

SEVENTH REPORT

COMMITTEE ON PETITIONS

(FOURTEENTH LOK SABHA)

(Presented to Lok Sabha on 29.07.2005)



LOK SABHA SECRETARIAT
NEW DELHI

March, 2005/Chaitra, 1927 (Saka)

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March, 2005/Chaitra, 1927 (Saka)

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COMPOSITION OF THE COMMITTEE ON PETITIONS

Shri Prabhunath Singh — *Chairman*

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3. Shri Nandkumar Singh Chauhan
4. Shri N.S.V. Chitthan
5. Dr. M. Jagannath
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4. Shri R.K. Bajaj — *Under Secretary*

SEVENTH REPORT OF THE COMMITTEE ON PETITIONS
(FOURTEENTH LOK SABHA)

INTRODUCTION

I, the Chairman, Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this Seventh Report of the Committee to the House on the following matters:—

- (i) Action Taken by the Government on the recommendations made by the Committee on Petitions (Thirteenth Lok Sabha) in their Thirteenth Report on the representation regarding inadequate rail services and passenger amenities in Farakka-Azimganj Section of Malda Division under Eastern Railway.
- (ii) Action Taken by the Government on the recommendations made by the Committee on Petitions (Thirteenth Lok Sabha) in their Twenty-third Report on representation requesting to give ownership rights and to pay compensation to villagers whose land is acquired in Gaon Mochi Bagh, Nanakpura, New Delhi.
- (iii) Action Taken by the Government on the recommendations made by the Committee on Petitions (Thirteenth Lok Sabha) in their Thirty-eighth Report on the representation to provide minimum wages and other necessary facilities to the contract workers working in various Steel Plants in the country.
- (iv) Action Taken by the Government on the recommendations made by the Committee on Petitions (Thirteenth Lok Sabha) in their Forty-first Report on the representation regarding improvement of railway facilities at Mandawali-Chander Vihar Railway Halt Station, East Delhi.

2. The Committee considered and adopted the draft Seventh Report at their sitting held on 30 March, 2005.

3. The observations/recommendations of the Committee on the above matters have been included in the Report.

4. For facility of reference observations/recommendations of the Committee have been printed in thick type in the body of the Report.

NEW DELHI;
7 April, 2005

17 Chaitra, 1927 (Saka)

PRABHUNATH SINGH,
Chairman,
Committee on Petitions.

CHAPTER I

ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS MADE BY THE COMMITTEE ON PETITIONS (THIRTEENTH LOK SABHA) IN THEIR THIRTEENTH REPORT ON THE REPRESENTATION REGARDING INADEQUATE RAIL SERVICES AND PASSENGER AMENITIES IN FARAKKA-AZIMGANJ SECTION OF MALDA DIVISION UNDER EASTERN RAILWAY

1.1 The Committee on Petitions (Thirteenth Lok Sabha) in their Thirteenth Report presented to Lok Sabha on 14 March, 2002 had dealt with the representation regarding inadequate rail services and passenger amenities in Farakka—Azimganj section of Malda Division under Eastern Railway.

1.2 The Committee had made certain observations/recommendations in the matter and the Ministry of Railways (Railway Board) were requested to implement those recommendations and furnish their action taken notes for the consideration of the Committee.

1.3 Action taken notes have been received from the Ministry of Railways (Railway Board) in respect of all the recommendations contained in the Report. The Committee will now deal with the action taken by the Government on the recommendations of the Committee in the succeeding paragraphs.

1.4 In para 1.16 of the Report, the Committee had observed as follows:—

"The Committee note that Jangipur Sub-division is a fast growing zone in respect of Commerce and Trade in the State of West Bengal. Lakhs of commuters are availing railway facility in Farakka-Azimganj Section, but this section has been deprived of any development for years together."

1.5 In their action taken reply, the Ministry have stated:—

"There are 17 stations on Farakka-Azimganj Section. Adequate Passenger amenities has been provided as per norms, at all stations. However, many passenger amenity works have been taken up as per traffic requirements. Number of Improvement works like provision of platform shed, augmentation of water supply, PC based auto announcement at Azimganj Station, cover on Foot over bridge, provision of new reservation complex, auto chlorinator for water chlorination at New Farakka and Jangipur station etc. costing over Rs. 1.28 cr. are in progress and many works like retaining wall and pre-mix carpeting on platform, Foot over bridge at Dhulianganga, improvement of platform surface, provision of additional benches and taps etc. had been done in this section in the recent past at a cost of about 53 lakhs."

1.6 In para 1.17 of the report, the Committee had observed as under:—

"The Committee also note that there is need of some improvements in rail services like electrification and doubling of railway tracks, provisions of passenger amenities, provision of computerised reservation facility and over-bridge, sanction of stoppage of some trains, introduction/diversion of some trains etc. in Farakka-Azimganj section of Malda Division under Eastern Railway."

1.7 In their action taken reply, the Ministry have stated:-

"There are 17 stations on the Farakka-Azimganj section of Malda Division. Out of these 13 stations are electrified and minimum essential amenities like fans, illumination of platforms and circulating areas are already provided on these 13 stations. Water coolers have been provided on 4 stations as per the extent yardstick. The remaining 4 non-electrified stations do not qualify for electrification as per the existing norms.

Doubling of single line sections is taken up when their carrying capacity is saturated. The traffic on the suggested section between New Farakka and Azimganj has not yet reached the level to justify its doubling. Doubling will be considered once the traffic warrants the same, subject to availability of resources.

There are 17 stations on Farakka-Azimganj Section. Adequate Passenger amenities has been provided as per norms, at all stations. However, many passenger amenity works have been taken up as per traffic requirements. Number of improvement works like provision of platform shed, augmentation of water supply, PC based auto announcement at Azimganj station, cover on Foot over bridge, provision of new reservation complex, auto chlorinator for water chlorination at New Farakka and Jangipur Station etc. costing over Rs. 1.28 cr. are in progress and many works like retaining wall and premix carpeting on platform, Foot over bridge at Dhulianganga, improvement of platform surface, provision of additional benches and taps etc. had been done in this section in the recent past at a cost of about 53 lakhs.

On Farakka-Azimganj section of Malda town, Eastern Railway, Passenger Reservation Facility has been provided at New Farakka. In addition, Passenger Reservation Facility (PRS) has also been sanctioned at Nimitita, where the work for completion of centre is in progress.

The following stations on Farakka-Azimganj section viz. Ballalpore, Sankopara, Dhulia ganga, Gankar, Manigram, Mahihasur, Mohipal and Pordanga do not justify for providing PRS facilities at present in view of the less workload on these stations.

Railways construct Road over/under bridges in lieu of existing level crossing—on cost sharing basis—if traffic density on the level crossing is one lakh or more TVUs (TVU—A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours)

otherwise on deposit terms, proposals in both cases are required to be sponsored by State Government concerned.

In Azimganj-New Farakka section there are 60 level crossing but none of them is having traffic density enough to qualify for replacement by Road over/under bridge on cost sharing basis under extant rules."

1.8 In para 1.18 of the Report, the Committee had observed as follows:—

"The main contention of the petitioners is that in order to mitigate the hardships of about 10 lakhs of people of that area, adequate rail services and passenger amenities may be provided in Farakka-Azimganj Section."

1.9 In their action taken reply, the Ministry have informed:—

"Following trains have been introduced for the passengers of Azimganj-New Farakka section:—

1. 241/242 Malda Town-Azimganj Passenger *w.e.f.* 15.08.2001
2. 2065/2066 Howrah-Malda Town Jan Shatabdi Express *w.e.f.* 28.06.2002.

These are providing additional service on Malda Town-New Farakka-Azimganj section. Introduction of additional trains on Farakka-Azimganj Section is not feasible at present due to operational and resource constraints.

