No 2007/CE I/LX/90

Main policy issues relating to Level Crossings and ROB/RUBs

**PROVISION OF NEW LEVEL CROSSING**

As per existing policy, provision of level crossing is made in consultation with the State Govt. at the time of laying a new line or within 10 years from the date of its commissioning to traffic. Thereafter any accommodation work such as level crossing can be provided at suitable location on 'Deposit Terms' basis, if such a proposal is sponsored by the State Govt./ Local Bodies duly agreeing to bear the initial cost of construction of the level crossing and one time capitalized cost of recurring maintenance and operational charges. Further, as per current policy of Railways, no new unmanned level crossing is permitted on existing lines.

**MANNING OF EXISTING UNMANNED LEVEL CROSSING**

As per extant rules, in case an unmanned level crossing provided initially and maintained at the cost of the Railways, needs manning/upgrading/posting of additional gatekeeper due to increase in road traffic only, the cost both initial as well as recurring and maintenance has to be borne by the State Government/Road Authority concerned.

However, keeping in view the grave consequences of accidents at unmanned level crossings, Railways have decided in 2003 to man vulnerable level crossings based on the traffic volume and visibility conditions at the unmanned level crossings for which Railways have laid down certain criteria based on traffic volumes and visibility conditions. Manning of such level crossings is being done progressively.

**WIDENING OF LEVEL CROSSINGS**

The width of the level crossings depend on the type and width of the road on which it is located. Such level crossings are widened as and when the width of the road is increased by the State Govt./National Highway Authority of India

**CONSTRUCTION OF ROAD OVER/UNDER BRIDGES**

A. Cost Sharing

Road Over/Under Bridges works are undertaken by Railways in lieu of existing level crossings on cost sharing basis if the traffic density at the level crossing is one lakh or more TVUs (TVU- a unit obtained by multiplying the number of trains to the number of road vehicles passing over the level crossing in 24 hours) otherwise on 'Deposit Terms' basis. Proposals are sponsored by State Govt. concerned duly fulfilling certain pre requisites required under extant rules.

State Government/Road Authorities sponsor the proposal by completing pre-requisite formalities like:

i) undertaking for closing of the Level Crossings,
ii) provision of funds in the State's Budget and
iii) Advance action for land acquisition etc.

Cost of Land is borne by State Government.

State Government/Road Authorities may also raise their share cost through collection of toll, commercial exploitation of space under Road Over Bridges out side the railway boundary, etc.

CLOSURE OF LEVEL CROSSING IN LIEU OF WHICH ROAD OVER/UNDER BRIDGE HAS BEEN CONSTRUCTED.

As per standard condition of agreements entered into with the State Govts. prior to sanction of work for replacement of an existing level crossing with Road Over/Under Bridges, the State Govts. are liable to give an undertaking that the level crossing in lieu of which the Road Over/Under Bridge is being sanctioned on cost sharing basis, will be closed on commissioning of the Road Over/Under Bridge. Therefore, on commissioning of the Road Over/Under Bridge to traffic, the level crossing in lieu of which it is constructed on cost sharing basis is closed.

B. Deposit

Construction of ROB/RUBs in lieu of existing level crossings which have traffic density of less than 1 lakh TVUs is considered on 'Deposit' Terms, proposal for which is sponsored by concerned State Govt. duly agreeing to bear the entire cost of construction and recurring maintenance charges thereof. Similarly ROBs at new places where no level crossing exists' are also provided on 'Deposit' Terms.

C. BOT

. Construction of ROB/RUBs on BOT(Built, Operate & Transfer) Scheme can be done in agreement by State Govt. by allowing private parties to construct ROB/RUBs and recover their capital in resurrect by charging fee from users of ROB/RUBs. This was agreed to in Nov'94 in terms of National Highway Act 956 section VII & IX as amendment vide Ordinance promulgated by President of India on 23 rd Oct 1992.

**ROB related issues**

i) Railways share 50% cost of the total work for a two lane Road Over Bridge i.e. 7.5 meter wide carriage way with 2 footpath of 1.5 meter width on either side. However, if Railway desires to have extra length of the bridge to accommodate future tracks, the cost of the extra length is to be borne by the Railways, in addition to their share. In case State Govt./authorities desire extended length of approaches, the cost shall be borne by them.

ii) For National Highways, the Road width shall be 9.5 meters with two raised kerbs of 0.75 meter, or 7.8 meter with two foot paths 1.5 m each on either side or crash barriers as per stipulations and requirements of Ministry of Road Transport and Highways (MRTH). The Railway will bear the entire cost of bridge proper across tracks and cost of approaches will be borne by MOSRTH/National Highway wing of State Govt. irrespective of land boundaries.

iii) A policy was issued in 1991 as per which now Railways also share 50% cost of the RUB/sub-way for light vehicles if provided in addition to the cost of Road Over Bridge. This has been done to enable State Governments to close the Level Crossings without any problems.

