

EIGHTH REPORT
COMMITTEE ON PETITIONS
(SEVENTEENTH LOK SABHA)

MINISTRY OF RAILWAYS
(RAILWAY BOARD)

(Presented to Lok Sabha on 17.9.2020)



LOK SABHA SECRETARIAT
NEW DELHI

September, 2020/Bhadrapada, 1942 (Saka)

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COMPOSITION OF THE COMMITTEE ON PETITIONS

(2019-20)

Dr. Virendra Kumar - *Chairperson*

MEMBERS

2. Shri Anto Antony
3. Shri Sukhbir Singh Badal
4. Shri Harish Dwivedi
5. Shri P. Raveendranath Kumar
6. Shri P.K. Kunhalikutty
7. Dr. Sukanta Majumdar
8. Shri Sanjay Sadashivrao Mandlik
9. Smt. Anupriya Patel
10. Dr. Bharati Pravin Pawar
11. Shri V. Srinivas Prasad
12. Shri Brijendra Singh
13. Shri Sushil Kumar Singh
14. Shri Prabhubhai Nagarbhai Vasava
15. Shri Rajan Vichare

SECRETARIAT

- | | | |
|----------------------------|---|---------------------|
| 1. Shri T.G. Chandrasekhar | - | Joint Secretary |
| 2. Shri Raju Srivastava | - | Director |
| 3. Shri G. C. Dobhal | - | Additional Director |
| 4. Shri Harish Kumar Sethi | - | Executive Officer |

EIGHTH REPORT OF THE COMMITTEE ON PETITIONS (SEVENTEENTH LOK SABHA)

INTRODUCTION

I, the Chairperson, Committee on Petitions, having been authorised by the Committee to present on their behalf, this Eighth Report (Seventeenth Lok Sabha) of the Committee to the House on the Action Taken by the Government on the Recommendations made by the Committee on Petitions (Sixteenth Lok Sabha) in their Fifty-Fourth Report on the Representation of Shri Jiten Sundi and others, forwarded by Shri Jitendra Chaudhury, M.P., Lok Sabha regarding extension of broad gauge line to Tezpur Railway Station.

2. The Committee considered and adopted the draft Eighth Report at their sitting held on 7 August, 2020.

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

NEW DELHI;

7 August, 2020

16 Shrawana, 1942 (Saka)

DR. VIRENDRA KUMAR,
Chairperson,
Committee on Petitions.

REPORT

ACTION TAKEN BY THE GOVERNMENT ON THE RECOMMENDATIONS MADE BY THE COMMITTEE ON PETITIONS (SIXTEENTH LOK SABHA) IN THEIR FIFTY-FOURTH REPORT ON THE REPRESENTATION OF SHRI JITEN SUNDI AND OTHERS, FORWARDED BY SHRI JITENDRA CHAUDHURY, M.P., LOK SABHA REGARDING EXTENSION OF BROAD GAUGE LINE TO TEZPUR RAILWAY STATION

The Committee on Petitions (Sixteenth Lok Sabha) presented their Fifty-Fourth Report to Lok Sabha on 03.08.2018 which had dealt with the Representation of Shri Jiten Sundi and others, forwarded by Shri Jitendra Chaudhury, M.P., Lok Sabha regarding extension of broad gauge line to Tezpur Railway Station.

2. The Committee had made certain observations/recommendations in the matter and the Ministry of Railways (Railway Board) were asked to implement the recommendations and requested to furnish their action taken replies thereon for further consideration of the Committee.

3. Action Taken Replies have since been received from the Ministry of Railways (Railway Board) in respect of all the observations/recommendations contained in the aforesaid Report. The recommendations made by the Committee and the replies furnished thereto by the Ministry of Railways (Railway Board) are detailed in the succeeding paragraphs.

4. In paras 30, 31, 32 and 33 of the Report, the Committee had observed/recommended as follows:-

"The Committee note from the submissions made by the Ministry of Railways (Railway Board) that the Gauge Conversion from Rangapara North to Tezpur was sanctioned as part of Gauge Conversion Project of Rangiya-Rangapara North-Murkongselek at a cost of Rs.3019.17 crore. The Committee also note that the said Project was initially sanctioned for the Gauge Conversion of entire stretch from Rangapara to Tezpur. In order to realize full potential of Broad Gauge line and to overcome the severe constraint in Tezpur Yard (existing yard could accommodate only 9 Coaches), additional land had to be acquired for easing of curves and remodeling of Tezpur yard in the densely populated residential area. Furthermore, encroachments on existing Railway land had also to be removed for which active support and involvement of District administration was required. However, due to

persistent demand of the District Administration of Sonitpur to terminate the Railway line at Dekargaon, the Railways could not proceed further.

