

**STANDING COMMITTEE ON RAILWAYS  
(2006-07)**

**FOURTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**‘LAND MANAGEMENT’**

**TWENTY FOURTH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

November, 2006/Agrahayana, 1928 (Saka)

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*Presented to Lok Sabha on 28.11.2006*  
*Laid in Rajya Sabha on 29.11.2006*



**LOK SABHA SECRETARIAT**  
**NEW DELHI**

November, 2006/Agrahayana, 1928 (Saka)

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## **INTRODUCTION**

I, the Chairman of the Standing Committee on Railways (2006-07), having been authorised by the Committee to present the Report on their behalf, present this Twenty Fourth Report of the Committee on 'Land Management'.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 16.06.2006 and 13.07.2006.

3. The Committee considered and adopted the Report at their sitting held on 28.09.2006. Minutes of the sittings held on 16.06.2006, 13.07.2006 and 28.09.2006 form Part-II of the Report.

4. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board), for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the subject 'Land Management' and sharing with them the issues concerning the subject which came up for discussion during evidence.

NEW DELHI;  
November, 2006  
Agrahayana, 1928 Saka

**BASUDEB ACHARIA**  
**Chairman,**  
**Standing Committee on Railways**

**CHAPTER-I****REPORT****Introductory – Railway Land**

Railway land has been defined under the Railways (Amendment) Act, 2005 as 'any land in which a Government Railway has any right, title or interest'. Over the years, Railways have been acquiring land for operation of trains. Railways have 4.31 lakh hectares of land as on 1.4.2006. Some of these land has been provided by the State Governments free of cost or on nominal charges and rest of the land has been acquired by the Railways from the State Governments for the public purpose after paying compensation. The Railways are the owner as well as the lessee of the land available with them. The break-up of the usage of railway land as on 1.4.2004 was as under:-

| <b>S.No.</b> | <b>Land Use</b>                                        | <b>Area (in lakh hectare)</b> | <b>Percentage of Total land holding</b> |
|--------------|--------------------------------------------------------|-------------------------------|-----------------------------------------|
| (i)          | Track and structures including stations, colonies etc. | 3.26                          | 75.7                                    |
| (ii)         | Afforestation                                          | 0.45                          | 10.5                                    |
| (iii)        | 'Grow More Food' Scheme                                | 0.06                          | 1.4                                     |
| (iv)         | Commercial licensing                                   | 0.03                          | 0.7                                     |
| (v)          | Other uses like pisciculture                           | 0.03                          | 0.8                                     |
| (vi)         | Encroachment                                           | 0.02                          | 0.5                                     |
| (vii)        | Vacant Land                                            | 0.44                          | 10.4                                    |
|              | Total                                                  | 4.31                          |                                         |

1.2 The above table shows that percentage-wise only 75.7 per cent of land is under use for operation and allied purposes like track, stations, training establishments, production units, stores, godowns, staff quarters and colonies. Remaining land is either vacant or under miscellaneous use such as afforestation, grow more food etc.

1.3 On being asked to furnish the details of the land holdings by each Zone as on 31.3.2006, the Ministry of Railways in a written reply furnished the details as under:-

(in hectares)

| <b>Railway</b>             | <b>Total land</b> |
|----------------------------|-------------------|
| Central Railway            | 27580.32          |
| Eastern Railway            | 20764.81          |
| East Central Railway       | 33611.71          |
| East Coast Railway         | 12620.27          |
| Northern Railway           | 38865             |
| North Central Railway      | 15051             |
| North Eastern Railway      | 25648.21          |
| Northeast Frontier Railway | 43224             |
| North Western Railway      | 23922             |
| Southern Railway           | 25540             |
| South Central Railway      | 27516             |
| South Eastern Railway      | 42113.61          |
| South East Central Railway | 24145             |
| South Western Railway      | 13424             |
| Western Railway            | 34575             |
| West Central Railway       | 23255             |
| <b>Total</b>               | <b>431854</b>     |

1.4 On being further asked to furnish the details of land use of the railway land in consonance to the latest figures of land holdings, the representative of the Ministry stated during the evidence:-

“Some land will get added. Because of the new projects which we have taken up, some more acquisition would have taken place. It would take some time to give an updated figure.”

1.5 In acquisition of land, Railways are following the procedure laid down in the Provisions of Land Acquisition Act, 1984. Action like publication of Preliminary Notice under Section 4(1) of Land Acquisition Act, declaration under Section 6(1), award enquiry, passing of final award, disbursement of payment etc. are done by competent authority of the State Government (District Collector/Special Land Acquisition Officer as

the case may be). The assessed approximate land acquisition cost including solatium and interest etc. as per statutory provision is deposited in advance with the State Government by Railways.

### **Management of railway land**

1.6 Railway lands are the important and basic business inputs of the Railways and therefore, requires proper management of the same for its optimum utilization. Railways are managing their lands through their Engineering Department which is regarded as the custodian of such lands. To give more impetus to the management of railway land, the Railway Board vide letter No.96/LML/14/74 dated 10.09.2001 had advised all the Zonal Railways to form Land Management Cell to deal with entire issues of land management which include commercial licensing, afforestation, plantation, prevention of encroachments, maintenance of land records etc. and related court cases. Accordingly, each Zonal Railway has set up a Land Management Cell carving out their Engineering Department. These cells are managed by a Senior Administrative Grade Officer and supported by a Junior Administrative Grade Officer along with Law Assistant and other supporting staff.

1.7 Responding to the query of the Committee about efficacy of the Land Management Cells, the Ministry in a written reply stated that by and large these Cells are functioning satisfactorily and are fully engaged in implementing the policy relating to licensing/leasing of railway land, commercial development of railway land/air-space, afforestation, removal of encroachment, verification of land records, recovery of licence fee and liquidation of arrears, dealing with litigation, fencing/providing boundary pillars along railway land etc.

1.8 On being asked whether there would be any change in the functions, authority and area of functions of Management Cell after the constitution of Rail Land Development Authority (RLDA), the representative of the Ministry stated that after Rail Land Development Authority starts functioning, only the work of commercial



development of vacant, surplus and land which do not have any immediate use, such railway land/ airspace will be entrusted to RLDA. Remaining works will continue to be handled by Land Management Cells on Railways and in Railway Board. The basic management of land, keeping the land free from all kinds of encroachment, drawing up schemes from time to time particularly not in urban areas, the way side stations would remain within the charge of Land Management Cell.

