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**STANDING COMMITTEE ON  
RAILWAYS  
(2023-24)  
SEVENTEENTH LOK SABHA**

**MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**[Action taken by Government on the Observations/Recommendations contained in the 16<sup>th</sup> Report of the Standing Committee on Railways (Seventeenth Lok Sabha) on the subject 'Performance of Rail Land Development Authority]**

**SEVENTEENTH REPORT**



**LOK SABHA SECRETARIAT  
NEW DELHI**

December, 2023/Agrahayana, 1945 (SAKA)

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(2023-24)**

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**[Action taken by Government on the Observations/Recommendations contained in the 16<sup>th</sup> Report of the Standing Committee on Railways (Seventeenth Lok Sabha) on the subject 'Performance of Rail Land Development Authority]**

**Presented to Lok Sabha on 18.12.2023**

**Laid in Rajya Sabha on 14.12.2023**



**LOK SABHA SECRETARIAT  
NEW DELHI**

December, 2023/Agrahayana, 1945 (SAKA)

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**COMPOSITION OF STANDING COMMITTEE ON RAILWAYS (2023-24)<sup>@</sup>**

**Shri Radha Mohan Singh - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Dr. Farooq Abdullah
3. Shri Thalikkottai Rajuthever Baalu
4. Smt. Ranjanben Dhananjay Bhatt
5. Shri Abu Hasen Khan Choudhury
6. Shri Kotagiri Sridhar
7. Shri Ramesh Chander Kaushik
8. Shri Suresh Kodikunnil
9. Shri Kaushalendra Kumar
10. **Vacant\***
11. Shri Dhairyasheel S. Mane
12. Smt. Jaskaur Meena
13. Ms. Chandrani Murmu
14. Smt. Keshari Devi Patel
15. Shri Ramulu Pothuganti
16. Shri Mukesh Rajput
17. Smt. Satabdi Roy (Banerjee)
18. Shri Achyutananda Samanta
19. Shri Sumedhanand Saraswati
20. Smt. Sangeeta Kumari Singh Deo
21. Shri Gopal Jee Thakur

**Rajya Sabha**

22. Shri Narhari Amin
23. Shri Chh. Udayanraje Bhonsle
24. Shri Ajit Kumar Bhuyan
25. Shri Ahmad Ashfaq Karim
26. Shri Khiru Mahto
27. Dr. Prashanta Nanda
28. Shrimati Phulo Devi Netam
29. Ms. Saroj Pandey
30. Shri Sandeep Kumar Pathak
31. Dr. Sumer Singh Solanki

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@ Constituted w.e.f. 13.09.2023 vide Lok Sabha Bulletin Part II No. 7379 dated 16.09.2023.

\* Km. Diya Kumari resigned w.e.f. 06.12.2023 vide Bulletin Part I No. 255 dated 07.12.2023.

## LOK SABHA SECRETARIAT

1. Smt. Suman Arora - Additional Secretary
2. Md. Aftab Alam - Director
3. Ms. Savdha Kalia - Deputy Secretary
4. Shri Rudresh Singh Yadav - Committee Officer

## INTRODUCTION

I, the Chairperson, Standing Committee on Railways (2023-24), having been authorized by the Committee, present this Seventeenth Report on Action Taken by Government on the Observations/Recommendations of the Committee contained in their Sixteenth Report (Seventeenth Lok Sabha) on the subject ‘‘Performance of Rail Land Development Authority’’.

2. The Sixteenth Report was presented to the Lok Sabha and laid in the Rajya Sabha on 08.08.2023. The Report contained 9 Observations/Recommendations. The Ministry of Railways furnished Action Taken Notes on all the Observations/Recommendations contained in the Report on 07.11.2023.

3. The Committee considered and adopted this Report at their sitting held on 12.12.2023. The minutes of the sitting are given in **Annexure**.

4. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold letters.

5. An analysis of the Action Taken by Government on the Observations/Recommendations contained in the Sixteenth Report of the Standing Committee on Railways (Seventeenth Lok Sabha) is given in **Appendix**.

