GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS 
(RAILWAY BOARD)

No.2019//W-I/Genl./land-LC

New Delhi, dt. 10.06.2019

General Manager,
All Indian Railways.

Sub:- Level Crossing on new line projects

Ref:- 1) Board’s letter No. 2006/CE-IV/LX/WP/1 dt. 09.01.2012
     2) Board’s letter No. 2013/W-I/Genl./O/30 pt-II dt. 18-06.2013 &
     3) Board’s letter No. 2013/W-I/Genl./O/30Pt-II dt. 11.09.2015.

It has been noted that as a consequence of Railway Board’s policy to have no level crossings on new line projects, the bank height has gone up leading to increase in land acquisition earth work having considerable financial implication. Many new line projects unremunerative to begin with, have become unaffordably expensive, as land cost itself constitutes 30 to 50% of the project cost.

With objective of keeping the project cost to the minimum, Board (ME,MT,FC and CRB) it has been decided that:

For all new line projects under execution/ sanction and under sanction on Socio-economic grounds with Rate of Return less than 10%, it is proposed to provide level crossings as interlocked LCs in the estimates instead of LHSs/RUBs to minimize the project cost by reducing land acquisition and formation cost. RUB/ROB can be provided to eliminate level crossings if the formation level permits its construction without raising or lowering the formation level specifically to accommodate them and with no extra land acquisition.

All new line projects where land has not been acquired should also be thus reviewed with immediate effect with overall objective of reducing the project cost

(B.K. Gupta)
Executive Director (Proj. Monitoring)