



Purnesh Modi



MIS-10-2022-405-M

No./R&B/T/CA/T&PD/

/2021

**Minister,
Road and Building, Transport,
Civil Aviation, Tourism and
Pilgrimage Development
GOVERNMENT OF GUJARAT**

Swamin Sankul-1, 2nd Floor,
Sachivalaya, Gandhinagar-382 010.
Phone No. 079 232 50103,04,05
Fax No. 079 232 57973

Date : 18/04/2022

To,
Shri Ashwini Valshnav
Hon'ble Union Minister for Railways
Government of India,
Rail Bhavan, New Delhi.

Respected Shri

I would like to draw your kind attention regarding the fact that Gujarat is one of the leading developed state of the country. Government of Gujarat had agreed to construct various ROBs under jurisdiction of R&B Department in line of vision of "Fatak Mukh" Gujarat to reduce accident and to save time on level crossings. In this regard, I would like to put forth following pending issues related to Railway's in the State of Gujarat for your consideration please:-

1. There are 2 ROBs where Roads and Building Department, Government of Gujarat is constructing approach portions of ROBs and Railway's is constructing Railway portion. Here, R&BD has completed their approach portion but Railway has yet not started the construction of Railway portion. The list of these ROB's and details of the same is enclosed at Annexure-1.
2. There are 4 ROBs where Roads and Building Department, Government of Gujarat and DFCC are constructing approach portions of ROBs and Railway is constructing Railway portion. Here, R&BD has completed their approach portion but the progress of railway portion work is very slow. The list of these ROBs and details of the same is enclosed at Annexure-2.
3. Roads and Building Department, Government of Gujarat has accorded Administrative Approval of 90 ROB's having ATVU more than 1 Lacs in line of vision of "Fatak Mukh" Gujarat, to reduce accidents and to save time on level crossings. Against this record of 90 Administrative Approvals by State of Gujarat, Western Railway has issued financial approval of only 29 ROBs and rest 61 ROB's are still pending. List of pending financial approval of ROB's is enclosed at Annexure-3.

In this regard, the then Deputy Chief Minister, GOG has requested your good office to issue financial approval of balance ROB's/RUB's on priority vide letter dtd.27/05/2021 so that simultaneous process can be taken up for approval of GAD/DPR etc. but Railway is yet to accord financial approval.

Address: Bungalow No.11, Raj Bhavan, Sector - 20, Gandhinagar
Email: min-rnb@gujarat.gov.in Phone No.: 079-232-59604, 59606



Minister,
Road and Building, Transport,
Civil Aviation, Tourism and
Pilgrimage Development
GOVERNMENT OF GUJARAT
Swarnn Sankul-1, 2nd Floor,
Sachivalaya, Gandhinagar-382 010
Phone No. 079 232 50103,04 05
Fax No. 079 232 57973

Date

4. Railway has requested Government of Gujarat to sign Memorandum of Understanding to undertake 34 ROB's on single entity basis in lieu of Bihar State, which is under active consideration by GOG. On the basis of the same, Government of Gujarat is proposing to under take remaining of 90 ROB's for which Government of Gujarat has accorded Administrative Approval on 50 : 50 % cost sharing basis with Railway's. Here it is apt to mention that GOG has given consent to the Railway to undertake 9 ROB under single entity basis vide letter dtd. 19.04.2021. In lieu of this, Government of Gujarat is proposing to under take all balance ROB's on Single entity basis and construction of ROB's shall be shared by R&BD-GOG and Railways equally.

Here, the list of ROB's proposed to be under taken by Railway and R&B, GOG is enclosed at Annexure-4 A & 4 B.

5. As you are aware, Government of India has under taken Dedicated Freight Corridor (DFC) project of Railway through various states including Gujarat. There are total 62 Nos. of ROB to be constructed of which 14 ROB's have already been completed. There are various issues with Railway department which required expedition for speedy completion of those ROB's which is enclosure at Annexure-5.

6. Gujarat Urban Development Company (GUDC), a Government of Gujarat undertaking is looking after construction of ROB's in urban areas. Earlier GUDC has requested Railway to give concurrence for their 26 ROB/RUBs under single entity basis and list of ROB's is enclosed at Annexure-6

7. I am also enclosing a brief note of various long pending issues related to railways in Gujarat at Annexure-7 which are given as under:-

- i. Development of Rail linkages for DMIC in the State.
- ii. Doubling of Railway lines
- iii. Gauge Conversion of Railway lines
- iv. Starting of New trains and Extension of trains
- v. Establishing equivalent Authority of Railways at Ahmedabad under Western Railways

Looking to the above you are requested to direct concern officials to resolve the above issue on priority basis so that vision of Hon'ble P.M. for Fatak Mukht Gujarat can be achieved at earliest.

Hope to hear positive response from your good self.

With warm regards,

Encl - As Above.

Yours sincerely,

(Purnesh Modi)

Long Pending Issues with Railway

Sr. No.	Details
1	Development of Rail linkages for Delhi Mumbai Industrial Corridor (DMIC) in the State.
2	Doubling of Railway lines
3	Gauge Conversion of Railway lines
4	Starting of New trains and Extension of trains
5	Establishing equivalent Authority of Railways at Ahmedabad under Western Railways.

1. Development of Rail linkages for Delhi Mumbai Industrial Corridor (DMIC) in the State.

Gujarat is the leading industrial state in the country and is having the highest Gross Domestic Product (GDP) growth. Development, expansion and upgradation of the rail network are essential for maintaining and further development of ports and industries. Government of Gujarat has been repeatedly requesting Government of India for construction of new railway lines, gauge conversion of the existing railway lines and doubling of tracks to cope with the movement of goods from ports and industries to the large hinterland.

Further, with the major chunk of the Delhi Mumbai Industrial Corridor (DMIC) passing through the Gujarat, there is a need for construction, upgradation and doubling of the spurs connecting the Dedicated Freight Corridor (DFC) with ports and industries of Gujarat.

Government of Gujarat has requested Ministry of Railway to take up the work of development/upgradation of such important lines in the category of Doubling of Broad Gauge, Gauge Conversions, and New Railway lines.

Kindly consider the request in the interest of development of Delhi Mumbai Industrial Corridor (DMIC) and states readiness to cope up the traffic handling in the state.

Details of proposal are as under :-

(A) Doubling of Broad Gauge rail line.

1. Bharuch - Samni - Dahej
2. Surendranagar - Botad - Dhasa - Rajula - Pipavav
3. Surendranagar- Viramgam- Mahesana (Doubling of Surendranagar- Viramgam (65 km) section has been completed and commissioned in 2015. No survey for doubling of Viramgam-Mehsana has been taken up.)
4. Palanpur - Bhildi - Samakhyali - Gandhidham - Mundra
 - (a) Doubling of Palanpur-Bhildi-Samakhiali (275 km) has been taken up at an anticipated cost of Rs 1267 crore being funded by Kutch Railway Company Limited. An Outlay Of Rs.151 crore has been provided for the year 2017-18. Detailed estimate has been sanctioned. Final location survey (fls) has been completed. Earthwork and ballast supply has been taken up.
 - (b) Samkhiyani-Gandhidham-Adipur is already an existing double broad gauge line section.
 - (c) No survey for doubling of Adipur-Mundra has been sanctioned.

(B) New Railway line

1. Bhavnagar - Adhelai - Dholera - Vataman - Petlad (Survey proposed): Survey for Bhavnagar to Tarapur New Line via Dholera has been completed. Cost of this line has been assessed as Rs.745 crores with RoR of (-) 1% and NITI AAYOG has not agreed to the proposal which is required to be reviewed again considering necessity of new railway line.
2. Dholera - Bhimnath (28 km) New line project has been taken up by DMICDC under Non-Government railway modal to fast track the project. Included in budget 2016-17 at a cost of Rs.280 crore and provision in budget 2017-18 is Rs.40 cr.

Above proposal of Doubling of Broad Gauge Rail line, Gauge Conversion of existing Meter Gauge /Narrow Gauge rail line and New Railway line partially sanctioned by Railway and fast implementation of sanctioned work and sanctioning of remaining proposal is required.

Hon'ble Minister, R & B Department has written to Government of India vide letter dtd. 29/06/2009, 1/02/2010, 27/11/2010,18/2/2011, 25/07/2011, 09/01/2012, 12/02/2013, 02/12/2013, 07/08/2014,01/02/2017,4/5/2017,4/9/2017 & 04/01/2020..

2. Doubling of Railway lines

Gujarat is the leading industrial state in the country with the highestGross Domestic Product (GDP) growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. Doubling of Railway lines is imperative to cope with the huge requirement of movement of the goods from ports and industries to the large hinterland.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Doubling of Railway lines which are forwarded to Ministry of Railways/Divisional Railway Managers concerned.

Government of India had completed survey work of some projects and recently given his approval for doubling of Surendranagar-Rajkot Railway line project at Estimated cost of Rs.1002.3 Cr. for length of 116.17 Km. and Anand -Godhara railway line at the cost of Rs.683 Cr., Still following railway line shall be given priority and approved for doubling by Railway Ministry:-

1. Mehsana – Palanpur:
2. Rajkot – Veraval
3. Rajkot – Okha

Hon'ble Minister, R & B Department has written to Government of India vide letter dtd. 29/06/2009, 1/02/2010, 27/11/2010,18/2/2011, 25/07/2011, 09/01/2012, 12/02/2013 02/12/2013, 07/08/2014,01/02/2017,4/5/2017,4/9/2017& 04/01/2020.