NEW DELHI:

12 December, 2023

Agrahayana 21, 1945 (Saka)

**RADHA MOHAN SINGH**

**Chairperson,**

**Standing Committee on Railways**

## CHAPTER I REPORT

This Report deals with the action taken by the Government on the Observations /Recommendations of the Committee contained in their Sixteenth Report (17<sup>th</sup>Lok Sabha) on "Performance of Rail Land Development Authority".

2 The Sixteenth Report was presented to the Lok Sabha and laid in Rajya Sabha on 08.08.2023. It contained 9 Observations/ Recommendations. Replies of the Government in respect of all recommendations have been received and are categorized as under:-

- (i) Observations/Recommendations which have been accepted by the Government:-

**Para Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9**

**Total: 09  
Percentage: 100**

- (ii) Observations / recommendations which the Committee do not desire to pursue in view of the Government's replies:-

**NIL**

**Total :00  
Percentage: 00**

- (iii) Observations / recommendations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration:-

**NIL**

**Total :00**

**Percentage: 00**

- (iv) Observations / recommendations in respect of which final replies are still awaited:-

**NIL**

**Total :00  
Percentage: 00**

**3 The Committee trust that utmost importance will be given to the implementation of the Observations / Recommendations accepted by the Government. The Committee desire that Action Taken Notes in respect of Observations/Recommendations contained in Chapter-I of this Report should be furnished to them at the earliest but not later than three months of the presentation of this Report.**

4 The Committee will now deal with some of their earlier Observations / Recommendations which either require reiteration or merit further comments.

5.

#### **Recommendation (Para No. 1)**

In their earlier Report, the Committee urged the Ministry to encourage private sector participation through suitable models to accelerate the redevelopment process. The Committee felt that this exercise can attract investment, expertise and innovative ideas resulting in faster execution. The Committee also recommended to the Ministry to implement a phased approach to redevelopment, prioritizing stations based on factors like passenger footfall, connectivity and strategic importance.

6 In their Action Taken Note furnished to the Committee, the Ministry of Railways have stated as under:

"Ministry of Railways has thoroughly reviewed Station Development programme and has recently launched Amrit Bharat Station Scheme for the development of stations. This scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi- Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station. The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, Roof Plazas as per necessity, phasing and feasibility and creation of city centers at the station in the long term. So far, 1309 stations have been identified for development under this scheme. Public Private Partnership (PPP) is one of the modes of tendering adopted by Government for station redevelopment through private sector participation. One station i.e. Rani Kamalapati has been developed by RLDA through PPP mode and has been inaugurated on 15.11.2021. Identification of vacant land parcel in and around the other identified stations are being considered for commercial utilisation while formulating Master Plan as per feasibility. Commercial development of such land parcels shall be taken up by participation of private sector participation in future. Prioritization of



station development is being done on the factors like passenger footfall, connectivity and strategic importance, etc. as recommended by Committee."

**7. The Committee note that Ministry of Railways has recently launched Amrit Bharat Station Scheme for the development of stations which envisages development of stations on a continuous basis with a long term approach. The Ministry has stated that 1309 stations have been identified for development under this scheme. Public Private Partnership (PPP) is one of the modes of tendering adopted by Government for station redevelopment through private sector participation. The Committee appreciates continuous and long term approach envisaged by the Ministry. The Committee desire that the redevelopment schemes for railway stations be made inclusive and thereby Railway stations in backward areas which have not been covered for development under any scheme may also be developed using suitable models. Such an outlook shall ensure that stations located in remote areas are also equipped with modern facilities.**

#### **Recommendation (Para No. 7)**

8. Taking note of the issues being faced by RLDA in getting approval for various development plans, the Committee in their earlier Report urged the Ministry of Railways to initiate regular and proactive communication with the concerned authorities and coordinate with Ministry of Housing & Urban Affairs and ensure compliance of the directions mentioned in the above mentioned letter by all States/UTs.

