

# COMMITTEE ON PETITIONS

(THIRTEENTH LOK SABHA)

## FIFTEENTH REPORT



*(Presented to Lok Sabha on 15 April, 2002)*

LOK SABHA SECRETARIAT  
NEW DELHI

*April, 2002/Chaitra, 1924 (Saka)*

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## COMPOSITION OF THE COMMITTEE ON PETITIONS

Shri Basudeb Acharia — *Chairman*

### MEMBERS

2. Shri Ramakant Angle
3. Shri S. Bangarappa
4. Shri Ambati Brahmaniah
5. Shri Anant Gangaram Geete
6. Shri Babubhai K. Katara
7. Shri P.R. Khunte
8. Shri P.R. Kyndiah
- \*9. Shri C. Sreenivasan
10. Shri G. Mallikarjunappa
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12. Shri Sis Ram Ola
13. Shri Sundar Lal Patwa
14. Dr. Bikram Sarkar
15. Shri Chandra Bhushan Singh

### SECRETARIAT

1. Shri Ram Autar Ram — *Joint Secretary*
2. Shri C. S. Joon — *Deputy Secretary*
3. Shri J. S. Chauhan — *Under Secretary*
4. Smt. Neera Singh — *Assistant Director*

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\* Nominated w.e.f. 27 March, 2002 vide para No. 2778 of Bulletin Part-II dated 27 March, 2002 vice Dr. K. Malaisamy, M.P. who resigned.

FIFTEENTH REPORT OF THE COMMITTEE ON PETITIONS  
(THIRTEENTH LOK SABHA)

INTRODUCTION

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

- (i) Representation regarding allotment of suitable alternative residential accommodation to the affected families residing near the Railway line between Thane to Kurla in Mumbai.
- (ii) Representation regarding flow of rainy water from railway area into village Palaskhola of District Purulia in West Bengal.
- (iii) Representation regarding demands for improvement of Railway facilities at Adra Railway Station (West Bengal).
- (iv) Action taken by the Government on the Recommendations made by the Committee on Petitions (Thirteenth Lok Sabha) made in their Twelfth Report on the Petition regarding inclusion of Gawada, Kunbi, Velip and Dhangar Communities of Goa in the list of Scheduled Tribes.

2. The Committee considered and adopted the draft Fifteenth Report at their sitting held on 8 April, 2002.

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

NEW DELHI;  
8 April, 2002  

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18 Chaitra, 1924 (Saka)

BASUDEB ACHARIA,  
*Chairman,*  
*Committee on Petitions.*

## CHAPTER I

### REPRESENTATION REGARDING ALLOTMENT OF SUITABLE ALTERNATIVE RESIDENTIAL ACCOMMODATION TO THE AFFECTED FAMILIES RESIDING NEAR THE RAILWAY LINE BETWEEN THANE TO KURLA IN MUMBAI

1.1 Shri Kirit Somaiya, M.P. forwarded a representation on 31 July, 2000 signed by Shri Pravin Mehta, President of Barmal Apartments Tenants Association and Shri Pankaj Shah, Secretary, Ashok Kunj Tenants Association, Mumbai on the above subject.

1.2 In the representation, the petitioners stated that about 145 families were the legal tenants of pucca buildings located near railway line between Thane to Kurla. They were residing in these buildings since generations. They had been informed by Mumbai Urban Transport Project-II (MUTP-II), an authorised representative of Ministry of Railways, that they would like to acquire these pucca buildings and land for expansion of 5th and 6th railway line between Thane and Kurla. This project was commissioned in the year 1996. They were always under constant fear due to acquisition of their houses by the Railway authorities. The rehabilitation of the affected persons was being planned in terms of Resettlement and Rehabilitation policy of the State Government of Maharashtra. The area offered by Resettlement and Rehabilitation policy was inadequate and unjustified compared to the area occupied by each of the tenants as they had been offered an area of 225 Sq. feet only.

1.3. The petitioners, therefore, requested that each of the tenants should be given suitable alternative permanent accommodation duly RCC constructed of equivalent area within the same vicinity.