1.9 The Ministry of Railways further informed the Committee that since officers dealing with Land Management cells are also entrusted with some other responsibilities and therefore, additional staff and officers are required to be engaged in land management work. The Zonal Railways have been directed to augment the staff strength from the available resources.

1.10 When asked to state as to why the removal of encroachment and completion of land records has been kept outside the purview of the proposed Development Authority, the Ministry stated in a written reply that the Railways would be able to handle this job more effectively rather than entrusting this work to the Authority who will have to create vast network of staff and wherewithal to deal with the management of encroachments. In fact the Authority is proposed to be set up with minimum number of officers and staff and would not be equipped to deal with removal of encroachments. Moreover, without the transfer of title of land to the Authority, it may not be vested with competent Authority to remove encroachments from railway land. Similarly, land records can only be completed after certification of the same by Revenue authorities which requires joint verification of the site by Railways and Revenue officials in different talukas, districts, towns falling in different Zonal Railways. This work will require vast network of staff to deal with the quantum of work which the proposed Authority will not have.

### **Recording, Certification and Computerization of Railway Land**

1.11 The up to date Land Records Register and Land Boundary Verification Register are maintained by the Zonal Railways in the Chief Engineer's office and Divisions as per

prescribed proforma in which details such as acquisition etc. are shown. Complete land records are maintained by the Divisional Engineers. The method adopted by the Railways in monitoring these land record is that during consolidation and settlement of operations by Revenue authorities, the Section Engineers ensure that railway land is kept intact in Revenue records. He also by regular inspection ensures that boundary demarcation is properly done and maintained. Whenever any discrepancy is found, same is reported to the higher officers who initiate steps to rectify the situation. The zone-wise details as on April, 2006 with regard to the total land plan, compilation made so far, certification by State Revenue authorities and computerization is as under:-

| <b>Railway</b>             | <b>Total Plans</b> | <b>Availability</b> | <b>Certification</b> | <b>Computerization</b> |
|----------------------------|--------------------|---------------------|----------------------|------------------------|
| Central Railway            | 5378               | 5277                | 5156                 | 5156                   |
| Eastern Railway            | 6022               | 5988                | 4742                 | 0                      |
| East Central Railway       | 5256               | 5256                | 3882                 | 3660                   |
| East Coast Railway         | 1891               | 1838                | 1773                 | 1326                   |
| Northern Railway           | 5232               | 5232                | 4003                 | 3238                   |
| North Central Railway      | 3333               | 3171                | 2622                 | 3171                   |
| North Eastern Railway      | 1697               | 1696                | 1696                 | 1247                   |
| Northeast Frontier Railway | 3085               | 3085                | 3021                 | 2992                   |
| North Western Railway      | 2029               | 1960                | 1723                 | 1527                   |
| Southern Railway           | 4009               | 4009                | 3653                 | 3873                   |
| South Central Railway      | 3120               | 3037                | 2422                 | 3037                   |
| South East Railway         | 3284               | 3260                | 2881                 | 3260                   |
| South East Central Railway | 831                | 818                 | 759                  | 809                    |
| South Western Railway      | 1736               | 1723                | 1723                 | 564                    |
| Western Railway            | 2915               | 2860                | 2353                 | 2773                   |
| West Central Railway       | 2742               | 2135                | 569                  | 2078                   |
| <b>Total</b>               | <b>52560</b>       | <b>51345</b>        | <b>42978</b>         | <b>38711</b>           |

The original computerized land plan records are kept in the headquarter of Zonal Railways and copies in the Divisions.

1.12 Asked as to why the works related to computerization and certification of land plans is comparatively very slow in some Railways and no computerization at all in Eastern Railway and also by when the process of computerization would be completed, the Ministry stated that due to greater thrust in the past three years, almost 90% certified plans have been computerized. Consequent to creation of seven new zones in 2003-04, land plans had to be transferred from one Railway to another. This has affected the progress of computerization. Now it has again been taken up in right earnest by the Railways. In Eastern Railway progress of computerization will improve in coming months, as the work shall be outsourced soon. As soon as the tender is finalized, work will start. Railways have taken it as a mission area to complete computerization within a year or so. As certification of land plans is a continuous exercise and progress in this regard depends to a large extent on the cooperation from State Government authorities, fixing a target date for the same may not be feasible. However, the position is being monitored on a monthly basis.

1.13 When asked about making information regarding railway land plan available online, the Ministry stated that currently there is no proposal to make the information available online. However, data on land plans showing the position of availability, certification, computerization, etc. will be hoisted on Indian Railways website in the near future.

**CHAPTER-II**  
**MISCELLANEOUS USAGE OF RAIL LANDS**

Out of 431854 hectares of land with Railways as on 31.3.2006 about 13.4 per cent land holdings are under miscellaneous usage viz. afforestation, grow more food, commercial licensing, commercial plantation and pisciculture etc. The policy of the Railway in this regard has been as under:-

**(i) Afforestation of Railway Land**

2.2 For over last 5 decades, tree plantation has been undertaken on vacant railway land along the railway tracks as well as near some workshops and colonies etc. through departmental/contractual efforts bringing over 45187 hectares i.e. 10.5 per cent of railway land under the green cover. As a matter of policy, railway land in mid-section was, till now, being entrusted to the State Forest Departments for undertaking afforestation. Plantation was done by the Forest Department at locations jointly approved between the Railways and the Forest Departments. Though this helped in providing green cover, Railways have had problems with the State Forest Departments, like non-execution of agreements, denial of legitimate access for undertaking routine safety works connected with railway operations, difficulties in getting back the land for Railway purposes.

During the year 2005-06 about 108 lakh trees were planted on railway land. A target of tree plantation of 120 lakh trees is fixed for the year 2006-07.

**(ii) Plantation of Jatropha Curcas for producing Bio-diesel**

2.3 Zonal Railways have been asked to take up plantation of 'Jatropha Curcas' through departmental effort on a massive scale by the side of the railway track and other areas also. A target of 72 lakh saplings has been kept for the year 2006-07.

Railways has also entered into a Memorandum of Understanding with IOC for plantation of Jatropha Curcas for producing an environment friendly fuel, bio-diesel for use by Indian Railway. Under this MOU, 500 hectares of land shall be leased to IOC. So far, 180 hectares has been handed over and plantation has been completed in about 48 hectares.

