

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:399
ANSWERED ON:20.12.2012
UNMANNED LEVEL CROSSINGS
Agarwal Shri Rajendra;Nirupam Shri Sanjay Brijkishorilal

Will the Minister of RAILWAYS be pleased to state:

- (a) the criteria fixed regarding provision of manned railway level crossings;
- (b) the number of such manned railway level crossings which have not been erected so far despite fulfilment of all norms, zone-wise;
- (c) whether it is proposed to entrust the unmanned level crossings to the private sector;
- (d) if so, the details along with terms and conditions thereof; and
- (e) the other necessary steps being taken in this regard?

Answer

MINISTER OF RAILWAYS (SHRI PAWAN KUMAR BANSAL)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 399 BY SHRI SANJAY BRIJKISHOR LAL NIRUPAM AND SHRI RAJENDRA AGRAWAL TO BE ANSWERED IN LOK SABHA ON 20.12.2012 REGARDING UNMANNED LEVEL CROSSINGS

(a) & (b): The extant policies for manning / up-gradation of the existing level crossings as well as provision of the new level crossings on Indian Railways, are given below:

(i) Statutory Obligation: As per statutory obligation, Railway liability is limited to provide new level crossings manned or unmanned or Road Over/Under Bridge (ROB/RUB), as the case may be in consultation with the State Govt. at the time of laying new railway lines. Railway shall not be liable to undertake additional accommodation works, on its own cost, if the need arises, after the expiration of 10 years from the date of commissioning of Railway lines for public traffic (Para-16(b) of Indian Railway Act-1989).

(ii) Provision of the new Level Crossings after 10 years of commission of line: As per Para 1819 (a) of Engineering Code, for providing a new Level Crossing, the Sponsoring Authority is required to bear the initial capital cost as well as capitalized cost of annual recurring maintenance and operational cost. Such works shall be carried out as deposit work.

(iii) Manning/Up-gradation necessitated due to increase in volume of road traffic: As per Para 1819 (b) of Engineering Code, manning, up-gradation or provision of additional gatekeepers at existing level crossing necessitated due to increase in volume of road traffic only, the initial capital and capitalized cost of annual recurring maintenance and operational cost has to be borne fully by the State Government/Local Authorities concerned. Such works shall be carried out as deposit work. Policy on manning of unmanned level crossing: As per extant rules, Railways provide level crossing in consultation with the State Govt., as per local requirements. In case, an unmanned level crossing provided initially and maintained at the cost of the Railways needs manning/upgrading due to increase in road traffic only, the cost, both initial as well as recurring and maintenance has to be borne by the State gov./Road Authority concerned. However, keeping in view the grave consequence of accidents at unmanned level crossings, Railways have decided to progressively man vulnerable unmanned level crossings based on, rail-road traffic volume, visibility conditions at unmanned level crossings, etc, as per extant criteria issued vide Board's letter No. 2006/CE-/LX/WP dated 30.08.2011 as under:

Revised Criteria of Manning of unmanned level crossings (August'2011):

Category-I: All Unmanned Level Crossings Gates with Train Vehicle Unit (TVU) above 3000.

Category-II: All unmanned level crossings gates with visibility restricted to 800 meters for road users and TVU above 2500.

Category-III: All unmanned level crossings, which do not fall in Category- I & II above and which cannot be eliminated by any other methods like construction of diversions road, subway, closure of gates having low TVU or any other means as per extant policy instructions. No. of unmanned level crossings which are eliminated by manning and other than manning in last three years and in the current year (upto October'12) is as under:

Railway	2009-10		2010-11		2011-12		2012-13	
	(upto October`12)							
	By	Total	By	Total	By	Total	By	Total
	Man-	Other	Man-	Other	Man-	Other	Man-	Other
	ning	than	ning	than	ning	than	ning	than
	man-		man-		man-		man-	
	ning		ning		ning		ning	

Central 4 4 8 17 15 32 8 19 27 0 4 4

Eastern 10 6 16 16 24 40 21 10 31 7 25 32

East 4 11 15 12 13 25 80 6 86 12 2 14
Central

East 30 14 44 14 22 36 2 15 17 0 29 29
Coast

Northern 67 98 165 65 206 271 115 39 154 30 26 56

North 10 13 23 9 28 37 2 19 21 0 1 1
Central

North 20 31 51 88 64 152 31 36 67 10 35 45
Eastern

Northeast 53 27 80 42 51 93 118 31 149 1 2 3
Frontier

North 18 39 57 24 86 110 36 52 88 2 15 17
Western

Southern 31 18 49 15 14 29 37 78 115 33 44 77

South 20 33 53 32 78 110 121 38 159 21 10 31
Central

South 29 41 70 31 25 56 66 38 104 6 7 13
Eastern

South East 18 33 51 29 64 93 9 36 45 1 5 6
Central

South 13 22 35 10 41 51 22 28 50 50 34 84
Western

Western 40 130 170 16 48 64 101 17 118 12 18 30

West Central 10 33 43 14 21 35 8 19 27 3 25 28

Total 377 553 930 434 800 1234 777 481 1258 188 282 470

However, it has emerged from the study of pattern of accidents that manning of unmanned level crossings is not an ideal solution for avoiding accidents. Therefore, the policy of manning of unmanned level crossings has been reviewed and Hon'ble MR has announced in Budget Speech for elimination of all unmanned level crossings. Accordingly, Railways have decided to progressively eliminate all unmanned level crossings by:

Closure - Closing unmanned level crossings having NIL/ negligible TVU.

Merger - Merger of unmanned level crossing gate to nearby manned or unmanned gates or subway or RUB or ROB by construction of diversion road.

Provision of Subways/Road Under Bridges (RUBs).

Manning- The unmanned level crossings which cannot be eliminated by above means will be progressively manned based on rail-road traffic volume, visibility conditions.

Elimination of all these Level Crossings is a gigantic task and involves lot of manpower, resources and budgetary support. It is a continuous process and is done as per need, inter-se priority of works, availability of funds and co-operation of State Government, particularly, in getting consent of closure of level crossing and undertaking to maintain road and drainage in future for subways.

(c): No, Madam.

(d) & (e): Do not arise.