3. Gauge Conversion of Railway lines

Gujarat is the leading industrial state in the country and is having the highestGross Domestic Product (GDP) growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. To meet the increasing demand for transportation of cargo from industries and ports including need arisen for movement of passenger due to urbanization and industrial activities, there is an urgent requirement for Gauge Conversion of existing Meter/Narrow Gauge Railway line. This works are essential for development of industries and ports.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Gauge Conversion of Railway lines which are forwarded to Ministry of Railway and Divisional Railway Managers.

Government of India has formed a massive scheme to convert 17 meter gauge rail section having 775.72 Km. length in to broad gauge at estimated cost of Rs.5986.38Cr., which is history in Western Railway. Kevadia colony (Statue of Unity) is connected to Vadodara through broad gauge railway line. Looking to the public demand and development of state, Railway should take up and expedite gauge conversion of following railway lines:-

Gauge Conversion

1	Bilimora-Waghai
2	Kosamba-Umarpada
3	Miyagam-Karjan-Choranda-Malsaar
4	Choranda-Motipura
5	Chhuchapura-Nasvadi-Tankhala Gauge Conversion

Hon'ble Minister, R & B Department has written to Government of India vide letter dtd. 29/06/2009, 1/02/2010 , 27/11/2010,18/2/2011, 25/07/2011,09/01/2012, 12/02/2013, 02/12/2013, 07/08/2014,01/02/2017, 4/5/2017,4/9/2017& 04/01/2020.

4. Starting of New trains and Extension of trains

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for starting of new trains and extension of trains. These have been forwarded to the concerned Divisional Railway Managers with a request to accept the same.

Recently Indian Railways has introduced several new trains/extension of trains on different routes that benefits the thousands of passengers like Hamsafar (For middle class), Tejas (For those in hurry), Uday (Double Decker train on busy route) and Antyodaya (For economically backward area)

Gujarat is leading industrial state of the country and now leaving mark with its tourism potential. There is tremendous increase in passenger traffic, which requires starting of new trains and extension of new trains. Following genuine demands stands confidently in larger interest of country and not only State :-

A. New trains.

1	Somnath -Rameshwer
2	Somnath-Puri- Hawrah
3	Somnath to Shrinagar/Vaishnudi (Katra) and New Delhi
4	Dwarka-Rameshwer
5	Dwarka-Mathura
6	Dwarka-Puri
7	Dwarka-Varansi
8	Bhavnagar – Delhi – Haridwar
9	Bhavnagar – Chennai
10	Bhavnagar – Kolkata
11	Bhavnagar – Ernakulum
12	Rajkot – Ahmedabad – Rajkot
13	Gandhidham – Mumbai via Radhanpur – Deesa – Ahmedabad
14	Palitana – Parasnath via Ahmedabad – Jaipur and Agra
15	Bhuj – Morbi – Porbandar
16	Bhuj – Morbi- Bhavangar
17	Bhuj – Morbi – Somnath
18	Demu train Rajkot – Veraval – Rajkot, Rajkot- Dwarka-Rajkot
19	MEMU train per hour between Nadiad and Mehsana
20	New superfast train on Porbandar – Bandra route
21	Bhuj – Morbi – Okha
22	Pipavav port /Rajula to Surat and Delhi
23	Restarting of India's first hospital train-the lifeline express/Jivanrekha express

B. Extension of trains.

- 1 Somnath – Veraval to Haridwar via Delhi/Mathura
 - Ahmedabad-Haridwar extension up to Somnath
- 2 Sikandrabad – Rajkot upto Tirupati
- 3 Extension of trains going to Tamil Nadu, Kerala, Karnataka, Punjab, Gauhati
 - Extension of Ahmedabad-Chennai NavJivan Express up to

- Rajkot-Bhavnagar-Bhuj
- Ahmedabad-Banglore up to Bhavnagar
 - Ahmedabad-Amritsar up to Rajkot-Bhavnagar-Bhuj
 - Dibrugarh-Bhopal up to Ahmedabad
- 4 Extension of trains up to Somnath (terminating at Veraval)
- Veraval-Mumbai Central
 - Veraval-Tituvananthpuram
- 5 Extension of Gujarat Queen up to Vapi&Palanpur

Government of Gujarat is regularly representing to Government of India from last many years.

Hon'ble Minister, R & B Department has written to Government of India vide letter dtd. 1/02/2010, 27/11/2010, 18/2/2011, 25/07/2011,09/01/2012, 12/02/2013, 02/12/2013, 07/08/2014,01/02/2017,4/5/2017, 4/9/2017& 04/01/2020.

5. Establishing equivalent Authority of Railways at Ahmedabad under Western Railways.

Gujarat is having predominant share in the Western Railways network. Gujarat's share in the Freight and Passenger traffic carried by Western Railways is growing at much faster pace every passing year. The proposed project of DMIC bears testimony to this with the fact that about 40% of length as well as investment is falling under Gujarat state only. Alongside DFCC and Bullet train project are also started.

Gujarat has frequently put forward a demand for shifting of Head Quarters of Western Railways from Mumbai to Ahmedabad but this has not been honoured. It is necessary that Headquarter of any organization should be located at a central place within the jurisdiction so that it can be easily reachable from any part. The shifting of Head Quarters, from Mumbai to Ahmedabad will serve this purpose and will also reduce the congestion in Mumbai.

Around 2002, during the tenure of NDA-1 Government, there had been bifurcations/restructurings of two zones covering western India which brought 2 zones into existence North Western Railway and Western Railway with their Head Quarter at Jaipur Mumbai (Churchgate) respectively.

Western Railway covers entire One Gujarat State Area- W.R. has six (6) Divisions as below with their Kms. under their respective jurisdictions.

Sr. No.	Division	State	Kms.	Percentage
1	Mumbai	Maharashtra	637	10 %
2	Ratlam	M.P.	1062	16 %
3	Vadodara	Gujarat	1294	24 %
4	Ahmedabad	Gujarat	1519	20 %

5	Bhavnagar	Gujarat	1329	20 %
6	Rajkot	Gujarat	599	10 %
Total			6440	

Thus, from above, approximately 74 % of Railway length is within Gujarat State as well as out of total originating earning Rs. 18293 crore of Western Railway, four divisions in Gujarat have contributed Rs. 12182 Crore in the financial year 2018-19. At present Western Railway HQ is situated in Mumbai and hence for approval of each development work of Gujarat State related to Railway, all four divisions of Gujarat are required to visit Mumbai for various approval and also for works related to public representative for railway in Gujarat. This consumes lot of time.

So, as per railway, if it is not feasible to shift the headquarter of western Railway from Mumbai to Ahmedabad, then as per GOG's representation vide letter dtd. 04/09/2017 at least Ministry of Railways shall establish an equivalent authority of Railway in Gujarat like General Manager (Construction) having full power for granting all necessary approval (which otherwise are being obtained/granted from Head quarter of Western Railway from Mumbai) from Ahmedabad in Gujarat State. Railway shall also vest full power for granting permissions/No objection certificate for over bridges etc. The Authority shall have full power for railway projects and operations & maintenance of Railways for operating divisions of Vadodara, Ahmedabad, Rajkot and Bhavnagar in state of Gujarat.

Hon'ble Minister, R & B Department has again represented the issue to Government of India vide letters dtd., 29/06/2009, 01/02/2010, 27/11/2010, 18/2/2011, 25/07/2011, 09/01/2012, 12/02/2013, 02/12/2013, 07/08/2014, 01/02/2017, 4/5/2017, 4/9/2017 & 04/01/2020.

૧૨. પશ્ચિમ રેલવેનું મુખ્ય મથક અમદાવાદ ખાતે ખસેડવા બાબત

પશ્ચિમ રેલવે નેટવર્કમાં ગુજરાત મોટો હિસ્સા ધરાવે છે. પશ્ચિમ રેલવેમાં થતી પ્રવાસીઓ અને માલસામાનની હેરફેરમાં ગુજરાતનો ફાળો પણ નોંધપાત્ર રીતે વધેલ છે. દિલ્લી-મુંબઈ ઇન્ડરટ્રીથલ કોરીડોરનો જે સુચીત પ્રોજેક્ટ છે તેમાં પણ લગભગ ૪૦ ટકા જેટલી લંબાઈ અને રોકાણ ગુજરાત રાજ્યમાંથી છે. ડેડીકેટેડ ફેઈટ કોરડોર કોર્પોરેશન અને બુલેટ ટ્રેનના પ્રોજેક્ટ પણ શરૂ થયેલ છે.

ગુજરાત રાજ્ય દ્વારા પશ્ચિમ રેલવેનું મુખ્યમથક મુંબઈથી અમદાવાદ ખાતે ખસેડવા માટે વારંવાર રજુઆત કરવામાં આવેલ છે. પરંતુ હજી સુધી તેનો સ્વીકાર થયો નથી. કોઈપણ સંસ્થાનું મુખ્યમથક તેના કાર્યક્ષેત્રના મધ્યમાં હોય તે ખુબ જ જરૂરી છે જેથી કાર્યક્ષેત્રના કોઈપણ ભાગમાંથી મુખ્યમથક પર સહેલાઈથી પહોંચી શકાય. પશ્ચિમ રેલવેનું મુખ્યમથક મુંબઈથી અમદાવાદ ખસેડવાથી આ હેતુ પૂર્ણ થશે ઉપરાંત મુંબઈ ખાતેની ગીચતા પણ ઘટાડી શકાશે.