1.4. The representation was referred to the Ministry of Railways (Railway Board) for furnishing their comments on the various points raised in the representation. The Ministry of Railways (Railway Board) *vide* their communication dated 16 October, 2000, have furnished the following comments:—

“The 145 families referred to in the petition are a few of the Project Affected Persons (PAPs) of the Mumbai Urban Transport Project-II envisaged to augment the suburban infrastructure in Mumbai with the joint collaboration of the Government of Maharashtra and Ministry of Railways to be executed on cost sharing basis. An MoU to this effect has been signed between Government of Maharashtra and Ministry of Railways in May, 1998. Ministry of Railways have also

agreed, as a one time exception, to equally share the cost of the provisions of alternative accommodation to all the PAPs as defined in the rehabilitation policy framed by the Government of Maharashtra. This has been provided for in the MoU signed between the two Governments. It has also been agreed that while the cost of the rehabilitation of PAPs would be shared equally between the two Governments as a part of the overall project cost, the actual execution of Resettlement and Rehabilitation would be done by the Government of Maharashtra who have set up, for this purpose, a Project Monitoring Unit (PMU) under the Mumbai Metropolitan Region Development Authority.

As the actual implementation of all the Resettlement and Rehabilitation needed in MUTP-II projects will be done by the Government of Maharashtra as per the policy framed by them, the matter regarding the extent of compensation should be taken up with Government of Maharashtra.”

1.5 After perusing the comments furnished by the Ministry, the Committee undertook an on-the-spot study visit to Mumbai on 19 October, 2001 to discuss the matter with the petitioners.

1.6 During the on-the-spot study visit the petitioners informed the Committee that total about 145 families were affected due to expansion of project of Thane-Kurla Rail line. The petitioners also submitted a building-wise list of all the tenants/occupants living on that land. Copies of the rent receipts were also handed over to the Committee as a proof of legal tenancy.

1.7 During the study visit of the Committee, it was also informed by the petitioners that the area offered to them was free of cost on ownership basis upto 20.91 sq. mtr. of floor space and at actual cost for area in excess thereof upto 70 sq. mtr. as per R&R policy of Government of Maharashtra. This area is inadequate and unjustified because the above area offered to them had also been offered to unauthorised encroachment on Railway line slum dwellers in Mumbai. A slum dweller even having a 10 sq. ft. area was offered 20.91 sq. mtr. area under the R&R Policy and the same had been offered to a Flat tenants/occupants equally, which was unjustified.

1.8 The Committee, thereafter, took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 8 February, 2002 in the matter.

1.9 The Committee pointed out that about 145 affected families who were residing near the railway line between Thane to Kurla in Mumbai had contented that they were the legal tenants having pucca buildings located in the area. The Committee desired to know the total area

occupied by these families. To this, the representative of the Ministry of Railways (Railway Board) stated as under:—

“We have the full details available. There are 12 buildings; eight are private and four are Government. For each building we have got the name of the building, area in sq. metres, number of floors, number of flats, approximate built in area in sq. metres, etc. There is one blank; otherwise we have the full information available here.”

On the question of rehabilitation of the inhabitants, he added:—

“I have looked into the problem. Firstly I must say that this problem is being dealt by Mumbai Metropolitan Region Development Authority (MMRDA), an Association established by the Government of Maharashtra under MUTP. They are dealing with the rehabilitation of these people. We are proceeding through them. They are liaising as to how to proceed as per the law of the land. Earlier, they had offered the cost of land, the cost of the existing building and some other compensation in the form of 225 sq. feet of area for each tenant free. The cost was to be shared equally between the Railways and the State Government because everything is being done under them. Now I understand that the petitioners do not want this sort of a deal. They want some actual rehabilitation in a building nearby in a pucca quarters. I have checked up the latest position. We have got a fax today saying that they have finally agreed to this. They have offered an alternative site which is nearby and this satisfies the petitioners.”

The witness further added:—

“This is the decision taken in the meeting held in MMRDA on 1.1.2000. I will come to the relevant portion. The Government of Maharashtra should transfer Government land at Ghatkopar for rehabilitation of these families. It was a decision taken in Maharashtra Cabinet.”

1.10 When the Committee desired to know about the Memorandum of Understanding between Maharashtra Government and the Ministry of Railways in 1998 to execute the settling of the project affected persons on cost sharing basis, the witness stated as under:—

“This is also cost sharing. The authority is doing the rehabilitation work for us, but we are sharing the cost. Whatever is the cost, we are sharing fifty percent of us. This includes everything, which means land, building etc. It is the cost of rehabilitation. So, that means the total cost of rehabilitation.”