There are 17 stations on Farakka-Azimganj Section. Adequate Passenger amenities has been provided as per norms, at all stations. However, many passenger amenity works have been taken up as per traffic requirements. Number of improvement works like provision of platform shed, augmentation of water supply, PC based auto announcement at Azimganj station, cover on Foot over bridge, provision of new reservation complex, auto chlorinator for water chlorination at New Farakka and Jangipur station etc. costing over Rs. 1.28 crore are in progress and many works like retaining wall and premix carpeting on platform, Foot over bridge at Dhulianganga, improvement of platform surface, provision of additional benches and taps etc. had been done in this section in the recent past at a cost of about 53 lakhs."

1.10 In para 1.19 of the Report, the Committee had observed as follows:—

"The reply of the Ministry that track renewal work in Farakka-Azimganj section is under process and would be completed by the end of Tenth Five Year Plan."

1.11 In their action taken reply, the Ministry have informed:—

"Farakka-Azimganj is a 80 km long section of Eastern Railway. Trains are running at the maximum permissible speed of 90 kmph. The section was devastated during the floods in 2000 when the section was blocked for rail traffic for nearly 45 days. The section is laid with Pre stressed Concrete Sleepers and CST-9 sleepers.

As of 1.4.04, sleeper renewal works are sanctioned for 76 km length, out of which 59 km had already been completed. Similarly, rail renewal works are sanctioned for 38 km length, out of which 17.8 km had already been completed. All the sanctioned track renewal works in Farakka-Azimganj are targeted to be completed by 31.3.06 *i.e.* before the end of Tenth Five Year Plan."

1.12 In para 1.20 of the Report, the Committee had recommended as under:—

"The Committee has been informed by the Ministry that shifting of Dhulian Ganga station will affect the line capacity. If a station is shifted on one side, then on the other side the block section increases and the investment required for shifting of stations are very large. The approach road is available towards the Dhulia-Ganga railway station from the National Highway. A cheaper and better solution is that the State Government could be impressed upon to improve this approach road for half a kilometre. The Ministry of Railways should re-examine the proposal of shifting of station as suggested by the petitioners."

1.13 In their action taken reply, the Ministry have stated:—

"The matter has been examined again as desired by the Petition Committee. Azimganj-Dhulian-Ganga section is provided with 8 block stations and 6 non-block stations including Azimganj Jn. Cabin and Dhulian-Ganga. Block stations have been provided at an average interval of 10 kms. (approx.) Dhulian-Ganga being a block station, relocation of the same will lead to formation of uneven length of block sections. This will have an adverse effect on line capacity as a whole. Total closure of the existing Dhulian-Ganga station may not also be possible even after the proposed shifting, which will create another operational inconvenience. Incurring expenditure towards such shifting will thus have a negative output.

On the other hand, the existing approach road towards Dhulian-Ganga station connected with NH-34 may be developed so that good road facilities are made available for the users of Dhulian-Ganga station."

1.14 In para 1.21 of the Report, the Committee had recommended as follows:—

"The Committee feel that the Ministry of Railways may examine re-scheduling the timings of south bound trains to provide stoppage of these trains at Farakka. In this context, the Committee note that the Ministry of Railways have given a direction to the Zonal Railway about two months ago to take basic assessment of traffic at each of the stations to find out the number of stations and rationalise the train service in such a way that requirement of long distance passengers travelling from Guwahati to Chennai is also met and at the same time the requirement of the people in the section is also addressed. This would require shifting of some halts to some other stations and deleting of some halts from some stations based on actual passenger utilisation. This exercise has been taken up. The Committee recommend that the Ministry of Railways may also give higher priority to Farakka-Azimganj section for rescheduling the timings and provide stoppage of south bound trains at Farakka.

A day time train from Malda town *via* Azimganj either to Sealdah or Howrah may be introduced."

1.15 In their action taken reply, the Ministry have informed as under:—

"Following trains are running *via* New Farakka towards South India:—

1. 5627/5627 Trivandrum-Guwahati Express (weekly).
2. 5623/5624 Guwahati-Ernakulam Express (weekly).
3. 5625/5626 Guwahati-Bangalore Express (bi-weekly).
4. 5637/5638 Guwahati-Secunderabad Express (weekly).
5. 5627/5628 Muzaffarpur-Yesvantpur Express (weekly).
6. 5629/5630 Guwahati-Chennai Egmore Express (weekly).
7. 5929/5930 Dibrugarh-Chennai Egmore Express (weekly).

Of the above, stoppage of 5629/5630 Guwahati-Chennai Egmore Weekly Express and 5929/5930 Dibrugarh Town-Chennai Egmore Weekly Express have been provided at New Farakka w.e.f. 15.10.2000 for south bound passengers of New Farakka. Stoppage of other above-mentioned south bound trains at New Farakka has been examined but not found commercially justified at present. However, passengers of New Farakka desirous of travelling by above trains can do so with a changeover at Malda Town, 36 kms away from New Farakka.

Stoppage timings of 5629/5630 & 5929/5930 Chennai Egmore-Guwahati/Dibrugarh Express at New Farakka is as under:—

5629/5929		5929/5930 to south		
1419/1421	A/d	New Farakka	A/d	0502/0504

Passing timings of other mentioned trains at New Farakka is as under:—

5627& others		5628 & others to south		
1903	P	New Farakka	P	2106

Also, rescheduling of south bound trains is not feasible due to operational constraints including non-availability of path and platforms enroute at other timings. This will also be resented by the passengers for whom above trains are providing convenient service.

2065/2066 Howrah-Malda Town Jan Shatabdi has been introduced *via* Azimganj from 28.6.2002 on following timings providing Intercity type day time service between Malda Town and Howrah:—

2065				2066
1525	D	Howrah	A	1205
2230	A	Malda Town	D	0600

3011/3012 Howrah-Pakur Intercity Express via Rampurhat has been extended upto Malda Town from 01.09.2004 to provide additional service between Malda Town and Howrah.

Introduction of additional train between Sealdah/Howrah and Malda Town via Azimganj is not feasible due to operational and resource constraint."

1.16 In para 1.22 of the Report, the Committee had recommended:—

"As regards extending the Train Nos. 201UP and 202 Down upto New Farakka and also to start Train No. 222 Down and 272 Down from New Farakka in place of Azimganj, the Committee are informed that the Ministry of Railways will take up the matter with IRTT Committee. The Committee are happy to note that one passenger train between Azimganj and Malda has been introduced. The Committee recommend that the Ministry may take up the matter regarding extension of trains upto New Farakka and also starting some new trains to IRTT Committee urgently and apprise the Committee about the outcomes of the decision taken by IRTT Committee in this matter. Adequate allocation should be proposed in the next year's Railway Budget so that the track renewal of the Section can be completed within the stipulated time or the work may be completed by utilising the Special Railway Safety Fund."

1.17 In their action taken reply, the Ministry have informed:—

"241/242 Malda Town-Azimganj Passenger has been introduced between Malda Town and Azimganj via New Farakka w.e.f. 15.08.2001 and its timings has been changed as under from 26.01.2002.

242				241
1130	A	Azimganj	D	1425
0730	D	Malda Town	A	1815

This is providing additional service on Malda Town-New Farakka-Azimganj section. Extension of 201/202, 222 & 272 Katwa-Azimganj Passengers upto New Farakka is not feasible due to operational constraints."