9. In their Action Taken Note furnished to the Committee, the Ministry of Railways have stated as under:

"Ministry of Housing and Urban Affairs (MoHUA) has been requested, vide D.O. letter dated 19th June 2023, to recognize the Rail Land Development Authority (RLDA) as a local authority. It is noteworthy that several state governments, including Uttar Pradesh, Rajasthan, Madhya Pradesh, Haryana, and Uttarakhand, have taken the initiative to issue notifications acknowledging RLDA as a local authority. Other state governments are also being pursued by RLDA to issue similar instruction. Recently, MoHUA, through their official communication bearing reference number A11013/1/2022-DD.II dated 30th January 2023, has granted its approval in the following manner:

1. The Delhi Urban Art Commission (DUAC) is permitted to accept and evaluate the entire project related to the development of New Delhi Railway Station from RLDA, facilitated through the One-Time Planning Application Approval System (OPAAS), as a singular and exceptional occurrence.
2. The DUAC is directed to thoroughly assess the proposal, in consultation with relevant Local Bodies and statutory authorities, which notably includes the Delhi Development Authority (DDA).
3. It is stipulated that RLDA must adhere to the provisions delineated in the Master Plan for

Delhi, specifically the Transit-Oriented Development (TOD) Policy and TOD Regulations. Additionally, RLDA is required to deposit the applicable TOD charges and supplementary Floor Area Ratio (FAR) charges with the respective local bodies."

**10. The Committee are happy to note that several State Governments, including Uttar Pradesh, Rajasthan, Madhya Pradesh, Haryana, and Uttarakhand, have taken the initiative to issue notifications acknowledging RLDA as a local authority. Other State Governments are also being pursued by RLDA to issue similar instruction. The efforts being made by the Ministry and the RLDA are highly appreciable. In order to further strengthen the status of RLDA as a local authority at par with other local authorities in all the other states, the Committee feel that such recognition of RLDA remains urgent as seamless plan approvals for redevelopment by RLDA shall ensure that the rate of revenue generation by RLDA is further augmented. Hence, the Committee reiterate that the Ministry may steadfastly pursue the proposal of grant of local authority status to RLDA with the remaining states and keep the Committee informed in this regard.**

#### **Recommendation (Para No. 8)**

11. In their earlier Report the Committee noted that Letter of Acceptance of 16 commercial sites has been cancelled mainly because of default in payment of installments of lease premium by the developers. Ministry has informed that to address the issue, modifications in RLDA regulations are under process which will enable the developers in obtaining loans from financial institutions. The Committee therefore urged the Ministry to issue necessary modifications at the earliest to avoid further cancellations and ensure fulfillment of development of commercial sites. The Committee also desired the Ministry to establish a clear and fair dispute resolution mechanism within the contracts including provisions for mediation, arbitration and other alternative dispute resolution methods."

12. In their Action Taken Note furnished to the Committee, the Ministry of Railways have stated as under:

"Change in RLDA regulations for making it compliant to the provisions of RERA Act 2016 and other marketing related issues are under active consideration in the Ministry and necessary modifications/amendments will be approved/notified after taking legal views and examining other aspects. Provisions of clear and fair dispute resolution mechanism in the contract including provision of mediation, conciliation and Arbitration are already in place in lease agreement and other contracts. "

**13. The Committee note that Changes in RLDA regulations for making it compliant to the provisions of RERA Act 2016 and other marketing related issues are under active consideration in the Ministry and necessary modifications/amendments will be approved/notified after taking legal views and examining other aspects. The Committee feel that default by developers in payment of installment of lease premium is a very**

**serious issue. The Committee therefore urge the Ministry to undertake fair dispute resolution mechanism and other necessary changes to avoid any further cancellations. The Committee would like to be apprised about the ways in which the changes proposed would result in reduction of the cases of cancellations of Letter of Acceptance.**

## **CHAPTER-II**

### **OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT**

#### **Recommendation (Para No. 1)**

The Committee note that Rail Land Development Authority (RLDA) has been set up for development of vacant railway land for commercial use for the purpose of generating revenue by non-tariff measures. The development work undertaken by RLDA includes commercial development of land parcels, redevelopment of Railway Colonies, redevelopment of Railway Stations, and development of Multi- Functional Complexes. The Committee further note that RLDA has presently been entrusted with the redevelopment of 103 Railway Stations and redevelopment of two Railway Stations viz. Ranikamalapati and Gandhinagar has been completed so far. While appreciating the developmental works initiated by RLDA in recent years, the Committee observes that the development works particularly related to the redevelopment of Railway Stations may be further reinforced. The Committee, therefore, urge the Ministry to encourage private sector participation through suitable models to accelerate the redevelopment process. The Committee feels that this exercise can attract investment, expertise and innovative ideas resulting in faster execution. The Committee also recommend to the Ministry to implement a phased approach to re development, prioritizing stations based on factors like passenger footfall, connectivity and strategic importance.

