

**MANAGEMENT OF VACANT LAND
IN INDIAN RAILWAYS**

**MINISTRY OF RAILWAYS
(Railway Board)**

**PUBLIC ACCOUNTS COMMITTEE
(2017-18)**

NINETY-THIRD REPORT

SIXTEENTH LOK SABHA



**LOK SABHA SECRETARIAT
NEW DELHI**

NINETY THIRD REPORT

PUBLIC ACCOUNTS COMMITTEE **(2017-18)**

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MINISTRY OF RAILWAYS
(Railway Board)



Presented to Lok Sabha on:

28/03/2018

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28/03/2018

LOK SABHA SECRETARIAT
NEW DELHI

March, 2018/ Chaitra, 1940(Saka)

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* Not appended to the cyclostyled copy of the Report

COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE
(2017-18)

Shri Mallikarjun Kharge - Chairperson	
	<u>MEMBERS</u>
	<u>LOK SABHA</u>
2.	Shri Sudip Bandyopadhyay
3.	Shri Subhash Chandra Baheria
4.	Shri Prem Singh Chandumajra
5.	Shri Nishikant Dubey
6.	Shri Gajanan Chandrakant Kirtikar
7.	Shri Bhartruhari Mahtab
8.	Smt. Riti Pathak
9.	Shri Neiphiu Rioh*
10.	Shri Abhishek Singh
11.	Prof. Ram Shanker
12.	Dr. Kirit Somaiya
13.	Shri Anurag Singh Thakur
14.	Shri Shivkumar C. Udasi
15.	Dr. P. Venugopal
	<u>RAJYA SABHA</u>
16.	Shri Naresh Agrawal
17.	Shri Satyavrat Chaturvedi
18.	Shri Bhubaneswar Kalita
19.	Shri Mohd. Ali Khan†
20.	Shri Sukhendu Sekhar Roy‡
21.	Shri Ajay Sancheti
22.	Shri Bhupender Yadav
	<u>SECRETARIAT</u>
1.	Shri A.K. Singh - Additional Secretary
2.	Shri T. JayaKumar - Director
3.	Shri A.K. Yadav - Deputy Secretary

* Ceased to be a Member of Committee consequent upon acceptance of his resignation from Lok Sabha w.e.f. 22 February, 2018.

† Elected w.e.f. 29 December, 2017 in lieu of vacancy caused due to retirement of Shri Shantaram Naik.

‡ ceased to be a Member of Committee consequent upon his retirement from Rajya Sabha on 18 August, 2017 and re-elected w.e.f. 29 December, 2017.

**COMPOSITION OF THE SUB-COMMITTEE – II (Railways) OF THE PUBLIC
ACCOUNTS COMMITTEE (2017-18)**

Convenor	:	1.	Dr. Kirit Somaiya
Alternate Convenor	:	2.	Shri Naresh Agrawal
Members	:	3.	Shri Bhubaneswar Kalita
		4.	Shri Subhash Chandra Baheria
		5.	Shri Anurag Singh Thakur
		6.	Prof. Ram Shanker

INTRODUCTION

I, the Chairperson, Public Accounts Committee (2017-18) having been authorised by the Committee, do present this Ninety-Third Report (Sixteenth Lok Sabha) on '**Management of Vacant Land in Indian Railway**' based on Chapter-4 of C&AG Report No. 24 of 2015 (Vol.II), Union Government (Railways) related to the Ministry of Railways.

2. The above-mentioned Report of the Comptroller and Auditor General of India was laid on the Table of the House on 8 December, 2015.

3. The Public Accounts Committee (2017-18) took up the subject for detailed examination and report. A Sub-Committee was constituted for the purpose. The Sub-Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on the subject at their sitting held on 28 June, 2017 and 11 January, 2018. The Sub-Committee of PAC (2017-18) considered and adopted this Report at their sitting held on 20 March, 2017. The Report was considered and adopted by the Public Accounts Committee (2016-17) during their sitting held on 23 March, 2018. The Minutes of the Sitzings form *Appendices* to the Report.

4. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in thick type and form Part- II of the Report.

5. The Committee thank their Sub-Committee for taking oral evidence of the Ministry and obtaining information on the subject.

6. The Committee would also like to express their thanks to the representatives of the Ministry of Railways (Railway Board) for tendering evidence before the Sub-Committee and furnishing the requisite information to the Committee in connection with the examination of the subject.

7. The Committee place on record their appreciation of the assistance rendered to them in the matter by the office of the Comptroller and Auditor General of India.

NEW DELHI;
27 March, 2018
06 Chaitra, 1940 (*Saka*)

MALLIKARJUN KHARGE
Chairperson,
Public Accounts Committee

REPORT

I. INTRODUCTORY

As per records maintained by the Land & Amenities Directorate of the Railway Board, Indian Railways owned 458588.16 hectares of land as on 31 March 2014. Out of this a significant quantum of Railway land, i.e. 47339.5 hectare (10.33 *per cent*) has not been put to any use (46408.75 hectare land is vacant i.e. 10.12 *per cent* and 930.75 hectare i.e. 0.21 *per cent* under encroachment). It is, therefore, imperative that Indian Railway (IR) manages both the custody of land and its utilization to its best advantage by formulating a proper system to watch safe custody of its existing land by ensuring clear title, taking action to prevent encroachment and if encroached, taking suitable action to remove the encroachment. For management of IR land, there are provisions in Indian Railway Works Manual for maintaining various land records, providing boundaries and periodical verification thereof, maintaining land plans and removal of encroachments etc.

2. The Public Accounts Committee (PAC) in its Sixteenth Report (Fifteenth Lok Sabha) which was based on C&AG Report No.PA 8 of 2008 (Chapter 2), recommended the following to strengthen the land management in Indian Railways:

- To set up separate land management cell to deal effectively with land related matters and to make necessary arrangements to staff the cell with those who possess adequate knowledge and skills;
- To correct the inaccuracies in the existing land records; and
- To formulate a comprehensive action plan for removal and prevention of encroachments.

3. Accordingly, the Ministry of Railways (MOR) issued detailed comprehensive instructions in April 2010 to ensure the following:

- Creation of land management cells in Zonal headquarters and Divisions;
- Regular monthly meetings of SAG level officers with appropriate revenue authorities in the State Governments;
- Maintenance and updation of registers connected with land management, provisions of which have been made in IRWM;
- Formulation of action plan for prevention of encroachments; and
- Computerization of land plans.