Recommendations/Observations

1.18 As detailed in the preceding paragraphs, the Committee had made certain recommendations in regard to improving railway facilities in Farakka-Azimganj Section of Malda division under the Eastern Railway. In their reply, the Ministry have informed that there are 17 stations on Farakka-Azimganj Section and passenger amenities have been provided as per norms at all stations. The Committee are glad to note that in pursuance of their recommendations, the Railways have undertaken the following projects:—

- (i) Projects costing over Rs. 1.28 crore are in progress for providing cover on 'foot over bridge', provision of new reservation complex, auto chlorinator for water chlorination at New Farakka and Jangipur stations.**

- (ii) **Completion of works like 'foot overbridge' in Dhulianganga, improvement of platform surface, provision of additional benches etc. at the cost of Rs. 53 lakh.**
- (iii) **Two trains have been introduced for the passengers of Azimganj-New Farakka Section w.e.f. 15.8.2001 and 28.6.2002.**
- (iv) **Sleeper renewal works have been sanctioned for 76 Km length out of which 59 Km has already been completed.**
- (v) **Rail renewal works sanctioned for 38 km length out of which 17.8 km has already been completed.**
- (vi) **Introduction of Howrah-Malda Jan Shatabdi Express from Azimganj w.e.f. 28 June, 2002. Howrah-Pakur Intercity Express via Rampur has been extended up to Malda w.e.f. 1 September, 2002 to provide additional services between Malda town and Howrah.**

1.19 The Committee desire that the works which are under progress should be completed within the stipulated time schedule with a view to avoiding any cost overruns. The Committee also reiterate that the Railways should be alive to the demands of the passengers of the area and the facilities at this section should be upgraded from time to time.

CHAPTER II

ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS MADE BY THE COMMITTEE ON PETITIONS (THIRTEENTH LOK SABHA) IN THEIR TWENTY-THIRD REPORT ON THE REPRESENTATION REQUESTING TO GIVE OWNERSHIP RIGHTS AND TO PAY COMPENSATION TO VILLAGERS WHOSE LAND IS ACQUIRED IN GAON MOCHI BAGH, NANAKPURA, NEW DELHI

2.1 The Committee on Petitions (Thirteenth Lok Sabha) in their Twenty-third Report presented to Lok Sabha on 19th December, 2002 had dealt with a representation requesting to give ownership rights and to pay compensation to villagers whose land is acquired in Gaon Mochi Bagh, Nanakpura, New Delhi.

2.2 The Committee made certain observations/recommendations in the matter and the Ministry of Urban Development were requested to implement those recommendations and furnish their action taken notes for the consideration of the Committee.

2.3 Action taken notes have been received from the Ministry of Urban Development in respect of all the recommendations contained in the Report.

2.4 The Committee will now deal with the action taken by the Government on their recommendations in the succeeding paragraphs.

2.5 In paras 2.18 to 2.20 of the Report, the Committee had observed/recommended as follows:—

"The Committee note that the land of Gaon Mochi Bagh was acquired by the Government of India in 1911 and it was decided to allow the villagers to stay on payment of Chullah Tax @ one anna per family per month as the land was not utilized immediately. However, Balmikis were exempted from paying this Chullah Tax. In 1976 the Government decided that, since the people having stayed there for a long time and having acquired certain historical character, the lease hold right for the land in their occupation may be given. Accordingly, a set of directions were issued. These guidelines were again revised in 1983 and it was decided that those who were continually paying Chullah Tax for the past be given perpetual lease hold right for the land in their occupation subject to certain conditions. Initially 85 plots were carved out."

(Para 2.18)

"The Committee further note with concern that with the passage of time, these 85 properties have proliferated into 300 properties, today. All the titles

are not clear because of which demarcation of the property has become difficult. Many people have misplaced the documents and some documents have been transferred by way of purchase or power of attorney, etc. One original allottee has several heirs today and all the heirs expect to be accommodated. Encroachments have taken place because of which the properties do not match with the layout plan. There are no plot numbers."

(Para 2.19)

"The Committee take a serious note of the lackadaisical approach taken by the Government and are of the firm view that had the Government made concerted efforts in 1976, when a decision was taken to give lease hold rights on the land, the confusion over records and encroachment of land could have been avoided. Such serious lapses on the part of the Government should not be allowed to recur in future."

(Para 2.20)

2.6 In their action taken note, the Ministry of Urban Development stated as follows:—

"The land of village Arakpur, Bagh Mochi was acquired by the Government of India in 1911. It was not utilized immediately and the villagers numbering 85 at that point of time were allowed to stay on payment of one anna per family per month in form of Chullah Tax. DDA continued to charge Chullah Tax from these villagers. On April 29, 1976, DDA resolved that the original allottees and their descendants, the plots under their occupation may be allotted on perpetual lease basis on annual lease of Re. 1/- each. This would not apply to the encroachers who will be dealt with in accordance with the existing policy.

After considering the entire matter, the Government of India *vide* its orders dated 18.07.1983 decided for the grant of perpetual lease hold rights to the residents of villages Dasghara, Todapur, Arakpur Bagh Mochi, Jhilmil, Nangli Razapur.

A policy decision was to be taken for grant of lease hold rights not only to the residents of village Arakpur Bagh Mochi but also for four other villages and required thorough examination, here hence this took time. Thus there was no lapse on the part of Government."

2.7 In para 2.22 of the Report, the Committee had observed as follows:—

"The Committee also note that in 1984 a survey was made where caste was not properly recorded and then another survey was undertaken in 1988. The Committee are shocked to note that after carrying out two surveys, the Ministry could not give the exact number of Balmiki families settled in the Mochi Gaon. The Committee take serious note of the fact that the Ministry have only burdened the exchequer by conducting surveys and not taking any concrete follow up action on the findings of the survey, thereby, making it outdated with the passage of time."

2.8 In their action taken note, the Ministry of Urban Development have stated:—

"A survey was conducted by the Revenue Department of DDA in March, 1984 and it was decided that the same should be got verified from the Planning Department. It was noted that the old survey did not speak about the caste of the persons and, therefore, it would have been very difficult for the DDA to consider the names of the Balmikis who are the original inhabitants of the village and given them benefit as instructed by the Government of India. Hence in November, 1985, DDA again decided to conduct a fresh survey. This survey was actually made in 1988. Pursuant to the survey the allotment letters were sent to the original Chullah tax payers and their descendents, but all the persons refused to accept the letters and requested that the letters should be in individual names showing land under their possession. The occupants/chullah tax payers were also asked to submit their documents in support of their claims. In response to the letters, some of the residents furnished their applications. A Committee comprising of (1) Deputy Director (OSB), (2) COD, (3) Deputy Director (S&S) II and (4) Tehsildar Nazul was constituted on 31.10.1996 to examine the finalisation of the claims. The meeting of the Committee were held on 3.1.1997, 08.01.1997, 15.1.1997 and 22.1.1997 and the residents of the Village Nangli Razapur were called before the members of the Committee alongwith their documentary proof of chullah tax receipts.

The Committee examined the cases and observed:

- (i) Most of occupants/chullah tax payee had expired leaving behind their legal heirs.
- (ii) In some of the cases, the chullah tax payees had disposed of the land in their possession.
- (iii) Legal heirs of the chullah tax payees had unauthorisedly encroached upon the surrounding land.

The Committee recommended that the eligibility and the identification of the original allottees/chullah tax payees or their dependents who are in occupation of the land may be determined by reference to the electoral rolls and ration cards. The Committee observed that out of 64 claims, 40 have encroached much more area than their eligibility. The Committee found that in the survey conducted by the Lands Department there was lot of inconformity with regard to the relationship with the original chullah tax payees.

The issue could not be finalized. Hence, surveys done by DDA were an attempt to reach a fair solution to the problem and cannot be said to be unfruitful."

2.9 In paras 2.23 and 2.24 of the Report, the Committee had recommended as follows:—

"The Committee, therefore, strongly recommend that the Ministry should take up the matter on top priority and finalise the eligibility and identification

of original allottees or their descendants who are in occupation of the land. The number of Balmiki families should also be ascertained. The Committee would like to stress that no legal heir including Balmikis should be deprived of his ownership right for want of Chullah Tax receipts as they were exempted from payment of the same."

