

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:2311  
ANSWERED ON:09.03.2000  
CONSTRUCTION OF RUBs  
AMBATI BRAHMANAIAH

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

- (a) whether the Railways have specific guidelines for construction of Road-Over-Bridges (ROBs)/Road-Under Bridges (RUBs);
- (b) if so, the details thereof;
- (c) the details of pending proposals of Andhra Pradesh for construction of ROBs/RUBs; and
- (d) the steps taken on each proposals?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ( SHRI DIGVIJAY SINGH )

(a) Yes, Sir.

(b) Railways construct Road Over/Under Bridges at their own cost at the time of laying new Railway lines and upto 10 years after opening of the Railway line if need arises, in consultation with the State Government(s). Thereafter, Road Over/Under Bridges are provided as per the following criteria.

i) On Cost Sharing basis:

Railways share cost of Road/Over/Under Bridges provided in lieu of the existing busy Level crossings where traffic density is 1 lakh or more Train Vehicle Units (Train Vehicle Units is a unit obtained by multiplying the number of trains with the number of Road vehicles passing over the Level crossing within 24 hours). This criteria of traffic density can be relaxed in case of busy yards, where there is heavy detention to the road/rail traffic.

ii) On Deposit terms:

Railways also provide Road Over/Under Bridges at the request of the State Government(s)/Local Authorities if they want any crossing facility due to construction of new roads, on `Deposit terms` i.e., the entire cost of construction and maintenance is borne by the Sponsoring Authority. If State Government(s)/Local Authorities want construction of the Road Over/Under Bridges in lieu of Level Crossing having traffic density of less than 1 lakh, the work is taken up by the Railways on `Deposit terms`.

iii) On Build, Operate and Transfer (BOT) basis.

On Build, Operate and Transfer (BOT) basis, the entire cost of providing Road Over/Under Bridge is borne by the Private Entrepreneur, who is compensated through levy of toll tax or commercial exploitation of the land below the approaches for a fixed period. In this case, initiative has to be taken by the State Government/Ministry of Surface Transport. Proposals for all the above cases

- (i) to
- (iii) are sponsored by the State Government/Local Authority.

(c) No firm proposal sponsored by the State Government/Local Authorities, qualifying on `Cost sharing` basis, is pending.

(d) Does not arise.