4. Audit examined (2014) the issue of prevention and removal of encroachments on railway land with a view to assess whether the existing provisions of Indian Railway Work Manual (IRWM), PAC's recommendations and Railway Board's instructions of April 2010 were followed in ensuring that:

- > The Land Management Cells were set up at Zonal and Divisional levels and functioning effectively;
- > Land Records have been properly maintained; and
- > Whether a comprehensive action plan for prevention and early removal of encroachments was formulated and followed.

5. This Report is based on Chapter 4 of C&AG Report No.24 of 2015 on the subject "Management of vacant land in Indian Railways" wherein Audit had observed that IR is lacking in proper management of land and its utilisation. The PAC (2016-17 and 2017-18) selected the subject and allotted the same to Sub-Committee-II (Railways) for detailed examination and report. In the process of examination of the subject, the Sub-Committee obtained background note from the Ministry of Railways (Railway Board). They also took oral evidence of the representatives of the Ministry and obtained post evidence replies. Based on the written and oral depositions by the Ministry, the Sub-Committee examined the subject in detail and discussed some important issues as enumerated in the succeeding paragraphs.

II. LAND MANAGEMENT CELL (LMC)

6. Audit review of the working of Land Management Cells (LMC) at Zonal headquarters and Railways' Divisions in compliance with the recommendations of the PAC and instructions of the Railway Board (April 2010) *ibid* revealed the following:

- Out of 16 Zonal Railways no separate LMC existed (March 2014) at Zonal headquarter of three Zones.
- As of the end of March 2014, none of the 18 Divisions in four Zones had a LMC. Only three Zonal Railways had a separate LMC in each of their Divisions (total 13 Divisions). LMC were, however, not created in 19 out of 36 Divisions of remaining 9 Zones.
- Even in 12 Zones where LMC existed in 32 Divisions out of 50 Divisions, the officials posted there were not deployed exclusively for land matters, except three Zones.
- As on 31 March 2014, no staff (89 nos.) posted in LMC of 15 selected Divisions in 9 Zones and Metro Railway, Kolkata was imparted training in land matters. This indicates that due importance was not given to land matters as untrained staff was deputed for this work.

- The maintenance of important basic land data (viz. land holdings, vacant land, encroachments etc) in the LMC of Zonal headquarters and their Divisions was deficient. There were inconsistencies in facts and figures in basic data pertaining to land holdings (in all Zones except ECoR, NER, NWR, SECR and WCR), vacant land (in all Zones except ECoR, NWR, SECR and WCR) and encroachments (in all Zones except ECoR, NCR, NWR, SECR and WCR) at various levels. There were also differences in figures relating to land plans at various levels in all Zones except ECR and NWR.
- As against the codal provisions, LMC were not properly monitoring the position of vacant land and its area. The area of vacant land with each ADEN was not maintained in these cells. Position of vacant land was maintained in LMCs only in two Zones (NFR and WCR).

7. Despite PAC's recommendations for creation of LMCs in all Zones and their Divisions, separate LMC had not been established in all Zonal headquarters and Railway Divisions. Detection of discrepancies in the maintenance of data in LMCs showed that even where LMCs had been created, they were not functioning properly. The weaknesses in the working of LMCs resulted in several deficiencies in the management of land.

8. The Ministry of Railways (MOR) have stated in their background note the following contradictory statements to Audit findings:

"Almost all the Railways have already taken action for forming separate Land Management Cell. However, on few zones/ divisions, there is need to strengthen the LMC. Instructions have already been issued to Zonal Railways to review the status of LMC in Headquarters/Divisions and furnish a time bound programme for strengthening the LMC.

In order to ensure efficient functioning of these Cells, Official and staff of LMC are imparted training in Railways Training Institute which is a continuous process. Indian Railways centralize training institute i.e. Indian Railway Institute of Civil Engineering (IRICEN), Pune, conduct regular one week course for the officers of the Indian Railways for imparting training in the subject related to land management."

9. The Committee desired to know the reasons for non-creation of LMCs at three Zonal Headquarters and all the Divisions of all the Zones although these were required to be created as per PACs directives and Railway Board orders (2010) and also non-assignment of jobs to staff exclusively related to LMCs. The Ministry in their reply furnished as under:

"The work of land management is looked after by one of the HoDs generally called Chief Engineer (General) in all the zonal railways. Chief Engineer (General) is assisted by Deputy Chief Engineer/Land or XEN/Land. These officers are assisted by the supervisors and the ministerial staff. This is the general set up of Land Management Cell in Headquarter in all the zonal railways. In Divisions, the work of

land management is looked after by the Divisional Engineer/Land. Sometimes on some of the divisions, Divisional Engineer/Land is designated as Divisional Engineer/Headquarter who besides looking after the work of land management Cell also look after other assigned duties. These officers are further assisted by the junior officers, supervisors and ministerial staff. This is the general set up of Land Management Cell of almost all the divisions of Indian Railways. The information regarding LMC has been collected from almost all the Zonal Railways; all of them have continued existence of LMC at Head Quarter and division as per their need."

10. In reply to the query of the Committee regarding training of staff on land management, it was stated that

"Official and staff of LMC are imparted training in Railways Training Institute which is a continuous process. Indian Railways centralized training institute i.e. Indian Railway Institute of Civil Engineering (IRICEN), Pune also conducts regular one week course for the officers of the Indian Railways for imparting training in the subject related to land management. However, all the zonal Railways have been advised to ensure training of all the officials and staff posted in LMC by conducting special course at Zonal Training School. The information regarding LMC has been collected from almost all the Zonal Railways, all of them have confirmed existence of LMC at HQ and Divisions as per their need. "

III. MAINTENANCE OF LAND RECORDS

11. The PAC had observed that the failure of Railways to maintain the requisite land records registers snowballed into a big problem not only for the Railways but also for other stakeholders for the simple reason that many of the disputes and the court cases stemmed from this lapse. The Railway Board in its instructions of April 2010 directed that all land record registers should be maintained and up-dated by the Zonal Railways and Railway Divisions as per codal provisions. Land Plans, Land Record Register (LRR), Land Boundary Verification Register (LBVR) and Encroachment Inspection Register (EIR) are the basic land records. These are necessary records as Railway land has been a soft target for encroachers for residential, commercial or religious purposes. There are provisions in the Railway Codes/Manuals to keep a constant watch on encroached lands and also on the attempts being made for removal of encroachments.

