

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

STARRED QUESTION NO:263

ANSWERED ON:16.03.2015

ENCROACHMENT ON RAILWAY LAND

Adityanath Shri Yogi;Pandey Shri Ravindra Kumar

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the salient features of the policy governing management and usage of Railway land;
- (b) whether a large tract of Railway land is under encroachment and if so, the details thereof, zone-wise;
- (c) the other plan of action envisaged by the Railways to ensure zero tolerance towards encroachments;
- (d) whether measures have been taken by the Railways to remove encroachments and if so, the details thereof including the area of land still under encroachment and evicted during the last three years and the current year, zone-wise; and
- (e) whether the Railways have assessed the revenue loss incurred to them, as a result of encroachment of land and if so, the details thereof ?

**Answer**

MINISTER OF RAILWAYS (SHRI SURESH PRABHAKAR PRABHU)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 263 BY SHRI RAVINDRA KUMAR PANDEY AND SHRI YOGI ADITYA NATH TO BE ANSWERED IN LOK SABHA ON 16.03.2015 REGARDING ENCROACHMENT ON RAILWAY LAND

(a): Land is acquired for railway projects viz. new lines, doublings, gauge conversions, Railway production units etc., through State Government. Land which is already public property and in which no interest of private persons exist, is also taken on lease or transferred to the Railways for execution of Railway Projects. As on 31.03.2014, the total land available with the Railways is approximately 4.58 lakh hectare, out of which approximately 4.11 lakh hectare is under railway track & yard, structures & buildings which include workshops & production units also and under allied usages which also include afforestation. Approximately, 0.47 lakh hectare land is vacant, and mostly it is in the form of narrow strips along the tracks, which is required for servicing and maintenance of track, bridges and other railway infrastructure. This vacant land is also utilized for execution of various infrastructural projects for meeting future growth needs of Railways which include projects like doubling/tripling and traffic facilities works, etc. Railway's operations also necessarily require development of ancillary logistic support/infrastructure such as bulk oil installations & oil depots, steel yards, concrete sleeper plants, coal dumps, private sidings, connectivity to ports and other infrastructure, commercial plots, vending stalls, etc. for which land is leased/licensed. The vacant land, which is not required by Railways for its immediate operational needs, is utilized in the interim period for commercial development through Rail Land Development Authority, wherever feasible, in order to mobilize additional financial resources.

In order to safeguard Railway land, regular inspections are carried out at various levels. In case any trespass is noticed which may eventually lead to encroachment, it is removed then and there. The land records are regularly updated and got verified from revenue authorities. To protect railway land, Railway also takes measures like provision of boundary wall, tree plantation at vulnerable locations, etc.

(b) to (d): As on 31.3.2014, out of 4.58 lakh hectare land available with Indian Railways, only approximately 930 hectare (0.20%) land is under encroachment. Most of these encroachments are in the approaches of the Stations in Metros and big cities. For these encroachments, Railways carry out regular surveys and take action for their removal. If the encroachments are of a temporary nature (soft encroachment) in the shape of jhuggies, jhopries and squatters, the same got removed in consultation and with the assistance of Railway Protection Force and local civil authorities. For old encroachments, where party is not amenable to persuasion, action is taken under Public Premises (Eviction of Unauthorized Occupants) Act, 1971 (PPE Act, 1971), as amended from time to time. Actual eviction of unauthorized occupants is carried out with the assistance of State Government and police. Besides these regular measures, keeping in view the seriousness of the issue, the digitized mapping of land records has been initiated and it has been decided to fix the responsibility on officials for any encroachments.

The details of land under encroachment as on 31.03.2014 and retrieved after removing encroachments during the last three years and the current year, zone-wise, are as under:-

Zonal Railway Land under encroachment Land retrieved  
as on 31.03.2014 during the last  
(in Hectares) three years and the  
current year Area  
(in Hectares)

Central	60	4.71
Eastern	21	0.18
East Central	4	1.29
East Coast	20	16.56
Northern	210	11.04
North Central	41	8.69
North Eastern	26	4.70
Northeast Frontier	147	39.65
North Western	17	1.36
Southern	62	1.43
South Central	11	1.95
South Eastern	159	4.65
Southeast Central	56	5.92
South Western	16	0.05
Western	41	6.38
West Central	37	4.11
Production units	2	0
TOTAL	930	112.67

(e): At certain locations, encroachments cause bottlenecks & safety hazards in train operations and difficulties in track maintenance which at times affects the line capacity and the throughput which ultimately affects the revenue of railways which may not be feasible to assess.