

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 / 61

Date: 05.06.2017

E-Mail: dgmgr03@gmail.com

Shri Mukesh Kumar,
Secretary,
Zonal Railway Users'
Consultative Committee (WR) &
Dy. General Manager (General)
Western Railway
Churchgate Headquarters
Churchgate
Mumbai-400 020

Sub:- Issues for discussion in 4th Meeting of 32nd ZRUCC scheduled on 16.06.2017.

Dear Sir,

We thank you for inviting our member representative Shri Bachubahi D. Ahir for the participation in the subject meeting.

We have raised, represented various issues from time to time to your good office. Amongst these, we feel that the following issues are solely related to the Western Railway, Zonal Headquarters and hence deserve attention and priority in the next proposed ZRUCC meeting.

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.

- We request to continue the subject train on regular basis even after completion of trial run of three months.
- We also suggest to extend final station Jalandhar City to Amritsar or Jammu Tavi.
- 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.
- Also suggest to provide extra stop between Hissar to Ludhiana [Punjab] which is long distance run between these two stations.
- Please also explore to provide stoppage at more station like Sangroor, Sunam, Dhuri, Malerkotla.
- 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:

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Month	Class	Occupancy in %
April - 2017	Sleeper	77
	2 nd A.C.	50
	3 rd A.C.	70
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. AMENITIES AT ADIPUR RAILWAY STATION

- 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.
- It has been observed that mostly passengers train travel through platform No. 2 as mostly goods train traffic bound to Adani Port – Mundra passes from platform No.1. Therefore, all amenities for passenger traffic needs to be upgraded at Platform NO. 2 on top most priority basis.
- 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.
- 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.

3. ALA HAZARAT 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 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.

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However, still Railway administration feel that due to any other reason, it is inconvenient to run the subject train all seven days via Bhildi, in that case we strongly suggest to introduce a direct train to Delhi / North India. In post independence era, large number of North Indian have settled in Kachchh and presently also serve in Central Government Organisations, Shipping Companies, Army, BSF and Para Military Forces.

They have to travel quite often and therefore direct regular rail connectivity between these regions. On account of presence of major ports viz. Kandla and India's biggest private port Adani Mundra Port many families from North India have migrated to Kachchh District permanently as these two ports mainly provide ample opportunities for the trade and employment. Therefore, this indicates justification for the introduction of new railway train directly from Gandhidham to Delhi.

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.

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

5. 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 for the convenience of travelling passengers. The whole process of the erection of these facilities needs to be speeded-up by drawing time schedule for the completion of work.

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

7. MODERNISATION 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. We are representing the subject issue for last 7 - 8 years but there is no result at all. 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.

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8. DOUBLE TRACK FROM SHAMKHIYALI TO VIRAMGAM AND ELECTRIFICATION UPTO GANDHIDHAM

In past it was decided by Railway Board to provide double track from Shamkhiyali to Viramgam with electrification but uptill now there is no progress at ground level in this regard. We suggest to make necessary budgetary provision and time bound execution schedule for the same. Further there is acute need of immediate electrification from Viramgam to Gandhidham which should also carried out alongwith work of double track.

9. WITHDRAWAL OF PENALTY OF RS.5000/- & DIVERSION TO ROAD TRAFFIC.

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. The tare weight of wagon & weighment result of weighbridge do not reflect correct result. Despite of less loading and no information of correct 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.5,000 per wagon too. There is no facility for parties to load their goods in less weighing wagons. On finding excess loading in wagon on further journey station, the revised fright is changed accordingly up to final destination.

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.

It has been observed that in the state of Gujarat no overload of truck transportation is allowed while the same is not being followed in the state of Rajasthan rigorously. Hence, there is a scope of increase Railway traffic if proper norms and facilities established at loading points at railways station for correct ascertainment of loading status. Such arrangement will divert road transportation to Railway transportation for Gujarat & Rajasthan.

10. TIME CHANGE AND FURTHER CONNECTIVITY OF PALANPUR TRAINS

There is our long pending demand for time change of train running from & to Palanpur to further establish connectivity with Ashram Express and Rajdhani Express. In view of increase passenger traffic and for the convenience of passenger of Kutch District.

11. OTHER IMPORTANT ISSUES

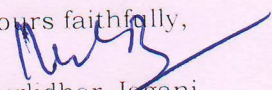
- Gandhidham - Vishakhapatnam (VSKP) 18502 reroute via Secundrabad.
- Augmentation of one 3AC and one composite coach of 3AC and 2AC in Kutch Super Fast Express Train No. 22955/22956 and Sayaji Nagari Express Train No. 19115/19116 wise Sleeper coaches as demand of 2AC and 3AC is more in this area due to business communities.

We request you to please incorporate above issues in the agenda of proposed next ZRUCC meeting as the same can be resolved through the positive efforts by the Western Railway and also hope that the sufficient time will be allotted to our representative during the meeting for the representation and interaction with reference to the issues.

Awaiting communication of schedule of the meeting.

Thanking you,

Yours faithfully,


Murlidhar Jagani
Hon. Secretary