(a) Land Plan

12. The Committee note that Land Plan is a document in which details of a piece of land such as total area, particulars of locality, dimension of land, particulars of adjoining land, title of such land etc. are given. Assistant Divisional Engineer (ADEN)/Senior Section Engineer (SSE) - Works/Permanent Way of field units should keep with them the copies of certified

land plans pertaining to their jurisdictions showing complete dimensions. Railways should get all land plans authenticated with State Revenue authorities to avoid any discrepancy of title. A review in audit, however, revealed the following:

- Out of the required 56255 land plans, 53898 land plans (96 per cent) were available with the Railways. The remaining 2357 land plans (4 per cent) were missing in 14 Zones.
- Area was not indicated in land plans of twelve Zones.
- Out of 53898 land plans available with Railways, 8554 land plans (16 per cent) had not been got authenticated from State Revenue Authority which could cast a doubt on title of railway land to that extent. Authentication of State Revenue Authority had been obtained for all the land plans in three Zones only.
- Records connected with mutation were not made available for review by WR, WCR & NCR. Out of the remaining 13 Zones, no mutation of land had been done in ER, ECoR, SER, SECR and SWR and Metro Railway, Kolkata. In eight Zones where land mutation records were available, out of total available 31567 land plans, only 15325 land plans (48 per cent) had been mutated with the State Revenue Authorities. Under the circumstances, Audit could not ascertain whether mutation had not been done at all or the data was not available with the Railway Administration.

13. Thus, in the absence of total land plans and status of mutations, the IR was not in a position to ascertain the quantum of land in their actual possession without which proper management of land was in doubt. Railway Board accepted (April 2015) the deficiencies in maintenance of Land Plans.

14. On being asked about non-indication of area in land plan the Ministry in their reply stated as under:

"An online application called Land Management Module has been provided in Track Management System (TMS). This module provides Centralised database for land records of Railway, i.e. Land Acquisition details, Area Details, Usage Details along with authenticated land plans. Zonal Railways have been instructed that all ownership related information should be digitalized and kept in Centralised form. In land plan generally width of land from central line of track is shown, however, some Zonal Railways also indicate area.

Earlier, land plans on website were uploaded in parts which resulted in more no. of land plans shown in website. However, as per latest information available on website, out of 42182 land plans, 41467 land plans have been uploaded. Out of these, 37720 land plans are authenticated. During 2016-17 & upto May 2017, 187 land plans were got authenticated by various Railways. Certain land parcels, being very old, do not have the land plans readily available. Efforts are on to recreate them. Instructions have already been issued to all the Zonal Railways to get the missing and plans constructed /authenticated by deploying the outside agency, if same is not

possible to get the work done in-house. Railways are making all efforts to take care of the land record. It may be pointed out that reconstruction /authentication of land Plans which are very old is a tedious task."

(b) Digitization of land plans

15. Audit review revealed that the Railways have undertaken the digitization of land plans. Rules provide that certified land plans should be transferred on microfilms, requisite sets of which can be kept in safe custody in the Headquarters' office and also in the Divisional Offices. Railway Board in April 2010 also instructed that scanning and microfilming of land plans should be completed by December 2010. It was, however, observed that as on 31 March 2014, there was 100 per cent digitization of land plans in five Zones (NCR, NFR, SER, SWR and WCR). Out of total 53898 land plans available with IR, 43342 land plans (80.41 per cent) had been digitized. No land plan was digitized in Metro Railway, Kolkata. Shortfall in digitizing the land plans to the extent of 19.59 per cent indicates that the Railway Administration did not prioritize the issue even after clear deadline given by the Railway Board. Further, the incomplete digitisation of land plans could also not ensure an effective and robust management information system for land management.

16. Railways in their background note stated that for further improvement in keeping land records, an online application called Land Management Module has been provided in Track Management System (TMS). This module provides Centralized Database for land records of Railway, i.e. Land acquisition details, area details, usage details along with authenticated land plans. Zonal Railways have been instructed that all ownership related information should be digitalized and kept in centralised form. In most of the railways digitization of land plans is in advance state.

17. As a result of sustained effort, out of total land plans 42682 (as on 31.3.2015), the data of 42582 plans have been uploaded in the land module along with uploading of 40220 land plans out of which, 36310 plans are authenticated. As on 31.3.2015, about 6374 land plans were missing/ not authenticated. A drive has been launched to reconstruct/ authenticate the plan. During the year up to 31.12.2015, 1401 plans have been reconstructed/ authenticated. The efforts are made to complete this work as early as possible with the assistance of revenue department and if required outsourcing the activities. Soon all records will be digitized and will be available on website. In addition the details of all the vacant plots of more

than one acre along with plan have also been uploaded on Land Management data base. This helps to chalk out the details for commercial utilization.

18. The Committee enquired about the reasons for non-completion of digitization of land records within the fixed dead line and efforts made for digitization of remaining land records (20 percent on Zones and all in Metro Railway, Kolkata). The Committee were informed that out of 42182 land plans, 41467 land plans have been uploaded. Out of these, 37720 land plans are authenticated.

19. On being asked about reasons for difference in figure that audit has noted 53898 as total land plans whereas the Railways have stated in their background notes a figure of 42682 as total land plans, the Ministry in their note stated that land plans have been uploaded on land module of TMS. Earlier, land plans on website were uploaded in parts and there was duplication of land data also. Because of that number of land plans were more. However, as per latest information available on website total land plans are 42182.

20. In regard to query of the Committee regarding uploading of both authenticated and unauthenticated records the Ministry informed that Railways are uploading both unauthenticated and authenticated land plans. Authentication is being got done from State Governments. About 4462 land plans are required to be authenticated for which Railways are making efforts.

21. During evidence, the representative of the Railway Board stated that all land records are being updated and being authenticated. Some 10 percent of plans are still to be authenticated i.e. around 4450 which they hope to do in the near future.

22. In reply to another query of the Committee regarding fixing of all land records numbering 53898 as counted by the Audit, the Ministry stated that most of the available land plans have been digitized in Indian Railways. However, this is a continuous process as Railway acquires and relinquishes the land every year. Efforts are on to get this finalised and completed at the earliest.

