



भारत सरकार
रेल मंत्रालय
रेलवे बोर्ड, रेल भवन
रायसीना रोड, नई दिल्ली-110001
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD, RAIL BHAWAN
RAISINA ROAD, NEW DELHI-110001

No. 2017/CE-IV/LX/Misc./244(LCs) Pt.

Dated: 28/07/2022

General Managers
All Zonal Railways

Sub: Policy for Level Crossing (Broad Gauge) Elimination works.

Level crossings (LC) are potential source of safety hazard and impact train operations and mobility adversely. In order to improve safety in train operation and increase mobility, it has been decided to eliminate all LC on Indian Railway system in a phased manner. Works related to elimination of LC are funded through Central Road and Infrastructure Fund (CRIF) and Rashtriya Rail Suraksha Kosh (RRSK)

It is a fact that the State Governments/ Road Owning Authorities generally allocate limited funds for ROB/RUB works. This leads to abnormal delays in construction of ROB/RUB which in turn delays elimination of LC. To expedite elimination of LC, it has been decided to carry out feasibility study in accordance with the priority, primarily based on operational considerations in advance within next 2 years, and revise cost sharing formula for works. This will give fillip to execution of ROB/RUB works thereby improving safety in train operations & mobility

Following policy changes are being mandated;

1. COST SHARING AND SANCTION OF WORKS

- 1.1. All LC as per Railway's priority: 100% cost of work shall be borne by Railways for elimination of LC forming part of railway's priority as per Annexure attached.
- 1.2. All LC not as per Railway's priority: 100 % cost of work shall be borne by State Governments/road owning agency if these entities decide to eliminate such LC.

R. Singh

W/B

2. FEASIBILITY STUDY & DETAILED PROJECT REPORT


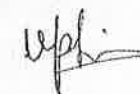
- 2.1. Feasibility study for elimination of LC with 1 lakh Train Vehicle Unit (TVU) or more, LC on GQ/GD route, and LC in urban areas and yards, may be undertaken over next 2 years along with preparation of General Arrangement Drawing (GAD) and Detailed Project Report (DPR).
- 2.2. DPR shall be necessary prior to the sanction of LC elimination work. as per delegation of financial powers. This expenditure will be charged to PH-30 in the work sanctioned for this purpose.

3. PRIORITY & PHASING OF WORKS

- 3.1. The LC elimination works shall be carried out in accordance with the priority mentioned in the annexure. This may however be modified depending on the flow of funds.

4. MISCELLANEOUS

- 4.1. All LC elimination works in progress, prior to the issue of this policy shall be continued as per earlier arrangement.
- 4.2. LC on National Highways shall be excluded from the detailed feasibility and DPR, as these will be eliminated by NHAI under a separate arrangement.
- 4.3. All LC elimination works shall be executed by a single entity. Elimination of LCs sanctioned by IR with 100% share of Railways, shall be executed by Gati Shakti Units of Divisions on Railways. Under exceptional circumstance, execution can be entrusted to State Government/road owning authority with the approval of General Manager. LCs sanctioned based on the request of State Government/road owning agency shall be executed by State Government/ road owning agency and fully funded by them.
- 4.4. There will be no change in the roles and responsibility of Railways and State Govt. /Road Owning Authority with regard to the consent for closure of LC, land acquisition, R&R, removal/shifting of utilities, lighting, drainage, inspection and maintenance of road/ structures/embankment etc.
- 4.5. All LC may be eliminated while executing doubling/multi tracking Projects. Work of elimination of LC may be undertaken by revising estimate, if not provided in the original estimate. Such revision shall not be treated as material modification. Under exceptional circumstances, if it is not possible to execute such works as a part of the original project, new work may be sanctioned on out-of-turn with the approval of General Manager if it is within GMs financial powers of sanction.

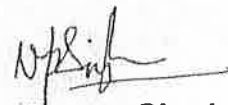
4.6. For very important LC elimination works, Railways may bear 100% cost of already sanctioned works where work is yet to start & State Government/road owning authority is either not coming forward or not willing to share the cost as originally agreed prior to the issue of the present policy. Such a change in cost sharing may not be treated as material modification.

4.7. Zonal Railways may review all sanctioned works with reference to drainage and drop such works which are not found feasible.

4.8. A detailed feasibility report and DPR for elimination of LC may be uploaded on IRPSM. These can be retrieved whenever works are sanctioned based on priority and availability of funds.

This issues with the approval of Board (MI, MF, CRB & CEO).

(DA/- as above)



(Vijay Pratap Singh)

Principle Executive Director/ Bridge

No. 2017/CE-IV/LX/Misc./244(LCs) Pt

New Delhi, Date:28.07.2022

Copy to:

1. The PFA, all Zonal Railways for information and necessary action.
2. Dy. Comptroller & Auditor General of India (Railways), Room No. 224, Rail Bhavan, New Delhi



for Member/ Finance

Copy to:

1. Concerned PSO for kind information of Chairman cum CEO, M/Infra, M/O&BD, M/Finance Railway Board.
2. Adv./MR, EDPG/MR, OSD/MR, OSD(Co-ord)/MR
3. AM/B, AM/Works, AM/CE, AM/Plg., AM/Sig., AM/Ele. Railway Board for information please.
4. PED/CE(P), EDCE/B&S, ED/Works, ED/CE(G), ED/Proj Mon., EDW/Plg., ED/L&A, ED/Sig., ED/Tele, EDF/X-I, EDF/X-II, ED/Acc., ED/Plg., EDRE, EDEE(G), EDFE, Railway Board for information please.
5. The Director, IRICEN, Pune for information and record please.
6. The Director General, RDSO, Lucknow for information and record please.
7. The Pr.CE, CAO/C of all Zonal Railways for information and necessary action please.
8. CMD/IRCON, CMD/RVNL, CMD/RITES, MD/MRVC, CMD/KRCL, MD/DFCCIL for information please.

A DC/IRICEN.

RAILWAYS' PRIORITY TO ELIMINATE LEVEL CROSSINGS (LC)

The following order of priority shall be followed:

1. All LC on GQ/GD routes.
2. All LC elimination works already sanctioned (after review of feasibility as per para 4.7).
3. All LC as part of multi-tracking projects.
4. All balance LC on A, B routes.
5. All LC impacting train operations such as in yards, suburban area (to be decided by General Manager with DRM's recommendations).
6. All balance LC with more than 3 lacs TVU.
7. All LC, where the State govt./ Road owning agency approaches for work to be taken up on priority, provided they share 100 % of cost of work.
8. All additional/supplementary work, where LC could not be closed even after commissioning of originally sanctioned ROB/RUB work in its lieu as sanctioned.
9. All balance LC on C-route
10. All balance LC with TVU > 1 lacs.
11. All balance LC with TVU between 50000 to 1 lacs.
12. All balance LC with TVU between 50000 to 500.
13. All balance LC with TVU less than 500.

Note: Priority for sanctioning of new works and inter-se priority of execution of already sanctioned works shall be decided by General Manager on the recommendations of DRMs, considering safety, mobility, and through put enhancement within the availability of funds.



(Vijay Pratap Singh)
Principle Executive Director/ Bridge
Railway Board