આ બાબતે પ્રશ્નની અગત્યતાને ગુણવત્તા ના ધોરણે જોવામાં આવે તે જરૂરી છે.

જો આ મુખ્ય મથક મુંબઈથી અમદાવાદ ખાતે ખસેડવું શક્ય ન હોય તો, ઓછામાં ઓછું રેલવે મંત્રાલય દ્વારા એક સમકક્ષ સત્તાધિકારીની ગુજરાત ખાતે અમદાવાદમાં નિમણૂક કરવી જોઈએ. જેને હાલમાં વેસ્ટર્ન રેલવે મુંબઈથી મંજુરીની પ્રક્રિયા થાય છે. તે સમગ્રી સત્તાઓ આપવામાં આવે. રેલવે દ્વારા આ અધિકારીને રેલવે કોર્સિંગ, ઓવર હેડ, અન્ડરગ્રાઉન્ડ સગવડો, પુલો વગેરે માટે જરૂરી મંજુરીઓ/નાં-વાંધા પ્રમાણપત્રો આપવાની સંપૂર્ણ સત્તા આપવામાં આવે. આ સત્તાધિકારીને રેલવેના બધા વિભાગો (વડોદરા, અમદાવાદ, રાજકોટ અને ભાવનગર) હસ્તકના રેલવે પ્રોજેક્ટ, સંચાલન અને મરામત અંગેની સંપૂર્ણ સત્તા સોંપવામાં આવે.

માન.મંત્રીશ્રી (મા.મ.) એ પણ તેમના તા.૨૯/૬/૦૯, તા.૧/૨/૧૦, ૨૭/૧૧/૨૦૧૦, ૧૮/૦૨/૨૦૧૧, ૨૫/૦૭/૨૦૧૧, ૦૯/૦૧/૨૦૧૨, તા.૧૨/૦૨/૨૦૧૩, ૦૨/૧૨/૨૦૧૩, તા.૭/૮/૨૦૧૪ તા.૭/૮/૨૦૧૪, તા.૧/૨/૨૦૧૭, તા.૪/૫/૨૦૧૭ અને તા.૬/૯/૨૦૧૭ના પત્રોથી ભારત સરકારને રજુઆત કરેલ છે.

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/J.D.D./R&B C P/N K P C
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swamin Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date : 04/05/2017

Respected Shri Shuresh Prabhu ji

I would like to draw your kind attention towards the fact that Gujarat is one of the leading developing States of country. Considering leading state in Industrial and economical development & probably the largest source of revenue to the Western Railway, it needs due share and weightage in Railway Network. One of the major factors, hindering further development of the State is the inadequate Railway network. There are large numbers of meter-gauge and narrow-gauge lines which need to be upgraded urgently to broad gauge. Moreover, rail infrastructure development is of prime importance for Gujarat. Government of Gujarat had represented various issues frequently to railways in past. I, once again request you to kindly look into these issues and fulfill long pending demands of people of Gujarat which are as under :-

1. Development of Rail linkages for DMIC in the State.

Gujarat is the leading industrial state in the country and is having the highest GDP growth. Development, expansion and upgradation of the rail network are essential for maintaining and further development of ports and industries. Government of Gujarat has been repeatedly requesting GOI for construction of new railway lines, gauge conversion of the existing railway lines and doubling of tracks to cope with the movement of goods from ports and industries to the large hinterland.

Further, with the major chunk of the DMIC passing through the Gujarat, there is a need for construction, upgradation and doubling of the spurs connecting the DFC with ports and industries of Gujarat.

Government of Gujarat has requested Ministry of Railway to take up the work of development/upgradation of such important lines in the category of Doubling of Broad Gauge, Gauge Conversions, and New Railway lines.

Kindly consider the request in the interest of development of DMIC and states readiness to cope up the traffic handling in the state. Details of proposal are as under :-

- (A) Doubling of Broad Gauge rail line.
1. Bharuch - Samni - Dahej
 2. Surendranagar - Botad - Dhasa - Rajula - Pipavav
 3. Surendranagar - Viramgam- Mahesana(Doubling of Surendrangar-Viramgam (65 km) section has been completed and commissioned in 2015.No survey for doubling of Viramgam-Mehsana has been taken up.)

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/U.D./R&B,C/P/H/K/P/C
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.

Date :

4. Palanpur - Bhildi - Samakhyali - Gandhidham - Mundra(Survey completed)

(a) Doubling of Palanpur-Bhildi-Samakhiali(275 km) has been taken up at an anticipated cost of Rs 1267 crore being funded by Katch Railway Company Limited. An Outlay Of Rs.151 crore has been provided for the year 2016-17.Detailed estimate has been sanctioned. Final location survey (FLS) has been completed. Earthwork and ballast supply has been taken up.

(b) Samkhiyani-Gandhidham-Adipur is already an existing double broad gauge line section.

(c) No survey for doubling of Adipur-Mundra has been sanctioned.

(B) New Railway line

1. Bhavnagar - Adhelai - Dholera - Vataman - Petlad (Survey proposed): Survey for bhavnagar to Tarapur New Line via Dholera has been completed. Cost of this line has been assessed as Rs.745 crores with RoR of (-) 1% and Planning Commission has not agreed to the proposal.

2. Dholera - Bhimnath(28 km) New line project has been included in budget 2016-17 at a cost of Rs.280 crore subject to requisite approvals from the Government.

Above proposal of Doubling of Broad Gauge Rail line, Gauge Conversion of existing MG/NG rail line and New Railway line partially sanctioned by Railway and fast implementation of sanctioned work and sanctioning of remaining proposal is required.

Government of Gujarat is regularly representing to GOI from last many years. Recently a SPV G-RIDE is incorporated where in GOG and MOR, GOI are partner with stack of 51:49 SPV is incorporated with an aim of taking up railway projects of Critical connectivity and Capacity Enhancement of Railways in Gujarat.

2. Shifting of Western Railway Headquarter to Ahmedabad

Gujarat is having predominant share in the Western Railways network. Gujarat's share in the Freight and Passenger traffic carried by Western Railways is growing with much faster pace every passing year. The proposed project of DMIC also confirms such importance that about 40% of length as well as investment is falling under Gujarat state only.

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/U D D.R&B,C P/N K.J.P.C
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date :

Gujarat has frequently put forward a demand for shifting of Head Quarters of Western Railways from Mumbai to Ahmedabad but this has not been honored. It is necessary that Headquarter of any organization should be located at a central place within the jurisdiction so that it can be easily reachable from any part. The shifting of Head Quarters, from Mumbai to Ahmedabad will serve this purpose as well will also reduce the congestion in Mumbai.

This needs to be considered on its own merit.

Hon'ble Minister of Railway vide letter dated 18/10/2007 has rejected the request and in reply of Rajya Sabha Question No.499 on 11/07/2014 Hon'ble State Minister, Railway that shifting of Western Railway Head Quarter from Mumbai to Ahmedabad is not feasible. But demand of Government of Gujarat is reasonable hence shifting of Head Quarter of Western Railway from Mumbai to Ahmedabad is necessary.

Government of Gujarat is demanding for shifting of Western Railway Head quarters to Ahmedabad as major length of western railway is passing through Gujarat and Railway is getting major revenue share from State of Gujarat.

If it is not feasible to shift the headquarter of western Railway from Mumbai to Ahmedabad then at least Ministry of Railways shall establish an equivalent authority of Railway in Gujarat having full power for granting all necessary approval (which otherwise are being obtained/granted from Head quarter of Western Railway from Mumbai) from Ahmedabad in Gujarat State. Railway shall also vest full power for granting permissions/No objection certificate for crossing overhead or underground utilities, over bridges etc. The Authority shall have full power for railway projects and operations & maintenance of Railways for operating divisions of Vadodara, Ahmedabad, Rajkot and Bhavnagar in state of Gujarat.

3. Development of Sabarmati Railway Station

Gujarat has a predominant share in the revenue of western Railway. Ahmedabad (Kalupur) Railway Station is one of the most important junctions in the Western Railway network.

Ahmedabad is now a Megacity, seventh largest city in the country which continues to grow rapidly. Kalupur railway station is experiencing heavy loads, congestion and associated problems with time. This being located in the heart of the city (old city) and not having any margin of catering for 'to and fro' movements by available road network, commuters /travelers and road users are facing road congestion problems also associated pollution.



NITIN PATEL
Deputy Chief Minister,
Gujarat State

No. : Finance/U.D.D./R&B,C.P./N.K./P.C.
**Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,**
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date :

To this respect solution lies in development of other suburban stations with required facilities on the pattern of already demonstrated similar examples Hyderabad, Delhi and Mumbai. Various similar representations have been received from public and local passenger organizations for development of Sabarmati Railway station as an additional terminal Station of Ahmedabad.

Development of existing Sabarmati Railway Station into an additional terminal will not only help in reducing heavy loading at the Kalupur Station but will ease out congestions near Kalupur Station as well. Savings of travel time, enabling decongested network and reduced pollution are direct benefits.

For Metro City Ahmedabad, Railways has propos to develop integrated suburban railway networks and linked infrastructure, Ahmedabad is also included in the list. Railway in the Annual Budget 2013-14, the terminal work includes construction of one broad gauge island platform and two full length pit lines. The work is in progress. (Sanctioned with provision of Rs.29.60 Cr. for development of Second Coaching Terminal at Sabarmati and in current year 2017-18 the provision of Rs,1.00 crore in railway budget) Development of integrated railway network and linked infrastructure in Ahmedabad is ongoing exercise and no time frame is given for completion of the project, as it depends on the availability of funds. Provision is not sufficient to use this Railway Station as additional terminal Station.

