

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO.141
ANSWERED ON 02.02.2024

CONVERSION OF MANNED GATES INTO ROBs AND RUBs

141. DR. K. LAXMAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government proposes to convert manned gates into Road over Bridges (ROBs) and Road under Bridges (RUBs), if so, the details thereof;
- (b) the total number of ROBs and RUBs for which target has been set to be constructed in the country along with the details of amount sanctioned and spent thereon, including Telangana; and
- (c) whether Government proposes any new policy for the construction of ROBs and RUBs, if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (c): During the period from 2014-23, total 10,867 Nos. Road Over Bridges (ROBs)/Road Under Bridges (RUBs) were constructed, whereas, during the period from 2004-14, only 4,148 Nos. ROB/RUBs were constructed on Indian Railways.

Construction of Road Over Bridges (ROBs)/Road Under Bridges (RUBs) is taken up to eliminate manned level crossing gates. Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) across railway tracks is a continuous and dynamic process of Indian Railways. Such works are taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

During the year 2023-24 (up to Dec'2023), 612 Nos. ROBs/ RUBs have been completed on Indian Railways (including those situated in Telangana State). Rs 3970 crores have been spent during the year 2023-24 (up to Dec'2023) for the construction of ROB & RUB on Indian Railways.

Presently, total 1948 ROBs and 2325 RUBs have been sanctioned over Indian Railways (including Telangana State), which are at different stages of planning, estimation & execution etc.

In order to improve safety in train operation, to increase mobility and to accelerate road crossing works, Railway has issued new policy. The main features of the policy are as under:

1. Priority of LC elimination is based on its impact on safety in train operations, mobility of trains and impact for road users, feasibility of execution and cost considerations.
2. Execution of work on single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt wants then Railway may permit them to execute the work on single entity basis.