2.4 When asked who would carry out the plantations and how the revenue would be shared, the Member (Engineering), Railway Board informed the Committee during evidence as under:

“This was the first project taken up. Subsequently we found that there are so many other parties other than IOC who were also interested in this Mission. We wanted that plantation, care and maintenance should be done by the party. They should also set up extraction plant. Out of sale proceeds, they should give us some percentage. To find out this aspect, consultant has been engaged. The draft consultancy report has already come. Areas have been identified. We would call open tender to select the party for plantation.”

**(iii) Commercial Plantation**

2.5 Railways have also decided to undertake plantation on railway land by involving private parties in a joint venture to share the total earnings or revenue generated from use of land by way of plantation. While the private parties shall provide all the funding, material, expertise and labour for the growth and management of the plantation at its own cost, in lieu, Railways contribution will be in form of its land for a specified period of fifteen years with a provision for extension of another 15 years. Fourteen sites under the scheme have so far been finalised on Northern, North Eastern and Southern Railways.

**(iv) Grow More Food Scheme (GFM)**

2.6 Prior to October, 1984, with a view to help in augmenting the food production, Railways had been permitting licensing of spare railway land for cultivation both to

railwaymen and outsiders. However, due to many difficulties like non-payment of dues, very large quantum of work in licensing, preparation of agreements, retrieval of land when required for Railway's use etc. it was decided in 1984 to take back the land given for cultivation under grow more food after expiry of current license and utilize the same for afforestation. As an exception to this, continuation of licenses in case of Group 'D' Railway employees, outsiders belonging to SC/STs, landless labourers and other weaker sections of the society were permitted on merits of each case with the specific approval of Chief Engineer/General Manager.

2.7 Later, it was seen that land licensed to Railway employees for growing vegetables etc. in station yards in the Mumbai suburban section has remained largely free from encroachment, the matter was re-considered and it has been decided in February, 2000 to revive the licensing of railway land to Railway employees in identified urban areas for cultivation as an anti-encroachment measure as also to earn some revenue. Under the scheme the land is licensed to Railway employees belonging to Group C & D only for growing vegetables, crops etc. for a period of 2 years extendable to 5 years. Land is not licensed to non railwaymen or State Governments for cultivation. The license fee is fixed by Railway based on the revenue generating potential of the land.

**(v) Commercial Licensing**

2.8 Plots of railway land at stations, goods sheds, sidings (known as commercial plots) are licensed for stacking/storing of goods moved by rail. Such licensing helps the railways in attracting/retaining traffic. These licenses are given by Railway on an annual basis subject to the fulfillment of traffic commitments by the licencees of the plots. No pucca structure are allowed to be put up on such lands. Railway land is also licensed for bulk oil installations, steel yard, coal dumps and private sidings which offer

substantial traffic to the Railways. The rate of licence fee for various types of plots is as under:-

| <b>Item No.</b> | <b>Types of Plots</b>                                                      | <b>Annual Licence Fee as a Percentage of Land Value</b> |
|-----------------|----------------------------------------------------------------------------|---------------------------------------------------------|
| (a)             | Railway related activities such as City Booking offices, Out Agencies etc. | 6%                                                      |
| (b)             | Ordinary Commercial Plots – without structures                             | 6%                                                      |
| (c)             | Ordinary Commercial Plots – with temporary structures for stacking/storing |                                                         |
|                 | (i) Covered area                                                           | (i) 7½ %                                                |
|                 | (ii) Open area                                                             | (ii) 6%                                                 |
| (d)             | Steel Yards/Coal Dumps. Bulk Oil Installations etc.                        | 7½ %                                                    |
| (e)             | Land used to lay private sidings                                           | 6%                                                      |
| (f)             | Shops/Retail Depots etc.                                                   | 10%                                                     |

#### **(vi) Licensing of tanks and borrow pits for Pisciculture**

2.9 Licensing of borrow pits/tanks for pisciculture is also done by Railways. While the first preference is invariably to be given to Co-operative societies formed by railway employees, these tanks/pits can also be licensed to registered fishermen co-operative societies subject to safeguarding Railways' over all financial interests and commensurate with the prevailing market rate. Railways may resort to public auction or open tender in case no such societies come forward. The period of fishing rights may be permitted for one to five years. Suitable licence agreement are required to be executed by Railway with the parties before handing over possession of borrow pits/tanks.

#### **Generation of Revenue from Afforestation, GMF, Commercial Licensing and Pisciculture**

2.10 According to the Railways the details of earnings from afforestation, grow more food, commercial licensing and pisciculture are not maintained separately but are maintained allocation-wise. The allocation pertaining to land are Z-230 (Rent & tolls

from buildings let out to outsiders etc.) Z-240 (leasing/licensing of land) and Z-250 (sale proceeds of grass, fruits, dead & mature trees). The cumulative earnings from land utilization during the last five years are given below:-

| Year         | 2001-2002 | 2002-2003 | 2003-2004 | 2004-2005 | 2005-2006 |
|--------------|-----------|-----------|-----------|-----------|-----------|
| Rs. (crores) | 223.53*   | 92.0      | 116.53    | 200.8     | 201.4     |

\* Includes Rs. 131.2 crore arrears of license fee received by Northern Railway from oil companies.

### **Land Licensed to Social & Welfare Organizations and PSUs**

2.11 The Railways have given about 109.56 hectare of land upto March 2003 for social and welfare activities. This land has been licensed/leased to social and welfare organizations i.e. schools, welfare centres, cooperative societies, etc. after having thoroughly verified their antecedents. Mostly such welfare organization are for the welfare of railway staff only like Railway Womens' Welfare Organization, Railways Scouts & Guide etc. The revenue generated from the land licensed to social and welfare works and PSUs during 1998 to 2003 was about Rs. 174.93 lakh and 134.65 lakh respectively.



**CHAPTER-III**  
**DEVELOPMENT OF SURPLUS LANDS AND ENCROACHMENT OF RAILWAY**  
**LAND**

**Surplus/Vacant Lands**

Surplus lands are such lands, which are not required for any of purpose defined in Railway's Act. According to Ministry of Railways, normally land vacated due to abandonment or dismantling of old alignments, workshops in rural areas at times becomes surplus.

