

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO.169  
TO BE ANSWERED ON 09.03.2016**

**RAIL OVER BRIDGES**

**\*169. SHRI RAMDAS C. TADAS:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the salient features of Railway's policy for the construction of Rail Over Bridges (ROBs);**
- (b) the number and details of proposals received/approved in this regard during the last three years, State/UT-wise and zone-wise;**
- (c) whether the proposals for construction of the railway over bridges at various Railway zones including Chandur and Sindhi LC-103 Wardha-Nagpur section have been approved; and**
- (d) if so, the time by which the pending works are likely to be approved and completed?**

**ANSWER**

**MINISTER OF RAILWAYS**

**(SHRI SURESH PRABHAKAR PRABHU)**

**(a) to (d): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 169 BY SHRI RAMDAS C. TADAS TO BE ANSWERED IN LOK SABHA ON 09.03.2016 REGARDING RAIL OVER BRIDGES**

**(a) As per extant policy, Road Over Bridges (ROBs) can be constructed in three ways:**

- (i) On Cost-Sharing Basis: Busy Level Crossings(LCs) having traffic density more than one lakh Train Vehicle Unit (TVU) or LCs located in busy yard or suburban section can be replaced by ROB on cost-sharing basis subject to consent of State Government for closure of the LC and sharing of cost.**
- (ii) On Deposit Term: LCs having traffic density less than one lakh TVU can be replaced by ROB on deposit terms wherein entire cost of construction and maintenance of ROB is borne by the State Government/Local Authorities/Sponsoring Authority.**
- (iii) On National Highway (NH) Corridors: All LCs on NH corridors can be replaced by ROB/RUBs by Ministry of Road Transport and Highways (MORTH)/National Highway Authority of India (NHAI) at their cost.**

**(b) to (d): Proposals for construction of ROB in lieu of Level Crossings (LCs) are normally received at various levels in zonal railways from State Government/other Statutory Authorities. After completing various formalities with State Government/Statutory Authorities, regarding the consent for sharing of cost and closure of LCs, proposals received for construction of ROB in lieu of LCs are further processed for their inclusion in Railway Works Programme. As receipt of such proposals is a continuous process, centralized compendium of such proposals is not maintained.**

**Proposals for construction of ROBs on National Highway Corridors are received from Ministry of Road Transport & Highways (MORTH)/National Authority of India (NHAI) on web-based portal and General Arrangement Drawing (GAD) of these ROBs are approved on-line.**

**Number of ROBs sanctioned during last three years (2013-14, 2014-15 and 2015-16), State/UT-wise, is as under:**

<b>SN</b>	<b>State</b>	<b>Number of ROBs Sanctioned</b>			
		<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>Total</b>
<b>1</b>	<b>Andhra Pradesh</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>20</b>
<b>2</b>	<b>Bihar</b>	<b>21</b>	<b>5</b>	<b>47</b>	<b>73</b>
<b>3</b>	<b>Chhatisgarh</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>10</b>
<b>4</b>	<b>Delhi</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>5</b>	<b>Goa</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>6</b>	<b>Gujarat</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>20</b>
<b>7</b>	<b>Haryana</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>8</b>	<b>Jharkhand</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>19</b>
<b>9</b>	<b>Karnataka</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>13</b>
<b>10</b>	<b>Kerala</b>	<b>15</b>	<b>1</b>	<b>12</b>	<b>28</b>
<b>11</b>	<b>Madhya Pradesh</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>14</b>
<b>12</b>	<b>Maharashtra</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>32</b>
<b>13</b>	<b>Odisha</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>14</b>	<b>Punjab</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>15</b>	<b>Rajasthan</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>28</b>
<b>16</b>	<b>Tamil Nadu</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>34</b>
<b>17</b>	<b>Telangana</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
<b>18</b>	<b>Uttar Pradesh</b>	<b>60</b>	<b>8</b>	<b>24</b>	<b>92</b>
<b>19</b>	<b>West Bengal</b>	<b>60</b>	<b>0</b>	<b>16</b>	<b>76</b>
	<b>Total</b>	<b>253</b>	<b>30</b>	<b>237</b>	<b>520</b>

**Number of ROBs sanctioned during last three years (2013-14, 2014-15 and 2015-16), Zone-wise, is as under:-**

SN	Rly	Number of ROBs Sanctioned			
		2013-14	2014-15	2015-16	Total
1	Central Railway	1	2	17	20
2	Eastern Railway	60	0	3	63
3	East Central Railway	23	5	36	64
4	East Coast Railway	0	0	1	1
5	Northern Railway	99	4	5	108
6	North Central Railway	2	0	4	6
7	North Eastern Railway	3	5	13	21
8	Northeast Frontier Railway	3	0	30	33
9	North Western Railway	0	0	19	19
10	Southern Railway	23	3	38	64
11	South Central Railway	7	0	20	27
12	South Eastern Railway	16	1	0	17
13	South East Central Railway	7	1	11	19
14	South Western Railway	3	5	5	13
15	Western Railway	6	2	24	32
16	West Central Railway	0	2	11	13
	<b>TOTAL</b>	<b>253</b>	<b>30</b>	<b>237</b>	<b>520</b>

**Works for construction of Road Over Bridges (ROBs) in lieu of LC No.70 at Chandur Yard in Bhusawal-Wardha section and in lieu of LC No.103 near Sindhi Railway Station in Wardha-Nagpur Section have been sanctioned. Funds for Road Safety Works (Road Over Bridge/Road Under Bridge/Level Crossing) come from Central Road Fund (CRF) as a percentage of cess collected on Petrol and Diesel by Ministry of Finance. Due to limited availability of resources and huge throwforward (₹.31,700 crore) for already sanctioned work, progress and completion of the works depends upon the overall availability of funds for these works.**