1.11 The Committee pointed out that the main complaint of the petitioners was that the area which was being provided was not sufficient, it was only 225 square feet. To this, the representative of Ministry of Railways (Railway Board) stated as under:—

“That is over and above the cost of land and the cost of existing building. In addition that was the area. I talked to the Chief Engineer on the telephone today. He also said that this is getting resolved to the satisfaction of the petitioners.”

The witness further added:—

“I would like to mention that petitioners are feeling that Government of Maharashtra is giving 250 square feet of land to anybody, who is an encroacher. But we are the authorised residents, so we should be given something more.”

1.12 Subsequently, in a written note the Ministry of Railways (Railway Board) informed that the execution of Kurla-Mahul 5th and 6th line project forms part of the Mumbai Urban Transport (MUTP). Following compensation had been proposed by the State Government of Maharashtra for the tenants/land lords:—

- (i) Cost of land being acquired;
- (ii) Cost of existing buildings being dismantled; and
- (iii) Allotting 225 sq. ft. of area of each tenant free in a new location, in addition.

1.13 In their written note, the Ministry of Railways (Railway Board) also stated that MMRDA had identified a plot of Government land in the vicinity of these existing 12 buildings. This land will be handed over to the MMRDA by the State Government after clearance of the State Cabinet Committee shortly. The Chief Minister had already agreed in principle and accepted the proposal. After the land had been made available, pucca RCC buildings will be constructed by MMRDA to accommodate all the 121 occupants.

#### **Observations/Recommendations**

1.14 The Committee note that about 145 families who were the legal tenants of pucca buildings since generations located near railway line between Thane to Kurla had been informed by Mumbai Urban Transport Project-II, an authorised representative of Ministry of Railways, that they would acquire these pucca buildings/land for expansion of 5th and 6th Railway line between Thane and Kurla. The rehabilitation of the affected persons was being planned in terms of Resettlement and Rehabilitation policy of the State Government of Maharashtra.

1.15 One of the main contentions of the petitioners is that the area offered by Resettlement and Rehabilitation Policy is inadequate and unjustified compared to the area occupied by each of the tenants as they have been offered an area of 225 sq. feet. The petitioners have, therefore, requested



that each of the tenants should be given suitable alternative permanent accommodation duly RRC constructed of equivalent area within the same vicinity.

1.16 In this context, the Committee are informed by the Ministry of Railways (Railway Board) that for execution of Kurla-Thane 5th and 6th line project some land was acquired through the State Government of Maharashtra. On a portion of the land acquired there are 12 buildings—8 private and 4 Government which have to be dismantled and families residing thereon would be rehabilitated elsewhere. The tenants/landlords of these buildings have been proposed to be compensated by giving the cost of land being acquired, cost of existing buildings being dismantled and allotment of 225 sq. feet of area to each tenant in a new location.

1.17 The Committee note with satisfaction that Mumbai Metropolitan Region Development Authority (MMRDA) has identified a plot of Government land in the vicinity of these 12 buildings. This land will be handed over to MMRDA by the State Government of Maharashtra after clearance of the State Cabinet Committee shortly. The Chief Minister has already agreed in principle and accepted the proposal. After the land has been made available, pucca RCC buildings will be constructed by MMRDA to accommodate all the 121 occupants. The Committee recommend that persuasive efforts should be made by the concerned Governmental Authorities so as to handover the identified piece of land to MMRDA, expeditiously. The Committee desire that the construction of pucca RCC buildings on the land for accommodation of all the affected families is initiated without any loss of time for rehabilitation of these people. The Committee would like to be apprised about the position in the matter within two months.

## CHAPTER II

### REPRESENTATION REGARDING FLOW OF RAINY WATER FROM RAILWAY AREA INTO VILLAGE PALASKHOLA OF DISTRICT PURULIA IN WEST BENGAL

2.1 Shrimati Sulochana Das r/o Village Palaskhola, P.O. Adra, District Purulia (West Bengal) and others submitted a representation on 7 November, 2001 regarding flow of rain water from railway area into Village Palaskhola of District Purulia in West Bengal.

2.2. The petitioners, in their representation submitted that in the rainy season the rain water comes from railway lands into the various places of Village Palaskhola, especially in the area of 'Dhabi Muslim Basti' which had damaged the mud walls of their houses and the rotten water entered into the kitchen room of the buildings and turned the area unusable and made the roads and lands dirty and useless. The dirty water of the railway areas almost flowed over the various places of Palaskhola Village throughout the year creating trouble to the villagers and other passersby. This dirty water which flowed from the railway lands was making the environment dirty and unhygienic.