This needs to be taken up with Ministry of Railways for needful actions.

Government of Gujarat has regularly represented to GOI from last many years. Recently a SPV G-RIDE is incorporated where in GOG and MOR, GOI are partner with stack of 51:49 SPV is incorporated with an aim of taking up railway projects of Critical connectivity and Capacity Enhancement of Railways in Gujarat.

The SPV has taken up the work of development of Gandhinagar and Surat Railway Station on PPP model. Sabarmati Station falling in C-Category of Station. MOR should take up the work of development of Sabarmati Railway Station at the earliest either through budget or on PPP model as a special case as development of the Sabarmati Railway station through SPV will take time.

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/U.D.D./R&B,C P/N K/P C.
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date :

4. Gauge Conversion of Railway lines

Gujarat is the leading industrial state in the country and is having the highest GDP growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. To meet the increasing demand for transportation of cargo from industries and ports including need arisen for movement of passenger due to urbanization and industrial activities, there is an urgent requirement for Gauge Conversion of existing Meter/Narrow Gauge Railway line. This works are essential for development of industries and ports.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Gauge Conversion of Railway lines which are forwarded to Ministry of Railway and Divisional Railway Managers.

Government of Gujarat has requested Railways to take up and expedite Gauge Conversion of following railway lines. It is also requested that where work is started, adequate budget provision should be made so that work is completed at the earliest.

Gauge Conversion

1	Patan-Bhildi(work in progress, However, for want of no objection certificate from National Monument Authority for track linking near Rankivav, work at this location is held up.)
2	Ahmedabad- Khedbhurma (work in progress part of Ahmedabad-Udaipur)
3	Dahod-Indore (work in progress)
3	Chhuchapura Nasvadi Tankhala Gauge Conversion 37.80 Km.
4	Connecting of Dabhoi-Chanod(Gauge Conversion) with extension by new Broad Gauge line up to kevadia-49.30 Km.
5	Bilimora-Waghai (Survey completed)
6	Meter gauge lines in Amreli district (Surveys for gauge conversion of Khijadiya-Amreli-Visavadar-Junagadh(146 km) have been completed. As per survey reports, the cost have been assessed as rs.597.70 crore with negative rate of return of 1.51%. These projects could not be taken forward due to their un-remunerative nature and huge throw forward of ongoing projects.)
7	Dhasa – Jetalsar(Assigned to RVNL- Gauge conversion approved and Preparation of Plans and Estimate have been taken up)
8	Hapa – Dahisara (Survey proposed)
9	Broad gauge railway line upto Palitana
10	Narrow gauge railway lines of Vadodara Railway Division.

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. : Finance/U.D.D./R&B,C P./H K./P.C
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date :

11	Ahmedabad -Vejalpur- Botad(Survey work is completed and gauge conversion of 1/0.48 Km. is approved. Tender procedure have been taken up. An outlay of Rs.120 Cr. has been provided in the Budget 2015-16 for this work.)
12	Ankleshwar -Rajpipla (Work in progress)

Government of Gujarat is regularly representing to GOI from last many years. Recently a SPV G-RIDE is incorporated where in GOG and MOR, GOI are partner with stack of 51:49 SPV is incorporated with an aim of taking up railway projects of Critical connectivity and Capacity Enhancement of Railways in Gujarat.

5. Doubling of Railway lines

Gujarat is the leading industrial state in the country with the highest GDP growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. Doubling of Railway lines is imperative to cope with the huge requirement of movement of the goods from ports and industries to the large hinterland.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Doubling of Railway lines which are forwarded to Ministry of Railways/Divisional Railway Managers concerned.

Doubling of the following railway lines should be take up by Railway Ministry.

1. Ahmedabad – Mehsana – Jaipur:

The work of gauge conversion of Ahmedabad-Mahesana(70 km) MG line running parallel to existing BG line has been included in the Budget 2015-16 at an anticipated cost of Rs. 420 Cr. An outlay of Rs.100 crore has been provided for this project for year 2016-17.

Preliminary activities like final location survey(fl) preparation of plan, estimates, etc, have been taken up. Survey for doubling of Mahesana-Palanpur(65 km)has been taken up, However, this project is not sanction for doubling.

Doubling of Palanpur-Ajmer has been taken up in patches. An outlay of 548.5 crore has been provided for these patches of doubling works for the year 2016-17. On this route, Swaroopganj-keshavganj(26.48 km) and Mori Bera-Kothar-Keshavganj(21.32 km) sections have been commissioned. Ajmer-Jaipur is already a double line.

- Rajkot – Veraval(Rajkot-Veraval doubling surveys (in 2 parts) have been taken up)Rajkot-Junagadh(103 km) and Junagadh-Veraval(83 km).
- Rajkot – Okha(Survey has been taken up)

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. : Finance/U.D.D./R&B,C.P./N K./P,C
**Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.**
Date :

Government of Gujarat is regularly representing to GOI from last many years. Recently a SPV G-RIDE is incorporated where in GOG and MOR, GOI are partner with stack of 51:49 SPV is incorporated with an aim of taking up railway projects of Critical connectivity and Capacity Enhancement of Railways in Gujarat.

6. Starting of New trains and Extension of trains

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for starting of new trains and extension of trains. These have been forwarded to the concerned Divisional Railway Managers with a request to accept the same.

Ministry of Railways is not however considering most of these demands. Gujarat is the leading industrial State of the country and also now leaving mark with its tourism potential. As a result there are lots of people commuting across the country for various purposes including industry, education, tourism etc. Such interaction, which is termed advantageous to commuters, is badly asking for immediate need for starting of new trains and extension of the trains.

This genuine demand stands confidently in larger interest of the country not only the state. Details of proposal is as under :-

A. New trains.

1	Somnath -Rameshwer
2	Somnath-Puri- Hawrah
3	Somnath to Shrinagar/Vaishnudi (Katra) and New Delhi
4	Dwarka-Rameshwer
5	Dwarka-Mathura
6	Dwarka-Puri
7	Dwarka-Varansi
8	Ahmedabad-Varansi
9	Bhavnagar – Delhi – Haridwar
10	Bhavnagar – Chennai
11	Bhavnagar – Kolkata
12	Bhavnagar – Ernakulum
13	Rajkot – Ahmedabad – Rajkot
14	Ahmedabad – Palitana via Shihor
15	Gandhidham – Mumbai via Radhanpur – Deesa – Ahmedabad
16	Palitana – Parasnath via Ahmedabad – Jaipur and Agra
17	Ahmedabad – Palitana
18	Bhuj – Morbi – Porbandar
19	Bhuj – Morbi- Bhavangar

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No Finance/UD D/H&B,C P/B/K/PC,
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date :

20	Bhuj – Morbi – Somnath
21	Demu train Rajkot – Veraval – Rajkot, Rajkot- Dwarka-Rajkot
22	MEMU train per hour between Nadiad and Mehsana
23	New superfast train on Porbandar – Bandra route
24	More train facility for Morbi city
25	Bhuj – Morbi – Okha
26	Memu train for Morbi
27	Pipavav port /Rajula to Mumbai, Surat and Delhi
28	Restarting of India's first hospital train-the lifeline express/Jivanrekha express

B. Extension of trains.

- 1 Somnath – Veraval to Haridwar via Delhi/Mathura
 - Ahmedabad-Haridwar extension up to Somnath
- 2 Sikandrabad – Rajkot upto Tirupati
- 3 Extension of trains going to Tamil Nadu, Kerala, Karnataka, Punjab, Gauhati
 - Extension of Ahmedabad-Chennai Navjivan Express up to Rajkot-Bhavnagar-Bhuj
 - Ahmedabad-Bangalore up to Bhavnagar
 - Ahmedabad-Amritsar up to Rajkot-Bhavnagar-Bhuj
 - Dibrugarh-Bhopal up to Ahmedabad
- 4 Extension of trains up to Somnath (terminating at Veraval)
 - Veraval-Mumbai Central
 - Veraval-Tituvananthpuram
- 5 Extension of Gujarat Queen up to Vapi&Palanpur

It is again requested that budgetary provision should be made for completion/taking up of the above issues and projects of Railways for the State of Gujarat.
Hope to hear positive response from your good self.

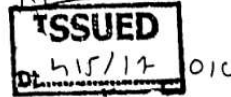
With warm regards,

Encl - As Above.

Yours sincerely,

Nitin Patel
(Nitin Patel)

To,
Shri Shuresh Prabhu,
Hon'ble Union Minister for Railways
Government of India, Rail Bhavan, New Delhi.



NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/UD/DR/BB/CP/RY/RS
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date : 1-9-2017

Respected Shri Suresh Prabhu ji *Namaskun,*

I would like to draw your kind attention towards my earlier letter dtd.04/05/2017. It was stated in the said letter that Gujarat is one of the leading developing States of the country. There are large numbers of meter-gauge and narrow-gauge lines, which need to be upgraded urgently. Government of Gujarat had represented various issues frequently to railways in past. I, once again request you to kindly look into these issues and fulfil long pending demands of people of Gujarat which are as under :-

1. Development of Rail linkages for DMIC in the State.

Gujarat is the leading industrial state in the country and is having the highest GDP growth. Development, expansion and upgradation of the rail network are essential for maintaining and further development of ports and industries. Government of Gujarat has been repeatedly requesting GOI for construction of new railway lines, gauge conversion of the existing railway lines and doubling of tracks to cope with the movement of goods from ports and industries to the large hinterland.