The Committee further note that ever since the sanction of the Gauge Conversion project in 2003-04, the District Administration of Sonitpur had been demanding termination of Railway Line at Dekargaon and remove the Rail Track between Dekargaon and Tezpur to facilitate construction of a wider and better main approach road to Tezpur town and construction of an Inter District Bus Terminus at the existing location of the Tezpur Railway Station subsequent to the shifting of the Tezpur Railway Station to Dekargaon. The proposal of the District Administration had also been reiterated by the Government of Assam.

While examining the instant Representation forwarded by Shri Jitendra Chaudhury, M.P., the Committee went through the extensive deliberations they had with the Ministry of Railways (Railway Board) during oral evidence as well as during Study Visit of the Committee in June, 2016. The Committee are also aware of the fact that the Gauge Conversion of entire stretch from Rangapara North to Tezpur was not completed despite sanctioning of the Project owing to some technical constraints and persistent demand of the Local Administration of Sonitpur to terminate the Railway Line at Dekargaon. The Committee also take note of the fact that Representations from State Government of Assam, various public representatives and other organizations, etc., were received at the Divisional Offices, Zonal Offices and in the Ministry of Railways (Railway Board) from time to time in regard to extension of Broad Gauge line up to Tezpur. One such request was also received from Shri Ram Prasad Sarmah, Member of Parliament of Tezpur Parliamentary Constituency for extending the Broad Gauge line from Dekargaon to Tezpur, primarily, on the grounds of difficulties being faced by daily commuters. Similar request was also received from Shri Sarbananda Sonowal, the then Minister for Skill Development, Entrepreneurship, Youth Affairs and Sports, Government of India in September, 2014.

Although there had been divergent views regarding termination of Railway Line at Dekargaon or extending the Broad Gauge line from Dekargaon to Tezpur, nevertheless, in this context, the Committee would like to categorically point out that before taking any Policy Decision in all such matters of public importance, the Ministry of Railways (Railway Board) should have taken into consideration not only the views of Local Administration and sentiments of local populace but also operational requirements and topographical bottlenecks. In this regard, the Committee are well aware of the fact that sanctioning of Railway Projects are always preceded by formulation of Detailed Project Reports (DPRs). However, in the instant

case, the Committee are surprised to find that even after sanctioning of Gauge Conversion Project from Rangapara North to Tezpur by the Ministry of Railways (Railway Board), the Project had encompassed major midway changes, i.e., termination of Railway Line at Dekargaon. The Committee wish to express their displeasure over the unprofessional approach adopted by the Ministry of Railways (Railway Board) for not taking the aspect of sanctioning of said Project with due diligence it requires. The Committee, therefore, recommend that, in future, prior to sanctioning of any Railway Project in any region of the country, the DPRs should be formulated after taking into account the views/ opinion of all the stakeholders. For this purpose, if required, a Public Notice, thereby, inviting views/suggestions of various stakeholders could be invited. The Committee would like the Ministry of Railways (Railway Board) to take necessary action on these lines and apprise the Committee accordingly within three months of presentation of this Report to the House."

5. Similarly, in paras 34, 35 and 36 of the Report, the Committee had observed/recommended as follows:-

"The Committee note that ever since the sanction of the Gauge Conversion Project which was conceived way back in 2003-04, the District Administration had been demanding termination of railway line at Dekargaon and remove the Rail Track between Dekargaon and Tezpur to facilitate construction of a wider and better main approach road to Tezpur town and construction of an Inter District Bus Terminus at the existing location of the Tezpur Railway Station subsequent to the shifting of the Tezpur Railway Station to Dekargaon.

The Committee are unhappy to note that the Ministry of Railways (Railway Board) appears to be in a dilemma as to whether the Broad Gauge Conversion Project is to be confined to Dekargaon by dismantling the existing Tezpur Railway or the Project is to be extended from Rangapara North to Tezpur. The views of the Committee are further reinforced by the fact that the District Administration and the public representatives/other organizations have diametrically opposite views in extending or not extending the Broad Gauge Conversion Project to Dekargaon. However, in case, the Ministry of Railways (Railway Board) had shelved this Project, primarily, on the grounds of Technical Feasibility, the Committee do not consider this factor as a cogent reason in view of the fact that various technological advancements have recently been witnessed in the country in the field of Engineering, Civil Works and Urban Planning on the basis of which massive Projects have been executed within the most congested parts of urban agglomeration without even resorting to large scale relocation of houses/ hutments, acquisition of land, etc.

