

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

2017/CE-IV/LX/Misc./244 (LCs) Pt.

Dated: 02.03.2023

**General Managers**  
**All Zonal Railways**

Sub: Policy for Road crossing works (ROB/RUB/LHS/FOBs/Subway) to eliminate Level Crossings and Trespassing areas under PH-30.

Ref:- i). Board's letter No. 2017/CE-IV/LX/Misc/244(LCs)/Pt dated 28.07.2022.  
ii). Board's letter No. 2017/CE-IV/LX/Misc/244(LCs)/Pt dated 14.02.2023.

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 is envisaged to eliminate LC on Indian Railway system in accelerated manner. Further, most of the railway routes are several decades old. During this period, lot of developments has taken place on either side of the tracks. This development has accelerated in 21<sup>st</sup> century substantially; consequently the needs for crossing railway tracks have also multiplied. Development of habitation on either side of existing railway lines is making such locations prone to trespassing, runover, disturbance/damage to railway formation and affects railway operations. Large numbers of requests are being received by railways for providing additional crossings. Thus, there is a need to amend railways policy towards provision of road crossing even at locations where no level crossing exists, which in-turn will contribute towards improved safety in operations of trains& mobility of trains, ease of living and increasing economic activities in the country.

The State Governments/ Road Owning Authorities generally allocate limited funds for road crossing works. This leads to abnormal delays in sanction and completion of these works. The aim of Ministry of railways is to accelerate road crossing works. This policy letter is being issued to remove bottlenecks in sanctioning and progressing of these works at an accelerated pace.

Following amended policy should henceforth be followed:

**1. Sanction and Execution of Road crossing works in lieu of Level crossings:**

- 1.1. For all LCs:** 100% cost of work shall be borne by Railways, except on National Highways (NH) and where State Govt/ Road Owning Authority/ Local Authority wants to take-up the works at its cost.

- 1.2. **Rebuilding/replacement of existing ROBs/RUBs/public FOBs on condition basis** may be sanctioned at Railways cost duly justified and recommended by DRM and approved by GM.
- 1.3. **Priority of LC elimination** shall be based on impact on safety in train operations, mobility of trains and impact for road users/public, and shall be decided by GM.
- 1.4. All works should be executed on **single entity basis** by Railway. In case any Road owning authority/ State Govt. wants, the GM may permit them to execute the work on single entity basis.
- 1.5. **Feasibility study** for road crossing work shall be undertaken along with preparation of Technical feasibility report /Detailed Project Report (DPR) as per priority and overall planning for the Zone. The planning of proposals for all such works including carriageway width must be done keeping in view the width of approach roads, anticipated traffic, needs of road users and requirement of railway providing an equitable and safe solution.
- 1.6. Technical feasibility report/ DPR shall be submitted for sanction of all new works as per policy already laid down. Feasibility study and assessment shall be carried out before sanction of any work. Any works, if required for feasibility study/DPR shall be sanctioned under PH-30.
- 1.7. Advance consent of State Govt. for closure of Level Crossing for sanction of work is not mandatory. However, consent for closure of LC should be obtained before tendering.
- 1.8. **Roles and responsibility** of Railways and State Govt./Road owning authorities regarding Land acquisition, Utility shifting etc in approaches.
  - 1.8.1. The portion of ROB/RUB within railway land area shall be maintained by Railways at its own cost. The remaining portion outside railway land area will be maintained by State Govt./ Road Owning Authority/ Local Authority at its own cost.
  - 1.8.2. As far as possible, the available land of State Govt./Road Owning Authority shall be utilized for construction of ROBs/RUBs free of cost. However, any additional land required for construction of ROBs/RUBs need to be acquired shall be dealt as under:
    - a) For ROB/RUBs sanctioned on 100 % cost of Railway, the cost of land acquisition involving private land, R&R and utility shifting shall be charged to the project and kept in the estimate at the time of sanction and shall be borne by railways.
    - b) For ROB/RUBs sanctioned on 100 % cost of State Govt./Road Owning Authority, the cost of land acquisition, R&R and utility shifting shall be charged to the





project and kept in the estimate at the time of sanction and shall be borne by State Govt/ Road Owning Authority/ Local Authority.

