

**Government of India
Ministry of Railways
(Railway Board)**

No. 2010/Safety(A&R)/3/7

New Delhi, Dt. 12.05.10

The Chief Safety Officer,
All Zonal Railways,

Sub: Elimination of Unmanned Level Crossings Gates.

Hon'ble MR has issued a policy directive that "*all Unmanned Level Crossings Gates would be eliminated in the next five years*". Simultaneously, a thrust will be given for stepping up the pace of manning of the unmanned level crossing gates.

From time to time instructions have been issued from Railway Board that unmanned level crossings with very low TVUs should be done away with by following laid down procedures. Even in the interim judgment on a PIL, the Supreme Court has directed that unmanned level crossing gates with low TVUs need to be eliminated.

Board has also issued instructions for merger of unmanned level crossings with any other level crossing (either manned or unmanned) in its vicinity. The merger of level crossings would reduce the total no. of level crossings and also result in the TVUs of the remaining level crossing rising to a level which may justify manning (even as per earlier yardsticks) or provision of ROB/RUBs/LHS.

Policy directions have recently been issued by Railway Board vide letter No. 2006/CE-I/Misc-2(RUBs) dated 30.03.10 9 (copy enclosed) delegating an increased level of financial powers with the General Managers of upto Rs. 2.5 crores for sanctioning ROB/RUBs/LHS in lieu of level crossings.

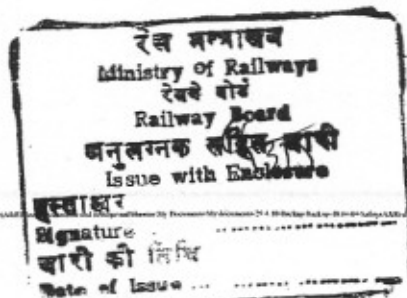
To ensure operational flexibility improved safety and lesser dissatisfaction amongst the public consequent to the manning of gates it may be necessary for all Zonal Railways to take up any of the above measures based on feasibility. It may be kept in view that large scale manning of unmanned level crossings shall lead to reduction in line capacity, impose a greater pressure on the Station Master in exchanging private numbers with more number of gates, lead to increased barrier closure time as a result thereof etc. It would also require efforts in sanctioning additional posts of gateman as also in finding the man power for manning of gates.

Due to the above limitations it may be desirable to follow the example of SECR which has simultaneously taken up all measures listed above thereby reducing the need for manning such a large number of gates.

Board has already advised this to the PCEs of all Zonal Railways vide letter 2008/CE/LX/Target10-11 dated 3.5.10 (copy enclosed) which details the plan of action of SECR on the above.

Your railway may also like to undertake a similar exercise.

Encl: As above.



Kg
(Kamlesh Gupta)
Adviser (Safety)
Railway Board

कृपया जारी करें
दीपचंद
13.5.10

(Railway Board)

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(Kamlesh Gupta)
Adviser (Safety)
Railway Board

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2008/CE/LX/Target10-11

Please show ref.
New Delhi, Dt.03.05.2010

The Principal Chief Engineer,
All Zonal Railways

Sub: Master Plan for elimination of unmanned level crossing gates.

1.0 Hon'ble MR has issued policy directive that "all unmanned level crossing gates would be eliminated in next five years. It is stated in Indian Railways Vision 2020 Para 4, "70% of the fatalities in railway mishaps take place at unmanned level crossings. Today, there are 17000 unmanned level crossings. We envisage that in coming years not a single level crossing in the country will remain unmanned or unprotected". Also, Railway Budget Speech Para 35 states, "Madam Speaker, accidents at unmanned level crossings are a source of deep concern to all of us. Even now, there are about 17,000 unmanned level crossings. The House will be happy to know that manning of around 3,000 level crossings was approved in 2009-10 and a further 1,000 level crossings will be taken up next year. A special drive in this regard is being launched so those in the coming five years, all the unmanned LCs are manned".

2.0 This calls for preparation of a **Master Plan for elimination of unmanned level crossings** in next five years, i.e. by 01.04.2015. In this regards railways are requested to furnish following details as under by 15.05.2010:

No. of unmanned level crossing gates on railways as on 01.04.2010	Elimination of unmanned LC gates in five years by							No of UNMLC gates which cannot be eliminated
	NHS *	LHS #	RO B	Diversion road to other LC or ROB /RUB	Closure of one UNMLC by manning next one	Closure of low TVU UNMLC /	Manning if cannot be closed by any other means \$	

* - NHS (Normal Height Subway), # - LHS (Limited Height Subway), UNMLC (unmanned Level crossing gates) \$ - All UNMLC, which qualify for manning but cannot be eliminated by any other means, shall be manned during the year 2010-11 only. For other works, a planning of five years can be given in the above format.

3.0 For example, SECR has worked out that, on their railway there are 672 UNMLC gates. Out of that,

- No of UNMLC qualifying for manning = 78
- No of UNMLC gates to be closed due to low TVU with permission of District authority = 10
- No. of UNMLC to be closed by making diversion road to LC or ROB /RUB = 18
- No of UNMLC to be closed by making LHS/RUB = 14
- No. of UNMLC to be replaced by ROB = 0
- No. of UNMLC to be replaced by manned LC gates = 36

Similar planning for elimination of remaining 596 (672-78) UNMLC gates is being done on SECR. Railways are requested to do one time exercise to prepare a **Master Plan** for elimination of all UNMLC gates from IR.

(A.K. Shrivastava)
EDCE/B&S-II

ALL EDE/ CTE/ CPDE

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

2006//CE-I/Misc-2 (RUBs)

New Delhi, dated 30.03.2010

The Principal Chief Engineers
All Zonal Railways

**Sub: Expeditious construction of Limited / Normal Height Subways
(LHS/RUB) on Railways**

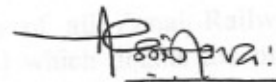
Construction of RUB/LHS in-stead of unmanned or manned gates provides better operational leverage (both for railway & highways) and offers win-win situation for all end users, pedestrian, road vehicle and trains. It is the safest techno-socio-economic solution to the existing problem at rail-road interface. However, progress of LHS (vertical clearance in between 3.6 to 5M) and RUB (Vertical clearance 5.0M) has been slow on railways.

In this reference, many railways have approached Railway Board for higher delegation of financial power to GM. Accordingly, necessary delegation has been issued by Director Finance (Exp.), Railway Board, vide letter no. F(X) II-2008/PW/7 dated 30.03.2010 (Copy enclosed). GM is now empowered to sanction new ROB/RUB/LHS works costing upto Rs.2.5 crores in each case, under Plan Head-30. Restrictions on cost of LHS and RUB have been removed.

It also observed that railways are not constructing LHS, if adequate embankment height is not available. Whereas, with water proofing arrangements, like, retaining wall along approach ramp, top covering, water harvesting and other local measures, LHS can be provided in lieu of most of level crossings.

Now, with higher allocation of fund per LHS/RUB, i.e. upto Rs. 2.5crores, railways should plan required numbers of LHS/RUB in lieu of level crossings under GM's power during 2010-11. Fund may not be constraint in this Plan Head

DA: As above



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Copy to:

The Chief Administrative Officers /Construction/ Zonal Railways for information and necessary action please