

MOST IMMEDIATE

No. NH-15017/46/2018-P&M
 Government of India
Ministry of Road Transport & Highways
 (P&M Section)
 Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated the 15th September, 2022**OFFICE MEMORANDUM**

Sub: - Memorandum of Understanding (MOU) for proposed implementation of ROB's/ RUBs on State Roads under CRIF Scheme under "SETU BANDHAN" Programme - Signing of Tripartite MOU - Standard Operating Procedure (SOP) - Reg.

Ref: - (i) Ministry's O.M. of even no., dated 02.05.2022
 (ii) Ministry of Railways O.M.No.2015/CE-IV/ROB/78 (pt.-1), dated 06.10.2021
 (iii) Ministry's Letter of even no., dated 25.10.2021
 (iv) Ministry's O.M. of even no., dated 23.07.2021 addressed to the M/o Railways

Undersigned is directed to refer to the O.M. under ref. no. (i) on the above mentioned subject enclosing therewith copy of the Tripartite MOU finalized in consultation with M/o of Railways requesting for: -

- (i) Finalisation of list of ROB's/RUBs/Bridges works on State Roads under 'SETU BANDHAN' in CRIF Scheme and process for approval of the same in the Ministry as per CRIF criteria and its amendments issued from time to time.
- (ii) Signing of the State/UT-wise Tripartite MOU mentioned above amongst Ministry, M/o Railways and concerned State Govt./UT upon finalization of the list of works.

Copy of the said O.M. dated 02.05.2022 along with enclosure (finalized MOU) is enclosed at Annexure-I.

2. In this context, kind attention is drawn to the proposal forwarded to the Ministry of Railways vide O.M. under ref. No. (iv) and consent thereon conveyed by the M/o Railways vide O.M. under Ref. no. (ii); copies of these O.M.s along with enclosures are placed at Annexure-II & Annexure-III respectively for ready reference.

3. However, it has been observed that the Project Zones have not initiated the process of signing the MOU with State Govts./UTs and concerned Zonal/Divisional Railways so far. Also most of the States/UTs have not yet conveyed their consent on the Tripartite MOU forwarded vide the Ministry's letter under ref. no. (iii).

4. The issue has been viewed seriously. Accordingly all Project Zone CEs and ROs of Roads Wing are requested to follow up the matter with State Govts./UTs for expediting their acceptance of the Tripartite MOU.
5. A Standard Operating Procedure (SOP) for signing of Tripartite MOU between the Ministry, concerned Zonal/Divisional Railways and the concerned State Govt./UT is enclosed at **Annexure-IV** for immediate follow up action.
6. A sample letter for referring the MOU to concerned Zonal/Divisional Railways for consideration of signing by them is also enclosed at **Annexure-V**. The duly signed MOU by concerned State Govt./UT and the concerned Project Zone CE/RO of the Ministry (accompanied by finalized State specific list of projects) may be forwarded to concerned Zonal/Divisional Railways for their signing.
7. This issues with the approval of Secretary (RT&H).

Enclosure: - As above


 (Ranajit Kumar Roy)
 Under Secretary to the Govt. of India
 Ph: 011-23321729
 Email: planningmorth@gmail.com

To

1. All ADGs and CEs of the Ministry's Head Quarter dealing with Project Zones
2. All ROs of Ministry

Copy along with enclosures for information & necessary action to: -

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. The Chairman and CEO, Railway Board }
 [Kind attention: Member (Infrastructure)], }
 M/o Railways, Rail Bhawan, New Delhi } 2. Director CE (B&S), Railway Board, M/o }
 Railways, Rail Bhawan, New Delhi } | It is requested to give necessary directions to Zonal/Divisional Railways for signing of the State/UT specific Tripartite MOU (Annexure-I) with concerned State Govt./UT and the Ministry with ref. to O.M.s at Annexures-II & III |
|--|--|
3. PS to Hon'ble Minister (RT&H)
 4. PS to Hon'ble MOS (RT&H)
 5. Sr. PPS to Secretary (RT&H)
 6. Sr. PPS to DG(RD)&SS
 7. NIC- with the request to upload in the MoRT&H portal.