2.3 The petitioners, therefore, requested to take necessary steps in the matter so that the environment of the village Palaskhola become fresh and the villagers could live peacefully.

2.4. The Ministry of Railways (Railway Board) were requested on 22 November 2001 to furnish their comments on the point raised in the representation. However, the comments were not received from the Ministry of Railways. The Committee, thereafter, took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 8 February, 2002 in the matter.

2.5 During the course of evidence the representative of the Ministry of Railways (Railway Board) assured the Committee as under:—

“We are taking measures. This is regarding flow of rainwater from railway area into village Palaskhola of District Purulia. Railway is taking up the work. It is in a low lying area. But the DN of the station has interacted with the people there. From the railway side, whatever is possible; to provide a line to connect it to culverts and to facilitate better flow of the draining for the upswing accumulated water, it would take it up and hope to complete it before the upswing accumulated water.”

The witness further added:—

“The new drain would connect the bigger culvert. That is a huge drain and the water would drain out. The scheme seems to be all right.”

2.6 Subsequently, in a written note dated 14.2.2002 the Ministry of Railways (Railway Board) stated as under:—

“The village is not a very old settlement and is in a low lying area which generally remain flooded in rains.

DEN of the section has interacted with the people from railways’ side what is possible is to provide a long drain connecting two culverts to facilitate better/quicker drainage of the upstream accumulated rain water.

Railway is taking up this work and hope to complete it before monsoons.”

#### **Observation/Recommendation**

2.7. The Committee note with satisfaction that the Ministry of Railways is going to take up the work to provide a long drain connecting two culverts to facilitate better/quicker drainage of the up stream accumulated rain water from village Palaskhola and complete this work before the onset of monsoon season of 2002. The Committee, desire that the necessary construction work to provide culverts and drain the accumulated water in the railway land should be initiated without any loss of time and completed before the onset of the monsoon season of 2002 as assured.

## CHAPTER III

### REPRESENTATION REGARDING DEMANDS FOR IMPROVEMENT OF RAILWAY FACILITIES AT ADRA RAILWAY STATION (WEST BENGAL)

3.1 Shri Pradeep Ray, Teacher, NNS High School, Adra, Purulia and others submitted a representation on 7 November, 2001 regarding demands for improvement of railway facilities at Adra Railway Station (West Bengal).

3.2 The petitioners, in their representation submitted some demands for providing railway facilities like construction of electric locomotive shed, construction of subway to connect North and South settlement of Adra, establishing a Blood Bank at Adra Railway Hospital, provision of schooling facilities and starting of Science Stream at (10+2) level in Railways Girls' School Adra, filling up of the vacancies including Gangman at Adra Division, provision of issue of railway passes to the families of authorised vendors and hawkers etc. at Adra railway station.

3.3 The petitioners requested to consider their demands and take necessary action in this regard.

3.4 The Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 8 February, 2002 in the matter.

3.5 Explaining the position regarding improving facilities at Adra Railway station, the representative of the Ministry of Railways (Railway Board) stated as under:—

“It is about the demand made by the Citizens Forum, Adra to have an Electric Loco Shed in place of the Steam Loco Shed there. We have got this examined. The Steam Loco Shed was closed over a decade ago, almost in 1988. Today, the situation is that the pattern of traffic, as exists at present in Adra, does not need that. It is not a natural terminal for most of the coaching trains or goods trains. It does not suit to locate an Electric Loco Shed in Adra. We have Electric Locomotive Sheds in the region nearby. One Shed is coming up at Howrah. There is one Shed each at Santra Gachi, Asansol, Gomoh and Bokaro. There is one more thing that the Sheds are already available to meet the requirements of maintenance of locomotives there. Adra does not agree in the scheme of things because it is not a terminal of freight trains or coaching trains. Seeing this trend, we have dispensed with that.”

3.6 The Committee pointed out that when the Bokaro site was selected, some alternate proposal also came from South-Eastern Railway because Bokaro had certain problems. The Committee then asked before selecting the Bokaro site for having Electric Sheds, on what ground Adra was not considered and the justification behind their decision? To this, the witness stated as under:—

“Selection of an Electric Loco Shed is made taking into account traffic and various other things. We have to also take into account the trains which terminate there so that the Locomotives which are kept there can be conveniently detached and assembled with the rakes. They will fit into the scheme of traffic. But that is not the situation there.”