Further, with the major chunk of the DMIC passing through the Gujarat, there is a need for construction, upgradation and doubling of the spurs connecting the DFC with ports and industries of Gujarat.

Government of Gujarat has requested Ministry of Railway to take up the work of development/upgradation of such important lines in the category of Doubling of Broad Gauge, Gauge Conversions, and New Railway lines.

Kindly consider the request in the interest of development of DMIC and states readiness to cope up the traffic handling in the state. Details of proposal are as under :-

(A) Doubling of Broad Gauge rail line.

1. Bharuch - Samni - Dahej
 2. Surendranagar - Botad - Dhasa - Rajula - Pipavav
 3. Surendranagar - Viramgam- Mahesana (Doubling of Surendranagar-Viramgam(65 km) section has been completed and commissioned in 2015.No survey for doubling of Viramgam-Mehsana has been taken up.)
 4. Palanpur - Bhildi - Samakhyali - Gandhidham - Mundra(Survey completed)
- (a) Doubling of Palanpur-Bhildi-Samakhyali(275 km) has been taken up at an anticipated cost of Rs 1267 crore being funded by Katch Railway Company Limited. An Outlay Of Rs.151 crore has been provided for the year 2016-17 Detailed estimate has been sanction. Final location survey(Ifs) has been completed. Earthwork and ballast supply has been taken up

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No Finance/UD D/R&B,C P/N K/P1
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date

(b) Samkhiyani-Gandhidham-Adipur is already an existing double broad gauge line section.

(c) No survey for doubling of Adipur-Mundrahas been sanctioned.

(B) New Railway line

1. Bhavnagar - Adhelai - Dholera - Vataman - Petlad (Survey proposed): Survey for bhavnagar toTarapur New Line via Dholera has been completed. Cost of this line has been assessed as Rs.745 crores with RoR of (-) 1% and Planning Commission has not agreed to the proposal.
2. Dholera - Bhimnath(28 km) New line project has been taken up by DMICDC under Non-Government railway modal to fast track the project.Included in budget 2016-17 at a cost of Rs.280 crore and provision in budget 2017-18is Rs.40.

Above proposal of Doubling of Broad Gauge Rail line, Gauge Conversion of existing MG/NG rail line and New Railway line partially sanctioned by Railway and fast implementation of sanctioned work and sanctioning of remaining proposal is required.

2. Shifting of Western Railway Headquarter to Ahmedabad

Gujarat is having predominant share in the Western Railways network. Gujarat's share in the Freight and Passenger traffic carried by Western Railways is growing with much faster pace every passing year. The proposed project of DMIC also confirms such importance that about 40% of length as well as investment is falling under Gujarat state only.

Gujarat has frequently put forward a demand for shifting of Head Quarters of Western Railways from Mumbai to Ahmedabad but this has not been honored. It is necessary that Headquarter of any organization should be located at a central place-within the jurisdiction so that it can be easily reachable from any part. The shifting of Head Quarters, from Mumbai to Ahmedabad will serve this purpose as well will also reduce the congestion in Mumbai.

This needs to be considered on its own merit.

If it is not feasible to shift the headquarter of western Railway from Mumbai to Ahmedabad then at least Ministry of Railways shall establish an equivalent authority of Railway in Gujarat having full power for granting all necessary approval (which otherwise are being obtained/granted from Head quarter of Western Railway from Mumbai) from Ahmedabad in Gujarat State. Railway shall also vest full power for granting permissions/No objection certificate for crossing overhead or underground utilities, over bridges etc. The Authority shall have full power for railway projects and operations & maintenance of Railways for operating divisions of Vadodara, Ahmedabad, Rajkot and Bhavnagar in state of Gujarat.

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/U.D D/R&B,C.P./H K./P.C
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date :

3. Development of Sabarmati Railway Station

Gujarat has a predominant share in the revenue of western Railway. Ahmedabad (Kalapur) Railway Station is one of the most important junctions in the Western Railway network.

Ahmedabad is now a Megacity, seventh largest city in the country which continues to grow rapidly. Kalapur railway station is experiencing heavy loads, congestion and associated problems with time. This being located in the heart of the city (old city) and not having any margin of catering for 'to and fro' movements by available road network, commuters /travelers and road users are facing road congestion problems also associated pollution.

To this respect solution lies in development of other suburban stations with required facilities on the pattern of already demonstrated similar examples Hyderabad, Delhi and Mumbai. Various similar representations have been received from public and local passenger organizations for development of Sabarmati Railway station as an additional terminal Station of Ahmedabad.

Development of existing Sabarmati Railway Station into an additional terminal will not only help in reducing heavy loading at the Kalapur Station but will ease out congestions near Kalapur Station as well. Savings of travel time, enabling decongested network and reduced pollution are direct benefits.

For Metro City Ahmedabad, Railways has propose to develop integrated suburban railway networks and linked infrastructure, Ahmedabad is also included in the list. Railway in the Annual Budget 2013-14, the terminal work includes construction of one broad gauge island platform and two full length pit lines. The work is in progress. (Sanctioned with provision of Rs.29.60 Cr. for development of Second Coaching Terminal at Sabarmati and in current year 2017-18 the provision of Rs.1.00 crore in railway budget) Development of integrated railway network and linked infrastructure in Ahmedabad is ongoing exercise and no time frame is given for completion of the project, as it depends on the availability of funds. Provision is not sufficient to use this Railway Station as additional terminal Station.

It is requested to Hon'ble Minister of Railway to instruct concern officer For development of Sabarmati Railway Station.

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/UDID/R&H,C/P/NK/P/G
**Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,**
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010,
Date :

4. Gauge Conversion of Railway lines

Gujarat is the leading industrial state in the country and is having the highest GDP growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. To meet the increasing demand for transportation of cargo from industries and ports including need arisen for movement of passenger due to urbanization and industrial activities, there is an urgent requirement for Gauge Conversion of existing Meter/Narrow Gauge Railway line. This works are essential for development of industries and ports.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Gauge Conversion of Railway lines which are forwarded to Ministry of Railway and Divisional Railway Managers.

Government of Gujarat has requested Railways to take up and expedite Gauge Conversion of following railway lines. It is also requested that where work is started, adequate budget provision should be made so that work is completed at the earliest.

Gauge Conversion

1	Bilimora-Waghai
2	Kosamba-Umarpada
3	Miyagam-Karjan-Choranda-Malsaar
4	Choranda-Motipura
5	Chhuchapura-Nasvadi-Tankhala Gauge Conversion

5. Doubling of Railway lines

Gujarat is the leading industrial state in the country with the highest GDP growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. Doubling of Railway lines is imperative to cope with the huge requirement of movement of the goods from ports and industries to the large hinterland.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Doubling of Railway lines which are forwarded to Ministry of Railways/Divisional Railway Managers concerned.

Doubling of the following railway lines should be take up by Railway Ministry.

1. Mehsana - Palanpur:
2. Rajkot -- Veraval
3. Rajkot - Okha

23
39



NITIN PATEL
Deputy Chief Minister,
Gujarat State

No. : Finance/U.D.D./R&B,C.P./N.K./P.C.
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010
Date

6. Starting of New trains and Extension of trains

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for starting of new trains and extension of trains. These have been forwarded to the concerned Divisional Railway Managers with a request to accept the same.

Ministry of Railways is not however considering most of these demands. Gujarat is the leading industrial State of the country and also now leaving mark with its tourism potential. As a result there are lots of people commuting across the country for various purposes including industry, education, tourism etc. Such interaction, which is termed advantageous to commuters, is badly asking for immediate need for starting of new trains and extension of the trains.

This genuine demand stands confidently in larger interest of the country not only the state. Details of proposal is as under -

A. New trains.

1	Somnath -Rameshwer
2	Somnath-Puri- Hawrah
3	Somnath to Shrinagar/Vaishnudevi (Katra) and New Delhi
4	Dwarka-Rameshwer
5	Dwarka-Mathura
6	Dwarka-Puri
7	Dwarka-Varansi
8	Ahmedabad-Varansi
9	Bhavnagar - Delhi Haridwar
10	Bhavnagar Chennai
11	Bhavnagar Kolkata
12	Bhavnagar Ernakulum
13	Rajkot - Ahmedabad - Rajkot
14	Ahmedabad Palitana via Shihor
15	Gandhidham - Mumbai via Radhanpur Deesa Ahmedabad
16	Palitana Parasnath via Ahmedabad Jaipur and Agra
17	Ahmedabad Palitana
18	Bhuj Morbi Porbandar
19	Bhuj Morbi Bhavangar
20	Bhuj Morbi Somnath
21	Demu train Rajkot Veraval Rajkot, Rajkot- Dwarka-Rajkot
22	MEMU train per hour between Nadiad and Mehsana
23	New superfast train on Porbandar Bandra route
24	More train facility for Morbi city
25	Bhuj Morbi Okha
26	Memu train for Morbi

NITIN PATEL
Deputy Chief Minister,
Gujarat State



No. Finance/U.D.D./R&B,C.P/M/K/PC
Finance, Urban Development and
Urban Housing, Road and Building,
Capital Project, Narmada, Kalpasar,
Petrochemicals,
Government of Gujarat,
Swarnim Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382 010.
Date :

27	Pipavav port/Rajula to Mumbai, Surat and Delhi
28	Restarting of India's first hospital train-the lifeline express/Jivanrekha express

B. Extension of trains.

1. Somnath – Veraval to Haridwar via Delhi/Mathura
 - Ahmedabad-Haridwar extension up to Somnath
2. Sikandrabad – Rajkot upto Tirupati
3. Extension of trains going to Tamil Nadu, Kerala, Karnataka, Punjab, Gauhati
 - Extension of Ahmedabad-Chennai Navjivan Express up to Rajkot-Bhavnagar-Bhuj
 - Ahmedabad-Banglore up to Bhavnagar
 - Ahmedabad-Amritsar up to Rajkot-Bhavnagar-Bhuj
 - Dibrugarh-Bhopal up to Ahmedabad
4. Extension of trains up to Somnath (terminating at Veraval)
 - Veraval-Mumbai Central
 - Veraval-Tituvananthpuram
5. Extension of Gujarat Queen up to Vapi&Palanpur

It is again requested that budgetary provision should be made for completion/taking up of the above issues and projects of Railways for the State of Gujarat.