**RECENT INITIATIVES REGARDING CONSTRUCTION OF ROAD OVER/UNDER BRIDGES ON COST SHARING BASIS:**

Recently, following initiatives have been taken by the Ministry of Railways to encourage construction of Road Over/Under Bridges in lieu of busy level crossings.

**i) Sharing of cost for four lane ROBs/RUBs**

- Since Jan 2003, Rly. shares 50% cost of 4 lane ROB/RUB provided minimum TVU of the level crossing is 3 lakhs comprising not less than 6000 road vehicle units.
- And, Road Authority agree for the four laning of the approach portion also.

**ii) Sharing cost of widening of two lane existing Road Over/Under Bridges**

- Since Jan 2003, Rly shares 50% cost of widening of existing two lane ROBs/RUBs to four lane Road Over/Under Bridges also, provided, that the TVU level is not less than 5 lakh comprising not less than 10,000 road vehicle units.
- In addition, an incremental increase of two lakh TVUs comprising 4000 road vehicle units must have taken place since the construction of the two lane Road Over Bridge.

**iii) Sharing of cost of Road Over Bridge where State Govt. can raise their share through commercial means.**

- Since May 2002, Railways share 50% cost of the ROB where State Govt. may raises its 50% share through commercial means like collection of toll or commercial utilization of space under the ROB outside the Railway land.

**iv) Standardization of width of ROB/RUB as per latest MRTH norms**

- Since Sept. 2002, Railways agreed to share as per the latest norms of MRTH for National Highways ROB width as 9.5 m with two raised curbs of 0.75 m or 7.8m with two foot path each on either side or crash barriers.

**Sanctioned ROB/RUBs Works on Cost Sharing Basis**

**PRESENT STATUS**: There are 611 nos of ROB works sanctioned as on 1.4.07 including 93 works which have been sanctioned during 2007-08. Works.

Physical & Financial Progress of ROB/RUBs during 2005-06 & 2006-07

| | 2005-06 | | | 2006-07 | | | 2007-08 | | |
|---|---|---|---|---|---|---|---|---|---|
| Zonal Rly | No. of ROB/RUBs sanctioned till 2005-06 | Physical Progress: Progress during the Year | Financial Progress: Expenditure during the Year | No of ROB/RUBs sanctioned as on 1-4-07 | Physical Progress: Progress during the Year | Financial Progress: Expenditure during the Year | Sanctioned in WP 2007-08 | Effective No. of ROB/RUBs sanctioned as on 1-4-07 | Allocation ( In Cr ) |
| **CR** | 18 | 1 | 3.39 | 19 | 1 | 5.83 | 0 | 17 | 11.85 |
| **ER** | 37 | 2 | 19.5 | 37 | 2 | 0.74 | 2 | 39 | 25.41 |
| **ECR** | 46 | | 37.43 | 46 | 2 | 75 | 5 | 49 | 122.95 |
| **ECOR** | 15 | | 4.51 | 18 | 1 | 2 | 0 | 17 | 33.55 |
| **NR** | 53 | | 16.96 | 64 | 2 | 40 | 14 | 79 | 37.6 |
| **NCR** | 9 | | 3.84 | 11 | 3 | 11.8 | 4 | 14 | 15.3 |
| **NER** | 11 | 1 | 2.58 | 17 | 0 | 2 | 0 | 18 | 11.5 |
| **NFR** | 8 | | 0.17 | 8 | 1 | 7.15 | 1 | 6 | 8.47 |
| **NWR** | 7 | | 3.42 | 8 | 1 | 6.4 | 7 | 17 | 17.32 |
| **SR** | 107 | 10 | 21.29 | 137 | 10 | 18.8 | 40 | 176 | 60.3 |
| **SCR** | 46 | 5 | 13.27 | 64 | 4 | 16 | 12 | 75 | 66.32 |
| **SER** | 23 | | 10.78 | 23 | 3 | 6.67 | 1 | 17 | 15.2 |
| **SECR** | 7 | | 2.72 | 11 | 1 | 4.8 | 2 | 12 | 37.37 |
| **SWR** | 38 | | 2.27 | 43 | 2 | 14.5 | 0 | 37 | 49.09 |
| **WR** | 22 | 1 | 2.08 | 27 | 1 | 2.53 | 0 | 27 | 28.2 |
| **WCR** | 5 | 1 | 1.41 | 6 | 1 | 2 | 5 | 11 | 10.26 |
| **Total** | **447** | **21** | **145.62** | **539** | **35** | **216.22** | **93** | **611** | ***550.69*** |