Even though the Committee do not subscribe to the arguments put forward by the Ministry of Railways (Railway Board) to shelve the Project of dismantling the Tezpur Railway Station and shifting all the wherewithals to Dekargaon, the Committee are also not inclined to impress upon the Ministry of Railways (Railway Board) to revive their earlier sanctioned Project of conversion of Broad Gauge Line to Tezpur. The moot point the Committee wish to emphasize is broadly confined to formulation of a working model for developing an alternate route of connectivity from Dekargaon to Tezpur for the convenience of local populace. The Committee, therefore, urge the Ministry of Railways (Railway Board) to take a final decision of either extending the Broad Gauge Line to Tezpur or scrapping the Project of extension of Railway Line from Dekargaon to Tezpur along with permanent dismantling of the Tezpur Railway Station. Concurrently, the Ministry of Railways (Railway Board) should also come forward with an alternate proposal of connectivity between Dekargaon and Tezpur, in consultation with the Government of Assam. The Committee would like to be apprised of the action taken by the Ministry of Railways (Railway Board) in the matter."

6. Further, in paras 37 and 38 of the Report, the Committee had observed/recommended as follows:-

"The Committee have also been given to understand that for the convenience of local populace, the Ministry of Railways (Railway Board) had already sanctioned a new Broad Gauge Line project of 22 kilometers, with a Railway Bridge at river Brahmaputra, between Silghat and Dekargaon via Tezpur (outside) with an additional Station before Dekargaon. As a matter of fact, this Project was included in the Budget of 2017-18 at a cost of Rs.2025 crore.

Though the Committee fully acknowledge with appreciation the initiative taken by the Ministry of Railways (Railway Board) for sanctioning a Project of connecting Silghat with Dekargaon via Tezpur (outside), yet the Committee feel that the Projects conceived and sanctioned by the Ministry of Railways (Railway Board) very often surpass the target date of completion. The Committee have observed that the even sufficient funds allocated for commencement of Railway Projects are not released on time due to which there are cost overruns, avoidable litigations with the Contractor(s) and other technical problems not conceived at the planning stage. The Committee hope that the Project of connecting Silghat with Dekargaon via Tezpur (outside) would not going to encompass any such bottlenecks and the Project would be completed within the prescribed schedule."

7. The Ministry of Railways (Railway Board), in their action taken reply, have submitted as follows:-

"Because of persistent demand by the District Administration supported by Government of Assam and other technical constraints especially availability of additional land required to be acquired in densely populated residential area, gauge conversion has been carried out upto Dekargaon only. Broad Gauge line upto Dekargaon has been completed and opened for passenger traffic in January, 2014. Terminal facilities have been developed at Dekargaon station which is at a distance of 5 kilometer only from Tezpur.

Ministry of Railways has already accorded approval for permanent closure of railway line from Dekargaon to Tezpur vide Railway Board's letter No. 2015/TC(FM)/17/01 (NFR) Pt.1 dated 23.11.2016 (Annexure-I). Further, before notifying permanent closure and dismantling of line, consent of the Government of Assam has been sought for taking over the railway land, at market rate, to fulfil the objectives of State Government. In this connection, the last communication has been sent to Government of Assam on 10.05.2018. Final decision of Government of Assam has not been received, so far.

On the matter of extension of Broad Gauge line from Dekargaon to Tezpur, the District Administration vide their letter dated 28.06.2017 had categorically stated that the matter has been discussed by a number of Deputy Commissioner(s) with all sections of the Tezpur citizens and have expressed that the Broad Gauge railway line should be terminated at Dekargaon itself. It has been advised that no useful purpose will be served by extension of this line upto Tezpur (Annexure-II).

The gauge conversion of Rangapara North to Tezpur was sanctioned as part of GC project of Rangia-Rangapara North-Murkongselek. As pointed out by the Committee, the project was sanctioned in 2003-04. However, because of persistent demand by the District Administration supported by the Government of Assam and other technical constraints, especially, availability of additional land required to be acquired in densely populated residential area, gauge conversion has been carried out upto Dekargaon only. Acquisition of land requires active support and involvement of District Administration/State Government. Due to above reasons, midway changes in the project to terminate Broad Gauge line at Dekargaon has become inevitable.

In regard to taking into account the views/opinion of the stakeholders by way of Public Notice, it is to bring to the kind notice of the Committee that instructions

already exist on this issue vide para 253 of Indian Railways Code for the Engineering Department. The instructions have been reiterated to Zonal Railways for strict compliance in future (**Annexure-III**). It may also be appreciated that the project in discussion was not a new line project. It was gauge conversion of existing MG line which was decided to be converted into BG line as a policy matter. Whole project of gauge conversion has been successfully completed except the last leg of approximately 5 kilometer which could not be executed on the insistence of State Government.