3.2 Railways have about 44894 hectares of vacant land. A major portion of the vacant lands are in the form of longitudinal strips on both sides of the track, which is required for future developmental works like doublings, gauge conversions etc. The remaining vacant land is mostly near stations and yards and shall be required for expansion of yards and circulating areas etc. Vacant land is also put to use for commercial plantation, for afforestation and cultivation under Grow More Food Scheme, retail oil outlets to registered oil companies, long lease of land to Government Departments property development etc. The zone-wise position of vacant land as on 31.3.2006 is as under:-

(in hectares)

| <b>Railway</b>             | <b>Vacant land</b> |
|----------------------------|--------------------|
| Central Railway            | 2478               |
| Eastern Railway            | 1547               |
| East Central Railway       | 5773               |
| East Coast Railway         | 1355               |
| Northern Railway           | 2919               |
| North Central Railway      | 738                |
| North Eastern Railway      | 5923               |
| Northeast Frontier Railway | 2435               |
| North Western Railway      | 964                |
| Southern Railway           | 2297               |
| South Central Railway      | 4248               |
| South Eastern Railway      | 84                 |
| South East Central Railway | 3391               |
| South Western Railway      | 2871               |
| Western Railway            | 7383               |
| West Central Railway       | 488                |
| <b>Total</b>               | <b>44894</b>       |

3.3 Replying to a query whether the Railways would consider to return to States those lands which were obtained free of cost from the latter for operation of train, production of rolling stock, equipment, etc., in case, these lands are not required for the purpose of the Railways, the Ministry stated that returning of such land to the States will depend on the conditions of original grant. In most cases, Railways under Land Acquisition Act have acquired land, 1984 by paying required compensation and railways is the permanent owner of such land. Commercial use of such railway land has now been permitted by the Railways (Amendment) Act, 2005. However, if the railway land is not required for any of the potential use permitted as per Railways Act and is surplus, then it could be considered for returning the same to State Government at current market value.

3.4 However, elaborating on the mandate of Railways to use this surplus land for commercial purpose, the Member Engineering, Railway Board submitted before the Committee as under:-

“Normally we have not taken the land on lease from the State Government. We have got free title to those lands. Whether we can commercially exploit a piece of land which was given for a certain professed operational need in the past, clearance has now been given and this type of land can also be utilized by Railways for commercial exploitation provided it has got something to do with the Railways, so, under this proviso we are utilizing this.”

3.5. Responding to a point of the Committee whether the surplus lands which may not be required in future for operation of trains and commercial development, could be provided to State Governments/Municipal Corporation for social activities, the Member Engineering (Railway Board) stated as under:-

“There will be some very remote areas where there would not be a very great potential or possibility of its development for commercial purposes. Some municipal body or Government body might ask for their use. We

are open to it. Maybe there are procedural delays because so many formalities have to be completed because they have to give an undertaking. I think, those are the areas which take time. Otherwise, the policy is very well laid down. If everything is followed and if the land is spare, giving it particularly to municipality etc. is not very difficult.

### **Development of Surplus Lands for Commercial Use**

3.6 The Ninth Plan Document envisaged commercial utilization of vacant railway land and space above such land to supplement the internal revenues of the Railways. Railways while keeping in view future needs of rail network started the process of identification, planning and commercial development of such lands in 2001-02. However, due to some inherent constraints such as absence of clear cut mandate in the Railway Act, 1989 authorizing the Railways to develop surplus lands for commercial purpose other than the core activity of the Railway i.e. operation of trains and inadequate expertise with the Railways in the field of real estate developmental activities, Railways could not make much desired progress in this regard. Zonal Railways have identified 61 locations for commercial development so far, which is roughly about 200 hectares out of the total 44894 hectares of vacant land. So far only 9 areas out of these identified locations have been finally let out by Railways and others are either dropped or under re-examination.

3.7 In order to give greater thrust to this important aspect, Railways have decided to set up a separate authority namely 'The Rail Land Development Authority' (RLDA), to undertake all tasks related to property development on railway land under the control of Ministry of Railways. The authority will raise financial resources and generate revenues for the Indian Railways through development of land, air space and properties owned by the Railways. The ownership of such railway land will, however be vested in Railways only. Railways (Amendment) Act, 2005 as approved by Parliament has been notified in the Gazette of India on 16.09.2005 after the President's assent. Gazette notification entrusting Railway Board with requisite powers regarding RLDA has been

issued. However, Ministry of law has not approved the notification for Railways Act to come into force and constituting an Authority and has desired to notify rules for the authority first which is under finalisation.

3.8 Asked as to by what time the Rules would be finalized, the Ministry in a written reply stated that Rules for setting up RLDA has been framed and are approved by the Minister of Railways. The same are being sent to Ministry of Law & Justice (Legislative Wing) for vetting to enable notification of the same. The authority shall be constituted after notification of the Rules which is expected in next two months time.

3.9 Elaborating on the terms of reference of RLDA the Ministry stated that the Authority shall discharge such functions and exercise such powers of the Central Government in relation to the development of railway land as are specifically assigned to it by the Central Government. In particular, and without prejudice to the generality of the foregoing powers, the Central Government may assign to the Authority all or any of the following functions namely:

- (i) To prepare scheme or schemes for use of Railway and in conformity with the provisions of Act;
- (ii) To develop railway land for commercial use as may be entrusted by the Central Government for the purpose of generating revenue by non tariff measures;
- (iii) To develop and provide consultancy, construction or management services and undertake operation in the country in relation to the development of land and property;
- (iv) To carry out any other work or function as may be entrusted to it by the Central Government, by order in writing.

3.10. Prevention and removal of encroachment has been kept out of the purview of Authority due to the following reasons:

- (i) Any action to remove encroachments on railway land is taken under the provisions of PPE Act, 1971. It is felt that Railways being a Central Government Department, will more effectively be able to handle this job especially under Section 147 of Railway Act, 1989.
- (ii) RPF Act – as per section 42.4 of RPF Act, 1957, Railway Protection Force are required to render effective assistance in removal of encroachments. The authority will not be able to take active & direct assistance of RPF.
- (iii) Railways have organisation upto the field level who are responsible for custody of land as well as for prevention / removal of encroachments. Land Development Authority will have to create a vast network of staff and wherewithal to deal with management of encroachments; which will not be possible. In fact, the Authority is proposed to be created with minimum of officers' and staff.

However, the Ministry stated that RLDA shall prevent the encroachment of prime railway land by putting the same to commercial use.