MOST IMMEDIATE

No. NH-15017/46/2018-P&M
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated the 02nd May, 2022

OFFICE MEMORANDUM

Sub: - Memorandum of Understanding (MOU) for proposed implementation of ROB/ RUBs on State Roads under CRIF Scheme under "SETU BANDHAN" Programme - **Signing of Tripartite MOU - Reg.**

Ref: - (i) Ministry's O.M. of even no., dated 18.04.2022
(ii) Ministry's letter of even no., dated 13.04.2022
(iii) Ministry's letter of even no., dated 25.10.2021
(iv) Ministry of Railway's O.M. no. 2015/CE-IV/ROB/78 (pt.-1) dated 06.10.2021

The undersigned is directed to refer to the Ministry's O.M. at ref. (i) dated 18.04.2022 requesting all Project Zones of the Ministry for pursuing with the State Govts./UTs for conveying their acceptance/ consent of Tripartite MOU and for processing of proposals for finalization of projects to be taken up for construction of ROB/RUBs/Bridges on State Roads under 'SETU BANDHAN' programme.

2. It is pertinent to mention in this regard that the State/UT specific Tripartite MOUs are required to be signed amongst Ministry, M/o Railways and concerned State Govt./UT for the ROB/ RUB projects. The M/o Railways conveyed their consent on the Tripartite MOU vide O.M. under Ref. no. (iv) (copy of the same along-with enclosures are attached for ready reference).

3. Copies of various correspondences made from time to time in this regard [Ref. no. (i) to (iii) above] are enclosed again for ready reference.


4. All Project Zones/ ROs are requested to urgently follow up with State Govts./UTs for following necessary actions:-

(i) Finalisation of list of ROB/RUBs/Bridges works on State Roads under 'SETU BANDHAN' in CRIF Scheme and process for approval of the same in the Ministry as per CRIF criteria and its amendments issued from time to time.

(ii) Signing of the State/ UT - wise Tripartite MOU mentioned above amongst Ministry, M/o Railways and concerned State Govt./UT upon finalization of the list of works.

5. This issues with the approval of Secretary (RT&H).

Encl.: - As above


(Ranajit Kumar Roy)
Under Secretary to the Govt. of India
Ph: 011-23321729
Email:planningmorth@gmail.com

To

1. All ADGs and CEs of the Ministry's Head Quarter dealing with Project Zones
2. All ROs of Ministry

Copy along with enclosure for information and necessary action to: -

1. PS to Hon'ble Minister (RT&H)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. NIC- with the request to upload in the MoRT&H portal.

MOST IMMEDIATE

No. NH-15017/46/2018-P&M(Pt.-II)
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated the 18th April, 2022

OFFICE MEMORANDUM

Sub: - Memorandum of Understanding (MOU) for proposed implementation of ROB's/ RUBs on State Roads under CRIF Scheme - Reg.

Ref: - (i) Ministry's letter even no., dated 13.04.2022
(ii) Ministry's letter of even no., dated 25.10.2021
(iii) Ministry's letter of even no., dated 31.01.2020
(iv) Ministry's letter of even no., dated 08.04.2022
(v) Ministry's O. M. no. RW/G-20016/01/2022-W&A dated 08.04.2022

Kind attention is drawn to the letter at ref. (i) dated 13.04.2022 issued to all State Govts./ UTs with copy to all ADGs/ CEs at Headquarter and ROs of Ministry.

2. The issue was discussed today (i.e. on 18.04.2022) in Senior Officers Meeting by Secretary (RT&H).

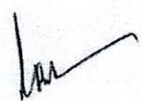
3. Accordingly, it is requested that all Project Zones and ROs of the Ministry may immediately pursue the matter pro-actively with State Govts./ UTs for obtaining the following details from States/ UTs for the programme of construction of ROB's/RUBs/Bridges on State Roads named as "SETU BANDHAN" :-

(i) Acceptance of MOU [Ref. (ii) - Ministry's letter dated 25.10.2021] prepared in consultation with M/o Railways, by State Govts./ UTs for proposed implementation of ROB's/RUBs of State Roads under CRIF scheme.

(ii) Submission of State Govts./ UTs recommended list of works for ROB's/RUBs/Bridges on State Roads under CRIF scheme for finalisation in the Ministry.