It is correct that various technological advancements have recently been witnessed on the basis of which massive projects have been executed in most congested parts of urban agglomeration without even resorting to large scale relocation of houses/structures, acquisition of land, etc. These methods may cause massive increase in the cost of the projects and may not be financially viable. Also, by any method of execution of project, minimum acquisition of land will always be required even which was not possible in the present case.

Gauge conversion has been carried out upto Dekargaon only. Broad Gauge line upto Dekargaon has been completed and opened for passenger traffic in January, 2014. Terminal facilities have been developed at Dekargaon station which is at a distance of 5 kilometers only from Tezpur.

Accordingly, State Government of Assam has been communicated vide N.F. Railway's letter No. W/214/DGTB-TZTB/RNY/W-4(Land) dated 28.04.2017 to convey consent of State Government for taking over of surplus railway land approx. 16.64 Acres by State Government at market rate to enable railway to notify closure of Dekargaon-Tezpur line (**Annexure-IV**).

State Government of Assam has been again requested vide letter No. W/214/DGTB-TZTB/RNY/W-4(Land) dated 10.05.2018 to examine the need of the land parcel between Dekargaon-Tezpur and to intimate accordingly to Railway. Final decision of Government of Assam has not been received (**Annexure-V**).

As an alternate proposal, connection of Tezpur with Broad Gauge railway line has been envisaged in a new line project from Tezpur to Silghat which also involves construction of bridge over river Brahmaputra. Project is in conceptual stage and DPR for the project is under preparation."

OBSERVATIONS/RECOMMENDATIONS

Making concerted efforts to pursue the matter with the State Government of Assam

8. The Committee on Petitions, Lok Sabha, while examining the representation of Shri Jiten Sundi and others, forwarded by Shri Jitendra Chaudhury, M.P., Lok Sabha (now ex-M.P.) regarding extension of broad gauge line to Tezpur Railway Station, observed that the Gauge Conversion from Rangapara North to Tezpur was sanctioned in 2003-04 as part of Gauge Conversion Project of Rangiya-Rangapara North-Murkongsele. Initially, the sanction envisaged Gauge Conversion of entire stretch from Rangapara to Tezpur. However, the Railways could not proceed further due to persistent demand of the District Administration of Sonitpur to terminate the Railway line at Dekargaon and the proposal of the District Administration had also been reiterated by the Government of Assam.

9. The Committee further observed that representations from the then Member of Parliament of Tezpur Parliamentary Constituency and the then Minister for Skill Development, Entrepreneurship, Youth Affairs & Sports, Government of India, State Government of Assam, public representatives and other organizations, etc., were received in the Railways Establishment from time to time in regard to extension of Broad Gauge line up to Tezpur. In this backdrop, the Committee expressed their displeasure on the overall approach adopted by the Ministry of Railways (Railway Board) for not taking up the aspect of sanctioning of said Project with due diligence, it required. The Committee, therefore, recommended that, in future, prior to sanctioning of any Railway Project in any region of the country, the DPRs should be formulated after taking into account the views/opinion of all the stakeholders.

10. In response to the Committee's recommendation, the Ministry of Railways (Railway Board), in their action taken reply, have submitted that the Ministry have already accorded approval for permanent closure of Railway line from Dekargaonto Tezpur *vide* Railway Board's Letter No. 2015/TC(FM)/17/01 (NFR) Pt.1 dated 23.11.2016 and before notifying the permanent closure and dismantling of the line, consent of Government of Assam has been sought for taking over the railway land at the market rate to fulfill the objectives of State Government. However, final decision of the Government of Assam, in the matter, is yet to be received.

11. The Ministry of Railways have further stated that the Sonitpur District Administration had categorically stated that the matter has been discussed by various Deputy Commissioners with all sections of the Tezpur citizens and have expressed that the Broad Gauge railway line should be terminated at Dekargaon itself. It has also been advised that no useful purpose would be served by extension of this line upto Tezpur.

12. The Committee would like to point out that the position explained by the Ministry of Railways (Railway Board) to sort out the matter with the State Government of Assam for handing over the railway land, at market rate, for facilitating the construction of a wider and better main approach road to Tezpur town and also for construction of an Inter-District Bus Terminus for the fulfilment of the aspirations of the local populace of Tezpur for better connectivity between Dekargaon and Tezpur appears reasonable, cogent and pragmatic. However, since the entire project had not been conceived and implemented in a systematic manner, the Committee, at the time of examination of the representation were apprehensive as to whether the views/suggestions of majority of stakeholders, including the local populace, had been taken into consideration or not. Now that the Ministry of Railways (Railway

Board) have explicitly submitted before the Committee that the project of construction of a wider approach road to Tezpur Town along with an Inter-District Bus Terminus would [be] in the larger public interest, they wish to urge the Ministry of Railways (Railway Board) to persuade the State Government of Assam to arrive at a final decision in the matter, at the earliest. The Committee would like to be apprised of the final outcome in this regard.