### **Encroachment**

3.11 About 2033 hectares of railway land are under encroachment. These encroachments are mostly in and around the urban area and the metro cities. At some places they have caused a problem of safety as the encroachment is coming under safety zone. Out of this, Northern Railway has 1145 hectares of land under encroachment which is the highest among the Railway zones. A break up of Zone-wise encroachment of land as on 31.3.2006 is as under:-

| <b>Railway</b>             | <b>Land under encroachment</b> |
|----------------------------|--------------------------------|
| Central Railway            | 81                             |
| Eastern Railway            | 31                             |
| East Central Railway       | 22                             |
| East Coast Railway         | 31                             |
| Northern Railway           | 1145                           |
| North Central Railway      | 59                             |
| North Eastern Railway      | 35                             |
| Northeast Frontier Railway | 175                            |
| North Western Railway      | 19                             |
| Southern Railway           | 66                             |
| South Central Railway      | 31                             |
| South Eastern Railway      | 207                            |
| South East Central Railway | 52                             |
| South Western Railway      | 25                             |
| Western Railway            | 47                             |
| West Central Railway       | 7                              |
| <b>Total</b>               | <b>2033</b>                    |

3.12 Railways have classified the encroachment into four categories. Elaborating the types of encroachment, the Member Engineering, Railway Board stated as under:-

“Encroachments are of four categories – A, B, C and D. ‘A’ is hard type encroachment where somebody comes and erects a permanent structure. These cases are taken up under PPE Act. Railways take action to get it vacated. Estate Officer deals with these cases. In ‘B’ type there is no erection of structure or anything. B, C and D structures are soft encroachments which readily come and go. It is not very difficult to remove them..”

3.13 The reasons leading to such encroachments was enumerated by the Ministry of Railways as under:-

- (i) There is a large scale migration to urban areas from rural areas. The failure of the State Governments to provide housing facilities to such migrants compel these people to settle on public land, railway land which are spread across the country in longitudinal strips and are very vulnerable to encroachments.

- (ii) It is not possible to provide 24 hours protection to the vast railway land.
- (iii) Preventive steps like construction of boundary walls prove to be inadequate for protection.
- (iv) Removal of encroachments often leads to interferences by local leaders and politicians.
- (v) Removal of encroachments often creates law and order problems for which the required assistance (Police and Magistrates) from State Governments are not easily available.

3.14 With regard to the cases of encroachment on railway land, the Member Engineering, Railway Board submitted before the Committee as under:-

"As on date, the total encroachment cases is 1,59,323. Out of which 39733 cases are pending in Courts under Public Premises Eviction Act. Decision in those cases are yet to be made. In 44473 cases the Estate Officer has passed orders to vacate the land. But it did not take place many a time because the assistance of the State Government is necessary in such cases. Those lands could not be got vacated... Magistrate and police are to be sent by the State Government to get them vacated. But many a time it does not materialize. Out of the 44473 cases, there are 3539 cases which have gone to High Court against the decision."

3.15 The total number of cases pending with the Estate Officers alongwith their duration as on 31.03.2006 is as under:-

| <b>Time period for which pending</b> | <b>Number of cases pending</b> |
|--------------------------------------|--------------------------------|
| For more than 5 years                | 16964                          |
| For 3 to 5 years                     | 9644                           |
| For 1 to 3 years                     | 7451                           |
| For upto 1 year                      | 5674                           |
| <b>Total</b>                         | <b>39733</b>                   |

3.16 Railways have organisation up to the field level that are responsible for custody of the land as well as for prevention/removal of encroachments. Any action to remove encroachments on railway land is taken under the provision of PPE Act, 1971, Section 147 of Railways Act, 1989 and Section 42.4 of RPF Act. As per the Joint Procedure Order (JPO) adopted by all Zonal Railways in September, 2001, the prevention/detection/removal of encroachments is the joint responsibility of many departments including the RPF. In areas where the assistance of RPF is felt necessary, the Divisional Officers request their counterparts in RPF for the same, and the RPF, within their limitations, provide the assistance. However, RPF has no direct role in removing encroachments on railway land, and it is also not covered under the provisions of recently amended RPF Act, 1957 and Railways Act, 1989. A proposal to amend the Railway Protection Force Act, 1957 so as to include 'Railway Lands' and 'Immovable Property' in the definition of 'railway property' has been referred to the Ministry of Law and Justice in February, 2002 for their advice. Ministry of Law and Justice did not concur with the proposal.

3.17 Elaborating on the coordination with State Governments in dealing with encroachment, the Ministry of Railways stated that there are multifarious coordination with the State Government in dealing with the encroachment. Since removal of encroachment often leads to law and order problem, the Governments are requested to provide police and Magistrate for the same. After a series of correspondences/meetings between the two sides, date(s) are fixed for the removal. The State Governments very often demand that the encroachers should not be removed, instead, the encroached railway land should be spared by Railway free of cost for settlement of the encroachers. The demand of the State Governments are refused by Railways and State Governments are pursued for providing police/Magistrate help. Following are the constraints against removal of encroachments:-

- i. Lack of cooperation from State Governments
- ii. Lack of adequate powers with Estate Officers
- iii. Legal interference (eviction cases being dragged to Courts)
- iv. Interference from social-political leaders.



3.18 Responding to the need for further empowering the Estate Officer by amending the Public Premises Eviction Act, 1971, the Ministry of Railways stated that it is felt that, under PPE Act, 1971 Estate Officer (EO), who is a quasi-judicial authority, has not been invested with adequate powers to effectively deal with encroachments. Moreover, the prescribed procedure takes a lot of time. Further, eviction order of the EO is not a decree of Court and thereby the Railway administration is not able to enforce the order at times in the absence of local police support. Section 147 of the Railways Act, 1989 basically deals with occasional trespassers, and is not effective in dealing with encroachments. A proposal was sent to the Ministry of Urban Development in December, 1998 suggesting that the PPE Act, 1971 may be suitably amended. Ministry of Urban Development forwarded the remarks of the Ministry of Law & Justice on the proposal in February, 2003. The remarks were examined and it has been suggested by this Ministry to the Ministry of Urban Development in September, 2003 that the PPE Act may be amended for the following:-

- (i) EOs be empowered to (a) issue interim orders or injunction during pendency of a case, (b) issue directives for attachments of encroachers's property,
- (ii) EO's orders be deemed to be the directives issued by a Civil Court and non compliance may be held punishable for contempt of Court and
- (iii) The Act may provide for Recovery Officers for recovery of expenses, damage/arrears etc.