(Para 2.23)

"The Committee note with satisfaction that the Ministry have asked DDA to take up the matter on priority by creation of a Cell dedicated to the verification work so that timely completion can be ensured of giving the perpetual lease hold right to the eligible occupants of the land. The Committee desire that action in this regard may be taken expeditiously and the progress made may be intimated to the Committee within three months."

(Para 2.24)

2.10 In their action taken note, the Ministry of Urban Development have stated:—

"The Ministry of Urban Development *vide* its letter dated 14.10.2002 asked DDA to make special coordinated efforts by all the Wings of DDA involved in the process to settle the issue of grant of perpetual leasehold rights to the villagers of village Arakpur Bagh Mochi in terms of the decision already taken by the Government. DDA was also requested to constitute a special cell to attend the matter on priority basis.

DDA had issued a public notice in leading newspapers on 8.9.2002 requesting the villagers to file their claims along with site plans and relevant documents within 30 days. Only 42 occupiers could file their claims within the stipulated period. Many representations were received by DDA to extend the last date for submission of claims for further period of 90 days. The date was further extended upto 30.11.2002 and public notice to this effect was pasted at the important sites in the village. Upto the extended date 68 applications were received and 3 more applications were received after the expiry of the extended period by DDA. These applications are in addition to 169 applications already received without site plans.

For this purpose, a Committee was constituted in DDA and door-to-door verification was undertaken in respect of area as per the site plans submitted by the applicants. The Committee finally recommended only 20 out of 209 cases for grant of lease hold rights, who appeared and submitted the required documents before the Committee and found eligible. Out of the remaining 189, 123 did not submit the requisite site plan of the area under their occupation as was desired in the notice published in the newspapers and pasted at various sites in the village and letters were issued to them. In 4 cases, the property falls completely under road widening. 27 persons did not turn up before the Committee with their originals to enable the Committee to verify the genuineness of the photocopies submitted by them earlier. In 10 cases, some objections were received by the other legal heirs/descendants and litigation among themselves are going on.

These cases were not considered by the Committee. Further, during the scrutiny of the documents, it was observed that documents filed in 25 cases are not supported with proof of chullha tax payment proof, hence these cases did not merit consideration. Demand letter in 20 cases have been issued on 6.5.2003.

On the direction of Vice-Chairman, Delhi Development Authority, one more chance was given to the villagers for submitting their claims with required documents upto 21.5.2003 by issuing them call letters individually, but not a single claim has been received by DDA in spite of repeated exercise in this regard.

Out of 20 cases, in which demand letters were issued, only one person has deposited the demand amount and the case is under consideration. Rest of the 19 persons represented to DDA to grant lease hold rights on the basis of Resolution No. 23 dated 20.4.76 on Re. 1/- per annum. The premium of Rs. 15/- per sq. yard+ground rent @ 2½% proposed to be charged is just nominal/token amount and there are no reasonable grounds for reducing the premium, etc. in view of high cost of land in Delhi."

2.11 In para 2.25 of the Report, the Committee had recommended as follows:—

"As regards payment of compensation to the villagers for their land under Lal Dora, the Committee note that there is no Lal Dora in their village and other 5 such villages as the entire land along with houses was acquired in 1911-12 against payment of compensation. While agreeing with the fact that there is no Lal Dora, the Committee would like the Ministry to look into the matter judiciously and pay compensation to those genuine claimants, whose houses were acquired in 1911-12 if not already paid. The Committee would like to be apprised of the outcome of the same."

2.12 In their action taken note, the Ministry of Urban Development have stated:—

"The land of Village Aurakpur Bagh Mochi was acquired by the Government long back vide Notification No. 775 dated 21.12.1911 for the formation of New Capital of India at Delhi. The Main Award No. 28 of this village was passed on 27.11.1912 for 787.03 acres. In this award, it was mentioned that a separate award would be passed for the rest of the abadi land measuring 8.69 acres, the 'abadi' land was subsequently acquired vide Award No. 29 dated 14.02.1913 and mutation in favour of Government was carried out vide Mutation No. 39, decision dated 13.06.1913. As per the information made available by the Additional District Magistrate (LA), Office of the Deputy Commissioner, Delhi (Land Acquisition Branch), payment of Rs. 27,233.15 annas was made vide Award No. 29 at that point of time and no further compensation is due."

Observations/Recommendations

2.13 From the detailed replies of the Government as narrated in the preceding paragraphs, the Committee regret to note that much progress has not been made in regard to giving perpetual lease rights to the residents of village Arakpur Bagh Mochi. The decision for charging Re.1/- from each family per annum for giving

perpetual lease right was taken by DDA as far back as 1976. The Committee note that, after decision of DDA taken in 1976, the Government issued orders in 1983 deciding on grant of perpetual lease-hold rights to the residents of Villages Dasghara, Todapur, Arakpur Bagh Mochi, Jhilmil and Nangli Razapur. This was followed by a survey in 1988 and a Departmental Committee was also constituted in 1996 to expedite action in the matter. Subsequently, notice was published in newspapers and copies of the notice were pasted in the village. In spite of these steps, hardly any progress has been made in the matter.

2.14 The Committee are unhappy to note that reversing the decision of the DDA taken in 1976 for annual lease @ Re.1 each, the Government's decision in 1983 envisaged charging of premium @ Rs. 15 per Sq. Yard + 2½% ground rent. The Committee feel that the decision of the Government is arbitrary and this is the main reason for the villagers not coming forward for having lease rights. The Committee, accordingly, recommend that DDA should charge @ Re. 1 per annum as per their Resolution No. 23 dated 20.4.1976 from the Mochi Bagh Villagers for giving them perpetual lease rights.

2.15 The Committee once again reiterate that sincere time bound steps should be taken by the Government/DDA to award perpetual lease rights to all eligible bonafide residents (including Balmikis, who were exempted from Chullah Tax) of the village Mochi Bagh.

CHAPTER III

ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS MADE BY THE COMMITTEE ON PETITIONS (13TH LOK SABHA) IN THEIR THIRTY-EIGHT REPORT ON THE REPRESENTATION TO PROVIDE MINIMUM WAGES AND OTHER NECESSARY FACILITIES TO THE CONTRACT WORKERS WORKING IN VARIOUS STEEL PLANTS IN THE COUNTRY

3.1 The Committee on Petitions (Thirteenth Lok Sabha) in their Thirty-eighth Report, presented to Lok Sabha on 23rd December, 2003 had dealt with a representation to provide minimum wages and other necessary facilities to the Contract Workers working in various Steel Plants in the country.

3.2 The Committee made certain observations/recommendations in the matter and the Ministry of Steel were requested to implement those recommendations and furnish action taken notes for consideration of the Committee.

3.3 Action Taken notes have been received from the Ministry of Steel in respect of all the recommendations contained in the Report.

3.4 The Committee will now deal with the action taken by the Government on the recommendations in the succeeding paragraphs.

3.5 In para 2.23 of the Report, the Committee had observed as follows:—

"The main grievances of the petitioners who are the representatives of the Steel Workers' Federation of India, Durgapur, West Bengal, pertain to the discriminatory treatment of the contract workers *vis-a-vis* the regular employees working in the plants/units and mines of the steel sector such as Steel Authority of India (SAIL), Rashtriya Ispat Nigam Ltd. (RINL), etc. The workers employed through contractors in different steel plants receive different daily wages for the similar nature of jobs performed by them. Even the minimum wages are not being paid in some of the steel units as per the Minimum Wages Act, 1948 and notified by the State Government. Also, the variable dearness allowances and other statutory allowances have not been paid to the contract workers at par with the regular employees of the establishments. These contract workers are compelled to work in hazardous conditions and the safety provisions/equipment to be provided by the Principal Employers or the Contractors are not being complied with. Most of the Steel plants employ contract workers on regular jobs, however, they do not regularize them in permanent posts in the establishment. The petitioners have sought the intervention of the Committee to protect the interests of the contract workers working in the steel plants *viz.* payment of wages as per the Minimum Wages Act, monetary compensation, bringing uniformity in the amount of wages paid to the contract workers in

various steel plants; and providing other benefits and facilities to the contract workers as extended to the regular employees of the various steel plants. They have also requested to regularize the contract workers who are handling regular/perennial nature of jobs in the steel plants."

