

## **All States must have anti-human trafficking nodal officer: NHRC**

<https://www.thehitavada.com/Encyc/2024/6/2/All-States-must-have-anti-human-trafficking-nodal-officer-NHRC.html>

THE NHRC has recommended that every State should have an “anti-human trafficking nodal officer” who shall coordinate with the Government authorities by taking effective steps and measures to curb this menace. This officer should not be below the rank of a Secretary to a State Government or an Inspector General of Police, the National Human Rights Commission (NHRC) said in a statement on Friday. The Commission’s recommendations have come in the wake of its findings in a case registered in October 2022 based on a media report alleging that girls were being “sold on stamp paper in half a dozen districts” of Rajasthan and sent to Uttar Pradesh, Madhya Pradesh, Mumbai, Delhi and foreign countries and “subjected to physical abuse, torture and sexual assault in slavery,” it said.

The Commission has also taken note of the plight of women dancers from Mumbai bars trafficked from Rajasthan and “forced into prostitution” as pointed out in the report of its Special Rapporteur, the rights panel said. “Accordingly, it has directed the Chief Secretary and Director General of Police of Rajasthan to send a team, headed by an officer, not below the rank of Inspector General of Police, for an investigation to Mumbai to find out the plight of girls in dance bars,” the NHRC said. The Commission has asked the DGP, Maharashtra, to extend help to Rajasthan Police in this regard to take effective steps to prevent such incidents and ensure their repatriation to their original places and the State and district level committees ensure their rehabilitation in accordance with the directions issued by it. The NHRC observed that given the registration of cases involving “selling of girls” in some communities in the recent past, it appears that the practice is still “continuing unabated” and “prevailing undeterred.”

## **Odisha: Search for the dead & closure continues a year after Bahanaga railway crash**

<https://www.newindianexpress.com/good-news/2024/Jun/02/odisha-search-for-the-dead-closure-continues-a-year-after-bahanaga-railway-crash>

One year since the tragic crash, the family members of the victims live with a constant void and uncertainty.

While leaving home for Chennai on June 2 last year, Sk Zamalludin promised his wife Mafoja Bibi that he would return with decent savings so that he can take her to a good gynaecologist. Seventeen years into their marriage, the couple from Uttar Chausathibadi in South 24 Parganas district of West Bengal, had remained childless.

However, little did Mafoja know that Zamalludin's promise and her dream to be a mother will remain unfulfilled. The 37-year-old mason was part of an 11-member team which boarded the ill-fated Shalimar-Chennai Coromandel Express which collided with a goods train at Bahanaga Bazar station in Balasore district leading to the death of 296 passengers.

Exactly a year after the tragedy, India's deadliest railway crash since 1995, Mafoja is still waiting. "My uncle, brother-in-law and other relatives searched the spot at Bahanaga, hospitals and temporary mortuaries but there was no trace of his body. His father provided the DNA sample but it did not match with the stored bodies. I am so unfortunate that I could not even get his body," sobs Mafoja, still mourning her loss and now living at her father's house.

Ex-gratia promised by the Ministry of Railways and the WB government eludes her as the body of Zamalludin is deemed 'untraceable.' From the 11 of the group, only one survived the mishap. Eight deceased passengers could be identified while two are still missing. One of them is Zamalludin.

One year since the tragic crash, the family members of the victims live with a constant void and uncertainty. Around 660 km from South 24 Parganas, 55-year-old Sanju Devi of Misraulia village in Muzaffarpur district of Bihar gets inconsolable recounting days she spent searching for her only son's body at AIIMS, Bhubaneswar where the 81 bodies were kept for identification post the tragedy.

"We had identified the body at AIIMS and submitted the required documents. Another person came and claimed it to be his son. We provided our DNA samples and waited for at least a month. The officials said the samples did not match and denied us the body. We had to return empty handed," she said.

Many families were able to identify and cremate or bury their loved ones but for some like Sanju Devi, the search was like a bottomless pit.

The Odisha government had to cremate 28 unclaimed bodies nearly four months after the incident as the DNA samples of claimants did not match. Out of over 150 DNA samples collected from the victims' families, samples of 44 claimants did not match, depriving their kin of the ex-gratia and compensation package provided by the Ministry of Railways and the governments of their respective states. According to experts, since the bodies were received after more than 30 hours of their death - some after 48 hours - it was a herculean task for forensic labs to conduct DNA sequencing and profiling due to the poor quality of samples.