Compliance of instructions by the Railway Zones before sanctioning of Project(s)

13. The Committee on Petitions, while examining the representation of Shri Jiten Sundi, had categorically pointed out that before taking any policy decision on matters of public interest, the Ministry of Railways (Railway Board) should consider not only the views of Local Administration and sentiments of local populace but also operational requirements and topographical bottlenecks. The Committee's observation to this effect was based on the premise that sanctioning of Railway Projects are always preceded by formulation of Detailed Project Reports (DPRs) and, therefore, the Committee had recommended that, in future, prior to sanctioning of any Railway Project in any region of the country, the DPRs should be formulated after taking into account the views/opinion of all the stakeholders. The Committee also proposed that if required, a Public Notice, thereby, inviting views/suggestions of various stakeholders could be invited.

14. In response to the Committee's above recommendations, the Ministry of Railways (Railway Board), in their action taken reply, have submitted that instructions for taking into account the views/opinion of stakeholders through the issuance of Public Notice already exist in Indian Railways Code for the Engineering Department. However, the Ministry of Railways (Railway Board) have reiterated the

need to strictly comply with the aforementioned requirement to all the Zonal Railways.

15. The Committee are happy to note that the Ministry of Railways (Railway Board) have exhibited a high sense of readiness in the form of issuing instructions to all the Zonal Railways for strict compliance of the relevant Indian Railways Code, in future. In this chronology, the Committee desire that the Ministry of Railways (Railway Board) should scrupulously monitor the implementation of these instructions well before the sanctioning of any Railway Project in the country so that the Railway Board, on the one hand, and the various stakeholders, including the majority of local populace, on the other hand, should invariably be supportive of various Railway Projects which are of wider public interest and meant for the convenience of masses. The Committee would like to be apprised of the concrete and conclusive action taken in this regard.

Review of Broad Gauge Conversion Project from Dekargaon to Tezpur

16. On the aspect of extending the Broad Gauge Conversion Project from Dekargaon to Tezpur or permanently scrapping the same, the Committee, during the detailed examination of the representation and subsequent discussion with the representatives of the Ministry of Railways (Railway Board), had gauged the inherent dilemma of the Authorities concerned, perhaps, due to the diametrically opposite views of the District Administration and the public representatives/other organisations. The Committee were also not agreeable to the reasoning expressed by the Ministry of Railways (Railway Board) to the effect that the Project had been shelved by the Ministry of Railways (Railway Board), primarily on the grounds of Technical Feasibility, especially, the availability of additional land required to be acquired in densely populated residential area, in view of the fact that various

technological advancements have recently been witnessed in the country in the field of Engineering, Civil Works and Urban Planning on the basis of which massive Projects had been executed within the most congested parts of urban agglomeration without even resorting to large scale relocation of houses/hutments, acquisition of land, etc.

17. In pursuance thereof, the Ministry of Railways (Railway Board), in their action taken replies, have *inter alia* submitted before the Committee that connection of Tezpur with Broad Gauge railway line has been envisaged in a new line project from Tezpur to Silghat which also involves construction of bridge over river Brahmaputra. Project is in conceptual stage and DPR for the project is under preparation. Since the impasse of extending the Broad Gauge Line to Tezpur or scrapping the Project of extension of railway line from Dekargaon to Tezpur along with permanent dismantling of the Tezpur Railway Station has not been resolved by the Railway Authorities even after a lapse of more than three years, the Committee, concur with the alternate proposal of the Ministry of Railways (Railway Board) for connection of Tezpur with broad gauge railway line, in a new line project from Tezpur to Silghat, but, at the same time, urge them to work out and fulfilling of various formalities, viz., finalisation of DPR, obtaining requisite approval of the project, allocation of funds, etc., by way of specifying exact timelines. The Committee would like to be apprised of the action taken by the Ministry of Railways (Railway Board) in the matter.

NEW DELHI;

DR. VIRENDRA KUMAR,
Chairperson,
Committee on Petitions.

7 August, 2020

16 Shravana, 1942 (Saka)

Annexure-I

15:52 From:

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

2015/TC(FM)/17/01 (NFR) Pt.1 New Delhi, dated 11.11.2016

23

General Manager
Northeast Frontier Railway,
Maligaon, Guwahati.

Sub: NF Railway's recommendation for closure of rail line from Dekargaon to Tezpur in the Rangiya-Rangapara North Tezpur Gauge conversion project.