(c) Land Record Register (LRR)

23. IRWM provides for the maintenance of LRR in the office of Chief Engineer and Divisional Engineer showing details of Railway land such as land plans, kilometerage,

description of land, area, cost and date of transfer of land. Railway Board instructed all Zonal Railways that a register of total railway land is also to be maintained at field level by SSE (Works). A review in Audit, however, revealed that:

- LRR was not being maintained in 37 out of 68 Railway Divisions of all Zones except NER, NFR and WR. The register was also not being maintained in Metro Railway, Kolkata.
- The register of total railway land was also not being maintained in 40 out of 68 Railway Divisions in all Zones except NER, NFR and WR. The register was also not being maintained in Metro Railway, Kolkata.

(d) Land Boundary Verification Register (LBVR)

24. Railways are required to maintain separate printed LBVR in the prescribed format for each section showing "Details of Encroachments" and "Details of the Missing Boundary Stones" and action taken thereon. The entries in the register should be certified by the SE (Works/P. Way) of the respective sections in field and verified/inspected by the ADEN / DEN /Sr. D EN or other higher officers (Dy. CE/CE at Zonal headquarter) from time to time. A review in Audit revealed that:

- (i) Out of 223 SSEs test-checked, LBVR was being maintained by only 126 SSEs (56 per cent). The register was being maintained by all SSEs test - checked in three zones only.
- (ii) Selected SSEs of ER and SR did not verify the entries in register even once during the review period (2011-14). SSEs who maintained the registers verified the boundaries in their respective sections regularly only in CR, NCR and NWR. Due verification of boundaries by the ADENs and submission of these registers to Zonal headquarter for verification was noticed only in CR.
- iii) In the remaining 11 zones, the registers were neither being maintained by any SSEs nor the content in the registers verified regularly by the SSEs/ADENs.

(e) Encroachment Inspection Register (EIR)

25. Encroachment Inspection Register (EIR) showing the encroachments on Railway land noticed during inspections by various officials is required to be maintained by each SSE duly furnishing the location, name of the encroacher, area encroached, type of encroachment (commercial/ residential/ cultivation), date of commencement of unauthorized occupation, date on which the encroachment came to notice for the first time, action taken and date of removal of encroachment. The encroachment plan prepared to scale is also required to be

pasted on the right side of the register. The EIR should also be verified by the SSEs quarterly. However,

- None of the SSE verified the encroachments entered in EIR in any of the selected Railway Divisions regularly as prescribed
- No selected SSEs in SR and Metro Railway, Kolkata verified the register even once during the review period.
- Verification of the registers by the ADENs was also not regular.
- Verification of these registers by Dy. CE / CE at Zonal headquarters was also not regular

26. The Committee desired to know the reasons for non-maintenance and non verification of various registers (LRR, LBVR, EIR) and efforts made to ensure compliance of records maintenance. The Ministry in their reply stated as under:

“Railway maintains land records which includes land plans, land boundary verification registers, details of encroachment, missing boundary stones, etc.

For further improvement in keeping land records, a web based application called Land Management Module integrated with Track Management System (TMS) of Indian Railways has been developed for maintaining data i.e. details of acquisition/area/usages and land plans of Land Bank of Indian Railways, now most of the data has been uploaded. However, it is a continuous process as Railway acquires and relinquishes the land on regular basis.

A work costing Rs.36.24 crore has been sanctioned for mapping of all fixed Railway assets on Geographical Information System (GIS) of Bhuvan Satellite Imagery of Indian Space Research Organisation (ISRO) integrated with Track Management System (TMS) of Indian Railways. This system is designed to provide the status of Railway land whether encroached or not and thus would be helpful in tackling the menace of encroachment.

However, all Zonal Railways have been advised to ensure proper maintenance of the Land Record Register, Land Boundary Verification Register and Encroachment Inspection Register by the SSEs and verification of the same by the higher officers as per the provision given in Indian Railway Works Manual.”

IV. MEASURES TO PREVENT RAILWAY LAND FROM ENCROACHMENT

(a) Boundary Wall

27. Proper maintenance of land boundary is the first and effective step towards prevention of encroachment. Guidelines for demarcation of land boundaries, laying of boundary stones, boundary walls, fencing etc. have been explicitly enumerated. All land permanently occupied for the purposes of Railway, should have its boundaries demarcated in such a manner that boundaries to be readily ascertained and identified. The PAC had observed that the main

cause for increase in cases of encroachment was non-erection of boundary walls around the vacant Railway land. The Railway Board directed (April 2010) that the Zonal Railways should identify vulnerable locations prone to encroachments and to construct boundary walls at such locations on a programmed basis. The PAC had also desired that inaction or negligence in preventing or removing the encroachment of Railway land should be viewed adversely and stringent action taken against the officials concerned for collusion or dereliction of duty. They also advised MoR to formulate a comprehensive action plan both for early removal of all the encroachments and prevention of fresh encroachments on Railway land especially those Railway land adjacent to Railway tracks, encroachment on which may impact adversely on safe operation of trains.

- In NER, a major portion (4973.79 HA- 86 per cent) of total vacant land (5775.65 HA) land was not protected. However, in the remaining 14 Zones and Metro Railway, Kolkata, Railway Administration did not inform the position in regard to protection of vacant land.
- Out of the seven Zones (CR, ER, NR, NCR, NWR, SER and WCR) that assessed the requirement for construction of boundary walls, targets were not fixed by the Railway Board indicating that due seriousness was not accorded to this issue at the initial stage itself.
- In seven Zones (SCR (19%), NFR (20%), SECR (40%), ECR (61%), CR (70%), WR (95%) and NER (96%)) where construction of boundary wall was assessed as well as targeted, the shortfall in achievement of target ranged from 19 per cent to 96 per cent indicating that due priority was not accorded to this.

28. To a query of the Committee that despite observation of PAC for provision of boundary walls along vacant land and MOR's assurance for suitable compliance, why the Zonal Railways were not accorded due importance to this important issue directly linked to encroachments of Railway land and whether the monitoring on it from MoR was done, the Ministry replied as under:

"Railway boundary has been properly demarcated by erecting post/fencing. Where ever necessary, boundary wall is also constructed to prevent railway land from encroachers. For protecting Railway land from encroachments, Zonal Railways have been instructed to take necessary action as under:

- (a) RCC Boundary walls in Metro/major cities where land value is high.
- (b) Fencing (steel/barbed wire) or masonry walls in vulnerable urban areas and
- (c) Multiple rows of plantation on remaining land boundary.

To prevent encroachment, Railway have constructed boundary wall of 102 km during 2014-15, 193 km during 2015-16 and 129 Km during 2016-17. Railways were also asked to examine the option of private investment in lieu of advertisement on

the Boundary walls. But due to very low potential of the work, it was not found workable.