(Para 2.23)

3.6 In their action taken reply, the Ministry of Steel have stated as follows:—

"In SAIL, the respective steel plants being the principal employers ensure that the contract workers are paid wages either as per State Government notifications or through agreements arrived locally in the steel plants, but not less than the statutory minimum. the workers are also paid other statutory benefits viz. Annual bonus, benefits under ESI & Retrenchment PF, Maternity & Medical benefits etc.

Since the minimum wages paid to such workers are determined by State Government notifications and through local agreements, uniformity in wages payment cannot be ensured in all the steel plants under SAIL.

In the steel plants, contract workers are not required to be engaged in nature of jobs that are permanent/perennial. This is so because wherever the plants do not provide regular manpower, and where the jobs are of fluctuating type, project related or capital related, job contracts are given out, which the contract workers are engaged to perform.

In SAIL, safety at work place is matter of serious concern. The contract workers are imparted safety induction training by trained safety engineers/inspectors in respective steel plants before they are cleared to enter the factory premises and start any work. They are also given specialized safety training before they are authorized to work in vital installations or on jobs that are considered to be hazardous in nature, The contractors also provide safety appliances such as shoes, helmets, gloves, welding glasses etc. to the contract workers, depending on jobs on which these workers have to be deployed. In case contractors are not able to provide these safety appliances, on their request, the plants provide the same to the workers, on chargeable basis to the contractors. To ensure compliance of use of safety appliances, surprise checks are conducted by safety inspectors/officers. In case of any deviation, gate passes are seized and contract workers are not allowed to work till corrective measures have been taken."

3.7 In para 2.24 of the Report, the Committee had recommended as follows:—

"The Committee find that big manufacture in steel sector, apparently, reply on automation and contract workers to boost output, rather than employing staff on permanent/regular basis. In fact, certain major steel producers are increasingly shedding staff through voluntary retirement schemes (VRS). In order to ensure competitiveness of the company in the steel market, the management of SAIL have taken measures for reduction of cost by downsizing

manpower. As a result of this measure, the regular manpower of SAIL has been brought down by 44,000 in past five years. It also aims at bringing down the manpower at a level of 1,00,000 by 2005 as against the strength of 1,47,601 in the Company at the end of March, 2002. About 25000 contract workers are working in various public sector steel plants including mines, collieries and kulti works. In this regard, the Committee are of the firm view that the freeze on permanent employment in the steel plants will have a negative impact on employment opportunities in the steel sector and the worst sufferers would be contract workers who could have got the opportunity for regular employment at some point of time. Considering the shrinkage in regular jobs, the Committee strongly recommend that the steel plants in public sector should give preference to contract workers whenever there are vacancies."

(Para 2.24)

3.8 In their action taken reply, the Ministry of Steel have stated as follows:—

"In the last few years, there has been only need-based recruitment in SAIL, keeping in view the MOU commitment with the Government of India to rationalize manpower. Whenever a vacancy arises, the same is filled either by notifying to local employment exchanges or from outside through newspaper advertisement as per the rules. During recruitment, other things being equal, preference is also given to contract workers depending on qualification, experience and suitability.

In case of RINL, as per recruitment policy, recruitment to the posts in non-executive cadre is done through notification to the Employment Exchange/Press Advertisement. RINL (VSP) considers the cases of only such candidates whose names are sponsored by the employment exchange/who apply against the Press advertisement and fulfil the specifications prescribed for the said posts. The candidature of the contract workers are also considered if their names are sponsored by the Employment Exchange along with others against VSP's Notification or if they apply against such advertisement as and when it is issued subject to their fulfillment of the specifications for the posts and selection in accordance with the procedure for recruitment."

3.9 In para 2.25 of the Report, the Committee had recommended as follows:—

"The examination of the subject by the Committee has revealed that different steel plants located in different States have different daily wage rates for the contract workers. For instance, the contract workers are getting about Rs. 4,000 per month in Durgapur Plant whereas workers in Bokaro Plant get only Rs. 2000 per month. The Committee find the situation highly anomalous particularly when under the same Public Sector, the workers are getting daily wages at a vast variance. The Ministry of Steel informed the Committee that the wages are being paid as per the notification by the respective States. In some cases, there are agreements between the contract labour unions and the contractors and the steel plant representatives are only the witnesses there. The Committee, therefore, recommend that the Ministry should examine the

matter in right perspective so that a solution is found out to pay at uniform rates in steel plants of the Public Sector Units. The Committee also desire that the matter regarding grant of other facilities like compensation, medical facilities, gratuity, etc. should also be considered."

(Para 2.25)

3.10 In their action taken reply, the Ministry of Steel have stated as follows:—

"Since the minimum wages paid to such workers are determined by State Government notifications and through local agreements, uniformity in wages payment cannot be ensured in all the steel plants under SAIL. The workers are also paid other statutory benefits, and provided medical facilities.

In RINL (VSP), the rate of minimum wages, as notified by Government of Andhra Pradesh are being paid by the contractors to their labour. The minimum wages of contract labour are being revised by the Government of Andhra Pradesh approx. every two to three years. RINL (VSP) as the principal employer takes measures to ensure payment of minimum wages as notified by the Government of Andhra Pradesh from time to time. In some cases, the contractors pay more than the minimum wages.

RINL (VSP) as Principal Employer, is ensuring that the contractors fulfil the relevant statutory provisions that are applicable to their contract labour.

Provident Fund: The provisions of EPF & MP Act, 1952 are applicable to all the contract labour employed by the contractors from the date of their engagement. The contractors pay at the rate of 12% of wages as employers's contribution to the PF account of the contract labourers engaged by them. In VSP, works are awarded to only those contractors who are having PF code numbers given by the RPFC for making PF remittances to the RPFC and the contractors are filling returns on this account. Complaint by the workman regarding non-remittance of PF is attended to by taking up with the PF authorities.

Gratuity: As per the Payment of Gratuity Act, 1972, the workman who has put in a continuous service of 5 years is eligible for gratuity.

Workmen's compensation: Provisions of Workmen's Compensation Act, 1923, are applicable to all the contract labour employed by the contractors from the date of their engagement. In case of fatal accidents, in compliance with the statutory stipulation of payment of compensation within 30 days from the date of accident, VSP being Principal employer, is depositing the amount with the Commissioner for Workmen's compensation and later recovering the same from the concerned contractor.

Ex-gratia Amount: In case of fatal accidents, in addition to the compensation payable under Workmen's Compensation Act, an ex-gratia amount of Rs. 1,00,000/- is also paid to the dependent of the contract labour by the contractor."

3.11 In para 2.26 of the Report, the Committee had recommended as follows:—

"The Committee note that even though safety provisions and norms have been laid down for providing safety equipment/uniforms, etc., by the Government for the workers under the provisions of various Acts/Rules, considering the welfare and safety of workers, the Committee recommend that Safety Directorate should conduct a study of all steel plants to ensure the safety and health of the workers hired through contractors. Punitive action be taken in cases of non-compliance of the safety norms in the units. The Committee also recommend that steps should be taken to curtail accidents and accidental injuries to the workers working in the steel industries. The Committee would like to be apprised of the action taken in the matter in due course."

(Para 2.26)

3.12 In their action taken reply, the Ministry of Steel have stated as follows:—

"SAIL is committed to ensure safety at work place through several preventive and remedial measures on a continuous basis. Standard Operating Practices (SOP) and Standard Maintenance Practices (SMP) are followed strictly and especially during repair/maintenance at hazardous locations and while working at heights are during loco movements. Supply of special personal safety equipments is ensured during work at difficult sites and the entire work process is monitored. There is regular inspection of work sites by representatives of Safety, Operation, Maintenance and Unions.