Ref: COM/NF Railway's letter No. T/555/11/DGTB-TZTB dated 3.11.2015

Approval of Ministry of Railways is hereby accorded to permanently close down the rail line from Dekargaon to Tezpur in the Rangiya-Rangapara North Tezpur on the basis of justification of Northeast Frontier Railway. However, as directed by Board (ME), consent of Government of Assam to take the land at market rate should be taken, before notifying the closure. Accordingly, after getting the consent of Govt. of Assam necessary action may be taken to permanently close and dismantle the above line.

This issue with the approval of Board (MT and ME) and concurrence of Finance Directorate of the Ministry of Railways.

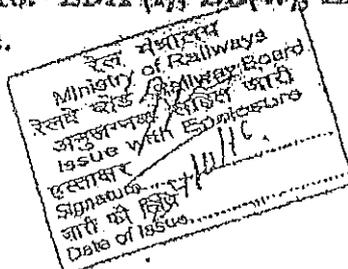
Please acknowledge the receipt.

1/c Issue fair.

Andaleeb Rajzi
23/11/16
(S.M. Andaleeb Rajzi)

Director (Freight Marketing)
Railway Board

Copy to:- EDX (I), ED(W), ED(Fig), EDCE(G), EDTT(F) for information please.





GOVERNMENT OF ASSAM
OFFICE OF THE DEPUTY COMMISSIONER
SONITPUR: TEZPUR

No. DC/PA-3/Pt-VII/2017/92

Date: 26/06/2017.

To,

✓ Sri S.S. Das,
Dy. Chief Engineer/Con/RNY
Northeast Frontier Railway (Construction Organisation)
Rangia, Assam, Pin- 781354.

Sub: Extension of Railway BG Line from Dekargaon to Tezpur Railway Station.

Ref.: Your letter No. W 546/CON/Pt-XV (Loose) dated 15/06/2017.

Sir,

With reference to a letter quoted above, I am to inform you that the matter of extension of BG Line from Dekargaon to Tezpur has been engaging the attention of District Administration as well as citizen of Tezpur for quite some time.

2. In this connection a number of organization and civil society members have submitted representation and express their opinion opposing the further extension of BG Line from Dekargaon to Tezpur.

3. Over the years a number of Deputy Commissioner's have discussed the matter with all section of the Tezpur citizen and express their views that the BG Line should be terminated at Dekargaon itself.

In this connection the following letters of the then Deputy Commissioner's may kindly be referred to.

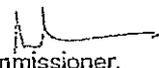
- (i) SM/J/25/2002/1401 dtd. 27th August, 2004.
- (ii) DC/PA.II/2010/387 dtd. 13th December, 2010.
- (iii) SCM 35/2010-11/721 dtd. 17th October, 2011 (copies enclosed).

4. In the present context, the undersigned is also of the view that no useful purpose will be served by extension of BG track from Dekargaon to Tezpur. On the other hand, this will cause narrowing of the road, leading to heavy traffic congestion. This will also require massive eviction operation entailing huge expenditure and also cause unwanted pollution.

It is therefore, requested that the proposal for extension of BG track from Dekargaon to Tezpur may be withdrawn and entire stretch of land may be handed over to the District Administration for widening of the road and other fruitful purposes.

This is for your information and necessary action.

Yours faithfully,


Deputy Commissioner,
Sonitpur, Tezpur.

Memo No. DC/PA-3/Pt-VII/2017/92 (A)

Date: 28/06/2017.

Copy to:

1. The Principal Secretary to the Govt. of Assam, Transport Department, Dispur, Guwahati-6 for favour of kind information.
2. The Commissioner & Secretary to the Govt. of Assam, Revenue Department, Dispur, Guwahati-6 for favour of kind information.

Sd/-
Deputy Commissioner,
Sonitpur, Tezpur.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 98/W-I/Genl/O/30-Pt.

New Delhi, dated 18.02.2020

General Managers,
All Zonal Railways.

Sub: General instructions regarding surveys of railway projects.

Ref: Para 253-266 of Chapter 2 of Indian Railways Code for the Engineering Department.

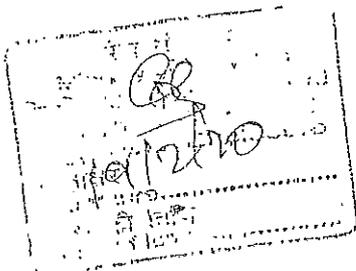
In one of the Para of 54th report of the Committee on Petitions (16th Lok Sabha) presented to the House on 3rd August 2018, the Committee has recommended that "prior to sanctioning of any Railway Project in any region of the country, the DPRs should be formulated after taking into account the views/ opinion of all the stakeholders. For this purpose, if required, a Public Notice, thereby, inviting views/suggestions of various stakeholders could be invited. The Committee would like the Ministry of Railways (Railway Board) to take necessary action on these lines and apprise the Committee accordingly within three months of presentation of this Report to the House."