It may not be possible to protect all the railway land by constructing boundary wall due to economic reason as such, now, requirement of boundary wall and fund for the same is collected from all the Zones. As per the details collected from Railways there is requirement of about 3455 Km boundary wall costing about Rs. 2796 crores to protect railway land at vulnerable locations from encroachment.... However, to increase the speed on existing routes of Delhi-Howrah and Delhi-Mumbai, two works have been sanctioned. In these works, provision for boundary wall all along the track at the end of railway land has been made to prevent derailments on account of cattle run over. This will also help to prevent railway land from encroachment. In future, more such works will be sanctioned on other routes."

(b) Grow More Food Scheme

29. The Indian Railways introduced "Grow More Food Scheme" in July 2010, to license vacant Railway land to its employees for cultivation to protect valuable land from encroachment. It realizes license fee for the same. While the main purpose of licensing vacant Railway land to its employees was to protect Railway land from encroachment, a reasonable quantum of return by way of license fee was also to be ensured.

30. Audit, however, noticed that during the period covered under review, the Scheme was not implemented in 11 Zones (ER, ECR, ECoR, NCR, NER, NWR, SCR, SER, SECR, SWR and WCR) as no vacant Railway land was allotted for the same. During 2011-12, only two Zones (CR and SR) implemented the Scheme by allotting vacant land to the extent of 293.33 HA and 55.13 HA respectively. During the period 2012-14, three more Zones (NR, NFR and WR) implemented the Scheme and allotted 289.88 HA, 14.74 HA, 43.89 HA land respectively. As on 31 March 2014, total vacant land allotted to Railway employees under the Scheme was 1356.36 HA (3 per cent approx.).

31. In regard to slow pace of implementation of this scheme Ministry stated that as per land data furnished by Zonal Railways as on 31.03.2017, GMF Scheme is already undertaken in 3348 Hectares of Railway land. Except three zones NWR, SWR and SER, on all other Zonal Railways, for this Scheme land has been licensed. NWR, SWR and SER have been asked to implement the Grow More Food scheme at the earliest.

(c) Plantation

32. Plantation in vacant railway land is a measure to check encroachment of vacant railway land and also to reduce air pollution. Zonal Railway Administration has been

authorized to decide the railway land for plantation. For this, targets are fixed. Audit observed that during the years 2011-12 to 2013-14 fixation of targets for plantation vis-à-vis actual plantation were as under:

- Targets for plantation were not fixed by two Zones (NER and SWR).
- Plantation was as per target in NCR and SECR only.
- Target fixed for plantation by Zones were not achieved in 12 Zones. The actual plantation against the targets fixed ranged between 0 per cent and 91 per cent during 2011-14. The actual plantation was nil in CR and less than 50 per cent in seven Zones.

33. In this regard, Ministry in their reply stated that during 2016-17, Railway did mass plantation of 1.25 crores saplings. Now, Railway have finalized a model agreement with MOEF to be entered by Zonal Railways with State Forest Department, to protect Railway land being declared as protected forest by Forest Department. Plantation will further improve in coming years. Moreover, now instructions have been issued to all Zonal Railways to make provision of 1% in all estimates to environment related matter. This will help in meeting the cost of plantation, as such, Railway is making all efforts to plant more and more saplings.

V. MANAGEMENT OF EXISTING ENCROACHMENT

(a) Details of Encroachments

34. For Railway land that has been encroached it is essential that the existing encroachments are not only watched but efforts are made for their earliest removal. This may be possible if the details of encroachments are available with Railway Administration and they watch the developments through adequate monitoring and monthly joint inspections with State Revenue Authorities. During the audit review it was found that:

- Area under 8775 encroachments was not available with the selected SSEs in CR.
- Zonal Railways' vacant land had been encroached during the period between 1950 and 2013. Existence of encroachments for such long periods indicates insufficient action taken by the Railways for removal thereof. Non-availability of area under encroachments raises the concern that Railway Administration does not possess the required data to defend its claim before the adjudicating Authorities/Courts.

35. The Ministry informed that Central Railway has been advised to ensure that besides number of encroachments, details of area of encroachment must also be maintained by all the SSEs.

36. Since the encroachments belong to the period from 1950 and 2013, the Committee enquired about insufficient action on the part of Railway Administration for their removal. The Committee were informed as under:

"Some of the problems which are faced in removal of encroachment are as under:

- For removal of hard encroachment, action under PPE Act is regularly taken. However, the final removal of the encroachers from the railway land generally could not take place as most of the encroachers approach the Court.
- Regular encroachments removal drives are launched, for these drives, most of the times, police force are not made available by State Government to protect the railway employee and maintain law and order problem.
- Normally there is reluctance on the part of State Governments for rendering assistance in removing the encroachments unless the land to be evicted is immediately required by railway for construction for some works. Some district authorities are asking for a comprehensive rehabilitation plan/package for the encroachers.
- It is seen that the local authorities are providing water supply and electricity connection to these encroachers which encourages consolidation of the encroachments.
- Due to interference of local leaders encroachments removal drives are generally not successful.
- Occupants particularly children and women come in the front of demolition squad and throw stones/ pebbles, etc on demolition squad as well as women pore kerosene oil and threaten to burn themselves."

37. The Committee desired to know whether Railways have any plan to hire or engage a private/PSU consultancy firm which can undertake a scientific study on different types of land available with Railways and submit proposal of use of vacant land removal of encroachment and maintenance of various records of such land. Such agency can also suggest valuation of land as per their present status. The representative of the Railway Board during evidence informed that no such strategy has been made but there is need to frame strategy for valuation of land and investment on that based on its valuation.

38. The Committee also desired to know whether Railways have any proposal to PPP or joint venture scheme for maintaining of land record. The representative during evidence stated as under:

"We are trying for PPP. Around 60 multifunctional complexes are being run where Railway or private parties developed the complex and running it which is given

earnings to Railways. It is at a lower level. Some of our big projects failed but we are again actively progressing on this front Railways have its own company Rail Land Development Authority (RLDA). It has mandate for PPP”.

39. The Committee desired to know at present in what projects RLDA is involved in and how it is performing. The representative of the Railway Board stated as under:

“RLDA has around 80 sites at its jurisdiction. They first scout sites as per its potential then GM of concerned Railway is asked to indicate whether land is required by them. Out of 80 sites entrusted to them some are very successful. They have scouted some sites in big cities. Their idea is that RLDA will identify sites worth Rupees one lakh crore by the end of 2017.”