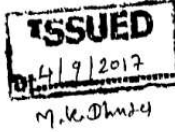
Hope to hear positive response from your good self.

With warm regards,

Yours sincerely,


(Nitin Patel)

To,
Shri Shuresh Prabhu,
Hon'ble Union Minister for Railways,
Government of India,
Rail Bhavan, Rafi Marg, New Delhi.



**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 43
TO BE ANSWERED ON 24.02.2016**

SHIFTING OF WESTERN RAILWAY HEAD QUARTER

43. SHRI C.R. PATIL:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether It is a fact that Gujarat contributes a major share in passenger and goods traffic to Western Railways;**
- (b) if so, whether the State Government of Gujarat has requested for shifting of Western Railway Head Quarter from Mumbai to Ahmedabad and If so, the details thereof;**
- (c) whether the Government has accepted the above request;**
- (d) if so, the details thereof; and**
- (e) if not, the reasons therefor?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

- (a): Yes, Madam.**
- (b) to (e): Representations for shifting Western Railway Headquarters from Mumbai to Ahmedabad have been received from time to time from various fora, including the State Government of Gujarat.**

The location of the headquarters of a Zonal Railway depends on operational and administrative requirements, consistent with the needs of economy and efficiency and not on regional considerations.

Western Railway headquarter at Mumbai is working satisfactorily.

The proposal to shift Western Railway's headquarters from Mumbai to Ahmedabad was examined in the light of the above and has not been considered feasible. ,

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 499
TO BE ANSWERED ON 11.07.2014

SHIFTING OF HEADQUARTER

499. SHRI DILIPBHAI PANDYA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Gujarat contributes a major share in passenger and goods traffic to Western Railways and hence has requested for shifting of Headquarter to Ahmedabad from Mumbai;
- (b) if so, the reasons for not accepting the request so far; and
- (c) why shifting of Headquarter from Mumbai to Ahmedabad has not been considered feasible?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a): Yes, Sir.

(b) & (c): The location of the headquarters of a Railway depends on operational & administrative requirements, consistent with the needs of economy & efficiency and not on regional considerations. The Western Railway headquarter at Mumbai is working satisfactorily and no change is considered necessary.

The proposal to shift the Western Railways headquarters from Mumbai to Ahmedabad was examined in the light of the above and has not been considered feasible.



R. Velu

GoI-374
2.12.07

No. 2007/E&R/1500/1

रेल राज्य मंत्री
भारत सरकार
नई दिल्ली-110 001
Minister of State for Railways
Government of India
New Delhi-110 001

23 JUN 2007

Dear Shri Jadeja ji,

Kindly refer to your letter dated 28.12.2006 addressed to hon'ble Minister of Railways regarding shifting of Western Railway headquarters office from Mumbai to Ahmedabad in Gujarat.

This is to inform you that the location of the headquarters of a Railway depends on operational and administrative requirements, consistent with the needs of economy and efficiency and not on regional considerations. The issue of reorganization has been examined in detail recently. All the issues of territorial adjustments along with such relevant issues were elaborated upon at large while creating seven new zones and eight new divisions and no such change was considered necessary.

The question of shifting of Western Railway headquarters office from Mumbai to Ahmedabad in Gujarat, when examined in the light of these considerations, has not been found feasible. Moreover, the shifting of a well established office of Western Railway from Mumbai will also involve transfer of a large number of staff resulting in dislocation of their family set-up and other allied problems.

The Western Railway headquarters at Mumbai is working satisfactorily and no change is considered necessary.

I hope you will kindly appreciate the position.

With regards,

For favour of information yours sincerely,

Hon. Mr M (R&B)

(R. Velu)

Shri Indravijaysinh Jadeja,
Minister for Roads Building, Capital Project,
Urban Development & Urban Housing,
Government of Gujarat,
Gandhinagar.

CC (NH) & AS.

आर. वेलु
R. VELU

रेल राज्य मंत्री
भारत सरकार
नॉर्द दिल्ली-110 001
*Minister of State for Railways
Government of India
New Delhi-110 001*

No. 2007/E&R/1500/1

12, October, 2007

Dear Shri Jadeja Ji,

Kindly refer to your letter dated 27th September, 2007 regarding shifting of Western Railway headquarters office from Mumbai to Gujarat.

I would like to inform you once again that the location of the headquarters of a Railway depends on operational and administrative requirements, consistent with the needs of economy and efficiency without any regional considerations. Moreover, all the contemplated issues of territorial adjustments along with such relevant issues were elaborated upon at large while creating seven new zones and eight new divisions and no such change was considered necessary.

Your proposal to shift the Western Railway's headquarter from Mumbai to Gujarat, when examined in the light of these considerations has not been found feasible. Moreover, the shifting of a well established office of Western Railway from Mumbai will also involve transfer of a large number of staff resulting in dislocation of their family set-up and other allied problems involving lot of avoidable expenditure. The Western Railway headquarter at Mumbai is working satisfactorily. Any change in the present arrangement is not contemplated.

I hope you will kindly appreciate the position.

With regards,

Yours sincerely,

(R. VELU)

Shri Indravijaysinh K. Jadeja
Minister for Roads, Buildings
Capital Project, Urban Development &
Urban Housing
Government of Gujarat
1/8, Sardar Patel Bhawan
Gandhinagar - 382 010

૨૯
પરંતુ એક જ દિવસ એક કરતાં વધારે મંત્રીના ડવાખાં માટે ફાળવી શકાશે :

વધુમાં એમ પણ ઠરાવવામાં આવ્યું છે કે એક મંત્રીએ આપવાના જવાબો માટે એક કરતાં વધારે દિવસ પણ ફાળવી શકાશે.

૭૮. (૧) આ નિયમના પેટા-નિયમ (૨) ની જોગવાઈઓને આધીન રહીને મંત્રી જે બાબત સાથે સત્તાવાર રીતે સંકળાયેલ હોય તેવી જાહેર હિતની બાબત અંગે અથવા જેને માટે તેઓ જવાબદાર હોય એવી વહીવટી તંત્રને લગતી બાબત અંગે માહિતી મેળવવા માટે પ્રશ્ન પૂછી શકાશે.

પ્રશ્નો દાખલ થવા પાત્ર ગણવા માટેની શરતો.

૪૬

(૨) પ્રશ્ન પૂછવાનો અધિકાર નીચેની શરતોને આધીન રહેશે, એટલે કે:-

[(ક-૧) તે સ્પષ્ટ અને મુદ્દાવાર દર્શાવેલો હોવો જોઈએ અને એક ચોક્કસ બાબત પુરતો મર્યાદિત હોવો જોઈએ;]

(૧) પ્રશ્નને સમજી શકાય એવો બનાવવા માટે અનિવાર્ય ન હોય તેવા નામ અથવા નિવેદનનો તેમાં ઉલ્લેખ હોવો જોઈએ નહિ; #

(૨) જો તે પ્રશ્નમાં કોઈ નિવેદનનો ઉલ્લેખ કરવામાં આવ્યો હોય તો તેના બરાબર માટે પ્રશ્ન પૂછનાર સભ્ય જવાબદાર રહેશે ;

(૩) જાહેર અગત્યની કોઈપણ બાબતમાં સરકારના ઈરાદા વિષે ખુલાસા માંગી શકાશે પરંતુ પ્રશ્ન પૂછનાર સભ્યે તેમના પ્રશ્નમાં ઉપસ્થિત કરેલી બાબત અંગે કોઈ પગલાં લેવાનું તે પ્રશ્નમાં સૂચન હોવું જોઈએ નહિ ;

(૪) પ્રશ્નમાં દલીલાં, અનુમાનો, આજ્ઞા, વક્રાંકિત, વિશેષણો અથવા બદનસીખ્યાં વિધાનો ધોવા જોઈએ નહિ ;

(૫) પ્રશ્નનો હેતુ અભિપ્રાય મેળવવાનો કે કોઈ કાયદાનું અર્થઘટન કરવાનો હોવો જોઈએ નહિ ;

(૬) તેમાં કલ્પનિક બાબતના ઉક્તનો માગતી કરેલી સ્ત્રી જોઈએ નહિ ;

(૭) કોઈપણ વ્યક્તિના ચારિત્ર્ય કે વર્તણૂક તેમના સત્તાવાર હોદ્દા કે જાહેર દરજ્જા સાથે સંકળાયેલા હોય તે સિવાય તેનાં ઉલ્લેખ પ્રશ્નમાં હોવો જોઈએ નહિ.