"The DNA sequencing of bodies at an advanced state of decomposing is always a problem, particularly if the ideal body remains like molar teeth are not available or muscle tissue quality is bad. Embalming also was delayed as the bodies were received late at AIIMS. In some bodies, quality DNA samples could not be extracted due to the delay in embalming," said an official, who was involved in the process.

#### Number anomaly

As per the data compiled by the railway authorities and Odisha government, 296 passengers perished in the train crash and 636 passengers were injured, 177 of them critically. The Railways announced Rs 10 lakh ex-gratia for the kin of the deceased and Rs 2 lakh for grievously injured passengers and Rs 50,000 for minor injuries.

The chief personnel officer (admin) of South Eastern Railway (SER) Mahendra Kumar Prasad in September last year informed the National Human Rights Commission (NHRC) that ex-gratia has been paid to 267 families who were handed over dead bodies and two death cases are yet to be settled due to lack of documentations. The Odisha government, at the same time, informed the NHRC that 236 deaths have been registered out of which 230 death certificates have been issued so far. The certificates of the remaining six persons have not been issued due to non-availability of requisite documents. The authorities have sought documents from the respective families to issue the death certificates.

A day after the incident, the Odisha government scaled down the number of fatalities to 275 from 288 announced earlier. Gradually, the figure went up to 296 as 11 passengers succumbed while undergoing treatment in hospitals.

Meanwhile, the NHRC has directed the chairman of Railway Board and Chief Secretary of Odisha to submit a detailed report within six weeks after the anomaly in the number of casualties and deaths registered were found in the reports submitted before the apex rights panel by both the authorities on the train accident.

Dark memories linger

It's been a year. Yet, dark memories of that evening are still vivid in the minds of people who were witness to the horrific rail accident and its aftermath. Many of them still grapple with the emotional toll it took on them.

The Coromandel Express had entered the passing loop instead of the main line a few metres before the station at full throttle and collided with a goods train. Due to the high speed of the Coromandel Express, its 21 coaches derailed and three of those collided with the incoming SMVT Bengaluru-Howrah Superfast Express on the adjacent track.

People, who had halted at both the sides of the railway gate, and shopkeepers and locals were the first responders. They rushed to the spot, climbed on top of the wreckage and pulled out the injured trapped in the mangled coaches.

Abinash Pati was at his electric equipment shop when he heard the crash. "We heard a loud rumble followed by screams that I can never forget. Some of the injured were hurled far away from the bogies, some were still stuck inside. I had never seen such a huge number of bodies at one place. I called my friends and started pulling out the injured passengers," he recounted. Soon, the rescue teams - fire fighters, Odisha Disaster Rapid Action Force and National Disaster Response Force arrived. The teams were at work for several days to clear out the debris.

#### Unkept promises

Pain, loss and memories aside, a year after the tragedy, promises made by local administration and Ministry of Railways for the development of Bahanaga railway station and its periphery remain unfulfilled.

Following the crash, Union Minister for Railways Ashwini Vaishnaw had vowed to prioritise development of Bahanaga railway station and upgrade infrastructure, enhance safety measures and improve overall operational efficiency.

The station continues to operate from a dingy room. Two small sheds provide cover to passengers on the platforms along both the Up and Down lines and there are no cold drinking water facilities. The waiting room gets filled with rain water even after a small spell of shower due to lack of a proper drainage system.

Critical infrastructure upgrades, including shifting of the panel room, construction of sheds on the platforms and waiting room with amenities have been delayed. Only six passenger trains halt at the station forcing thousands of passengers from the region to travel to Balasore to board Express trains.

The Railway Minister, a member in the Rajya Sabha from the state, had sanctioned Rs 1.55 crore from the MPLAD scheme for various development works of the periphery. He had also announced that Rs 1 crore would be released from Indian Railways for the renovation of Bahanaga hospital.

Bahanaga sarpanch Brajendra Panda said nothing has changed. The station's condition has worsened in the last one year. "The standpost for drinking water has been

damaged. Since it does not have a shed and the taps dispense hot water throughout the day, people make their own arrangement,” he said. A new station building which is under construction for over three years is yet to be completed. Railway authorities said Rs 1 crore has been spent on various development works in the area and an advanced life support ambulance has been provided to Balasore hospital. CPRO of SER Aditya Chaudhary said the station development plan is on schedule and will be executed as promised.

“There has been a lot of work on safety aspects. Triple lock system has been adopted at all goomtys and availability of complete diagram is being ensured for all stations, level crossings and auto goomtys. No work is being undertaken without approved drawings,” he added.

The construction of a much-needed railway flyover near Bahanaga station too looks a distant dream.