40. The Railways had constituted ‘Rail Land Development Authority (RLDA) in 2005. About the role RLDA has been assigned in management of Railway Land, the Ministry of Railway stated that vacant land which is not required by Railways for its immediate operational needs, is utilized for commercial development, wherever feasible, in order to mobilize additional financial resources through Rail Land Development Authority (RLDA), including redevelopment of Railway Stations.

(b) Removal of Encroachments

41. The PAC had recommended that the Railway Board should take up the matter with various State Governments with a view to ascertain the causes of their reported reluctance in providing necessary assistance for removal of encroachments so that an amicable solution is arrived at for speedy reclamation of Railway land. The PAC had urged the Ministry of Railways to formulate a comprehensive action plan both for early removal of all the encroachments and prevention of fresh encroachments on Railway land especially those in the Safety Zones (Railway land adjacent to Railway tracks, encroachment on which may impact adversely on safe operation of trains). However, The encroachments on Railway land were being removed at a negligible rate of around two percent in three years which was sufficiently neutralized by fresh encroachments. In such a bad scenario, the Committee desired to know the concrete steps taken/planned by MoR for removing existing encroachments and avoiding fresh encroachments and about the plan formulated by the Railways in line with recommendations of PAC. The Ministry in their reply furnished as under:

“MoR at the level of zonal railways/production units are trying their best to vacate encroached land. Due to sustained efforts there is reduction in encroached area. Railway have retrieved 81.74 hectares of land during last three years. There is continuous decrease in total area of encroachment which is evident from the following figure:-

Year	As on 31.03.2015	As on 31.03.2016	As on 31.03.2017
Area under encroachment (in ha)	914.80	879.51	861.70
%age of total land	0.20	0.19	0.18

Removal of encroachment is carried out with the assistance of State Government and Police. However, some State Governments are insisting on rehabilitation of slum dwellers/encroachers which is a subject matter of State Governments."

42. The Committee desired to know whether Railways has bifurcated encroachments into various categories such as land grabbing, acquired by armed forces, occupies by slum dwellers, etc. They asked for detailed data of encroached land in six major cities. The MOR in their reply furnished as under:

City	No. of encroachments	Area (Approx) (in hect.)	No. of Court cases*
Delhi	48924	60	2
Hyderabad + Secunderabad Twin City	1100	4.25	38
Chennai	2775	40.18	12
Bangalore	528	1.85	5
Mumbai	21761	41.20	253
Kolkata	6326	4.96	39
Total	81414	152	369

* One court case may have many encroachments

It may not be possible to bifurcate encroachment into various categories like land grabbing etc. In Railways, all such unauthorised occupation comes under encroachment."

(c) Removal of encroachment through PPE Act, 1971

43. For old encroachments, where party is not amenable to persuasion for removal of such encroachments, action should be taken under the provisions of Public Premises (Eviction of Unauthorized Occupants) Act 1971. Rules also provide that whenever encroachments are taken up under the PPE Act, the concerned officials from the Engineering branch would act

as the presenting officer, and proactively help expeditious finalization of the proceedings. A review in Audit, however, revealed that:

- Though there were 113920 cases of encroachments in selected SSEs in all 16 Zones, their pursuance under PPE Act was insufficient as may be observed from the fact that only 9135 cases were outstanding with Estate Officers in selected Divisions. The remaining 104785 cases remained outside the proceedings under PPE Act.
- Of these 9135 cases, 3081 cases were pending with Estate Officers for more than ten years. Out of these, 1185 cases were pending for more than 20 years. Cases pending for more than ten years were mainly noticed in CR (1483) and NER (1212), indicating ineffective pursuance of cases filed with Estate Officers.
- In all Zones except SWR, though the Estate Officers finalized 11519 cases during 2011-14, Railway Administration could not implement the orders of Estate Officers in 11169 (97 per cent) cases resulting in non-removal of encroachments.

44. The Committee asked the Ministry about insignificant pursuance of encroachments cases under PPE Act and efforts made by MoR to accelerate the pursuance. The Ministry of Railway in their submission furnished as under:

"Some of the problems which are faced in removal of encroachment under PPE Act are as under:

For removal of land encroachment, action under PPE Act is regularly taken. However, the final removal of the encroachers from the railway land generally could not take place as most of the encroachers approach to the Court.

Normally there is reluctance on the part of State Government for rendering assistance in removing the encroachments unless the land to be evicted is immediately required by railway for construction for some works. Even some district authorities are asking for a comprehensive rehabilitation plan/package for the encroachers. Most of the times, police force are not made available by State Government to protect the railway employee and maintain law and order problem.

For more effective dealing the encroachments on Government land, Ministry of Railway requested Ministry of Urban Development to amend the Public Premises (Eviction of Unauthorised Occupants) Act, 1971 by insertion of Section 10-A in Section-11 of the act as under:-

"Section 10-A, The State Government authorities shall be responsible for eviction of the unauthorized occupants, destruction and removal of all the unauthorized constructions and unauthorized additions/alterations thereto, and/ or for providing adequate assistance by way of Police and Magistrates to the concerned Central Government authorities for eviction of the unauthorized occupants, destruction and removal of all the unauthorized constructions and unauthorized additions/ alterations thereto within certain time limits to be prescribed by the Estate Officer."

The matter is being perused with Ministry of Urban Development."

45. The Committee desired to know the reasons for non-initiation of proceedings in 104785 cases under PPE ACT as pointed out by the Audit for pendency of cases with Estate Officers. The Ministry of Railway informed the Committee that Estate Officers deal with the encroachment cases in addition to the other work assigned to them. Estate Officers have to take action as per procedure laid down under PPE Act, 1971. At present, about 37235 numbers of eviction orders passed by Estate Officers are pending for execution.

46. The steps to be taken up for monitoring encroachments were found to be insufficient. The Committee were informed that to strengthen the monitoring the Railway officials have been instructed to remain more vigilant about the encroachment during routine inspection of track/bridge/colony to avoid fresh encroachment on Railway land. Due to sustained efforts Railway has retrieved 81.74 Hectares of land during last three years.