The final reply from the Ministry of Urban Development in this regard is still awaited despite being pursued for the same.

3.19 Further responding to the query of the Committee about need for perspective planning not only to remove the existing encroachments but to stop future illegal occupation of railway lands, the Member Engineering, Railway Board, stated during evidence as under:-

“Survey has been conducted for the entire area. Each and every encroachment has been identified. This problem is not only in the Railway the same is the case with other departments of the Union Government. That is why a discussion is going on with regard to formation of a task force at the Ministry of Urban Development level to find out the ways in this regard. There have been efforts to form a unified policy to deal with the subject. We are moving ahead in this direction.”

3.20. The Committee while examining the subject noted that the Railways had adopted a policy to allot land to the cooperatives formed by shopkeepers who were running their business on such encroached railway land for more than 50 years. However, they further noticed that the Railways allot such land on one single station in the Division to such cooperatives. When the Committee asked the Railway why they restricted to one station per Division while allotting land to such cooperative, the Member Engineering (Railway Board) replied as under:-

“The present policy is of one station per Division. We will have to consider whether it can be extended to more than one station per Division.”

## **RECOMMENDATIONS/OBSERVATIONS**

### **Railway Land**

The Committee find that as on 31.3.2006, Railways own 4.31 lakh hectares of land. They were informed that as on 1<sup>st</sup> April, 2004, 3.26 lakh hectares of land was in use for locating service and operational infrastructure such as track, workshops, production units, stations, staff colonies etc. and 0.03 lakh hectares for commercial licensing and many other miscellaneous uses like afforestation, grow more food and pisciculture. When the Committee wanted to know the actual position of land used as on 31.3.2006, they were informed that as some more acquisition of land has been made for the new projects taken up, it would take some time to give an updated figure. The Committee express their serious concern over the failure of the Railway Board in maintaining proper and accurate data of land use. They desire that the requisite information be furnished to them within a period of three months.

### **Afforestation of Railway Land**

2. The Committee note that out of 4.31 lakh hectares of land holdings as on 1.4.2004, 10.5 per cent of land was under afforestation done through State Forest Department on vacant land along the tracks, near workshops and colonies etc. They have been informed that though afforestation policy has helped in providing green cover but Railways had the problems with State Forest Departments such as non execution of the agreements, denial of legitimate access for undertaking routine safety works connected with railway safety, works connected with railway operations, getting back the land for railway purposes etc. The Committee feel that Railways should not get detracted from their policy of afforestation by these problems rather they should make efforts to solve such problems amicably by taking up the matter with State Government Authorities. Since, afforestation is the need of the

hour, the Committee desire that Railways should continue with their afforestation policy with more vigorous efforts.

### **Plantation of Jatropha Curcas**

3. The Committee have been further informed that Railways have asked the Zonal Railways to take up plantation of 'Jatropha Curcas' through Departmental effort on a massive scale along the tracks and other areas and a target of 72 lakh saplings have been fixed for the year 2006-07. The Committee also notice that the Railways have entered into a Memorandum of Understanding (MOU) with Indian Oil Corporation (IOC) for plantation of Jatropha Curcas on 500 hectares of land to be leased by Railways to IOC for producing environment friendly fuel, bio-diesel for use by Railways. So far, plantation on 48 hectares of land has been completed by IOC. However, during the evidence, the Committee were informed that subsequent to this first project taken up for plantation of Jatropha Curcas, Railways found that many other parties are also interested in this field. Therefore, to finalise the modalities of the contract with concerned parties, Railways have engaged consultant and based on their report, some areas have been identified by Railways and open tender is being invited in order to select party. The Committee desire that the process of selection of parties be expedited and decision taken in this regard be intimated to them at the earliest.

### **Land Management Cell**

4. Land being an important non traditional resource, a proper and scientific management of the same becomes essential and in order to put this highly important area of activities on proper footing, Railways have set up Land Management Cells in each Zone. The Committee were informed that the officers of Land Management Cells, apart from dealing with issues related to land management such as licensing/leasing of Railway Land, commercial development of Railway Land/airspace, afforestation, removal of encroachment, verification of land records, recovery of license fee,

liquidation of arrears and dealing with litigations etc., are also entrusted with some other responsibilities. However, after the constitution of Railway Land Development Authority (RLDA), the work relating to commercial development of Railway Land which are vacant/surplus and which do not have any immediate use will be entrusted to it and the remaining works will continue to be handled by the Land Management Cell. To strengthen these Cells, Railways have directed the Zonal Railways to augment the staff strength of these Cells from the available resources and provide them regular training in land management. The Committee, keeping into account the importance and the seriousness of job assigned to these Land Management Cells are of the considered view that the Railways should accord utmost priority for strengthening of these cells by providing all necessary inputs like trained manpower and requisite technology etc. so that these cells may function more effectively and scientifically.

### **Encroachment**

5. The Committee note with concern that as on 31.3.2006 about 2033 hectares of Railway Land are under encroachment mostly in Metro cities and in and around urban areas. The Northern Railway ranks first in all Zones with 1145 hectares of land under encroachment. The Committee were informed during evidence that there are in all 1,59,323 cases of encroachments out of which 39, 733 cases are pending in courts under Public Premises Eviction Act, 1971. Although in 44.473 cases the Estate Officer has passed orders under PPE Act to vacate the land, however, the eviction could not take place because of lack of cooperation from State Governments in execution of the orders of Estate Officer. In 3539 cases, the encroachers have gone to High Court against the decision of the Estate Officer.

The Committee observe that the action for removal of encroachment on Railway Land is taken by the Railways under the provisions of Public Premises Eviction Act, 1971, Section 147 of Railway Act, 1989 and also

under Section 42.4 of Railway Protection Force Act, 1957. As per the Joint Procedure Order (JPO) of 2001, the prevention/detention/removal of encroachment is the joint responsibility of many Departments including Railway Protection Force. The latter provides assistance within their limitations as this is not covered under the Provisions of Railway Protection Force Act, 1957 and Railway Act, 1989. However, the Committee have been informed by the representative of the Ministry of Railways during evidence that a proposal to amend the Railway Protection Force Act, 1957 so as to include 'railway lands' and 'immovable property' in the definition of 'railway property' was taken up with the Ministry of Law and Justice but the latter did not concur with the proposal. The Ministry further informed the Committee that the problem of encroachment is not only with the railway lands but same is the case with other Ministries/Departments of the Union Government. Therefore, to find out the ways to deal encroachment problems, a discussion is going on to form a Task Force in the Ministry of Urban Development to formulate a unified policy to deal with such encroachments. The Committee find that there is no substantial decline in Railway Land under encroachment. However, they appreciate the idea of formation of Task Force to deal with such problems and desire to be apprised of the final outcome of the same. They also desire that while removing encroachments on the railway land, a humanitarian view should be taken towards the settlement colonies and vendors who have existed on railway land for more than 50 years.