#### **Reply of the Government**

Ministry of Railways has thoroughly reviewed Station Development programme and has recently launched Amrit Bharat Station Scheme for the development of stations. This scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi- Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station. The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, Roof Plazas as per necessity, phasing and feasibility and creation of city centers at the station in the long term. So far, 1309 stations have been identified for development under this scheme. Public Private Partnership (PPP) is one of the modes of tendering adopted by Government for station redevelopment through private sector participation. One station i.e. Rani Kamalapati has been developed by RLDA through PPP mode and has been inaugurated on 15.11.2021. Identification of vacant land parcel in and around the other identified stations are being considered for commercial utilisation while formulating Master Plan as per feasibility. Commercial development of such land parcels shall be taken up by participation of

private sector participation in future. Prioritization of station development is being done on the factors like passenger footfall, connectivity and strategic importance, etc. as recommended by Committee.

### **Comments of the Committee**

(Please see recommendation Para No. 1 of Chapter-I)

### **Recommendation (Para No. 2)**

The Committee note that out of total vacant Railway land of about 62068.21 hectares about 60%-70% consist of narrow strips along tracks which is utilized for various operational needs. 1216 hectares of vacant land has been handed over to RLDA for commercial development which is one of the mandates of RLDA. Out of 1216 hectares, 66.91 hectares has been given by RLDA for commercial development so far. The Committee would like to impress upon the Ministry to explore various means to utilize the vacant land under their control and ensure that more land is utilized for commercial development which will eventually increase the non-tariff revenue of Railways. The Committee urges the Ministry to clearly define and designate areas of vacant railway land for commercial development within the existing land use regulations. The Committee further impress upon the Ministry to establish a streamlined approval process for fast tracking permissions, clearances and permits for expeditious commercial development on Railway Land.

### **Reply of the Government**

Indian Railways has undertaken a large number of infrastructure work for expansion of its infrastructure. Accordingly, the railway land is being identified for this purpose also. The identification of vacant railway land for commercial development which is not required immediately for railways own operational purposes is a continuous process. Zonal railways and RLDA have been advised to identify vacant land that will not be required for immediate or future railway use and to submit proposals to the Railway Board for commercial utilization. The proposals received from both the Railways and RLDA undergo a comprehensive review process. Comments and perspectives from both RLDA and the Railways are actively sought and evaluated. In cases where there is a disagreement between the proposals submitted by RLDA and the Railways, the decision regarding the entrustment of land parcels to RLDA is made based on the merits of the individual case. Further, the commercial utilisation of vacant railway land depends on the local conditions of that area. In coordination with the Ministry of Housing & Urban Affairs, a letter was issued to chief Secretaries of all states/UTs vide letter no. K-14011-05-2016-UT-I dated 13.11.2019 to incorporate suitable provisions in the local by-laws/development control norms in congruence with the national TOD policy as well as the relevant provisions of the Railway Act and thereby facilitating Railways/RLDA to proceed with their development plans in consultation with the local bodies/other statutory authorities. Now, no change of land use is required for developing Railway land for commercial use and RLDA can approve its plans in consultation with local bodies/other statutory authorities so that development of stations is harmonious with the surrounding development.

### **Recommendation (Para No. 3)**

The Committee are aware that about 782.81 Hectares of Railway land is under encroachment across various zones. The Committee appreciate the various steps taken by Indian Railways to remove and prevent further encroachment of its land which include removal of encroachments under the provisions of Public Premises Eviction of Unauthorized Occupants, Act, 1971, construction of boundary wall at vulnerable locations prone to encroachments and trespassing, deployment of RPF for checking encroachments and to keep a vigil of vacant land prone to encroachment through field officers etc. Considering the fact that land is a highly valuable resource and the encroached land also includes land in various metropolitan cities, the Committee are of the considered opinion that concerted efforts be made to collaborate with local bodies and authorities to address encroachment and unauthorised occupation and all necessary steps must be taken to ensure that the encroached land is reclaimed. The Committee, therefore recommend to the Railways to conduct the surveys by field officers frequently and to set up a proper monitoring mechanism to check the working and outcome of field officers and surveys respectively. Further the Ministry should also consider imparting tailor made training to field officers to deal with such encroachment cases. Also the Land Management Cell must be put to proper use for checking of such encroachments. The Committee further urge the Ministry to set a timeline for removal of all encroachments other than those pending in courts and keep the Committee informed in this regard.

