

MEMORANDUM OF UNDERSTANDING
BETWEEN
MINISTRY OF RAILWAYS
AND
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
OF
GOVERNMENT OF INDIA
REGARDING
CONSTRUCTION OF ROAD OVER/UNDER BRIDGES ON
NATIONAL HIGHWAY CORRIDORS

This Memorandum of Understanding is executed at Rail Bhawan, New Delhi on 10th November'2014

BETWEEN

Ministry of Railways (hereinafter called MOR) acting through the Executive Director, Civil Engineering (Bridge & Structure-II)

AND

Ministry of Road Transport & Highway (hereinafter called MORTH) acting through the Chief Engineer (Bridges)

The Ministry of Railways and Ministry of Road Transport & Highways, Government of India are desirous for construction of Road Over/Under Bridges on National Highways Corridors. Both Ministries agreed to the following principles for entering into a formal MOU.

(A) OBLIGATIONS, DUTIES AND UNDERTAKINGS OF MORTH:

MORTH shall:

1. MORTH/NHAI will replace all level crossings on NH Corridors by ROBs/RUBs in next five years subject to availability of funds.
2. MORTH/NHAI shall construct complete ROB/RUB (including railway bridge portion) on National Highways i.e. NH Corridors (NHDP & non-NHDP) in the country at their own cost on single entity basis. The existing ROBs, if any, will be upgraded as and when required by MORTH/NHAI.

3. MORTH/NHAI shall do the instrumentation in the railway super-structure across railway bridge portion.
4. MORTH/NHAI shall not levy Supervision Charges, Departmental Charges, Maintenance Charges and Land Lease Charge where railway track crosses National Highways in case of New Railway Line/Gauge Conversion.
5. MORTH/NHAI shall deposit token Plan and Estimation charges @ Rs.5 lakhs per ROB/RUB, in advance, at one location i.e. in Northern Railway in favour of FA&CAO, Northern Railway, New Delhi for all identified ROB/RUBs to be constructed by MORTH/NHAI in financial year. This arrangement will be on reciprocal basis.
6. MORTH/NHAI should construct only viaduct in Railway Portion and pier/abutment should be located just out-side/at the railway boundaries to the extent possible based on available standard RDSO's span. No earthen embankment should be constructed within railway boundaries. Similarly, wherever needed, Railway will also cross Right Of Way of National Highway through over bridge or under bridge.
7. Alongwith the construction of ROB, MORTH/NHAI shall construct a Subway to facilitate movement of pedestrian and vehicular traffic across the railway track to facilitate closure of level crossing by Railways. Construction of Subway within Railway Portion should be done under the supervision of Railways without any supervision charges. If subway is not possible, then suitable FOB with ramp should be provided. Wherever subway/FOB with ramp is not feasible at site, then in all such cases suitable footpath of appropriate width alongwith staircase should be provided on ROB.
8. Wherever footpath on ROB is provided then in all such cases, height of kerb of ROB should be increased, so that in case of road accidents, chances of mounting of road vehicles on kerb and falling on railway track could be avoided.

9. MORTH/NHAI shall deposit way-leave charges to Railways as Rs. 6,000/- per annum upto two lane road crossing and two railway tracks and Rs. 12,000/- per annum in case the Bridge is wider than two lane and/or crossing more than two railway tracks. Way leave charges shall be payable in advance in block of 10 years. This arrangement will be on reciprocal basis.
10. If earthen embankments have been planned on approaches beyond railway boundary, then atleast one viaduct span of sufficient width should be provided, just outside railway boundary, to facilitate the movement of road users parallel to track.
11. Launching of girders for ROB within Railway boundaries should be done, preferably, by road cranes to reduce the requirements of rail traffic blocks.

(B) OBLIGATIONS, DUTIES AND UNDERTAKINGS OF MOR:

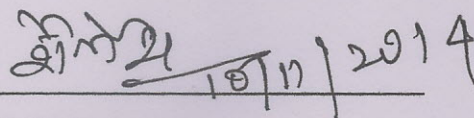
MOR shall:

1. Railway will not levy Supervision Charges, Departmental Charges, Maintenance Charges and Land Lease Charge for ROB/RUBs being constructed by NHAI or NH-wing of State PWD on NH Corridors.
2. Ministry of Railways has developed a web-based programme for online submission for getting expeditious approval of various drawings related to ROB/RUBs within 60 days. This programme includes all the RDSO standard span drawings, check list to be followed for preparation of GAD and standard MOU. Nominated officer of MORTH/NHAI or NH-wing of PWD shall fill up details of ROB/RUB proposed to be constructed on this web-based programme for expeditious approval of General arrangement Drawing (GAD) by Railways.

3. To avoid unusual occurrence during launching of railway spans, Railway will supervise and facilitate launching of girders across railway bridge portion, without any supervision charges.

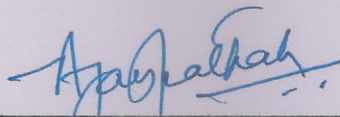
In witness, whereof the parties hereto have by their duly authorized representatives executed this Memorandum of Understanding on the date and year first above written.

For & behalf of MOR


10/11/2014

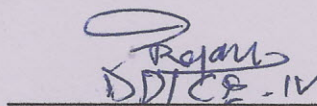
Shri S. K. Pathak
Executive Director, CE(B&S-II),
Ministry of Railways

For & Behalf of MORTH

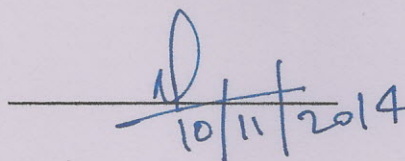


Shri A. P. Pathak
Chief Engineer (Bridges),
Ministry of Road Transport & Highways

Witness


SD/CE-IV

Witness


10/11/2014

Signed in the presence of Shri Suresh Prabhu, Hon'ble Minister of Railways and
Shri Nitin Gadkari, Hon'ble Minister of Road Transport & Highways