In addition, mass communication exercises on safety titled 'Safe Working Enhancement Empowering People' (SWEEP) of one-day duration are held at shop floors to encourage safety awareness. Senior shop floor supervisors, safety inspectors and departmental safety officers participate in this exercise along with all shop floor workers.

This mass contract program is a continuous effort. Safety working is not only monitored at the department but also Zonal Level (group of department viz. Mills, Steel Melting Shops etc.) and Plant Management Level. Other Plants are emulating the success of Risk Control Grading System (RCGS) implemented in BSL. RCGS has been able to reduce accidents to a great extent as a result of effective prevention and remedial measures and regular safety audit adopted to ensure safe working. Concerted effort is being taken to implement this program that can ultimately lead to the Plants achieving zero accidents.

In case of RINL also all the workmen engaged by the contractors are given safety training and "on the job safety training" as per requirement of the work. The contractors have to provide Personal Protective Equipment (PPE) to his workmen and ensure its usage by them. The Engineers as well as Officers of Safety Engineering Department of RINL/VSP also strictly ensure this. Any violation is appropriately dealt with.

At RINL (VSP) the following measures have been taken to prevent occurrence of accidents to regular employees and contract labour and to improve the safe working condition in the plant:

- (i) To improve safety and occupational health standards, "Occupational Health and Safety Management System" as per OSHAS-18001 implemented. The system is certified by an internationally renowned organization M/s BVQI. Hazard identification and risk assessment is conducted for all the activities of the plant, extensive documentation is prepared for the procedures and records are being maintained. Controlled measures are being implemented. Objectives are set for each department and corresponding management programmes have been prepared and are being implemented for achieving the objectives. The functioning of the system is reviewed periodically by Executive Director (Works).
- (ii) All major and minor accidents are investigated to find out the causes and remedial measures are implemented in all cases.
- (iii) Regular inspections of the plant carried out to find out unsafe conditions and unsafe practices. These are eliminated by taking remedial actions.
- (iv) Safety training programmes are conducted regularly for all the employees.
- (v) All contractors' workers and their supervisors are given safety training before they are put on the job.
- (vi) Workers who are required to work at height are tested for working at height and height passes are issued to the successful workers.
- (vii) Permit to work for all the jobs related to the working at height is enforced. Continuous supervisions is ensured. Daily checks are conducted.
- (viii) All works are carried out with Work Permit System. Strict protocol system is followed for gas safety.
- (ix) Do's and Dont's for electrical works have been published and followed strictly. Work permit and shut-down systems are followed.
- (x) Risk Analysis and Emergency Management Plan is prepared and as a part of it Plant Level Mock-drills are conducted. This is in addition to the 412 Mock-drills conducted at Department level.
- (xi) External Safety Audit is being conducted every year. Internal safety audits are carried out twice in a year for whole plant and recommendations are implemented.
- (xii) Job Safety Analysis for hazardous jobs are carried out and implemented for safe operation and maintenance.

- (xiii) Emphasis is given on continuous basis for good housekeeping. House keeping competitions are conducted every year.
- (xiv) Safety promotional activities like conducting safety weeks, National Safety Day celebrations, Crach helmet Campaigns, are being organized regularly.
- (xv) Safety messages are widely publicized through Safety bulletins, paintings, hoarding and through cable TV net work.
- (xvi) The company is certified for Quality Management System ISO-9001 and Environment Management System ISO-14001.
- (xvii) A Central Safety Committee headed by ED(Works) with the participation of Trade Union representatives and Management representatives meets periodically and reviews the safety of the plant.
- (xviii) Monthly Departmental Safety Committee meetings are held in 25 departments under the Chairmanship of respective Heads of Departments. Safety related problems are discussed in these meetings."

3.13 In para 2.27 of the Report, the Committee had recommended as follows:—

"Another area which the Committee would like to pin-point is the medical facilities to contract workers. The petitioners have sought adequate medical treatment of the workers in the hospitals/dispensaries run by the respective PSUs. The Committee would like the Ministry to ensure that these facilities being the basic needs, are provided by respective PSUs."

(Para 2.27)

3.14 In their action taken reply, the Ministry of Steel have started as under:—

"As far as medical facilities are concerned, the same are being provided to the contract workers in SAIL/ESI run hospitals. The medical facilities available in the works area at the plants/units are also accessible to the contract workers.

Medical treatment to the contract labour in case of accidents is provided by the contractors in RINL, VSP hospital/private hospital and the expenditure on this account is being borne by the contractors. However, RINL(VSP) is considering to get the contract workers covered under the provisions of Employees' State Insurance Act, 1948."

3.15 In para 2.28 of the Report, the Committee had recommended as follows:—

"The Committee regret to note that there is violation of Contract Labour (Abolition and Regulation) Act, 1970 by various organizations. There is no supervisory authority to check this menace. The Committee would like the Government to ensure that there is mechanism to ensure that provisions of the Act are complied with and there are no violations of the provisions of the Act."

(Para 2.28)

3.16 In their action taken reply, the Ministry of Steel have informed as under:—

"SAIL is a public sector enterprise and as such ensures that the provisions of the Contract Labour (Abolition and Regulation) Act, 1970 are complied with.

In so far as RINL (VSP) is concerned, there is no violation of Contract Labour (Abolition and Regulation) Act 1970. In so far as supervisory authorities are concerned, the Deputy Commissioner of Labour, Government of Andhra Pradesh, periodically inspects the provisions of various amenities provided to the Contract Labour and takes appropriate remedial actions."

Observation/Recommendations

3.17 As detailed in the foregoing paragraphs, the Committee had made recommendations/observations based on the grievances put forth by the steel workers and other material made available to them. These relate to payment of wages as per the Minimum Wages Act, bringing uniformity in the amount of wages paid to contract workers, medical facilities, safety measures in the steel plants and also to provide regular jobs to the contract workers who are handling regular/perennial nature of jobs in the steel plants. The Ministry of Steel in their action taken replies, have furnished elaborate replies recommendation-wise as detailed in preceding paragraphs. The Committee would like to reiterate the following:—

- (i) The management of steel plants must work in coordination with respective State authorities in regard to timely revision of minimum wages for contract workers.**
- (ii) The steel plants must adhere to the requirements/obligations which are applicable to the principal employer as per the provisions of relevant rules relating to engagement of contract workers.**
- (iii) The provisions of the Contract Labour (Abolition and Regulation) Act, 1970 should be followed in letter and spirit, in all steel plants.**
- (iv) In the recruitment process, due preference should be given to the contract workers who are working in the steel plants.**
- (v) All necessary steps should be taken to provide safety, dress, tools, safe environment working conditions to the contract workers at par with the regular workers.**
- (vi) There is difference in provision of medical facilities to contract workers in different steel plants. The Ministry of Steel should ensure standardisation of the minimum medical facilities to the contract workers.**

3.18 In para 2.29 of the report, the Committee had recommended as follows:—

"It has come to the notice of the Committee that the Government of India (Ministry of Labour) are in the process of making amendments to the Industrial Employment Central Rules and Contract Labour (Abolitions and Regulation) Act, 1970 for protecting the interests of the contract workers. A Group of

Ministers on Labour Reforms headed by Deputy Chairman, Planning Commission is in process of examining the matter. Considering the welfare of a large number of workers, the Committee strongly recommend that Government should expedite the process of examination of the matter with a view to bringing comprehensive legislation on the subject at the earliest. Needless to emphasise that due care will be taken of the interests of the working force in the country."

(Para 2.29)

3.19 In their action taken reply, the Ministry of Steel have informed that since the matter pertains to Ministry of Labour, no comments.