In this regard, it has been noticed that instructions already exist vide Para 253 of Indian Railways Code for the Engineering Department vide which before any survey operations are commenced, a notification is to be published in the local Government Gazette. This should be arranged for by railway administration as promptly as possible after receipt of sanction to the survey. Further as per general instructions given in para 254-266, consultation with irrigation department, civil authorities, military authorities etc has to be done and views to be obtained. It has been noticed that these instructions are not being followed scrupulously.

In view of the above, it is hereby advised that all the instructions regarding surveys, stipulated in Indian Railways Code for the Engineering Department, should be strictly adhered to. The views, if any, obtained during the consultation with State Government, Military Authorities, Civil Authorities etc should be suitably incorporated in the Detailed Project Reports for consideration.

This has the approval of AM/Works.

Re

Pankaj Kumar
18/2/2020
(Pankaj Kumar)

Director/

Project Monitoring
Railway Board

Ph (Rly.) : 030-43574,

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सत्यमेव जयते

जिवंशी, आई आरएसई
का अभियंता
JIV RAJVANSHI, I.R.S.E.
Principal Chief Engineer

पूर्वोत्तर सीमा रेल
NORTHEAST FRONTIER RAILWAY
भन्तीगांव, गुवाहाटी - 781011
MALIGAON, GUWAHATI - 781011

No. W/214/DGTB-TZTB/RNY/W-4 (Laud)

Dated: 28.04.2017

The Chief Secretary,
Govt. of Assam,
Janata Bhawan, Dispur

Sub: Disposal of surplus railway land between Dekargaon-Tezpur.
Ref: Divisional Railway Manager (Works)/Rangiya's letter no. W/214/Vacant
Land/DGTB-TZTB/RNY/W-4 dated 12.07.2016.

During gauge conversion of Rangapara North to Tezpur under Sonitpur District from Meter Gauge (MG) to Broad Gauge (BG), BG line was terminated at Dekargaon due to various reasons elaborated by District Administration such as Tezpur Railway Station located on southern most corner of Tezpur town, bank used for Steamer services earlier no longer exists, problems of existences of 25 nos. of un-authorized Railway crossings, major congestion and encroachments, execution of Gauge Conversion work from Dekargaon to Tezpur would likely hood of outburst of public resentment, etc. The same is forthcoming from various representation received for shifting of Tezpur Station to Dekargaon -

- (i) Resolution passed in meeting convened by Divisional Commissioner, North Assam Division Tezpur, issued by DC Sonitpur on 24.08.2004.
- (ii) Representation of Shri M.K. Subba, MP (LS) to Hon'ble MR dated 11.04.2005.
- (iii) Letter from DC, Sonitpur, Tezpur to the Principal Secretary, Govt. of Assam, Transport Department dated 13.12.2010.
- (iv) Resolution of Tezpur Municipal Board dated 04.07.2011 forwarded by Chairman Tezpur Municipal Board to Chief Minister, Govt. of Assam.
- (v) DC, Sonitpur letter to Principal Secretary to Hon'ble Chief Minister of Assam dated 17.10.2011.

2.0 As a result of which old Meter Gauge Railway track of 7.14 km in length (aprox.) and area measuring 16.64 acres approx. in between section Dekargaon to Tezpur become surplus to Railway.

On 13.06.2004 during a meeting convened by Divisional Commissioner, North Assam Division, Tezpur, it was decided that the Railway station be shifted from Tezpur to Dekargaon and Railway Track between Dekargaon and Tezpur removed so as to facilitate construction of wider and better main approach road to Tezpur town. Decision was communicated vide DC/Sonitpur, Tezpur's letter No. SMJ. 25/2002/1400, dated 24.08.2004 (Copy Enclosed as A-I).

(Contd....2)

दूरसंचार
DOT
0361-2676010

रेलवे
RLY
22500

फैक्स दूरसंचार
FAX : DOT
0361-2672777

ई-मेल
E-mail : pcc@nfrailnet.gov.in

4.0 In this context it is mentioned here that the Deputy Commissioner, Tezpur was requested vide Divisional Railway Manager (Works)/Rangiya's letter no. W/214/Vacant Land/DGTB-TZTB/RNY/W-4 dated 19.03.2013, 21.08.2013, 22.11.2013, 29.01.2014 and 12.07.2016 (Copy Enclosed as A-II) to communicate consent of State Government for taking over the vacant Railway land of area measuring 16.64 acres approx. (exact area of land will be decided jointly later) between Dekargaon-Tezpur Section at the current market/circle rate value. However, response from the District Administration is still awaited by the Railway.

