

By Speed Post  
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(भारत सरकार) GOVERNMENT OF INDIA  
(रेल मंत्रालय) MINISTRY OF RAILWAYS  
(रेलवे बोर्ड) RAILWAY BOARD

No. 2015/CE-IV/RUB/78 (Setu Bandhan)

New Delhi, dated 21.01.2023

Secretary, MoRTH,  
✓ Transport Bhawan, 1, Parliament Street,  
New Delhi-110001

**Sub:-** Memorandum of Understanding (MOU) for proposed implementation of RDBs/ RUBS on State Roads under CRIF Scheme under "SETU BANDHAN" Programme - Signing of Tripartite MOU-Standard Operating Procedure (SOP) – Reg.

**Ref:-** (i) Ministry of Road Transport & Highways letter dated 20.09.2022.  
(ii) Secretary MoRTH's letter dated 23.12.2022.  
(iii) This office letter No. 2017/CE-IV/LX/Misc./244 (LCs) pt. dated 28.07.2022

Vide reference (i) and (ii) above, Ministry of Road Transport & Highways has requested Ministry of Railways for approval/ vetting the draft Tripartite MOU to be signed among the MoRT&H, Ministry of Railways and concerned State Governments / UTs for facilitating concerned State Governments/ UTs to take up constructions of ROB/ RUBs on State roads (except Village Roads) in replacement of existing Railway Level Crossings, the cost of construction of which shall be fully funded from appropriate budget head of the MoRT&H from share of State Govt./ Union Territories.

2. Already a MoU exist between MoRT&H and Ministry of Railway signed on 10.11.2014. As per this, MoRT&H/National Highway Authority of India (NHAI) has to replace all level crossings on NH corridors (NHDP & non-NHDP) in the country by ROB/RUBs at their own cost on single entity basis. Accordingly, MoRT&H/ NHAI shall continue to take up ROB/RUB works at such LCs.

3. Considering that Level crossings (LC) are potential source of safety hazard, Ministry of Railway has already revised the policy for construction of ROB/RUBs in lieu of level crossings vide letter No. 2017/CE-IV/LX/Misc./244 (LCs) pt. dated 28.07.2022. As per revised policy;

- i. All LCs as per Railway's priority: 100% cost of work (excluding land acquisition, R&R, removal/shifting of utilities) shall be borne by Railways for elimination of LC forming part of Railway's priority (through CRIF fund).
- ii. All LCs not as per Railway's priority: 100% cost of work shall be borne by State Governments/Road Owning Authority, if these entities decide to eliminate such LCs as per their priority on single entity basis.
- iii. The responsibility for consent for closure of LC, land acquisition, R&R, removal/shifting of utilities, lighting, drainage, inspection and maintenance of road/ structures/ embankment etc. shall continue to be with State Govt./ Road Owning Authority (ROA) at their own cost as was being done earlier.

As per present policy of Railways, ROB/RUB for LC elimination can be carried out by State Govt./ Road Owning Authority (ROA) depending upon their priority at their own cost. Therefore, further tripartite MoU as advised by MoRT&H vide reference (i) & (ii) may not be required, as the present policy of Railways is largely aligned with Setu Bandhan Scheme.

This issue with approval of Board (MI)

Yours sincerely,

  
(S. N. Joshi)

Executive Director/CE (B&S)

**Copy to:**

1. General Managers, All Zonal Railways for information and necessary action.
2. DG/ MoRTH for information and necessary action please.

