai flights in afternoon leaving still potential for the connectivity in morning hours. Present Spice Jet flights is being operated on 100% occupancy level which you can also survey and get apprised about the real potential still lies ahead. Industrial houses of Kachchh District are ready for 30% advance booking if Kandla – Delhi – Kandla and Kandla – Mumbai – Kandla flights are started now.

(C) TO DEVELOP NEW INTERNATIONAL AIRPORT AT KANDLA

We wish to bring to your kind attention about acute need to develop and establish new International Airport at Kandla in light of the following facts.

1. In expansion of Kandla Airport was sanctioned many year ago, but the land for expansion was handed over to the Airport Authority of India. The existing aerodrome has limitation for the expansion as the vicinity of the aerodrome has significant commercial and residential development.
2. The present set-up of Kandla Aerodrome is spread over 268.2 acre and terminal building is capable of handling only 100 passengers at a time. Presently, ne flight of Mumbai – Kandla – Mumbai is operational under UDAN scheme of the central government.

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3. With more than 200 large and medium industries within 50 kms. radius of Kandla, set-up at an investment of over Rs.70,000 crore in Kachchh justifies the requirement of an international airport.
4. Kandla being a no. 1 major port of India coupled with private port of Adani at Mundra is an ideal location for the international airport.
5. Kandla & Mundra both have well developed multiproduct SEZs.
6. Deendayal Port Trust (Formally Kandla Port Trust) has already made significant progress to develop Smart Industrial Port City having two sections consisting of residential cum commercial and industrial.
7. Gujarat Government is also providing Kachchh as major tourist destination.
8. Central Government has decided in principle to develop Kandla as "Cruz Terminal" of international standard to develop international tourism.
9. With the support of two functional SEZs, there is further immense scope and opportunity also to develop international cargo complex.
10. This can provide an alternative to Bhuj Military Airport in case of strategic and operational requirement.
11. At present, Bhuj Airport is having restriction being operated by Indian Air Force and Mundra Airport is mostly non-operated regularly. Hence, Kandla is the best option to develop international airport.

In view of the above, we request you to sincerely consider our suggestion to develop new international air-port at Kandla.

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ANNEXURE - B

At the time of India's independence in 1947, the Government of India decided to set up a new port in Kandla, substituting the Karachi Port on the west coast of India. For this, erstwhile royal family of Kutch had specifically given the land surrounding the Kandla Port to the Government of India for the development of this port. During this time it was decided to implement the plan to settle the migrants from Sindh (Pakistan) near Kandla Port. For this, the Central Government gave some land to the Sindhu Resettlement Corporation (SRC) from the land of Kandla Port on sub-lease rights to fulfill this purpose. At that time, Kandla Port had allotted land for the development of Gandhidham Township from the remaining land of his possession on a 99 year lease basis for the residential and business purpose of the people who arrived from different parts of India. Till to date the Kandla Port Trust (now Deendayal Port Trust) is acting as the administrator of these lands on behalf of the Central Government.

(A) ISSUE OF TRANSFER FEES

1. Sir, when this township was being established at the initial phase DPT marketed land plots to the general public by charging development charges as cost and allotted the plots.

Since beginning, all the amenities like drainage, water, electricity etc. were looked after by DPT, even development plans were approved by DPT. DPT was recovering Transfer Fees / Ground Rent for these services.

Since, now all these services are not in DPT's preview, the levy of transfer fees/ground rent charges should be discontinued and necessary amendment should be made in Lease Deed as it was done in case of mortgage matter in past.

2. Transfer fee is to be charged 50% on unearned increase i.e. the difference between the lump-sum development charges already paid and market value (present value of development changes) at the time of transfer. This was practice till 2004 and thereafter Kandla Port Trust started charging 50% of JANTRI rate.
3. JANTRI is only a imaginary concept for the ascertainment of Stamp Duty and sir, Gandhidham Adipur lands being leased land we are of firm opinion that Jantri is not for lease land. It cannot be the base for the levy of transfer fee instead it should continue to follow the base of development charges as followed till 2004. DPT has allotted plots to its employee in Shakti Nagar, Apna Nagar and Sapna Nagar to fulfil welfare objective. The transfer fee of these areas earlier worked out to average Rs.4,000/- for 240 sq. yds. plot while today it works out to average Rs.20,00,000/- and for 400 Sq.Yds. plot earlier it worked out to Rs. 6000 to 7000, while today it works out

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to Rs.38 lakhs to 40 lakhs. For example in case of commercial plot bearing no. 71, earlier transfer fees worked out to Rs.52,426/- and now it works out to Rs.1,45,00,000/- This is the gift by KPT to their employees who have put up hard work and sincerity for the development of Kandla complex. Further this proposed hike will be unbearable for the retired employee of Kandla Port Trust and general public. This scenario reflects unjustifiable levy of exorbitant transfer fee/ground rent charges in this township in proposed rates structure of Gandhidham Township. We appeal to maintain status-quo for the base as of 2004 for the calculation of transfer fee etc. OR if Jantri Rate is to be treated as base, nominal rate of 2% - 3% of Jantri Rate should be fixed.

