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Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralaya)
Railway Board

No. – 2011/Proj./SCR./9/8

13 August, 2013.

To
The General Managers,
All Zonal Railways.

Sub: Uniform Policy for Metro Rail Crossing across Existing Railway Tracks.

Ref: This office letter no. 2011/Proj./SCR/9/8, dated 22.03.2012.

In supersession to the instructions issued vide letter under reference, policy for metro railway crossings has been reviewed and revised as under:

1. Metro Railways are highly capital intensive projects and there is very little flexibility in altering alignments. Hence if a crossing across railway line is proposed by metros, it should be generally agreed to, if it is technically feasible.
2. CBE of the Railways needs 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 in a position to check the design in house, the design, duly accepted by consultant of the Metro Railway administration, needs to be proof checked by a third party; distinct from the designer and the consultant, mutually agreed between Metro Railway and Zonal Railways. The software used for such checking should be different from the one used while designing the structure. The consultant should interact with Zonal Railway during proof checking work. Zonal Railways to advise list of such approved third party consultants to Metro Railways. Launching scheme, wherever required, should invariably form part of the design scheme. Design basis report approved by Rly. Board should form basis for all such designs.
3. Safety at work site during execution, quality of work and its execution as per approved drawings is the prime responsibility of concerned Metro Railway administrations. However, for any crossing over/under Railway Track, concerned Zonal Railway is also duty bound to keep a vigil on activities of Metro Railway over railway land with respect to safety. This can be ensured by deputing Railway staff for inspection depending on the type of work. 100% inspection by Railways may not be desirable since Metro Railways normally have third party inspection and certification agencies in place for quality assurance. It is however for the Railway administration to decide on the extent of inspection depending upon the quality assurance plan of the Metro Railways. Detailed supervision procedure may be finalized by Zonal Railways.
4. Railways should ensure that there are no supporting pillars between the tracks.
5. Following charges should be levied from Metro Railway Administration towards Railway crossings (other than land lease/licensing charges):
 - a. Supervision charges @ 6.25 percent are to be levied for metro railway crossings in line with works of ROB/RUB executed by other agencies on

Railway land. However, these charges will reduce to 3.125% if RITES is engaged as supervising agency by the Metro Administration.

- b. Centage charges are to be levied @ 2%. However, if Railway administration considers it appropriate that detailed drawings and designs should be checked by Metro administration through a mutually agreed consultant, these charges may be reduced to 1%.
- c. For works undertaken by Engg. Deptt., Departmental charges @ 12.5 % are levied in terms of para 1137 of Engg. Code. However, if work is not taken up by Engineering Deptt. but by the concerned Metro Railway on their own, applicability of these charges is not warranted.
- d. Maintenance of metro crossing structures is responsibility of Metro Railways hence no charges are to be levied for the same. An MoU should be entered into between Zonal Railway and Metro administration. An annual joint inspection with Metro Railway officials should be carried out to ascertain any abnormality in the structure. However, if any abnormality is found in the structure or otherwise, Metro Railway will quickly chalk out an action plan in consultation with concerned railway. In such cases, the charges as per Engineering Code Para 732 and 733 shall be levied for repairs.

This issues with the concurrence of Finance Directorate of Ministry of Railways.

Mohit Lila
(Mohit Lila)
Joint Dir./Works Plg.
011-23097061

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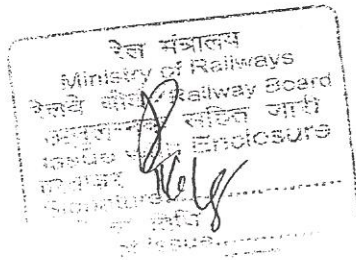
- (i) FA & CAO, All Zonal Railways.
- (ii) Principal Director of Audit, All Zonal Railways.
- (iii) Dy. Controller and Auditor General of India (Railways), Room No. 224, Rail Bhawan, NewDelhi.

Bhawan
For Financial Commissioner/Railways

Copy also to:

1. Secretary, MoUD, Nirman Bhawan, New Delhi for information and necessary action.
2. Principal Chief Engineers All Zonal Railways.
3. Managing Director, DMRC, BMRCL, KMRCL, CMRL, HMRL, MMRDA, JMRC, KMRL.

M. Issue



Mohit Lila
Joint Dir./Works Plg.