3.7 The Committee pointed out that with the increase in the number of rakes, there will be a need for a MEMU Shed at Adra. Railways could, therefore, utilise the infrastructure which was available there. The Committee then desired to know whether the conventional rakes will be replaced by the MEMUs for short distance passenger traffic. To this, the representative of the Ministry of Railways (Railway Board) stated as under:—

“I think the Committee has raised a very valid point. The Railways has the infrastructure like quarters, land, water supply and all that and is thinking of making use of that. I think it is a good suggestion. I think we should examine this with an open mind. We have infrastructure there. We have to ask the South-Eastern Railway to examine what else can be done.”

3.8 The Committee pointed out that there is no primary school in the southern side of the colony in Adra. Children have to walk at least four to five kilometres. Some teachers could be transferred from another branch of the school for a primary school for the children of the Southern side. To this, the witness stated as under:—

“I think it is a good suggestion. We can bifurcate some teachers and have a unit that side also. This will help the children. I think it is a good idea. It needs to be examined. In some areas, the infrastructure is already there. That being so, it is not a problem.”

3.9 When the Committee asked to start Science stream in Girls' Higher Secondary School in the area, the witness stated as under:—

“There is a higher secondary school for the girls. It appears that there is not adequate demand to start a separate science course. In the Boys Higher Secondary School at Adra, all facilities are available and they can have the girls from 11th and 12th in joint classes. Otherwise, for girls, the demands seem to be not there.”

3.10 The Committee pointed out that there is a very good higher secondary school. Previously, there was science stream and the Board of Higher Secondary Schools and the Council of the Higher Secondary Education, West Bengal withdrew the application as there was no science teacher to teach science subjects. At least six posts were vacant and the science stream should be started from July, 2002. To this, the witness affirmed that the infrastructure was there.

3.11 When the Committee asked about opening of Blood Bank in Adra Railway Colony, the witness stated as under:—

“The proposal for establishing a Blood Bank in Adra Railway Colony is being processed for the approval of the State Government. Equipment has to be installed. It is under procurement. After the certification of the State Government, blood bank would be opened.”

#### Observations/Recommendations

3.12 The Committee note that certain amenities required by passengers have not been provided by the Railways at Adra railway station. In this respect, the petitioners have raised certain demands, viz. construction of electric locomotive shed, construction of subway to connect North and South settlement of Adra, establishment of a Blood Bank at Adra Railway Hospital, provision of schooling facilities and starting of Science Stream at (10+2) level in Railway Girls' School at Adra. They have requested to provide these facilities at Adra.

3.13 As regards construction of electric locomotive shed, the Committee are informed by the Ministry of Railways (Railway Board) that the selection of an Electric Loco Shed is made taking into account traffic growth. However, the situation at Adra is different as it is not a terminal of freight trains or coaching trains. The Committee are not fully convinced by the opinion of the Ministry of Railways (Railway Board) that it does not suit to locate an Electric Loco Shed at Adra. The Committee are of the firm view that if the conventional rakes are replaced by MEMUs for short distance passenger traffic the number of rakes will increase and MEMU shed at Adra could be justifiable. The Committee, therefore, recommend that a MEMU Shed may be provided at Adra for maintenance of MEMU trains in Adra Division as infrastructure like quarters, land, water supply etc. is available there which can be utilised by the Railways.

3.14 As regards the demand regarding a science stream in girls' school, the Committee note with dismay that there is no adequate demand to start a separate science course. In the Boys Higher Secondary School at Adra, all facilities are available and they can have the girls from 11th and 12th in co-education. The Committee feel that there is a demand for science stream but the science teachers are not there to teach science subjects. The Committee, therefore, recommend that an appropriate science stream as well as well-equipped science lab in the Girl's High School may be started

from the coming academic year. The Committee would like to be apprised of the latest position of the action taken in this regard within two months of the date of presentation of this report to the Parliament.

3.15 The Committee note with satisfaction that a proposal for establishing a Blood Bank at Adra Divisional Hospital is being processed for approval of the State Government of West Bengal. It is also stated by the Ministry of Railways that installation of equipments are under procurement and after the certification of the State Government, blood bank would be opened there. The Committee desire that a blood bank opened at Adra Divisional Hospital, expeditiously.