### **Reply of the Government**

**Survey for identifying Encroachment:** All zonal Railways carry out regular surveys for identifying encroachments and take action for their removal. As per the provisions of Indian Railways Work Manual, the frequency of inspection of encroachment shall be at least once in 03 months. Section Engineer/Works and P.way are required to submit a certificate once in three month to be countersigned by AEN. If the encroachments are of temporary nature (soft encroachments) in the shape of jhuggies, jhopris and squatters, the same got removed in consultation and with the assistance of Railway Protection Force & 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 The details of field survey conducted by all zonal Railways and the outcome of these surveys during last three years is as under:-

<b>No</b>	<b>of</b>	<b>Survey</b>	<b>Area retrieved (Hect.)</b>
	<b>conducted</b>	8	

**Responsibility of field officers of Railway:** In terms of Para 815 of Indian Railways Work Manual, the responsibility of various field staffs has been stipulated in case of any encroachment. Field officials routinely inspect the section and areas prone to encroachment as per their monthly schedules. The details of field surveys are recorded in encroachment registers which are maintained and regularly updated by field officers. These registers are also checked by higher officials. Section Engineer/ Works and P.way submit a certificate once in three month to be countersigned by AEN. AEN also submit every month the summary of the status of removal of encroachments to the Divisional Engineer. Monthly progress regarding additions and removal of encroachments, filing eviction cases and their progress in court of Estate Officer, in Civil Courts etc. should be submitted by Divisions to Head Quarter.

**Training of field staff:** The instructions regarding prevention and removal of encroachment, responsibilities are clearly defined in Manuals. Refresher courses are conducted regularly for Group-C (SSEs/Works, P.Way,etc) at Zonal Civil Engineering Training Institute. In these refresher courses, training sessions for imparting knowledge, updated rules which inter-alia includes Land Management topics, encroachments, etc. are covered. For officers, training sessions are conducted at IRICEN/ Pune.

**Land Management Cell:** Land Management Cell strenuously makes efforts to monitor and prevent new encroachments & eviction of existing encroachments. Following actions have been done by Land Management Cell:

- (i) Maintaining and scrutinizing railway land boundary verification registers by ADENs, SSE/Ws and SSE/P. Ways and verification of railway boundaries annually and recording of entries in these registers.
- (ii) Demarcation of land boundary posts as per certified land plans over zonal railways and preventing cropping of new encroachments.
- (iii) Monitoring reply of complaints of encroachments and resolving them promptly with due diligence.
- (iv) Soft encroachments are being removed under provisions of Section 147 of the Indian Railway Act duly following the procedure laid down in the PPE Act, 1971.
- (v) Boundary walls have been constructed to prevent encroachment on Railway land and trespassing at vulnerable locations.

- (vi) Surplus land are entrusted to RLDA for monetization, establishing solar plants, utilization under Gati Shakti Cargo Terminals and intensive afforestation/tree plantation.
- (vii) Digitization of land plans and uploading on online web portal Track Management System (TMS).

**Time line for removal of encroachment** : The encroachments which are soft in nature are removed promptly as per the provisions contained in the Railway Act, 1989 by launching drives at frequent intervals with the help of RPF. However, for encroachments of hard type (other than those pending in courts), the provisions contained in the PPE Act, 1971 are followed wherein timeline for eviction of unauthorized occupants is as follows:

Process	Timeline
Serving of Notice	Within 07 days from receipt of information
Show cause Notice	Not later than 07 days from the date of issue of notice
Eviction Order	Within the 15 days from the date specified in the notice.
Eviction Drive	Not later than fifteen days from the date of the order.

However, due to the lack of support from local bodies/ civil administration, local law and order issue, pending court cases, the above timeline is difficult to adhere to for removal of encroachment in most of the cases.