(B) CONVERSION SCHEME OF LEASE HOLD TO FREE HOLD

In our country, only Gandhidham is a city whose land is lease hold. In the meantime, the feeling of public sentiment was developed that these lands should be free hold. Gandhidham Chamber has stirred this issue for many years from the early 1970s onwards at various levels of the Government of India and as a result, in the year 2014, the Government of India announced a scheme to free hold the lands. Gandhidham Chamber has represented the shipping ministry for the simplification of this scheme and to resolve many issues arising out of it, but it has not yet been resolved. Currently there are about 22,000 beneficiaries in the city, out of which so far around 300 applicants have applied under this scheme and the same applications are at various levels for disposal.

In view of the above facts, it is clear that due to the complexity of the free hold scheme, this scheme does not get adequate response from Gandhidham's people. Indeed, the people of Gandhidham are not indifferent to this, but the manner in which this scheme has been formulated and there are many flaws in it, the people have become disinterested in this matter. For this, there is no coordination between the central government, the local administration of Deendayal Port Trust and the Gujarat government resulting non resolution of land issues and they are failing to fulfill the expectations of the people.

Since beginning, Deendayal Port Trust is an administrator of the land of Gandhidham Township. As a part of development process, earmarked plots were allotted on 99 years lease term basis for the specific purposes. After prolonged struggle of local public to get free hold right of the land, the central government declared the scheme for conversion of lease hold land in to free hold (Residential and Composite Plots) in the Gandhidham Township subject to the Guidelines and formalities.

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During recent meeting conveyed by Dy. Chairman of Kandla Port Trust, it has been revealed that the township land is not on revenue record of Gujarat State resulting almost stoppage of the process of the conversion of lease land to free hold. The whole process becomes "BACK TO SQUARE ONE". This is a major shock to the people of the township. Now, there is a big question mark on the fate of the 300+ application approved by Kandla Port Trust.

We strongly feel that Shipping Ministry and Kandla Port Trust should immediately initiate with the Government of Gujarat State to resolve dead-lock in this region and to draw a time bound road-map for the execution. As a matter of the fact, Kandla Port Trust immediately without wasting further time should apply to the district administration for the survey of township land and should ensure that the whole process for the creation of land revenue record in the State Government record should be completed as early as possible.

We also suggest that let DPT keep and maintain land records of Gandhidham Township till 90% of the land conversion takes place. A practice should be established to file further sale deed to DPT in respect of future sale transaction if takes place. We also further suggest to establish city survey office at DPT Administrative Building for the convenience of the general public at large.

We have represented these issues at various level of Shipping Ministry so far but there is no positive outcome. Hence, request to take-up these issues with Shipping Ministry for the re-consideration on the basis of justice and humanitarian approach.

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ANNEXURE – C

Kachchh District is located in western part of India mainly surrounded by sea and desert. There is only one major road link joining number one Major Port – Kandla Port with Mumbai Port named as National Highway No. 8A. This NH8A is an exit & entry point of Kachchh District with rest of the India. Hence, NH8A is a life line for economic activity of Kachchh District.

(A) TO RESOLVE HINDRANCE IN ESTABLISHING DUAL RAIL TRACK AT THE BRIDGE BETWEEN MALIYA & SURAJBARI JOINING KACHCHH DISTRICT IN GUJARAT STATE

As you are very well aware, Kachchh District is progressing and has registered tremendous industrial and commercial growth particularly after earthquake with the support of positive policies of state and central government.

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 the stretch of Kandla - Ahmedabad Highway part of NH8A. 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 broad 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.

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(B) ISSUES OF OPERATION OF TOLL NAKAS LOCATED NH8A

Shamkhiyali, Surajbari toll nakas are located on this highway where lots of operational issues are being emerged day by day resulting hardship to regular traffic. We briefly narrate as under the issues which we have represented to National Highway Authority many times but there is no positive results so far.

1. Traffic Jam scenario at Samakhiyali and Surajbari Toll Plaza
2. Immediate repairing of broken bridge near Chopadva and till then no toll naka charges should be levied.
3. No toll collection at Toll Plaza as per rule if the vehicle is stranded for more than 3 minutes.
4. Frequent traffic jam at various places between Gandhidham and Bhachau.

We request to use your good offices with transport ministry to resolve these outstanding issues.

Ministry : Transport, Culture and Tourism

Chairman : Derek O'Brien

Members from Lok Sabha

1. Ramcharan Bohra
2. Vinod Lakhamashi Chavda
3. Rajeshbhai Naranbhai Chudsama
4. Harish Chandra Meena
5. Arpita Ghosh
6. Rahul Kaswan
7. Nimmala Kristappa
8. P. Kumar
9. Ram Kumar Sharma
10. Rajesh Pandey
11. Srinivasa Reddy Ponguleti
12. Rajesh Ranjan alias Pappu Yadav
13. Prathap Simha
14. Rakesh Singh
15. Dushyant Singh
16. Kunwar Haribansh Singh
17. Shatrughan Sinha
18. Subrata Bakshi
19. Manoj Tiwari
20. K C. Venugopal

Members from Rajya Sabha

1. La. Ganesan
2. Vinay Dinu Tendulkar
3. Prabhakar Kore
4. Derek O'Brien
5. Kumari Selja
6. Praful Patel
7. Rajeev Shukla
8. Ritabrata Banerjee
9. Narendra Kumar Swain
10. Rewati Raman Singh