#### **Fixation of responsibility and accountability for encroachment**

6. The Committee find that as per the Joint Procedure Order (JPO) of 2001, many Departments are responsible for the removal of encroachment on railway land. They are of the firm view that unless and until there is a nodal agency/officer responsible for prevention/detection/removal of encroachments, it becomes difficult to fix the responsibility for any encroachment on any single Department. They, therefore, strongly

recommend that the Officer-in-charge of Land Management Cell at Zonal Railway and Divisional Railway Manager at the Division level be assigned with this responsibility and in case of any further detection of such encroachment, these officials should be held directly responsible for the same and penal action may also be fixed to ensure their accountability.

#### **Empowering of Estate Officer**

7. The Committee further note with concern that as on 31.3.2006 as many as 39733 cases were pending with the Estate Officer. Out of these, 16,964 cases were pending for more than five years. Further, they find that under the PPE Act, 1971, the Estate Officer, a quasi judicial authority, is not invested with adequate powers to deal with encroachment cases effectively. The orders of eviction passed by him under the Act is not a decree of court and at times in the absence of assistance from the State Government, Railways are unable to execute the same. They were informed by the Railways that a suggestion to amend the PPE Act so as to empower Estate Officer was made to Ministry of Urban Development in the year 2003 but their final reply is still awaited. The Committee are of the strong view that to a great extent the problem of encroachment can be counteracted by empowering the Estate Officer at par with the Civil Courts. They, therefore, desire that the Railways should take up the matter with the Ministry of Urban Development at the highest level and necessary amendments in the PPE Act be brought out at the earliest.

#### **Certification and Computerization of Land Plans**

8. The Committee find that land record register and land boundary verification registers are maintained, as per the prescribed proforma, in Chief Engineers Office at Zonal level and in Divisions. Section Engineers are duty bound to ensure that the land records and boundaries are kept intact in revenue records. They further notice that out of the 52560 land plans available with the Railways as on 1.4.2006, 42978 plans so far have been

certified by the Revenue Authorities and 38711 plans are computerized by the Railways. From the statistics furnished to them by the Railways in this regard, they find that almost in all the Zonal Railways the works relating to computerization and certification of land plans are too slow and in case of Eastern Railway computerization of land development plans have not at all taken place so far. The Ministry of Railways informed the Committee that consequent upon creation of new Zones in 2003-04, land development plans had to be transferred from one Railway to another which has affected the progress of computerization. Now this has been taken up as a mission area and would be completed within a year or so. In case of Eastern Railway, computerization of land plans is being outsourced. Railways are monitoring the position of computerization on monthly basis and it will definitely improve in the coming months. The Committee desire that the work relating to computerization and certification of land records should be completed without any further delay and the information in this regard be made available also on the Railway website simultaneously.

#### **Rail Land Development Authority (RLDA)**

9. The Committee note that IX Plan document had envisaged development of surplus/vacant land for commercial utilization to supplement the internal resource generation of the Railways. However, due to absence of clear mandate in the Railway Act, 1989 and inadequate expertise in the field of real estate development activities, Railways could not make much headway in this direction. They further find that to garner clear cut mandate to utilize surplus/vacant land for commercial development like setting up of shops in the subways, shopping complex etc. Railways in the year 2005 have brought out an amendment in the Railway Act, 1989 so as to set up a separate Land Development Authority to deal with developmental activities. However, this Authority could not be constituted and notified as the Ministry of Law and Justice has desired that before notifying the setting up of RLDA,



rules for the proposed authority be framed. The Ministry have informed the Committee that the rules now framed in this regard and approved by the Minister of Railways are being sent to the Ministry of Law and Justice (Legislative Wing) for vetting and Authority is expected to be set up in the next couple of months. The Committee take a serious view of the fact that although almost a year has elapsed after the notification of the Railways (Amendment) Act, 2005, the RLDA is yet to be constituted by the Railways. Such an apathetic attitude reflects lack of seriousness of the Ministry in constitution of the proposed Authority. They strongly disapprove this delay and recommend that the constitution of the RLDA be notified at the earliest so that the land development works may not get hampered. They would like to be apprised of the action taken in this regard.

Apart from this, they also recommend that the surplus railway land for commercial development be leased on short term basis only i.e. for not more than 25-30 years with the specific proviso that in case of requirement for business operation any time in future the lessor i.e. the Railways can retrieve such land.

#### **Leasing of encroached lands/shops to cooperatives**

10. The Committee note that there are certain hard encroachments by shopkeepers on Railway land which are continuing for more than 50 years or so and the Railways have not been able to vacate them. They further find that to solve such chronic encroachments, Railways have formulated a policy in 2002 to regularize such encroachment on cooperative basis by providing shops/lands on lease at one station per Division. The Committee are of the view that by restricting it to one station per Division, Railways may not be able to resolve the problem as such. They, therefore, desire that the extant policy be extended to more than one station per Division.