4. All Project Zones of the Ministry are requested to ensure urgent submission of the above details by State Govts./ UTs, initiate processing of proposals for States/ UTs and finalise the list of works to be undertaken as part of the programme on the basis of details as per the letters/ OMs under reference.

Encl.: - As above


(Lalatendu Behera)
SE(PL)-II
planningmorth@gmail.com

To

1. All ADGs and CEs of the Ministry's Head Quarter dealing with Project Zones
2. All ROs of Ministry

Copy along with enclosure for information and necessary action to: -

1. PS to Hon'ble Minister (RT&H)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. NIC- with the request to upload in the MoRT&H portal.

No. RW/NH-15017/46/2018-P&M (Pt.-II)
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, No.1, Parliament Street, New Delhi-110001.

Dated 13th April, 2022

To,

The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department
(dealing with State Roads and Roads under Centrally Sponsored Schemes).

Sub: - Memorandum of Understanding (MOU) for proposed implementation of ROBs/
RUBs on State Roads under CRIF Scheme -Regarding

Ref: - (i) The Ministry's letter of even no., dated 25.10.2021

(ii) Ministry's OM no. RW/G-20016/01/2022-W&A dated 08.04.2022 regarding
State/ UT - wise allocation/ accrual of funds for State Roads and separate
allocation/ accrual for ROBs/ RUBs/ Bridges on State roads under Central Road
and Infrastructure Fund (CRIF) (State Road) scheme during 2022-23

Sir/ Madam,

The undersigned is directed to refer to the Ministry's letter of even no. under reference (i) dated 25.10.2021 forwarding therewith draft MOU on the above mentioned subject with the request to convey the acceptance of the same and also requesting to furnish the State/UT-wise details of existing level crossings on State roads (except for village roads/roads considered under PMGSY Scheme and Projects Sanctioned under Budget Head of M/o Railways and M/o Rural Development) to be replaced by ROBs/RUBs as per Format mentioned therein at Annexure-II (copy of letter enclosed for ready reference).

2. In continuation to the above, it is also requested to take note of the followings:-

(i) The program of construction of ROBs/RUBs/Bridges on State Roads has been named as "SETU BANDHAN".

(ii) State Govts./UTs are requested to consider entrusting these works (construction of ROBs/RUBs/Bridges of State Roads) exclusively to specialised agencies having experience in construction of ROBs/RUBs/Bridges [e.g. MRIDC (Maharashtra Rail Infrastructure Development Corporation Ltd. - Joint Venture of Government of Maharashtra and Ministry of Railways), Metro Rail Corporations, similar agencies, other PSUs having experience in construction of ROBs/RUBs/Bridges including PSUs of M/o Railways, etc.].

3. Kind attention is drawn to the para 3 of the Ministry's O. M. under Ref. (ii) above dated 08.04.2022 (copy enclosed) regarding release of funds for the States/ UTs under this program subject to: -

(i) Acceptance of MOU [Ref. (i) - Ministry's letter dated 25.10.2021] prepared in consultation with M/o Railways, by State Govts. / UTs for proposed implementation of ROB/RUBs of State Roads under CRIF scheme.

(ii) Finalization of List of works for ROB/RUBs/Bridges on State Roads by the Ministry based on proposals of State Govts. / UTs.

4. All States/ UTs are accordingly requested to urgently convey their consent of the Draft Tripartite MOU forwarded vide the Ministry's letter under Ref. (i) and furnish list of works proposed to be taken up under the scheme along with their estimated cost, length, etc. as per the criteria for State Roads under CRIF Scheme.

5. This issues with the approval of Hon'ble Minister (RT&H).

Enclosure: As above



(Ranajit Kumar Roy)
Under Secretary to the Govt. of India
Ph: 011-23321729
Email:planningmorth@gmail.com

Copy for information and necessary action to:-

1. All ADGs/ CEs/ JSs in the Ministry.
2. All ROs of Ministry - It is requested to convey this letter with State Govts./UTs in your jurisdiction for early compliance.
3. SE[S&R(B)]

Copy for information and necessary action to:-

1. PS to Hon'ble Minister (RT&H)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. Sr. PPS to DG(RD)&SS
5. Sr. PPS to AS&FA/ Additional Secretary (RT&H)
6. NIC, MoRT&H - Requested to upload in Ministry's website under "What's New"
7. Secretary (General), IRC

No.RW/NH-15017/46/2018-P&M(Pt.-II)
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, No.1, Parliament Street, New Delhi-110001.