PART - II

OBSERVATIONS AND RECOMMENDATIONS

1. The Committee note that Indian Railways owned 458588.16 hectares of land. Out of it a significant Railway land i.e. 47339.5 hectare (10.33 per cent) has not been put to any use i.e. 46408.75 hectare land is vacant (10.12 per cent) and 930.75 hectare (0.21 per cent) is under encroachment. Indian Railway (IR) need to manage their land and its utilization to best advantage by preventing encroachments and if encroached, taking suitable action to remove the same. For management of IR land records, there are provisions in Indian Railway Works Manual, providing boundaries and periodical verification thereof, maintaining land plans and removal of encroachments etc. The Public Accounts Committee (PAC) in its Sixteenth Report (Fifteenth Lok Sabha) had recommended for strengthening the land management in Indian Railways and desired IR to set up separate Land Management Cells to deal effectively with land related matters and to make necessary arrangements to staff the cells with those who possess adequate knowledge and skills; to correct the inaccuracies in the existing land records; and to formulate a comprehensive action plan for removal and prevention of encroachments. Accordingly, the Ministry of Railways (MoR) issued detailed comprehensive instructions in April 2010 to ensure compliance of PAC's recommendations during Fifteenth Lok Sabha. This Report is based on Chapter 4 of C&AG Report No.24 of 2015 on the subject "Management of vacant land in Indian Railways" wherein Audit had observed that IR is lacking in proper management of land and its utilisation. The PAC (2016-17 and 2017-18) selected the subject and allotted the subject to Sub-Committee-II (Railways) for detailed examination and report. The findings of the Committee are enumerated in the succeeding paragraphs.

2. Setting up of Land Management Cell (LMC)

The Committee note that as per Audit Report No.24 of 2015, as of March 2014, out of 16 Zonal Railways no separate LMCs existed at three Zonal headquarters and LMC were not set up in 19 out of 36 Divisions of 9 Zones. The officials posted there were not deployed exclusively for land except in three zones; the staff (89 nos.) posted in LMCs were not imparted training in land matters. The Committee further note that officials were untrained and had no knowledge of maintenance of basic land data in

the LMC of Zonal headquarters and their Divisions. There were inconsistencies in facts and figures in basic data pertaining to land holdings in most of the Zones. The Committee observe that despite PAC's earlier recommendations for creation of LMCs in all Zones and their Divisions, separate LMC had not been established in all Zonal headquarters and Railway Divisions. The anomalies pointed out by Audi in the maintenance of data in LMCs showed that even where LMCs had been created, they were not functioning properly. MoR in their reply stated that almost all the Zonal Railways have already taken action for forming separate Land Management Cell but accepted that in few Zones/ Divisions, there is need to strengthen the LMCs and instructions have already been issued to review the status and strengthen LMCs in Headquarters/Divisions level in a time bound manner. Ministry also stated that staff are given proper training at Railways Institutes on land matters. However, the MoR accepted that on some of the Divisions/ Divisional Engineer(Land) is designated as Divisional Engineer (Headquarter) who besides looking after the work of land management Cell also look after other assigned duties. These officers are further assisted by the junior officers, supervisors and ministerial staff. The Committee are shocked to note that in spite of their recommendations contained in Sixteenth Report (Fifteenth Lok Sabha) the IR could not set up LMCs in all Zones and resultant failure to protect their own precious land from encroachments/illegal occupations. It is surprising to observe that the IR do not have proper basic data of exact facts and figures pertaining to land holdings till date as their own records are mismatching. The Committee, therefore, desire MoR to ensure setting up of LMCs on priority basis and in a time bound manner in the remaining Zonal Headquarters and Divisions. They exhort that MoR to take adequate and sincere measures to strengthen its land management system by deputing qualified and well trained staff in these cells.

3. Maintenance of land records

The Committee note that the PAC in their Sixteenth Report (Fifteenth Lok Sabha) had observed that the failure of Railways to maintain the requisite land record snowballed into a big problem not only for the Railways but also for other stakeholders for the simple reason that many of the disputes and the court cases stemmed from this lapse. The Committee note that despite the Railway Board had issued instructions in

April 2010 that all land record registers should be maintained and up-dated by the Zonal Railways and Railway Divisions as per codal provisions. Land Plans, Land Record Register (LRR), Land Boundary Verification Register (LBVR) and Encroachment Inspection Register (EIR) are the basic land records. However, audit review found that 4 per cent land plans were missing in 14 Zones, area was not indicated in land plans of 12 Zones, some land plans had not been got authenticated from State revenue authorities, records of mutation were not made available for review by WR, WCR & NCR and in six Zones no mutation of land had been done. IR have since introduced an online application called Land Management Module under the Track Management System which provides Centralised database for land records of Railway, i.e. land acquisition, area, usage along with authenticated land plans. As per information available on website, out of 42182 land plans, 41467 land plans have been uploaded. Out of these, 37720 land plans are authenticated. In view of above the Committee desire the Indian Railways:

- i. To ensure maintenance of all essential land records at all Zonal Railways and Railway Divisions on priority basis and in a time bound manner.
- ii. To ensure the safe custody of Railway land and prevention of the encroachments, MoR should evolve a strategy that such land records are regularly updated and verified as prescribed in the Manual.
- iii. To ensure that the remaining land plans are uploaded on website, the outstanding land plans to be got authenticated in a timeline and court cases are vigorously pursued for its early verdicts.

4. Authentication and Digitization of land records

The Committee note that certain land parcels, being very old, do not have the land plans readily available. Out of total 53898 land plans available with IR, 43342 land plans (80.41 per cent) had been digitized. No land plan was digitized in Metro Railway, Kolkata. Shortfall in digitizing the land plans to the extent of 19.59 per cent indicates that the Railway Administration did not prioritize the issue even after clear deadline given by the Railway Board. Further, incomplete digitisation of land plans could also not ensure an effective and robust management information system for land management. The Committee further note that out of 42182 land plans, 41467 land

