

पूर्वतट रेलवे/EAST COAST RAILWAY
सतर्कता विभाग/VIGILANCE DEPARTMENT

Office of the General Manager (Vig)
1st Floor, Rail Sadan, Chandrasekharpur,
Bhubaneswar- 17.

No- GM/Vig/ECOR/PC/389/18/ ८४७७

Dt. 30.10.2023.

To
The PCE, CAO/Con
East Coast Railway, Bhubaneswar.

Sub: Advisory in connection with Land boundary verification and demarcation.

In investigation of cases during preventive check on various land dispute related cases, it is observed the concerned executives have approached RPF for joint visit of site to prevent the encroachments with the available documents of Khatiyan & Revenue records with them. Revenue marking of the said plots prior to initiating legal action on the encroachers is pending due to disputes raised by the outsiders. Thus, Revenue authorities have been approached by the executives to jointly demarcate the plot numbers under dispute with its boundaries as per Revenue maps, but till date no solution has arrived & demarcation of site physically is pending from State Revenue side.

Though necessary action has been taken by the executives for stoppage of encroachment, it is seen that no eviction process as per PPE act was initiated by the Division in many other cases. When the ROR clearly is in favour of Railways as the present authority of Land, PPE act should have been invoked and proceedings in Estate Court should have started. However, it seems the whole issue rests on the base that the demarcation of Railway boundary of the plots as in the Khata are not available as permanent Geo-referenced mark in field requiring frequent joint checks with State Revenue officials.

As per Para 814 of IRWM, every year annual encroachment details have to be submitted by the SSE/W & ADEN. But it seems to be more of formality in just entering the details without physically checking the geo-referenced points. This essentially requires joint demarcation with revenue authorities, every time when any complaint arises, where the revenue officials are generally reluctant in such disputed cases.

Thus, it is suggested that the following can be used as technology-based demarcation & check of land boundaries instead of physical verification in the encroaching upon portions of land. System Improvement is proposed for verification and demarcation of total land area of ECoR with modern technology equipment and benchmarking.



- A. As Modern GPS system are available and used by the Construction and Open Line in Survey works & Revenue authorities also (like GDPS), it is advised that similar exercise of joint survey of available Railway land of all the divisions may be conducted as an one-time effort and boundaries with plot numbers may be marked physically on the field, if required through outsourcing. These identified critical boundary points (i.e., coordinates) can be Tagged and Recorded in GPS mode in suitable device and uploaded in a portal & can be used repeatedly to avoid confusions in case of land dispute by outsiders in future.
- B. The critical boundary points of the plot Nos. in ROR can be tagged by a low-cost device e.g., *RFID tags can be fixed on the PSC sleepers (which are generally used as reference for boundary marks) and the GPS co-ordinates of the RFID tags can be recorded in hand held GPS device already available with divisions.* Subsequently these can be plotted in digital form and uploaded in e-portal, access of which can be controlled at multiple levels, including access to revenue officials.
- C. During physical verification of boundary by SSE/W or ADEN, these tagged GPS coordinates of PSC sleepers erected can be directly checked easily with the coordinates from the track without even visiting the disputed areas.
- D. Further, a frequency of joint check of railway authorities with Revenue officials (say 4/5 years) can be planned in heavy settlement areas, where an e-module platform can be developed. These portals can be provided to the revenue authorities also along with railway officials (as per their jurisdictions) after one-time proper geo-referencing of the co-ordinates of Railway boundaries. This will avoid frequent requirements of joint checks with revenue authorities in the field.

This aspect may kindly be looked into this aspect as huge amount of money is lost in court cases on dispute of Railway land, duly protecting Railways' interest and safeguarding Railway officials & also avoid missing or tampering of Physical land records. Divisions must be advised to take up the pending cases in Estate Court as per PPE act and fix a time line on proceedings of the case for cases where ROR is clearly in name of Railways.

This is issued with the approval of SDGM.


(Pritiraj Panigrahi)

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East Coast Railway, Bhubaneswar

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1. DRM/KUR, WAT & SBP for kind information and necessary action please.
2. SrDEN/Co./ WAT, KUR & SBP for information & necessary action please.