Observation/Recommendation

3.20. The Committee regret to note that the Ministry of Steel have not pursued the matter with Ministry of Labour. The Committee treat the Government of India as a single entity and expect the Ministry of Steel to coordinate with the Ministry of Labour and furnish a specific reply to the recommendation of the Committee, within three months of the presentation of the report to the House.

CHAPTER IV

ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS MADE BY THE COMMITTEE ON PETITIONS (THIRTEENTH LOK SABHA) IN THEIR FORTY-FIRST REPORT ON THE REPRESENTATION REGARDING IMPROVEMENT OF RAILWAY FACILITIES AT MANDAWALI—CHANDER VIHAR RAILWAY HALT STATION, EAST DELHI

4.1 The Committee on Petitions (Thirteenth Lok Sabha) in their Forty-First Report presented to Lok Sabha on 30th January, 2004 had dealt with the representation regarding improvement of railway facilities at Mandawali-Chander Vihar Railway Halt Station, East Delhi.

4.2 The Committee had made certain observations/recommendations in the matter and the Ministry of Railways were requested to implement those recommendations and furnish their action taken notes for the consideration of the Committee.

4.3 Action taken notes have been received from the Ministry of Railways in respect of all the recommendations contained in the report. The recommendations made by the Committee and the replies thereto furnished by the Ministry are detailed in the succeeding paragraphs.

4.4 In para 3.17 of the Report, the Committee had observed as follows:—

".....About 1000 commuters commute from Mandawali-Chander Vihar Station daily. The petitioners, therefore, requested that the Mandawali-Chander Vihar station be upgraded and provided with all passenger amenities such as High level platform, foot-over-bridge (FOB), toilets, covered shed, and potable tap water from the Municipal Corporation of Delhi as the ground water in the area is contaminated. They further stated that with the raising of the platform level, stoppage of other EMU and MEMU trains could be facilitated for the benefit of the passengers, thereby, increasing the revenue of the Railways."

4.5 In their action taken reply, the Ministry have stated:—

"(1) In accordance with the extant policy, Mandawali-Chander Vihar is in "F" category, and the following facilities are essential to be provided on this station and the same has already been provided:—

- (i) One booking counter
- (ii) One hand pump
- (iii) 10 square mts. waiting hall cum booking office
- (iv) Shady trees
- (v) Platforms (as to be decided by the Zonal Railways).

- (2) The work of raising of existing rail level PF to high level PF (both PF) costing Rs. 27.4 lakhs and the work for provision of FOB linking both PF costing Rs. 12.02 lakhs has been sanctioned in works programme 04-05 (Vol-V).
- (3) Regarding lighting arrangement at the station, it is stated that:—
- (i) Two KW single phase load has been taken from BSES and station has been electrified on 30.7.03.
 - (ii) Booking room has been electrified with provision of one fan and two lights.
 - (iii) On the approach to station, two poles have been erected and tube lights have been provided.
 - (iv) Cables have been laid for provision of 5 Nos. lights at platform No. 1 and 6 Nos. of lights at platform No.2.
 - (v) Poles are erected and work is completed before time.
- (4) Two passenger trains ½ NM and ½ NDS passenger trains are stopping for one minute in each direction at Mandawali-Chander Vihar halt as per current Time Table. Stoppage to EMUs at Mandawali-Chander Vihar halt situated between Talk Bridge-Anand Vihar is not feasible due to having low level platform on GAL (Goods Avoiding Line). However, stoppage to 1PGM/2PGM (MEMU) train has been provided at this station *w.e.f.* 21.6.04"

4.6 In para 3.18 of the Report, the Committee has recommended as under:—

"The Committee also undertook an on the spot study visit to this station on 13th January, 2004 so as to obtain first hand information in the matter. The Committee cannot but express their deep distress to observe that: the ticket window is a small cabin which is being manned by contractor manually, for drinking water only one hand pump has been installed recently, no sheds are provided for the passengers and also no trees are there on the platform. There is no properly maintained approach road to the halt station, trains going towards Ghaziabad do not have stoppage on this halt station so that people going towards that area could avail of railway facilities, there are no toilet facilities even for female commuters, and the platform is not electrified and present. The Committee are of the firm view that this station, which is situated amidst a thickly populated area, has a great potential of railway traffic, if proper passenger amenities and adequate number of trains are provided at this halt station."

4.7 In their action taken reply, the Ministry have stated:

"The position in respect of various passenger amenities is as under:—

(i) Drinking Water:

As per norms of minimum essential amenities, only 1 tap/hand pump is required on station which has been provided. Survey for providing

drinking water connection has been completed by Delhi Jal Board and further clarification sought by them have been provided.

The case of providing connection is under consideration of Delhi Jal Board.

(ii) PF Shelter:

As per norms of minimum essential amenities, only shady trees are required of PF. However, PF shelter of 50 sq.m on each platform has since been provided.

(iii) Approach Road:

Road inside the railway area is maintained properly. The approach road for this station is being maintained by MCD. MCD is regularly being chased for repair of this road.

(iv) Toilet Facilities:

In order to provide the toilets on 'Pay & Use' basis close liaison has already been established with "Sulabh International" so that Pay & Use toilets may be introduced on BOAT scheme. (Build operate and transfer scheme).

Regarding number of trains, it is advised that two passenger trains ½ NM and ½ NDS passenger trains are stopping for one minute in each direction at Mandawali Chander Vihar halt as per current Time Table. Stoppage to EMUs at Mandawali Chander Vihar halt situated between Tilak Bridge-Anand Vihar is not feasible due to having low level platform on GAL (Goods Avoiding Line). However, stoppage to 1PGM/2PGM (MEMU) train has been provided at this station w.e.f. 21.6.04."

4.8 In para 3.19 of the Report, the Committee had recommended as follows:—

"As regards the lighting arrangements at the station, the Committee note that electricity is likely to be provided by 30th March, 2004 through M/s BSES. The Committee trust that the requisite light provisions on the platform, approach road, waiting area, etc. will be made within the target date."

4.9 In their action taken reply, the Ministry have stated:—

- (i) Two KW single phase load has been taken from BSES and station has been electrified on 30.7.03.
- (ii) Booking room has been electrified with provision of one fan and two lights.
- (iii) On the approach to station, two poles have been erected and tube lights have been provided.
- (iv) Cables have been laid for provision of 5 nos. lights at platform No. 1 and 6 Nos. of lights at platform No. 2.

(v) Poles are erected and work is completed before time."

4.10 In para 3.20 of the Report, the Committee had observed as follows:—

"The Committee note that for drinking water a hand pump has been installed recently. Considering the contamination in the ground water in the area, the Committee would like the Railway to provide potable drinking water through MCD."

4.11 In their action taken reply, the Ministry of Railways have informed:—

"As per norms of minimum essential amenities, only 1 tap/hand pump is required on station which has been provided. Survey for providing drinking water connection has been completed by Delhi Jal Board and further clarification sought by them have been provided. The case of providing connection is under consideration of Delhi Jal Board."

4.12 In para 3.21 of the Report, the Committee had recommended as follows:—

"The officers of Railways submitted during their evidence before the Committee that they are in the process of providing shelters on either side of the platform—50 sq. m. size on each platforms—by March, 2004. The Committee desire that this work should be completed within the stipulated period i.e. by March, 2004."

4.13 In their action taken reply, the Ministry have informed that PF shelter of 50 sq. m. on each platform has since been provided.

4.14 In para 3.22 of the Report, the Committee had recommended as follows:—

"The Committee have got an impression that the Railways have not considered the grievances of the petitioners seriously. The approach road, which is very essential for any Railway Station, is not maintained properly. The Committee recommend that railway should ensure better upkeep of their roads. They should also co-ordinate with local bodies for maintaining the approach road and also for removal of encroachments on the road leading to railway station."

4.15 In their action taken reply, the Ministry has stated as under:—

"Road inside the railway area is maintained properly. The approach road for this station is being maintained by MCD. MCD is regularly being chased for repair of this road.