# 60% garbage along Rly tracks cleared, MCD sends ₹6cr bill

**Paras Singh**

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**NEW DELHI:** The Municipal Corporation of Delhi (MCD) has removed around 60% of the 28,000 tonnes of garbage around railway lines in the Capital, senior officials aware of the matter said, adding that it has set a deadline of June 30 to clear the tracks of waste.

MCD has also sent Northern Railways a bill of ₹6 crore for the lifting and processing of the garbage.

Delhi has a railway line network of 105km which are surrounded by an estimated 48,000 slum dwellings. These areas along the tracks have long been unofficial dumping grounds for garbage — officials state that the two main sources of this waste are railway passengers and slum dwellers.

MCD officials said the civic body has identified and mapped out the nearest dustbins, dhalaos (primary garbage receptacles), and fixed garbage compactor stations to transport the garbage away from the vicinity of tracks.

In May 2023, Northern Railways in compliance with directions issued by monitoring agencies and the National Human

## DELHI HAS A RAILWAY LINE NETWORK OF 105KM WHICH ARE SURROUNDED BY AN ESTIMATED 48,000 SLUM DWELLINGS

Rights Commission (NHRC), had asked MCD to carry out a joint inspection in June that year to assess legacy waste along railway tracks. In an attempt to tackle the jurisdictional issues, the cost for collection.

Last July, MCD had undertaken a pilot project and cleaned around 1,600 metric tonnes of legacy waste on a stretch between Azadpur and Narela. Later, in November that year, MCD announced that it was undertaking a drive to clear and dispose solid waste from these sites, which include the stretch from Hazrat Nizamuddin to Lodhi Colony station, from Lodhi Colony station to Okhla station, and the area around the Badarpur Border station, among others.

A senior MCD official said NHRC is monitoring the

progress to clear the tracks. "The previous target for clearing the railway lines was March 31, but this has been extended to June. We hope that the work will be completed by the end of next month. Zonal teams have been deployed in teams headed by sanitation inspectors," the official said, requesting anonymity.

Cleaning railway lines in the city was also a key feature of the solid waste management action plan finalised by the National Green Tribunal-constituted high-level panel on solid waste management that is headed by lieutenant governor VK Saxena.

The official quoted above said that the cleaning of the tracks needs to be carried out in coordination with railway authorities, as the movement of trains needs to be considered to ensure the safety of sanitation workers. "The clean-up drive can only be taken up in time slots provided by the railways or under their supervision to ensure safety of the personnel," the official said.

### Dispute over footing bill

According to MCD regulations, bulk waste producers (those that produce more than 100 kg waste per day) are expected to treat their waste.

To tackle jurisdictional issues, the cost for collection, transportation and processing of waste was proposed to be borne in a 70:30 ratio by railways and Delhi agencies.

However, since November 2023, MCD has been lifting waste along the tracks, and has sent Northern Railways a bill of ₹6 crore, based on the work that has been executed so far, with officials stating that the cost of transporting and processing waste is coming out to be around ₹5,125 per tonne.

A second official said that MCD regularly coordinates with the railways over payment.

"In this regard, a letter on December 15, 2023 was sent to railways to pay ₹3,22,87,500 and subsequently, another letter was sent to railways, for the total waste lifted from the railway track as on January 30 amounting to ₹4,87,05,694. But so far, no payment has been received from railways against this reference, and thereafter another reminder has been sent to make the payment of ₹5,99,86,587 for 16721 metric tonnes waste lifted till March," the official said.

HT reached out to Northern Railways, but officials there did not comment on the matter.

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## NHRC दुर्दशा का अब लगाएगी पता: मुंबई डांस बार में बिक रही राजस्थान की लड़कियां...

<https://sanjeevnitoday.com/nhrc-will-now-find-out-the-plight-of-rajasthan-girls-being-sold-in-mumbai-dance-bars/>

आयोग ने महाराष्ट्र के डीजीपी को जांच टीम की मदद करने को भी कहा है। एनएचआरसी ने राजस्थान में स्टाम्प पेपर पर लड़कियां बेचे जाने संबंधी मामले में स्वतः प्रसंज्ञान प्रकरण में यह निर्देश जारी किए हैं। इसमें आरोप लगाया गया था कि लड़कियों को राजस्थान के आधा दर्जन जिलों में स्टाम्प पेपर पर बेचा जा रहा है और उन्हें यूपी, मध्यप्रदेश, मुंबई, दिल्ली और विदेशों में भेजा जा रहा है। वहां उन्हें शारीरिक शोषण, यातना और यौन उत्पीड़न का शिकार बनाया जा रहा है।



