

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

No. 2022/7/CE-III/BR/Fabrication

New Delhi, dated 29.05.2023

The General Manager,
All Zonal Railways.

Sub: - Rail Crossings across the Existing IR Track by Metro Rail Corporations.

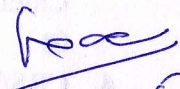
1. Metro Rail Corporation's projects are highly capital-intensive and there is very little flexibility in altering alignments. Hence, if a crossing across railway line is proposed, it should be generally agreed to, if it is found technically feasible.
2. Safety at work site during execution, quality of work and its execution as per the approved drawings is one of the prime responsibilities of concerned Metro Rail Corporation's administrations. However, for any crossing over/under Railway track, concerned Zonal Railway is also duly bound to keep a vigil on activities of Metro Rail Corporation over railway land with respect to safety. This can be ensured by deputing Railway staff for inspection depending on the type of work.
3. General Arrangement Drawings/Launching Scheme for new bridges (Rail Fly Over/rail over Rail etc) which is likely to affect any of existing bridge/track, shall be approved by Chief Bridge Engineer of concerned Zonal Railway.
4. CRS/PCE sanction for bridge crossings over IR track shall be taken by Metro rail administration as per extant policy/instructions circulated by Railway Board time to time.
5. CBE of the Zonal Railway need to be satisfied with respect to adequacy of design for portion across Railway track. The Railway, if deems capable, may check the design in house. In cases, where Zonal Railway is not able to check the design in house, the design, duly accepted by the consultant of the Metro Rail Corporation's administration, needs to be proof checked by a third party; distinct from the designer and the consultant, mutually agreed between Metro Rail Corporation and Zonal Railway, may be from IIT/NIT/IISC or a reputed Engineering College. The design should be based on DBR approved by Railway Board/RDSO and proof checked by different software as used for design.
6. Launching scheme, wherever required, should invariably form part of the design scheme. The procedure for approving launching scheme should be like the procedure for design above. Design Basis Report approved by the Railway Board/RDSO should form basis for all such designs.
7. Fabrication of steel girders of all Metro crossings, Metro Rail Corporation should engage private workshops/fabricators of RDSO approved workshop. Fabrication inspection shall be done by specialised third party viz., RDSO, RITES, WRI, CEIL and KRCL. QAP prepared by fabricating agency should be approved by Inspecting agency. 100% inspection by Railways may not be desirable since Metro Rail Corporations normally have third party inspection and certification agencies in place for quality assurances. It is,

hore
29.05.23

however, for the Railway administration to decide on the extent of inspection depending upon the quality assurance plan of the Metro Rail Corporation.

8. Zonal Railways should ensure that generally there are no supporting pillars between the tracks.
9. Since, Metro crossings are executed by Metro Rail Corporations and whose design parameters are based on DBR approved by Railway Board/RDSO, is to be maintained by Metro Rail Corporations themselves and are opened for traffic after due process of inspection and sanction by CMRS.
10. There should be one nodal officer from Metro Rail for coordination with Zonal Railways not below the Rank of SAG. A certificate from nodal officer is required to be submitted that design has been checked for all possible load conditions.
11. Supervision and Departmental charges shall be levied by Railway administration from Metro Rail Corporation's administration as per extant policies issued by Railway Board time to time as applicable for Road/Rail crossings over IR track except otherwise specified for particular case.
12. Maintenance of Metro crossing structures is responsibility of Metro Rail Corporations. Regarding maintenance of structure over IR track, a comprehensive MoU should be entered into between Zonal Railways and Metro Rail Corporations. In addition to other provisions, MoU should include an annual joint inspection with Metro rail Corporation's officials with action plan prepared by Metro Rail Corporation for attending the maintenance requirements in consultation with concerned Railways.

This issue with the approval of PED/Bridge/Railway Board.


29.05.23

(L. L. Meena)

Director Civil Engg.(B&S)

Railway Board

Copy to following for information and necessary action please:

1. PCEs & CAOs/All Zonal Railways.
2. CMD/MD, IRCON, RITES, KRCL & MRVC.
3. CMD/MD, WRI & CEIL.
4. PED (Infra-II)/RDSO.
5. ED/B&S/RDSO.
6. Director/Project, MP-MRCL in reference to your letter No. 571/MPMRCL/2022 dated 03.04.2023.