Dated 25th October, 2021

To,

All the Principal Secretaries/Secretaries of all States/UTs Public Works Department
(dealing with State Roads and Roads under Centrally Sponsored Schemes).

Sub: - Memorandum of Understanding (MOU) for proposed implementation of ROBs/RUBs
on State Roads under CRIF Scheme through additional funding - Reg.

Ref: - Ministry's OM no. RW/NH-15017/46/2018-P&M dated 30.06.2021

The undersigned is directed to intimate that the Ministry is intending/planning to facilitate State Govts./UTs to take up construction of ROBs/RUBs on (except on village roads/ roads considered under PMGSY Scheme and Projects Sanctioned under Budget Head of M/o Railways and M/o Rural Development) in replacement of existing level crossing. The cost of construction is intended to be fully funded from the appropriate budget head of this Ministry. Land Acquisition and Utility Shifting of these projects are proposed to be carried out by the concerned State Govts./UTs from their own resources.

2. The overall objective of this is to reduce the accidents at such locations and enhance road safety with funding from States'/UTs' share of CRIF cess.
3. It is being intended to allocate funds for these projects through earmarking of additional outlay for States/UTs under CRIF Schemes depending upon such eligible projects to be taken up in States/UTs. Separate account is proposed to be maintained for these projects. The proposal is presently at consultation stage within the Government.
4. An MOU prepared accordingly in consultation with the M/o Railways is enclosed herewith (Annexure-I), the main features of which are as follows: -

- (i) Land acquisition and utility shifting to be done by State Govts./UTs from their own resources.
- (ii) Construction cost to be met from separate outlay under CRIF which is to be provided separately by the Ministry.
- (iii) Construction of ROBs/RUBs and approaches to be done by State Govts./UTs and work of ROB/RUBs proper (Railway Portion) to be carried out under the supervision of Railways.

- (iv) Railways to be responsible for maintenance of bridge structure of Railway Span with its own funds excluding approaches and roadways.
- (v) Approaches including road of ROB/RUBs to be maintained by the State Govts./UTs from their own resources.
- (vi) No way leave charges to be levied by Railways.
- (vii) The funds for these works to be without affecting the funding to M/o Railways for removal of LCs and ROB/RUBs works from CRIF.
5. State Govts./UTs are requested to specifically convey their acceptance of the MOU which is eventually to be accepted/signed amongst this Ministry, M/o Railways and concerned State Govt./UT.
6. State Govts./ UTs are also requested to separately furnish the State/UT-wise details of existing level crossing on State Roads (except for village roads/ roads considered under PMGSY Scheme and Projects Sanctioned under Budget Head of M/o Railways and M/o Rural Development) to be replaced by ROB/RUBs under the proposed programme with reference to the Ministry's OM under ref. as per Format at Annexure-II. In absence of receipt of requisite details as per Annexure-II, it would not be possible to entertain any proposal under the proposed programme.

Encl: As above

Yours' faithfully,



(Ranajeet Kumar Roy)
Under Secretary to the Govt. of India
Ph: 011-23321729
Email:planningmorth@gmail.com

Copy for information and necessary action to: -

1. All CEs in the Ministry:- It is requested to pursue the matter with State Govts./ UTs and ensure their submission.
2. All ROs of Ministry: - It is requested to pursue the matter with State Govts./ UTs and ensure their submission.
3. Sh. Jitendra Kumar, SE [S&R(B)]

Copy for information and necessary action to: -

1. Sr.PPS to Secretary (RT&H)
2. Sr.PPS to DG(RD)&SS
3. Sr.PPS to AS&FA
4. Sr.PPS/PPS/PS to ADG(SKN)/ ADG(RP)/ ADG(DS)

Draft Memorandum of Understanding (Vetted by M/o Railways vide OM No.2015/CE-IV/ROB/78(pt.-1) dated 06.10.2021

This Memorandum of Understanding is executed at Delhi on ____ October, 2021

BETWEEN

The President of India exercising executive powers of the Government of India represented by Secretary, Ministry of Road Transport and Highways having office at Transport Bhawan, No.1, Parliament Street, New Delhi (hereinafter referred to as MoRTH) (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the First Part;

AND

The President of India exercising executive powers of the Government of India represented by Chairman, Railway Board, Ministry of Railways, having office at Rail Bhawan, New Delhi (hereinafter referred to as MoR) which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the Second Part;

AND

The Governor/ Lieutenant Governor of the State/ Union Territory (UT) of _____ exercising executive powers of the Government/ UT of _____ represented by the Chief Secretary _____ (hereinafter referred to as Government of States'/ UTs') (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the Third Part.