The encroachments on the both sides of the road falls under the jurisdiction of MCD and on survey they have been found to be duly allotted as shops or tehbazari by MCD. However, request has been made to MCD and police authorities to decongest the area for proper accessibility to the station."

4.16 In para 3.23 of the Report, the Committee had recommended:—

"The Committee also note that stoppages of two trains in the morning going towards Delhi and stoppages of 2 trains in the evening coming from Delhi are

too less for a station located in a thickly populated area like East Delhi. The Committee, therefore, recommend that the feasibility of providing stoppages of the trains going towards GZB (UP-Downs both) on this route should be explored by the Railway Authorities with a positive perspective in mind. Similarly since about 20 trains pass through this route daily, feasibility should be explored to provide stoppages of EMU as well as MEMU trains at this Halt station for the benefit of the large population."

4.17 In their action taken reply, the Ministry have stated:—

"Two passenger trains ½ NM and ½ NDS are already stopping for one minute in each direction at Mandawali-Chander Vihar halt as per current Time Table. Stopping to EMUs at Mandawali Chander Vihar halt situated between Tilak Bridge-Anand Vihar is not feasible due to having low level platform on GAL (Goods Avoiding Line). However, stopping to 1PGM/2PGM (MEMU) train has been provided at this station w.e.f. 21.6.04"

In regards to stopping of EMU trains, the construction of high level platforms at both the tracks are required for which the work for sanction in works programme (Vol.V) has already been made as already stated in reply to para 3.17 above. After the construction of high level platforms, the stoppages of EMU trains can be introduced."

4.18 In para 3.24 of the Report, the Committee had recommended:—

"Another area of concern is the low level platform which is very inconvenient to the passengers particularly the females. Reportedly this has caused a number of accidents. The officers of the Railways submitted that raising of platforms and construction of a Foot over bridge will cost about Rs. 30 lakhs. As assured by the Railways, the Committee recommends that work of raising of low level PF and construction of FOB should be included in the plan for 2004-05. Besides, halt station should have opening from Madhuban colony also."

4.19 In their action taken reply, the Ministry have informed:—

"As already stated in earlier paras that the raising of existing rail level PF to high level PF (both PF) costing Rs. 29.94 lakhs and the work for provision of FOB linking both PF costing Rs. 13.58 lakhs as been processed for sanction in works programme 2004-05(Vol-V)

Regarding opening from Madhuban colony to the station it is stated that this has existed earlier but it was resisted by Madhuban colony residents. Accordingly this opening was closed due to representation from Madhuban colony residents on account of heavy trespassing and safety hazard to the colony."

4.20 In para 3.25 of the Report, the Committee had recommended:—

"Yet another area of concern is the lack of toilets at the railway station. The representatives of the Ministry of Railways have submitted that proper maintenance of toilets is difficult as the station is being run on contract basis.

The Committee are not at all happy with this casual approach of the Ministry. Since this is a basic facility, it should be provided. If necessary it could be run on the pattern of "Sulabh Sauchalaya " where facilities are provided on nominal charges."

4.21 In their action taken reply, the Ministry have informed:—

"To provide the toilets on 'Pay & Use" basis close liaison has already been established with "Sulabh International" so that Pay & Use toilets may be introduced on BOOT Scheme."

4.22 In Para 3.26 of the Report, the Committee had recommended:—

"From the examination of the representation regarding the railway amenities at Mandawali-Chander Vihar Halt Railway station and by their visit thereto, the Committee find that the Railways are not at all serious about the local railway network in the National Capital. The Committee recommend that the Railways should conduct a detailed survey/study to improve its network linkages/services with a view to make its service a reliable and convenient alternative to Road transport in the National Capital. Needless to emphasize, it should coordinate its efforts with the Metro Rail so that the maximum output is achieved out of the invested national resources."

4.23 In their action taken reply, the Ministry have informed:—

"This is a policy matter and suggestions have been noted for improvement."

Observations/Recommendations

4.24 The Committee have been informed that the Mandawali-Chander Vihar Railway Station is in 'F' Category and as the status of the platform, facilities required are one booking counter, one hand pump, 10 Sq. Mtrs. Waiting Hall-cum-Booking Office and shady trees. The Committee are happy to note from the replies of the Railways that in pursuance of their recommendations, the following action has been taken by the Railways:—

- (i) The work of raising of existing rail level Platform (PF) to high level PF (both PF costing Rs. 27.4 lakh) and the work of provision of Foot Over-Bridge(FOB) linking both PF costing Rs. 12.02 lakh has been sanctioned in the works programme, 2004-05.**
- (ii) Two KW single phase load has been taken from BSES and the station has been electrified w.e.f. 13 July, 2003. Cables have been laid for provision of 5 nos. lights on Platform No. 1 and 6 Nos. lights at platform No. 2.**
- (iii) In addition to two passenger trains viz. 1/2 NM and 1/2 NDS Passenger trains which have been stopping for one minute in each directions, stoppage to 1 PGM/2 PG (MENU) has been provided at the station w.e.f. 21 June, 2004.**
- (iv) PF shelter of 50 Sq. Mtrs. on each platform has been provided.**

4.25 The Committee, however, regret to note that based on their on-the-spot visit to Mandawali-Chander Vihar halt station on 13 January, 2004, the Committee had recommended for a water connection from Delhi Jal Board for provision of drinking water at the Railway Station. The Ministry of Railways in their replies have informed that the case for providing water connection is under consideration of the Delhi Jal Board. The Committee feel that it does not speak well for a big organization like Railways, to have been unable to get a water connection at the Railway Station even after a lapse of more than one year. The Committee expect that the Ministry of Railways will take up the matter with the Delhi Jal Board authorities to ensure that drinking water is made available at the platform at the earliest.

4.26 Similarly, the Committee had recommended for basic toilet facilities at the Railway Station. The Ministry of Railways have now informed that in order to provide the toilets on 'Pay & Use' basis, close liaison has been established with the Sulabh International so that 'Pay & Use' toilets may be introduced on 'BOOT' System (Build, Own, Operate and Transfer Scheme). The Committee once again reiterate that it should be expedited in a time-bound programme.

4.27 In their response to the recommendation of the Committee to have better approach roads/way to the Railway station, the Ministry of Railways have informed that the encroachment on both sides of the road falls under the jurisdiction of MCD and a request has been made to MCD and police authorities to decongest the areas for ensuring proper access to the station. The Committee reiterate that for providing better access to the Railway station they should take up the matter with the concerned authorities on regular basis. The Committee also desire that stairs, path, road should also be maintained properly in the areas falling under the Railways at the Railway station with a view to provide best possible service/amenities to the passengers.

NEW DELHI;
7 April, 2005

17 Chaitra, 1927 (Saka)

PRABHUNATH SINGH,
Chairman,
Committee on Petitions,
Lok Sabha.

MINUTES OF THE FOURTEENTH SITTING OF THE COMMITTEE ON
PETITIONS (FOURTEENTH LOK SABHA)

The Committee on Petitions sat on Wednesday, 30th March, 2005 from 15.00 hrs. to 15.30 hrs. in Committee Room No. 53, First Floor, Parliament House, New Delhi.

PRESENT

Shri M. Jagannath — *In the Chair*

MEMBERS

2. Shri Nandkumar Singh Chauhan
3. Shri Suresh Kurup
4. Smt. Nivedita Mane
5. Shri Vijoy Krishna

SECRETARIAT

1. Shri Brahm Dutt — *Director*
2. Shri R.K. Bajaj — *Under Secretary*

2. In the absence of the Chairman, the Committee chose, Dr. M. Jagannath, to act as Chairman for the sitting under rule 258(3) of the Rules of Procedure and Conduct of Business in Lok Sabha.

3. The Committee, thereafter, considered and adopted Draft Seventh Report.

The Committee then adjourned.