#### **Recommendation (Para No. 4)**

The Committee have been informed that a plethora of encroachment cases are sub judice for which more than 1200 advocates are on the panel of Railways who amongst other matters deal with these cases across all zones. The Committee are apprised that all Zonal Railways have been advised to approach concerned court(s) by inviting their attention towards the directives issued by Hon'ble Supreme Court orders dated 16.12.2021 & 18.02.2022 in order to dispose the cases related to encroachment in Railway land expeditiously and seek appropriate direction from the concerned court to speed up the process of clearing the encroachments on Railway property. The Committee, therefore, urge the Ministry to conduct a comprehensive legal review of all pending sub judice cases relating to encroachment of Railway land. Further, the Committee further suggests that coordinated efforts be made among Railway, law enforcement agencies and local authorities to ensure effective enforcement of courts orders and eviction of encroachers once judgments are passed



## **Reply of the Government**

**Legal Review of Pending Court Cases on encroachment:** Legal review of pending sub judge cases related to encroachment of railway land is done regularly by all zonal Railways. Frequent hearings are arranged for speedy disposal of cases under the PPE Act. Further, all concerned Railway Advocates have been advised to approach concerned court by inviting attention of the concerned court to the directives issued by Hon'ble Supreme Court Orders dated 16.12.2021 & 18.02.2022 and seek appropriate directions from the concerned court to speed up the process of clearing the encroachments on Railway property. Railways Advocates are also constantly being followed up for early finalization of cases of sub judge. Moreover, a coordinated effort is made among Railway, law enforcement agencies and local authorities to ensure effective enforcement of courts orders and eviction of encroachers once judgments are passed by the respective courts for eviction.

As soon eviction order is issued by Court, assistance is sought from local administration, State Governments to maintain land and order situation during the demolition drives.

Before carrying any demolition drive, timely notices are given to public for vacating the land. Also, notice is given in advance to police for providing necessary support.

**Coordination with local authority** : Local civil administration is also kept apprised of the demolition drives.

Regular meetings as well as case-specific meetings are held by the Divisional authorities with the representatives of local authorities.

As a result, at some locations, prompt response is received from local bodies / State Government which enabled railway to remove the encroachments. At few locations, public representatives / Local bodies/ State Governments demand to carry out rehabilitation and re-settlement of the encroachers prior to demolition of the hutments but the same is not agreed by the Zonal railways as there is no such provision in the policies/guidelines of Railway Board.

### **Recommendation (Para No. 5)**

The Committee appreciate that developmental activity has picked up following the Covid-19 pandemic. The number of commercial sites and colonies awarded to developers has shown considerable increase. The Committee observe that in 2019-20 the revenue of RLDA was

highly encouraging. The Committee are of the view that by maximizing the utilization of the vacant land through usage of boundary walls for the purpose of advertisements, further usage of narrow strips of land under 'Grow More Food scheme', the revenue resources of Railways can be further augmented. In this regard, the Committee recommend to the Ministry to focus on developing and monetising its existing land bank, maximising the value of these assets.

### **Reply of the Government**

Zonal railways have been empowered to award advertising contracts through the e-auction platform. Since its inception in 2022, Railway Divisions have been enabled to digitize advertising assets and conduct e-auction in a user friendly, efficient, and transparent manner. Advertising contracts, coming under the domain of Commercial publicity including Out of Home (OoH) contracts have been brought under the ambit of e-auction. A dedicated sub-category of 'Out of Home' under advertising category has been enabled in the e-auction portal to improve the "Ease of doing business" and promote participation of small entrepreneurs and startups. This has facilitated optimal utilization of available and feasible spaces including advertisement on boundary walls. Further, Innovative initiatives, implemented by different Zones, are periodically circulated among different Zones to explore the possibility of replication. Zonal Railways have been advised to conduct stakeholder meetings to identify potential opportunities, disseminate information on ongoing initiatives and use the forum for outreach activities. This is a continuous and ongoing process. Guidelines on utilisation of vacant railway land for Grow More food (GMF) purpose for railway employee were issued to protect valuable land from encroachment adding to the green belt and food security of Nation and also augmenting revenue. Wherever feasible, land under GMF is given but narrow strips along the track are required for maintenance work and potential future line doubling, and therefore cannot be allocated under the 'Grow More Food' scheme.