## CHAPTER IV

### ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS MADE BY THE COMMITTEE ON PETITIONS (THIRTEENTH LOK SABHA) MADE IN THEIR TWELFTH REPORT ON THE PETITION REGARDING INCLUSION OF GAWADA, KUNBI, VELIP AND DHANGAR COMMUNITIES OF GOA IN THE LIST OF SCHEDULED TRIBES

4.1 The Committee on Petitions in their Twelfth Report (Thirteenth Lok Sabha) presented to Lok Sabha on 19 December, 2001 had dealt with a petition regarding inclusion of Gawada, Kunbi, Velip and Dhangar Communities of Goa in the List of Scheduled Tribes.

4.2 The Committee had made certain observations/recommendations in the matter and the Ministry of Tribal Affairs 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 Tribal Affairs in respect of the recommendations contained in the Report. The recommendations made by the Committee and the replies thereto furnished by the Ministry of Tribal Affairs are discussed in the succeeding paragraphs.

4.4 In paragraph 3.10 of the Report, the Committee observed as follows:—

“The Committee note that the Gawada, Kunbi, Velip ad Dhangar communities from Goa have been categorised as tribes by sociologists and historians from time immemorial. The Portugese who ruled over Goa for over 500 years, considered the Gawada, Kunbi, Velip and Dhangar communities as Tribu, which means tribes. Certain communities from Daman and Diu have been notified as Scheduled Tribes in relation to Goa whereas local ethnic communities have been left out.”

4.5 In paragraph 3.11 of the Committee recommended as follows:—

“The Committee are informed that the State Government of Goa have recommended inclusion of Gawada, Velip, Kunbi and Dhangar communities in the list of Scheduled Tribes of that State. With regard to Gawada, Velip and Kunbi communities, the Registrar General of India and National Commission for Scheduled Castes and Scheduled Tribes have concurred in the proposal of the State Government. So far as Dhangar community is concerned, the Registrar General of



India has not favoured its inclusion. As per approved modalities the Government of Goa have been requested to review its recommendation or further justify that this community fulfils the criteria for its scheduling as Scheduled Tribe. The Committee, therefore, recommend that the matter regarding inclusion of Gawada, Velip and Kunbi communities may be placed before the Union Cabinet without further loss of time and an amending legislation be placed before the Parliament. The Committee desire that earnest survey may be carried out in coordination with the State Government of Goa to justify the inclusion of the Dhangar community in the List of Scheduled Tribes and give the legitimate rights to this community. The Committee hope that Ministry of Tribal Affairs does not work merely as a post office in finalisation of such claims for inclusion of certain communities in the List of Scheduled Tribes and Scheduled Castes.”

4.6 In their action taken note, the Ministry of Tribal Affairs have stated that the proposal of inclusion of Gawada, Velip and Kunbi communities in the List of Scheduled Tribes of Goa is being considered alongwith similar other proposals in the context of comprehensive revision of List of Scheduled Tribes. The proposal has been circulated amongst the Ministries inviting their comments on the issue. On receipt of the same, the matter would be processed further for approval of the Cabinet to introduce an amending legislation as required under Article 342 of the Constitution of India. So far as proposal of Dhangar community is concerned, it may be stated that the State Government has been requested to review or further justify their recommendation by furnishing additional supportive material. The report of the State Government is still awaited.

#### **Observations/Recommendations**

4.7 The Committee note with satisfaction that the proposal of inclusion of Gawada, Velip and Kunbi communities in the List of Scheduled Tribes of Goa has been circulated amongst the Ministries inviting their comments on the issue and on receipt of the same the matter would be processed further for approval of the Cabinet to introduce an amending legislation as required under Article 342 of the Constitution of India. The Committee desire that the Ministry of Tribal Affairs may expedite getting the comments of the Ministries to whom the proposal has been circulated and place the matter before the cabinet without any further delay.

4.8 The Committee also note that the Ministry of Tribal Affairs have requested the State Government to review or further justify their recommendation by furnishing additional supportive material on the

proposal for inclusion of Dhangar community in the List of Scheduled Tribe. The Committee, therefore, recommend that Ministry of Tribal Affairs may make their earnest efforts to expedite the review of recommendations from the State Government in the matter and take a final decision without delay.

NEW DELHI;  
8 April, 2002  

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18 Chaitra, 1924 (Saka)

BASUDEB ACHARIA,  
Chairman,  
Committee on Petitions.

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