I. OBJECTIVE

1. Level Crossings (LCs) in India have been the major crossing point of rail/ road accidents. LCs not only generate the risk of accidents but also create inconvenience for passengers by slowing down traffic. There are approximately (____) level crossings in the State/ UT of _____ itself. The Ministry of Road Transport and Highways, Government of India and the Government/ UT of _____ are desirous of eliminating critical level crossings to ensure a safe and seamless travel. Any additional nos. of level crossings

beyond the above mentioned nos. of level crossings, if required to be taken up, the same may be considered in same conditions as per this agreement.

2. The Public Works Department/ Road Construction Department/ _____, Government/ UT of _____, maintains the State roads through its own resources. An extensive and wide network of railways exist in _____. These Railway Lines cross the existing road network at many places. Priority is given to Railway traffic and, hence, when a Railway crosses the junction of a road and rail, the road traffic is halted for particular time duration. At a few places the road traffic is regulated by manned level crossings and there exist unmanned level crossings at few places on State roads. Many accidents have occurred in the past due to negligent and hasty behaviour of road commuters and drivers on these LCs.

3. Safety of the road users is of paramount concern and is given due importance by Government/ UT of _____ and the Ministry of Road Transport and Highways. The Hon. Supreme Court has also directed to form road safety cell and have underlined the importance of replacement of manned/ unmanned level crossings by Road Over Bridges (ROBs)/ Road Under Bridges (RUBs). Hence, it is necessary to construct ROBs and RUBs for the safe and smooth operation of vehicular traffic at such LCs.

II. METHODOLOGY FOR EXECUTION

1. The Public Works Department/ Road Construction Department/ _____, Government of _____, would accordingly make an exhaustive list of all the ROBs/ RUBs across the State/ UT of _____ to ensure that all the railway crossings in _____ are serviced by ROBs/ RUBs.

2. Only future ROBs/ RUBs projects involving closure of LCs on State Roads will be considered for handing over for execution under this MOU. Any variation/ modification in ROB/ RUB features and execution planning, etc. will be mutually agreed.

III. OBLIGATION AND DUTIES OF THE STAKEHOLDERS

1. Whereas the issue of construction of ROBs/ RUBs on various LCs on the State roads is extremely important for smooth vehicular movement and safety on road traffic is of utmost importance, the present MOU is being signed by Government/ UT of _____ and the Government of India to regulate the procedure of approval and provision of resources as follows: -

- (i) The Government/ UT of _____ hereby agrees to fully acquire land under the scope of the instant MOU from its own resources, which is necessary for replacement of existing LCs by ROBs/ RUBs on all State roads (except Village Roads and roads considered under Pradhan Mantri Gram Sadak Yojana (PMGSY)).
- (ii) The Government/ UT of _____ hereby agrees to also carry out for shifting of utilities in the acquired land from its own resources.
- (iii) The Government/ UT of _____ hereby agrees that cost of construction of such ROBs/ RUBs shall be met from Central Road and Infrastructure Fund (CRIF) accruals to the State Government/ UT of _____, for which MoRTH shall earmark separate outlay annually apart from the accruals made for the State/ UT of _____ for State Roads under the CRIF Scheme.
- (iv) The work of ROBs/ RUBs, including approaches, will be carried out by the Government/ UT of _____ and the work of ROBs/ RUBs proper (Railway Portion) will be carried out under the supervision of Railways.
- (v) The Railways administration shall be responsible only for the maintenance of bridges structure of Railway Span with its own funds excluding the approaches and road way.
- (vi) The approaches including road of the ROBs/ RUBs shall be maintained by State Government/ UT of _____ from its own resources.
- (vii) No way leave charges will be levied by Railways.
- (viii) The funds for these works will be without affecting the funding to MoR for removal of LCs and ROBs/ RUBs works from CRIF. The proposed agreement between MoRTH, MoR and State Government/ UT is subject to this stipulation about funding.