### **Recommendation (Para No. 6)**

The Committee are happy to note that Indian Railways are bringing land records to GIS platform by way of digitisation. For this purpose a land module has been created in Track Management System (TMS) module of Indian Railways. In TMS all existing land plans of Railways are being uploaded and also new plans created due to acquisition of land during construction of new infrastructure will also be uploaded once finalised. The Committee feel that digitisation of land records is an important step towards transparency, efficiency and accessibility in land management. The Committee desire the Ministry to create a centralised database to store all land records in a digital format. The data base so created will be accessible to authorised users such as government officials, land owners and potential investors.

### **Reply of the Government**

A centralized database to store all land records in digital format is already there in Track Management System (TMS) and Indian Railway Land Asset Management System (IRLAMS). All Zonal Railways has to feed the required data in these applications from time to time, to update the records.

### **Recommendation (Para No. 7)**

The Committee is aware that as per Railway extant policy guidelines, Railways/RLDA shall consult urban local bodies /other statutory authorities while approving its plans in terms of power conferred to it under Section 11 of Railway Act 1989. Further, the Committee has been informed that various kinds of issues are faced by RLDA with different State Governments and local bodies. In Delhi, Delhi Development Authority (DDA) is not agreeing with the development plans of RLDA for railway land in Delhi although these have been planned in harmony with the surrounding development, without change in land use. Similar issues for development of sites on Railway land in Mumbai are being faced with local urban authority. The Committee note that Ministry of Housing & Urban Affairs vide letter dated 13.11.2019 had given directions to all State &UTs to consider RLDA at par with local authorities for deciding land use and approving various surrounding development for development projects undertaken by RLDA in connection with redevelopment of Railway Stations. The Committee takes note of the issues being faced by RLDA in getting approval for various development plans. In this regard Committee would urge Railway Ministry to initiate regular and proactive communication with the concerned authorities and coordinate with Ministry of Housing & Urban Affairs and ensure compliance of the directions mentioned in the above mentioned letter by all States/UTs.

### **Reply of the Government**

Ministry of Housing and Urban Affairs (MoHUA) has been requested, vide D.O. letter dated 19th June 2023, to recognize the Rail Land Development Authority (RLDA) as a local authority. It is noteworthy that several state governments, including Uttar Pradesh, Rajasthan, Madhya Pradesh, Haryana, and Uttarakhand, have taken the initiative to issue notifications acknowledging RLDA as a local authority. Other state governments are also being pursued by RLDA to issue similar instruction. Recently, MoHUA, through their official communication bearing reference number A11013/1/2022-DD.II dated 30th January 2023, has granted its approval in the following manner:

1. The Delhi Urban Art Commission (DUAC) is permitted to accept and evaluate the entire project related to the development of New Delhi Railway Station from RLDA, facilitated through the One-Time Planning Application Approval System (OPAAS), as a singular and exceptional occurrence.
2. The DUAC is directed to thoroughly assess the proposal, in consultation with relevant Local Bodies and statutory authorities, which notably includes the Delhi Development Authority (DDA).
3. It is stipulated that RLDA must adhere to the provisions delineated in the Master Plan for Delhi, specifically the Transit-Oriented Development (TOD) Policy and TOD Regulations. Additionally, RLDA is required to deposit the applicable TOD charges and supplementary Floor Area Ratio (FAR) charges with the respective local bodies.

#### **Comments of the Committee**

(Please see recommendation Para No. 7 of Chapter-I)

#### **Recommendation (Para No. 8)**

The Committee note that Letter of Acceptance of 16 commercial sites has been cancelled mainly because of default in payment of installments of lease premium by the developers. Ministry has informed that to address the issue, modifications in RLDA regulations are under process which will enable the developers in obtaining loans from financial institutions. The Committee urges the Ministry to issue necessary modifications at the earliest to avoid further cancellations and ensure fulfillment of development of commercial sites. The Committee also desires the Ministry to establish a clear and fair dispute resolution mechanism within the contracts including provisions for mediation, arbitration and other alternative dispute resolution methods.