5.0 Ministry of Railways has now accorded approval for permanently closing down the rail line from Dekargaon to Tezpur and directed to this Railway that the consent of Government of Assam to take the surplus land between section Dekargaon to Tezpur at market rate should be taken before notifying the closer. Accordingly, after getting the consent of Govt. of Assam regarding taking over of above land, necessary action will be taken to permanently closing and dismantling the above line.

6.0 In view of the above, it is requested to kindly arrange to convey consent of State Government regarding taking over of above surplus Railway land approx 16.64 acres (exact area of land will be decided jointly later) by State Govt. at the Market rate. This will enable construction of road as desired by Divisional Commissioner, North Assam Division in (3.0) above.

DA: As above containing 2 (two) Pages.

Rajiv
(Rajiv Rajvanshi) 28.4.17
Principal Chief Engineer
N.F.Railway/Maligaon

राजीव राजवंशी, आईआरएमई
प्रमुख मुख्य अभियंता
Rajiv Rajvanshi, I R S E
Principal Chief Engineer



पूर्वोत्तर सीमा रेल
NORTHEAST FRONTIER RAILWAY
मालीगाँव, गुवाहाटी-781011
MALIGAON, GUWAHATI-781011

No. W/214/DGTB-TZTB/RNY/W-4(Land)

7th May, 2018

The Chief Secretary,
Govt. of Assam,
Block-C, 3rd Floor, Assam Sachivalaya,
Dispur-781006, Guwahati.

Sub: - Disposal of Surplus Railway Land between Dekargaon-Tezpur.

Ref: - (i) This office letter No. W/214/DGTB-TZTB/RNY/W-4(Land) dated 28.04.2017 & 10.10.2017.

(ii) Member Engineer/Railway Board's letter no. 2018/LML-II/13/11 dated 05.04.2018.

Please recall this office letter under reference (i) dated 28.04.2017, wherein, it was requested to convey consent of State Govt. regarding taking over of surplus Railway land measuring 16.64 Acres by State Govt. at prevailing market rate to enable Railway to notify closure of Dekargaon-Tezpur line.

In this context, vide this office letter dated 10.10.2017, it was intimated that as per directive of Parliamentary Committee, re-survey of the stretch from Dekargaon to Tezpur has been conducted in view of extension of BG line from Dekargaon to Tezpur. As noted in the report on extension of BG line up to Tezpur will involve removal of encroachment of Railway land to the tune of 6.7341 Ha (16.64 Acres approx), which will cost around Rs.200.00 Cr as also fresh acquisition of additional land costing about Rs.500.00 Cr of 10.00 Acres for the Rail link which will have to be carried out by State Government.

It was also requested to convey the decision of the State Government on the subject for restoring the Rail link between Dekargaon - Tezpur in view of constraints explained above, so as to appraise Parliamentary Committee accordingly. But reply from your end in the context is still awaited.

Meanwhile, vide letter under reference (ii) dated 05.04.2018, Member (Engineering), Rly. Board, Ministry of Railway who is ex-officio Secretary of Govt. of India has stated that, the land parcels not required by the Railways can be used by State Government for construction of highway/roads or other useful

(Contd...P/2)

दस्तावेज	दिनांक	किसी सूचना	ए.ए.ए.
DGT	10.10	FAX 18/11	E-mail pce,dtb@nfrcl.nic.in
0361-2676510	22/5/18	0361-2676777	

o/c

purposes etc. The amount payable for such land will be in all cases be its market value at the date of transfer. The land can also be transferred to the State Government on the basis of exchange of land with the State Government which may be useful to the railways on equitable cost basis.

As already communicated vide Member (Engineering), Railway Board's letter dated 05.04.2018, it is again requested to examine the need of the land parcel measuring 16.64 Hectare (approximately) between Dekargaon to Tezpur by State Government. In case all or any of such land is required by State Government, the proposal may be sent to concerned Divisional Railway Manager, Rangiya or directly to undersigned.

DA: - Copy of ME/Railway Board's letter dated 05.04.2018.

Rajiv
(Rajiv Rajvanshi) 10.5.18
Principal Chief Engineer
N.F.Railway, Maligaon

Copy to: -

1. ME/Rly. Board – for kind information.
2. DGMG & Secy. to GM – for kind information of GM,
3. DRM/RNY – for necessary action please.

R
Dispatch
Principal Chief Engineer Office
N.F. Rly., Maligaon/HQ
Date: 11.05.18

o/c