(૮) સમિતિમાં થયેલી જે કાર્યવાહી સમિતિએ કરવા માટે સાથે ધ્વારા સભાગૃહ સમક્ષ રજૂ કરવામાં ન આવી હોય તો લગતી પુસ્તક પ્રશ્નમાં કરેલી હોવા જોઈએ નહિ ;

(૯) પ્રશ્ન સામાન્ય રીતે ૧૫૦ કરતાં વધારે શબ્દોમાં હોવા જોઈએ નહિ ;

(૧૦) જેમની વર્તણૂક પર માત્ર ખારા પ્રસ્તાવથી જ ટીકા કરી શકાતી હોય તેવી કોઈપણ વ્યક્તિના ચારિત્ર્ય કે વર્તણૂક બદલ પ્રશ્નમાં આશેપ કરેલાં હોવાં જોઈએ નહિ ;

(૧૧) પ્રશ્નના જવાબની મર્યાદામાં આવરી શકાવા માટે ધણા વિસ્તૃત હોય તેવા નીતિને લગતા પ્રશ્નો તેમાં ઉપસ્થિત કરેલા હોવા જોઈએ નહિ ;

(૧૨) જે પ્રશ્નોના જવાબ અપાઈ ગયા હોય અથવા જેના જવાબ આપવાનો ઈન્કાર કરવામાં આવ્યો હોય તે જ પ્રશ્નોનું પુનરાવર્તન થાય એવું તેમાં હોવું જોઈએ નહિ ;

(૧૩) નજીવી બાબતોની માહિતી તેમાં માંગવી જોઈએ નહિ ;

(૧૪) ભૂતકાળમાં બનેલી બીનાઓ વિષેની માહિતી તેમાં સામાન્ય રીતે માંગવી નહિ ;

(૧૫) ઉપલબ્ધ હોય તેવા દસ્તાવેજોમાંથી અથવા સંદર્ભગ્રંથોમાંથી મળી રહેતી માહિતી તેમાં માંગવી નહિ ;

(૧૬) રાજ્ય સરકારને પ્રથમતઃ જવાબદાર ન હોય તેવી સંસ્થાઓ કે વ્યક્તિઓના નિયંત્રણ હેઠળની બાબતો તેમાં ઉપસ્થિત કરવી જોઈએ નહિ ;

(૧૭) ગુપ્ત રાખવા જેવી બાબતો વિષે તેમાં માહિતી માંગવી જોઈએ નહિ ;

(૧૮) ભારતમાંની કોઈપણ સરકારનો તેમાં અવિનયી રીતે ઉલ્લેખ કરવાં હોવો જોઈએ નહિ ;

(૧૯) સભાગૃહની સમિતિ સમક્ષ વિચારણા હેઠળ હોય તેવી બાબત અંગેની માહિતી તેમાં માંગવી જોઈએ નહિ ;

(૨૦) તેમાં સિધ્ધાંત કે નીતિને લગતી બાબત ઉપસ્થિત કરવામાં આવી હોય તે સિવાય, તે વ્યક્તિગત કેસને લગતો હોવો જોઈએ નહિ ;

16



- (૨૧) તેમાં સંખ્યાબંધ વિગતો માંગવી જોઈએ નહિ ;
- (૨૨) તે, અધ્યક્ષના નિયંત્રણ હેઠળ હોય તેવી કોઈપણ ભાવનને લગતો હોવો જોઈએ નહિ ;
- (૨૩) માત્ર માહિતી આપવાના હેતુથી કે ખુદ પ્રશ્નનો જ જવાબ સૂચવવાના હેતુથી કે કોઈ ચોક્કસ દ્રષ્ટિબિંદુ જણાવવાના હેતુથી તે પૂછાયેલો હોવો જોઈએ નહિ ;
- (૨૪) કોર્ટના ચુકાદા સાથે તેમાં ટીક, કરેલી હોવી જોઈએ નહિ ;
- (૨૫) ભારતના કોઈપણ ભાગમાં ક્ષેત્રાધિકાર ધરાવતી કોર્ટના ચુકાદા હેઠળ હોય એવી કોઈપણ ભાવનને લગતો તે હોવો જોઈએ નહિ ;
- (૨૬) પ્રશ્ન, કોઈપણ ન્યાયાધીશે કે ભારતના કોઈપણ ભાગમાં ક્ષેત્રાધિકાર ધરાવતી અદાલતે તેની ન્યાયિક કામગીરી બજાવવામાં કરેલા વર્તનને લગતો હોવો જોઈએ નહિ ;
- (૨૭) જે મુદ્દા વિષે અગાઉ માહિતી અપાઈ ચૂકી હોય તે વિષે નજીવો ફેરફાર કરીને ફરીથી પ્રશ્ન પૂછાવો હોવો જોઈએ નહિ ;

૧૧. જો આજનો અંગે રાજ્ય સરકારને બીજી સરકાર સાથે ચર્ચા કે પત્રવ્યવહાર ચાલતા હોય કે ચાલ્યા હોય તેવી બાબતોમાં ચર્ચા કે પત્રવ્યવહારની વિગતો પૂછી શકાશે નહિ પરંતુ અમુક બાબતમાં ચર્ચા કે પત્રવ્યવહાર થયા હતા કે નહિ તે જાણવા પ્રશ્ન પૂછી શકાશે અને તેના જવાબમાં તે બાબત પર ચર્ચા કે પત્રવ્યવહાર થયાં હતાં કે કેમ એટલું જ માત્ર જણાવવામાં આવશે.

બીજી સરકારો સાથે ચાલતી ચર્ચા કે પત્રવ્યવહારને લગતા પ્રશ્નો.

૨૦. વૈધાનિક સંસ્થાને લગતા પ્રશ્નો લાગતાવળગતા કાયદાથી મંત્રીને જેટલી બાબતો માટે જવાબદાર ઠેરવવામાં આવ્યા હોય તેટલી જ બાબતો પૂરતા મર્યાદિત રહેશે.

વૈધાનિક સંસ્થાઓને લગતા પ્રશ્નો.

૨૧. કોઈ પ્રશ્ન કે તેનો કોઈ ભાગ આ નિયમો અન્વયે દાખલ કરવા પાત્ર છે કે નહિ તે અંગેના નિર્ણય અધ્યક્ષ કરશે અને જો તેમને એમ લાગે કે-

પ્રશ્નો દાખલ કરવા અંગેનો નિર્ણય અધ્યક્ષ કરશે.

- (૧) તેનાથી પ્રશ્ન પૂછવાના સ્કન્ના દુરૂપયોગ થાય છે, અથવા
- (૨) તેનો ઉદ્દેશ સભાગૃહની કાર્યવાહીમાં ખલેલ પહોંચાડવાનો કે તેને પ્રતિષ્ઠા અસર પહોંચાડવાનો છે, અથવા
- (૩) તેનાથી આ નિયમોનું ઉલ્લંઘન થાય છે, તે તેઓ કોઈપણ પ્રશ્ન કે તેનો ભાગ નામંજૂર કરી શકશે.

53

NITIN PATEL
Deputy Chief Minister,
Gujarat State



CPJ/102017/222/7-1/7

No. : Finance/R.&B/H.&F.W/M.E/N.K/C.P.

Finance, Roads and Building,
Health and Family Welfare,
Medical Education,
Narmada, Kalpasar,
Capital Project
Government of Gujarat,
Swamin Sankul-1, 2nd Floor,
Sardar Bhavan, Sachivalaya,
Gandhinagar-382010
Date : 04/01/2020

Respected Shri Piyush Goyal ji

I would like to draw your kind attention regarding fact that Gujarat is one of the leading developing State of country. There are large numbers of meter-gauge and narrow-gauge lines, which need to be upgraded urgently, Government of Gujarat had represented various issues frequently to railways in past. But nothing much has happened.

I am sending herewith a Brief Note of various long pending issues related to railways of Gujarat State as under.

1. Development of Rail linkages for DMIC in the State.
2. Doubling of Railway lines
3. Gauge Conversion of Railway lines
4. Starting of New trains and Extension of trains
5. Establishing equivalent Authority of Railways at Ahmedabad under Western Railways

Looking to the facts of brief notes, it is again requested that budgetary provision should be made for completion/taking up of the above issues and projects of Railway's for the State of Gujarat.

Hope to hear positive response from your good self.

With warm regards,

Yours sincerely,

Nitin Patel
(Nitin Patel)

Encl : As Above.

To,
Shri Piyush Goyal
Hon'ble Union Minister for Railways
Government of India,
Rail Bhavan, New Delhi.

Res. : Minister's Bungalows No.20, Sector-20, Gandhinagar-382020
Ph. : 23256706, 23232491, 23221891 Vidhan Sabha : 079-23253184/23251058
Office : 079-23250106 to 23250110, 23238072-23248007 Fax : 079-23257616
E-mail : deputycmguj@gujarat.gov.in, nitinpatoldycm@gmail.com

7
SM

Brief Notes of various issues pending since long time.

1. Development of Rail linkages for DMIC In the State

Gujarat is the leading industrial state in the country and is having the highest GDP growth. Development, expansion and upgradation of the rail network are essential for maintaining and further development of ports and industries. Government of Gujarat has been repeatedly requesting GOI for construction of new railway lines, gauge conversion of the existing railway lines and doubling of tracks to cope with the movement of goods from ports and industries to the large hinterland.

Further, with the major chunk of the DMIC passing through the Gujarat, there is a need for construction, upgradation and doubling of the spurs connecting the DFC with ports and industries of Gujarat.