**Use of Railway Land for Social Activities**

**11. The Committee observe that there is a well laid down policy of the Railways to hand over the land to State Governments/Local bodies for various social activities viz. construction of Schools, Bus Terminals, Stadium etc., if such land is not required by the Railway for their operations. However, the Committee note that it takes years for State Governments/Local bodies to acquire such land due to lengthy procedure followed by the Railways. They also find that there are certain demands/requisitions by the State Governments/Local bodies which are still pending with the Railways for the last many years. In views of this, the Committee desire that the Railways should process these demands/requisitions expeditiously and the extant procedure for clearance of such land be simplified and made amenable**

NEW DELHI;  
November, 2006  
Agrahayana, 1928 Saka

**BASUDEB ACHARIA**  
Chairman,  
Standing Committee on Railways

**MINUTES OF THE TWENTY SIXTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2005-06)**

The Committee sat on Friday, the 16<sup>th</sup> June, 2006 from 1500 hours to 1700 hours in Committee Room 'A', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri Dharendra Agarwal
3. Shri Ajaya Kumar
4. Shri Subrata Bose
5. Shri Kishan Lal Diler
6. Smt. Paramjit Kaur Gulshan
7. Shri Mahesh Kanodia
8. Shri Rajendrasinh Rana
9. Shri Kishan Singh Sangwan
10. Dr. Arun Kumar Sarma
11. Mohd. Tahir

**RAJYA SABHA**

12. Shri Lalit Kishore Chaturvedi
13. Shri Tarini Kanta Roy
14. Shri Harendra Singh Malik
15. Shri Abani Roy

**SECRETARIAT**

1. Shri V.S. Negi - Director

**Representatives of the Ministry of Railways (Railway Board)**

1. Shri R.R. Jaruhar                      Member Engineering, Railway Board &  
Ex-officio Secretary to the Govt. of India.
  2. Shri Ramesh Chandra                Member Electrical, Railway Board &  
Ex-officio Secretary to the Govt. of India
  3. Shri R.R. Bhandari                    Member Mechanical, Railway Board &  
Ex-officio Secretary to the Govt. of India.
  4. Shri R.S. Varshneya                 Member Staff, Railway Board &  
Ex-officio Secretary to the Govt. of India.
2. The Committee took oral evidence of the representatives of the Ministry of Railways on the subject – 'Land Management.' The representatives of the Ministry clarified the various points raised by the the Members of the Committee. The evidence remained inconclusive.
3. A verbatim record of the proceedings has been kept.

**The Committee then adjourned.**

**MINUTES OF THE TWENTY EIGHTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2005-06)**

The Committee sat on Thursday, the 13<sup>th</sup> July, 2006 from 1500 hours to 1700 hours in Committee Room 'E', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

11. Shri Dharendra Agarwal
12. Shri Ajaya Kumar
13. Shri Subrata Bose
14. Shri Kishan Lal Diler
15. Smt. Paramjit Kaur Gulshan
16. Shri Anwar Hussain
17. Shri Mahesh Kanodia
18. Shri Rajendrasinh Rana
19. Shri Kishan Singh Sangwan
20. Dr. Arun Kumar Sarma

**RAJYA SABHA**

21. Shri Satyavrat Chaturvedi
22. Shri Karnendu Bhattacharjee
14. Maulana Obaidullah Khan Azmi
15. Shri Lalit Kishore Chaturvedi
16. Shri Su. Thirunavukkarasar
17. Shri Harendra Singh Malik
18. Shri Abani Roy

**SECRETARIAT**

1. Shri A.K. Singh - Joint Secretary
2. Shri Arun K. Kaushik - Assistant Director

**Representatives of the Ministry of Railways (Railway Board)**

- |    |                     |                                                                                    |
|----|---------------------|------------------------------------------------------------------------------------|
| 1. | Shri J.P. Batra     | Chairman, Railway Board & Ex-officio<br>Principal Secretary to the Govt. of India. |
| 2. | Shri R.R. Jaruhar   | Member Engineering, Railway Board &<br>Ex-officio Secretary to the Govt. of India. |
| 3. | Shri Ramesh Chandra | Member Electrical, Railway Board &<br>Ex-officio Secretary to the Govt. of India   |
| 4. | Shri R.S. Varshneya | Member Staff, Railway Board &<br>Ex-officio Secretary to the Govt. of India.       |
| 5. | Shri R.P. Gupta     | Adviser (Land & Amenities)                                                         |

**2.** At the outset, the Committee condemned the reckless and dastardly act of terrorism which occurred on 11<sup>th</sup> July, 2006 in the form of series of bomb blasts in the suburban trains of Mumbai killing about 200 people and leaving more than 700 injured. They deeply mourned this tragedy and conveyed their condolence to the bereaved families. The Committee and the officers observed silence for a minute as a mark of respect to the departed souls.

**3.** The Committee welcomed Shri Satyavrat Chaturvedi who had been nominated to the Committee. The Committee then took oral evidence of the representatives of the Ministry of Railways (Railway Board) on the subject – ‘Land Management’. The evidence was concluded.

**4.** A verbatim record of the proceedings has been kept.

**The Committee then adjourned.**

**MINUTES OF THE THIRD SITTING OF THE STANDING COMMITTEE ON  
RAILWAYS (2006-07)**

The Committee sat on Thursday, the 28<sup>th</sup> September, 2006 from 1500 hours to 1600 hours in Committee Room 'D', Parliament House Annexe, New Delhi.

**PRESENT**

**SHRI BASUDEB ACHARIA - CHAIRMAN**

**MEMBERS**

**LOK SABHA**

2. Shri Prasanna Acharya
3. Dr. Dharendra Agarwal
4. Shri S. Ajaya Kumar
5. Shri Ramdas B. Athawale
6. Shri Kishan Lal Diler
7. Shri Giridhar Gamang
8. Shri Mahesh Kumar Kanodia
9. Shri Ananta Nayak
10. Shri Laxman Rao Patil
11. Shri K. Subbarayan
12. Shri C.H. Vijayashankar

**RAJYA SABHA**

13. Maulana Obaidullah Khan Azmi
14. Shri Satyavrat Chaturvedi
15. Shri Lalit Kishore Chaturvedi
16. Shri Shreegopal Vyas
17. Shri Tarini Kanta Roy
18. Shri Harendra Singh Malik
19. Shri Abani Roy

**SECRETARIAT**

- |    |                      |   |                    |
|----|----------------------|---|--------------------|
| 1. | Shri A.K. Singh      | - | Joint Secretary    |
| 2. | Shri V.S. Negi       | - | Director           |
| 3. | Shri Arun K. Kaushik | - | Assistant Director |

2. At the outset, the Chairman welcomed the Members to the sitting of the Committee. Thereafter, the Committee took up for consideration the draft Report on 'Land Management' and adopted the same with the following addition at the end of Para 9 of the Recommendation (Rail Land Development Authority):-

"They also recommend that the surplus railway land for commercial development be leased on short term basis with the specific condition that the lessor i.e. the Railways can subsequently retrieve such land, if required for their business operations"

3. The Committee authorized the Chairman to finalise the Report after the consequential changes, if any, arising out of factual verification by the Ministry of Railways or otherwise and present the same to the House.

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**The Committee then adjourned.**