plans have been uploaded. Out of these, 37720 land plans are authenticated. About 4462 land plans are required to be authenticated for which Railways are making efforts. Land Record Register was not being maintained in 37 out of 68 Railway Divisions of all Zones except NER, NFR, WR and Metro Railway, Kolkata. The register of total Railway land was also not being maintained in 40 out of 68 Railway Divisions in all Zones except NER, NFR and WR and Metro Railway, Kolkata. Further, Railways are required to maintain separate printed Land Boundary Verification Register (LBVR) in the prescribed format for each section showing "Details of Encroachments" and "Details of the Missing Boundary Stones" and action taken thereon which should be certified by the SE (Works/P. Way) of the respective sections in field and verified/inspected by the ADEN / DEN /Sr. DEN or other higher officers (Dy. CE/CE at Zonal headquarter) from time to time. This practice has not been followed in most of the Zones reviewed by audit. Encroachment Inspection Register (EIR) showing the encroachments on Railway land noticed during inspections by various officials is required to be maintained by each SSE duly furnishing the location, name of the encroacher, area encroached, type of encroachment (commercial/ residential/ cultivation), date of commencement of unauthorized occupation, date on which the encroachment came to notice for the first time, action taken and date of removal of encroachment. Despite the instructions issued by Indian Railway, Divisional/ Zonal Railways failed to ensure proper maintenance of the Land Record Register, Land Boundary Verification Register and Encroachment Inspection Register by the SSEs and verification of the same by the higher officers as per the provision given in Indian Railway Works Manual. The Committee express their dissatisfaction over the state of affairs at various levels on maintenance of land records. The Committee desire the Indian Railways to take immediate steps to:

- i. streamline the system of authentication and mutation of land plan by regular follow up with the concerned State Government authorities;
- ii. Computerize/digitize land records on priority basis and in a time bound manner so as to ensure a robust and effective land management information system.

5. Prevention of encroachment

The Committee note that despite observations of PAC in their Sixteenth Report (Fifteenth Lok Sabha) for provision of boundary walls along vacant land and MoR's

assurance for suitable compliance, the Zonal Railways did not accord due consideration to this important issue directly linked to encroachments of railway land. The MOR, however, contended that to prevent encroachment, IR have constructed boundary wall of 102 km during 2014-15, 193 km during 2015-16 and 129 km during 2016-17. Railways were also asked to examine the option of private investment in lieu of advertisement on the boundary walls. But due to very low potential of the work, it was not found workable. On the other hand Railway stated that it may not be possible to protect all the Railway land by constructing boundary wall due to economic reasons. As per the details collected from Railways there is requirement of about 3455 km boundary wall costing about Rs. 2796 crores to protect railway land at vulnerable locations from encroachments. The Committee are of the considered view that in order to prevent encroachments of the remaining vacant land there should be some kind of marking around the land. Therefore, the Committee desire the MoR to ensure demarcation of such land with adequate marking on all such vacant land on priority basis and in a time bound manner. The Committee also desire that Railway should seek the assistance of Department of Space for satellite mapping and monitoring of its vacant land.

6. Independent agency on maintainance of railway land

The Committee note that for Railway land which has been under encroachment, it is essential that the existing encroachments are not only kept under constant observation but continuous efforts are made for their earliest removal. This may be possible if the details of encroachments are available with Railway Administration and they watch the developments through adequate monitoring and monthly joint inspections with State Revenue Authorities. During the audit review it was found that area under 8775 encroachments was not available with the selected SSEs in CR. Zonal Railways' vacant land had been encroached during the period between 1950 and 2013. Existence of encroachments for such long periods indicates that the Railway officials remained as mute spectators and did not take appropriate action at the right time for removal thereof. Non-availability of area under encroachments raises the concern that Railway Administration does not possess the required data/valuable evidence to defend its claim before the adjudicating Authorities/Courts. However, MoR stated that for removal of hard encroachments, action under PPE Act is regularly taken. However,

the final removal of the encroachers from the Railway land generally could not take place as most of the encroachers approach to the Courts. In addition the issue of reluctance on the part of State Governments for rendering assistance in removing the encroachments and interference of local leaders can be solved only with the help of State. The Committee, therefore, exhort the MoR to get the Public Premises (Eviction of Unauthorised Occupants) Act, 1971 suitably amended by the Ministry of Urban Development at the earliest. Since insertion of section 10A in the Act will make the State Governments responsible for eviction of unauthorised occupants, destruction and removal of unauthorised construction and providing adequate security and assistance by way of Police and Magistrates to the MoR within certain time limits it will be immensely help to remove encroachments. . The Committee are of the opinion that MOR should hire/engage a PSU/private consultancy firm which can undertake a scientific study on different types of land available with Railways and submit proposal of use of vacant land, removal of encroachments and maintenance of various records of such land in a scientific manner as also its valuation and commercial exploitation.

7. Categorisation of encroached Railway land

The Committee note that as on 31.03.2017 the area of Railway under encroachment was 861.70 ha (0.18 per cent of total land). Out of this, 152.4 ha. land is under encroachment in six big cities (Delhi, Hyderabad & Secunderabad, Chennai, Bangalore, Mumbai and Kolkata) consisting of 81414 No. of encroachments where 363 court cases are undergoing for settlement. The IR has not bifurcated this encroached land into various categories such as land grabbing, land under court cases, land under unauthorised occupation of slums dwellers, land taken over by armed forces for their use, etc. The Committee are of the view that if encroached land of the IR is categorised under various groups/headings it would be helpful in removal of encroachment in a better way. The Committee therefore, desire IR to take up the issue of categorising encroached Railway land under various sub-categories and deal with each category of encroachment separately for its removal by making specific plan for such encroachment.

8. Removal of encroachment through PPE Act, 1971

The Committee note that whenever removal of encroachments are taken up under the Public Premises (Eviction of Unauthorized Occupants) Act 1971, the concerned officials from the engineering branch would act as the presenting officer, and proactively help expeditious finalization of the proceedings. However, review by Audit, revealed non serious pursuance of encroachments cases under PPE Act. For more effective dealing with the encroachments on Government land, Ministry of Railway have requested Ministry of Urban Development to amend the Public Premises (Eviction of Unauthorised Occupants) Act, 1971 by insertion of Section 10-A in Section-11 of the act which will put responsibility of State Government Authorities for eviction of the unauthorised occupants, destruction and removal of unauthorised construction or providing assistance to Central Government authorities. The Committee desire MoR to vigorously pursue the matter regarding removal of existing old/ fresh encroachments through strict compliance to the provisions of PPE Act/Railways Act and ensure the reclamation of encroached Railway land. The Committee also desire MoR to pursue with the Ministry of Urban Development for amendment in the PPE Act, 1971 at the earliest. At present, about 37235 numbers of eviction orders passed by Estate Officers are pending for execution. The Committee express their displeasure over the pendency of eviction orders in large number.

NEW DELHI;
27 March, 2018
06 Chaitra, 1940 (Saka)

MALLIKARJUN KHARGE
Chairperson,
Public Accounts Committee