Government of Gujarat has requested Ministry of Railway to take up the work of development/upgradation of such important lines in the category of Doubling of Broad Gauge, Gauge Conversions, and New Railway lines.

Kindly consider the request in the interest of development of DMIC and states readiness to cope up the traffic handling in the state. Details of proposal are as under:-

(A) Doubling of Broad Gauge rail line.

1. Bharuch - Samni - Dahej
2. Surendranagar - Botad - Dhasa - Rajula - Pipavav
3. Surendranagar- Viramgam- Mahesana [Doubling of Surendranagar-Viramgam(65 km) section has been completed and commissioned in 2015. No survey for doubling of Viramgam-Mehsana has been taken up.]
4. Palanpur - Bhildi - Samakhyali - Gandhidham - Mundra

(a) Doubling of Palanpur-Bhildi-Samakhyali(275 km) has been taken up at an anticipated cost of Rs 1267 crore being funded by Kutch Railway Company Limited. An outlay of Rs.151 crore has been provided for the year 2017-18. Detailed estimate has been sanctioned. Final location survey (fls) has been completed. Earthwork and ballast supply has been taken up.

(b) Samkhiyani-Gandhidham-Adipur section is already an existing double Broad-Gauge line.

(c) No survey for doubling of Adipur-Mundra has been sanctioned.

(B) New Railway line

1. Bhavnagar - Adhelai - Dholera - Vataman - Petlad (Survey proposed): Survey for Bhavnagar to Tarapur New Line via Dholera has been completed. Cost of this line has been assessed as Rs.745 crores with RoR of (-) 1% and NITI AAYOG has not agreed to the proposal which is required to be reviewed again considering necessity of new railway line.
2. Dholera - Bhimnath(28 km) New line project has been taken up by DMICDC under Non-Government railway modal to fast track the project which was included in budget 2016-17 at a cost of Rs.280 crore and provision in budget 2017-18 is Rs.40 cr.

Above proposal of Doubling of Broad Gauge Rail line, Gauge Conversion of existing MG/NG rail line and New Railway line partially sanctioned by Railway and fast implementation of sanctioned work and sanctioning of remaining proposal is required.

2. Doubling of Railway lines

Gujarat is the leading industrial state in the country with the highest GDP growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. Doubling of Railway lines is imperative to cope with the huge requirement of movement of the goods from ports and industries to the large hinterland.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Doubling of Railway lines which are forwarded to Ministry of Railways/Divisional Railway Managers concerned.

GOI had completed survey work of some projects and recently given his approval for doubling of Surendranagar-Rajkot Railway line project at Estimated cost of Rs.1002.3 Cr. for length of 116.17 Km. and Anand -Godhara railway line at the cost of Rs.683 Cr. However, the following railway line shall be given priority and approved for doubling by Railway Ministry:-

1. Mehsana – Palanpur.
2. Rajkot – Veraval.
3. Rajkot – Okha.

3. Gauge Conversion of Railway lines

Gujarat is the leading industrial state in the country and is having the highest GDP growth. With the tremendous success of various Vibrant Gujarat Global Investor summits, lakhs of crores of investment has fructified/is expected. To meet the increasing demand for transportation of cargo from industries and ports including need arisen for movement of passenger due to urbanization and industrial activities, there is an urgent requirement for Gauge Conversion of existing Meter/Narrow Gauge Railway line. This works are essential for development of industries and ports.

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for Gauge Conversion of Railway lines which are forwarded to Ministry of Railway and Divisional Railway Managers.

GOI has formed a massive scheme to convert 17 meter gauge rail section having 775.72 Km. length into broad gauge at estimated cost of Rs.5986.38Cr., which is historic in Western Railway. Kevadia colony where "Statue of Unity" is under construction will be connected to Vadodara through broad gauge railway line. Looking at the public demand and development of state, Railway should take up and expedite gauge conversion of following railway lines:-

Gauge Conversion

1	Bilimora-Waghai
2	Kosamba-Umarpada
3	Miyagam-Karjan-Choranda-Malsaar
4	Choranda-Motipura
5	Chhuchapura-Nasvadi-Tankhala Gauge Conversion

4. Starting of New trains and Extension of trains

Government of Gujarat is receiving frequent representations from various organizations/ industries/ passenger unions for starting of new trains and extension of trains. These have been forwarded to the concerned Divisional Railway Managers with a request to accept the same.

Recently Indian Railways has introduced several new trains/extension of trains on different routes that benefits the thousands of passengers like Hamsafar (For middle class), Tejar (For those in hurry), Uday (Double Decker train on busy route) and Antyoday (For economically backward area)

Gujarat is the leading industrial state of the country and is now leaving mark with its tourism potential. There is tremendous increase in passenger traffic, which requires starting of new trains and extension of new trains. Following demands stand firm not only in the interest of the state but also of the country at large:-

51

A. New trains

1	Somnath -Rameshwer
2	Somnath-Puri- Hawrah
3	Somnath to Shrinagar/Valkhndavi (Katra) and New Delhi
4	Dwarka-Rameshwer
5	Dwarka-Mathura
6	Dwarka-Puri
7	Dwarka-Varansi
8	Bhavnagar – Delhi – Haridwar
9	Bhavnagar – Chennai
10	Bhavnagar – Kolkata
11	Bhavnagar – Ernakulum
12	Rajkot – Ahmedabad – Rajkot
13	Gandhidham – Mumbai via Radhanpur – Deesa – Ahmedabad
14	Paltana – Parasnath via Ahmedabad – Jaipur and Agra
15	Bhuj – Morbi – Porbandar
16	Bhuj – Morbi- Bhavangar
17	Bhuj – Morbi – Somnath
18	Demu train Rajkot – Veraval – Rajkot, Rajkot- Dwarka-Rajkot
19	MEMU train per hour between Nadiad and Mehsana
20	New superfast train on Porbandar – Bandra route
21	Bhuj – Morbi – Okha
22	Pipavav port /Rajula to Surat and Delhi
23	Restarting of India's first hospital train-the lifeline express/Jivanrekha express

B. Extension of trains.

- 1 Somnath – Veraval to Haridwar via Delhi/Mathura
 - Ahmedabad-Haridwar extension up to Somnath
- 2 Sikandrabad – Rajkot upto Tirupati
- 3 Extension of trains going to Tamil Nadu, Kerala, Karnataka, Punjab, Gauhati
 - Extension of Ahmedabad-Chennai Navjivan Express up to Rajkot-Bhavnagar-Bhuj
 - Ahmedabad-Banglore up to Bhavnagar
 - Ahmedabad-Amritsar up to Rajkot-Bhavnagar-Bhuj
 - Dibrugarh-Bhopal up to Ahmedabad
- 4 Extension of trains up to Somnath (terminating at Veraval)
 - Veraval-Mumbai Central
 - Veraval-Tituvananthpuram
- 5 Extension of Gujarat Queen up to Vapi&Palanpur

5. **Establishing equivalent Authority of Railways at Ahmedabad under Western Railways.**
 Gujarat is having predominant share in the Western Railways network. Gujarat's share in the Freight and Passenger traffic carried by Western Railways is growing at much faster pace every passing year. The proposed project of DMIC bears testimony to this with the fact that about 40% of length as well as investment is falling under Gujarat state only. Alongside, DFCC and Bullet train project are also started.

129d

Gujarat has frequently put forward a demand for shifting of Head Quarters of Western Railways from Mumbai to Ahmedabad but this has not been honored. It is necessary that Headquarter of any organization should be located at a central place within the jurisdiction so that it can be easily reachable from any part. The shifting of Head Quarters, from Mumbai to Ahmedabad will serve this purpose and will also reduce the congestion in Mumbai.

Around 2002, during the tenure of NDA-1 Government, there had been bifurcations/restructurings of two zones covering western India which brought 2 zones into existence- North Western Railway and Western Railway with their Head Quarters at Jaipur and Mumbai (Churchgate) respectively.

Western Railway covers entire One Gujarat State Area- W.R. has six (6) Divisions as below with their Kms. under there respective jurisdictions.

Sr. No.	Division	State	Kms.	Percentage
1	Mumbai	Maharashtra	637	10 %
2	Ratlam	M.P.	1062	16 %
3	Vadodara	Gujarat	1294	24 %
4	Ahmedabad	Gujarat	1519	20 %
5	Bhavnagar	Gujarat	1329	20 %
6	Rajkot	Gujarat	599	10 %
Total			6440	

Thus, from above, approximately 74 % of Railway length is within Gujarat State as well as out of total originating earning Rs. 18293 crore of Western Railway, four divisions in Gujarat have contributed Rs. 12182 Crore in the financial year 2018-19. At present Western Railway HQ is situated in Mumbai and hence for approval of each development work of Gujarat State related to Railway, all four divisions of Gujarat are required to visit Mumbai for various approval and also for works related to public representative for railway works in Gujarat. This consumes lot of time.

So, as per railway, if it is not feasible to shift the headquarter of western Railway from Mumbai to Ahmedabad, then as per GOG's representation vide letter dtd. 04/09/2017 at least Ministry of Railways shall establish an equivalent authority of Railway in Gujarat like General Manager (Construction) having full power for granting all necessary approval (which otherwise are being obtained/granted from Head quarter of Western Railway from Mumbai) from Ahmedabad in Gujarat State. Railway shall also vest full power for granting permissions/No objection certificate for over bridges etc. The Authority shall have full power for railway projects and operations & maintenance of Railways for operating divisions of Vadodara, Ahmedabad, Rajkot and Bhavnagar in the state of Gujarat.