## बेकसूर को जाना पड़ा था जेल: छेड़खानी और दुष्कर्म के प्रयास का था आरोप, आठ साल बाद कोर्ट ने दिया ये फैसला

<https://www.amarujala.com/uttar-pradesh/agra/etah-court-acquitted-the-accused-of-molestation-and-rape-after-eight-years-2024-06-02?pagelid=1>

एटा के एक स्वतंत्र पत्रकार को छेड़खानी और दुष्कर्म के प्रयास के झूठे केस में फंसाया गया था। आठ साल बाद कोर्ट से उसे रिहा कर दिया। वहीं मामले की वादी के खिलाफ कोर्ट ने केस दर्ज करने के आदेश दिए हैं।

उत्तर प्रदेश के एटा जिले में अदालत ने छेड़खानी और दुष्कर्म के प्रयास के आरोपी को आठ साल बाद बरी कर दिया। आठ साल बाद माथे से ये कलंक हटा तो पीड़ित भावुक हो गया। उसने कहा कि न्यायालय पर पूरा भरोसा था। अदालत ने आरोपी को बरी कर दिया। वहीं वादी के खिलाफ मुकदमा चलाने का आदेश दिया है। जैथरा कस्बा निवासी एक पीड़िता ने 23 जून 2016 को जैथरा कस्बा के मोहल्ला नेहरू नगर निवासी स्वतंत्र पत्रकार सुनील कुमार सहित तीन लोगों के विरुद्ध छेड़खानी और दुष्कर्म के प्रयास का अभियोग पंजीकृत कराया था।

जैथरा के तत्कालीन थानाध्यक्ष कैलाश चंद्र दुबे ने 22 जून 2016 की कथित छेड़खानी की घटना में सुनील कुमार को 23 जून को गिरफ्तार कर 24 जून को गिरफ्तार कर जेल भेज दिया था। 16 जुलाई को जमानत पर छूटने के बाद पीड़ित पत्रकार ने तत्कालीन एसएसपी से अग्रिम विवेचना कराने का अनुरोध किया।

एसएसपी के आदेश पर विवेचक ने कोर्ट की अनुमति के बाद अग्रिम विवेचना की, जिसमें सुनील कुमार की नामजदगी गलत पाई गई। विशेष न्यायाधीश पॉक्सो एक्ट की अदालत में मुकदमे की सुनवाई शुरू हुई। पीड़िता ने कंप्यूटर स्क्रीन पर अभियुक्त को पहचानने से इन्कार कर दिया। पीड़िता की मां ने भी कथित घटना का समर्थन नहीं किया। दोनों पक्षों की दलीलें सुनने के बाद विशेष न्यायाधीश ने सुनील सहित दूसरे आरोपी वीरेंद्र कुमार को बरी कर दिया। वहीं, कोर्ट ने वादिया द्वारा न्यायालय में झूठे साक्ष्य प्रस्तुत करने पर उसके विरुद्ध परिवाद दर्ज करने का आदेश दिया है। कोर्ट का फैसला सुनते ही सुनील भावुक हो गया। कहा कि उन्हें न्यायालय पर पूरा भरोसा था।

### मिल चुका है दो लाख का मुआवजा

पीड़ित पत्रकार ने **राष्ट्रीय मानवाधिकार आयोग** में शिकायत की थी। जहां छह साल चली लंबी जांच के बाद तत्कालीन एसएसपी अजय शंकर राय, तत्कालीन जैथरा थानाध्यक्ष कैलाश चंद्र दुबे, विवेचक मदन मुरारी द्विवेदी को दोषी पाते हुए अनुशासनात्मक कार्रवाई के लिए डीजीपी को आदेश दिए गए। साथ ही, प्रदेश के मुख्य सचिव को पीड़ित पत्रकार को दो लाख रुपये मुआवजा देने का भी आदेश दिया गया था। तत्कालीन एसएसपी उदय शंकर सिंह ने 22 मार्च 2022 को पीड़ित के खाते में दो लाख रुपये की राशि का ट्रेजरी से भुगतान करा दिया।

### एसएसपी सहित फंस चुके हैं छह पुलिसकर्मी

पत्रकार को झूठे मुकदमे में फंसाने के मामले में अब तक छह पुलिसकर्मी फंस चुके हैं। तत्कालीन एसएसपी, एसओ व विवेचक पर आयोग कार्रवाई के आदेश दे चुका है। वहीं एसएसपी स्तर से एक हेड मोहरीर सहित तीन पुलिसकर्मियों पर कार्रवाई की जा चुकी है।