#### **Reply of the Government**

Change in RLDA regulations for making it compliant to the provisions of RERA Act 2016 and other marketing related issues are under active consideration in the Ministry and necessary modifications/amendments will be approved/notified after taking legal views and examining other aspects. Provisions of clear and fair dispute resolution mechanism in the contract including provision of mediation, conciliation and Arbitration are already in place in lease agreement and other contracts.

#### **Comments of the Committee**

(Please see recommendation para No. 8 of Chapter-I)

### **Recommendation (Para No. 9)**

The Committee note that various international/ internationally recognized firms have been brought on board by the Ministry to augment its capacity building initiatives by conducting various studies pertaining to designing, planning and modernization of stations, sustainable development among various others. Further various visits are also being conducted to understand the best practices of technology and development. While taking note of the same, the Committee urges the Ministry to implement comprehensive training and development program for RLDA staff at all levels. These programs can focus on building technical skills, project management expertise, negotiation and controlling abilities, legal and regulatory knowledge and other relevant competencies. Besides regular training sessions, workshops and seminars can help employees stay updated with best practices and emerging trends.

### **Reply of the Government**

Training programmes and special lectures are organized regularly by RLDA on the topic related to Land Acquisition, Architectural consultancy, Marketing and Valuation, GST related issues, Tendering process. Arbitration etc. Officials are also nominated for specific training as per requirement of RLDA.

## **CHAPTER – III**

### **OBSERVATIONS / RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLIES**

**-NIL-**

**CHAPTER – IV**

**OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF THE  
GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE AND WHICH  
REQUIRE REITERATION**

**-NIL-**

**CHAPTER – V**

**OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES  
ARE STILL AWAITED**

**-NIL-**

New Delhi;  
12 December, 2023  
Agrahayana 21, 1945 (Saka).

**RADHA MOHAN SINGH**  
Chairperson  
Standing Committee on Railways



**MINUTES OF THE FOURTH SITTING OF THE STANDING  
COMMITTEE ON RAILWAYS (2023-24)**

The Committee sat on Tuesday, the 12<sup>th</sup> December, 2023 from 1500 hrs. to 1530 hrs. in Committee Room 'B', Parliament House Annexe, New Delhi.

**PRESENT**

**Shri Radha Mohan Singh - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Shri T.R.Baalu
3. Shri Suresh Kodikunnil
4. Shri Achyutananda Samanta
5. Ms. Chandrani Murmu
6. Shri Gopal Jee Thakur
7. Shri Ramulu Pothuganti
8. Shri Mukesh Rajput
9. Smt. Keshari Devi Patel

**RAJYA SABHA**

10. Shri Narhari Amin
11. Shri Ajit Kumar Bhuyan
12. Smt. Phulo Devi Netam
13. Dr. Sumer Singh Solanki
14. Shri Khiru Mahto
15. Dr. Prashanta Nanda

## SECRETARIAT

1. Smt. Suman Arora - Additional Secretary
2. Md. Aftab Alam - Director
3. Smt. Savdha Kalia - Deputy Secretary

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. Thereafter, the Committee took up for consideration the draft Report on Action Taken by the Government on the Observations / Recommendations contained in their 16<sup>th</sup> Report (17<sup>th</sup> Lok Sabha) on the subject 'Performance of Rail Land Development Authority'.

The Committee adopted the above-mentioned Report without any modification.

3. The Committee authorized the Chairperson to finalise and present the Report to the Parliament.

**The Committee then adjourned.**

## APPENDIX

### **ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE 16<sup>TH</sup> REPORT (17<sup>TH</sup> LOK SABHA) ON TH SUBJECT 'PERFORMANCE OF RAIL LAND DEVELOPMENT AUTHORITY'**

Total number of Recommendations/Observations -	9
(i) Recommendations/Observations which have been accepted by the Government –	09
Para Nos. 1,2,3,4,5 6,7, 8,9	
Percentage of total	100%
(ii) Recommendations/Observations which the Committee do not desire to pursue in view of the Government's replies –	NIL
Para No. NIL	
Percentage of total	0%
(iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee and which require reiteration –	
Para No. NIL	NIL
Percentage of total	0%
(iv) Recommendations/Observations in respect of which final replies are still awaited -	NIL
Para No. NIL	
Percentage of total	0%