**1.9.** All LCs may be eliminated while executing doubling/multi tracking Projects. Work of elimination of LCs may be undertaken by revising estimate, if not provided in the original estimate (such revision shall not be treated as material modification). If it is not possible to sanction such works as a part of the original project, new work may be sanctioned on priority under PH-30.

**1.10. LC elimination works already sanctioned** on cost sharing basis shall be examined by GM for funding entire project through Railways in case of inadequate response/unwillingness of State Govt./Road Owning Authority, as this will improve safety in train operation and mobility of trains. The same should be submitted for sanction of Railway Board. Estimate shall be revised for such changes, and this change will not be treated as material modification.

**1.11.** Zonal Railway may sanction additional works under PH-30 for rectification, improvements and up-gradation in already completed work, including making good the deficiency. Additional works may include such as providing additional RUB/ LHS/ FOB/ Ramp/ subway etc, where ROB/RUBs has been commissioned. Additional works for RUBs may include solutions for water-logging and other functional problems.

## **2. Sanction and execution of additional crossings**

**2.1.** The demand/need for such additional crossing arrangements can be considered as under:

### **2.1.1.Demand for permitting Water-Way Bridge for road/ pedestrian movement:**

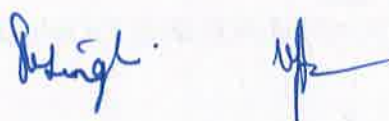
Use of Water-way bridge openings for road/ pedestrian crossing shall not be permitted on technical considerations for safety of bridge. However, if the location is a source/potential source of trespass, affecting safety in train operations, mobility of trains and fixed infrastructure of railway, and impacting mobility of nearby inhabitants, subways/ FOBs etc may be provided at a suitable nearby location as per feasibility at railways cost.

### **2.1.2.Demand for providing RUB/ FOB/ pedestrian subway at locations where no LC exists or LC closed in past:**

If the location is a source of trespass, affecting safety in train operations, mobility of trains and fixed infrastructure of railway, Railway may consider providing suitable subways/FOB etc. as per feasibility at railways cost.

### **2.1.3.Demand for providing RUB/ FOB/ pedestrian subway at locations where no LC exists, but proper roads already in use upto railway land boundary:**

In exceptional cases, if the location is a source of trespass, affecting safety in train



operations, mobility of trains and fixed infrastructure of railway, Railway may consider providing suitable RUBs/ LHS/ FOBs as per feasibility at railways cost.

- 2.2. Proposals for additional road crossing can generally be considered looking at presence of habitation on either side of the tracks.
- 2.3. Consideration of proposals under PH-30 as above shall be based on demand, justification and priority with approval of General Manager.
3. This supersedes previous policy issued vide even no letter dated 28.07.2022 & 14.02.23.

This is issued with the approval of Board (MI, MoBD, MF, and CRB& CEO).

DA/- as above)

  
02.03.2023  
(Vijay Pratap Singh)

Principal Executive Director/ Bridge

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

New Delhi, Date:02.03.2023

Copy to:

1. The PFA, all Zonal Railways for information and necessary action please.
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, M/TRS 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/GS, PED/CE(P), EDCE/B&S, ED/GS-I&II, ED/CE(G), 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 Pr.CE, CAO/C all Zonal Railways for information and necessary action please.
6. The DG/IRICEN, Pune for information and record please.
7. The DG/RDSO, PED/Infra-II/RDSO Lucknow for information and record please.
8. CMD/IRCON, CMD/RVNL, CMD/RITES, MD/MRVC, CMD/KRCL, MD/DFCCIL for information please.
9. DRM's, all Divisions of Indian Railway for information and necessary action please.