IV. IMPLEMENTATION OF THE PROJECTS UNDER MOU

1. The Public Works Department/ Road Construction Department/ _____, Government/ UT of _____, will act as the implementing agency for the execution of these ROBs/ RUBs.
2. Combined GAD (Railway Portion and Approaches) shall be approved by Railways before commencement of work.

V. GENERAL

1. All the additions, supplements, amendments on variations to this MOU shall be in writing as agreed to by the parties and shall be jointly signed by the duly authorised representatives of the parties.

2. In case of any difference of opinion between MoRTH, MoR and Government of States'/ UTs' in the implementation of this MOU, the same shall be resolved amicably through mutual discussions.

3. The Jurisdiction of the MOU shall be the State/ UT of _____.

In witness, whereof the parties hereto by their duly authorized representatives execute this MOU on the day first above written.

FOR AND ON BEHALF OF The Governor/ Lieutenant Governor of the State/ Union Territory (UT) of _____	FOR AND ON BEHALF OF The President of India	FOR AND ON BEHALF OF The President of India
Witness i) ii) Public Works Department/ Road Construction Department/ _____	Witness i) ii) Ministry of Railways, Rail Bhawan, New Delhi	Witness i) ii) Ministry of Road Transport and Highways, Transport Bhawan, New Delhi.

Annexure-II

Following details requested to be furnished by State Govts./UTs

Sl. No.	State/UT	No. of Level Crossings on State roads (except on village roads/ roads considered under PMGSY Scheme and Projects Sanctioned under Budget Head of M/o Railways and M/o Rural Development) needs replacement with ROB/RUBs				
		Projects for Proposed funding from MoRTH Budget Head				
		Non-urban Roads			Urban Roads	Total
		State Highways	Major District Roads	Other District Roads		
(1)	(2)	(3)	(4)	(5)	(6)	(7)

No.RW/G-20016/01/2022-W&A
GOVERNMENT OF INDIA
Ministry of Road Transport & Highways
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated the 08th April, 2022

OFFICE MEMORANDUM

Subject: - State/UT - wise allocation/accrual of funds for State Roads and separate allocation/accrual for ROBs/RUBs/Bridges on State roads under Central Road and Infrastructure Fund (CRIF) (State Road) scheme during 2022-23.

The undersigned is directed to enclose herewith following statements showing State/UT - wise allocation/accrual of funds for State Roads and separate allocation/accrual for ROBs/ RUBs/Bridges on State roads under Central Road and Infrastructure Fund (CRIF) (State Road) scheme during 2022-23, as per the following procedure.

2. The allowable release of funds for State roads to a particular State/UT would be calculated based on the UC received against the funds released, upto one third of the provisional accrual during 2022-23 subject to the maximum release upto 60% of the provisional accrual during 2022-23, as per the Annexure-I.

3. As the allocation/accrual of funds for ROBs/RUBs/Bridges on State roads under Central Road and Infrastructure Fund (CRIF) (State Road) scheme has been started during current Financial Year 2022-23, as per the Annexure-II. Therefore, the allowable release of first installment of funds for ROBs/ RUBs/ Bridges on State roads to a particular State/UT would be calculated based on the minimum of (a) one-third of annual accrual or (b) amount of list of works of ROBs/RUBs/Bridges finalized in Ministry, subject to maximum release upto 60% of the annual accrual with following conditions: -

(i) Acceptance of MOU (Ref. letter dated 25.10.2021 (copy enclosed) requested to all States/UTs for acceptance of draft MOU prepared in consultation with M/o Railways) for proposed implementation of ROBs/RUBs of State Roads under CRIF scheme by State Government/ UT.

(ii) List of works for ROBs/ RUBs/ Bridges on State Roads for the States/ UTs are finalized by the Ministry.

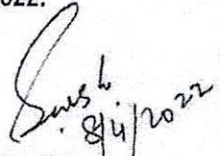
All subsequent release of funds shall be made based on UCs received as per extant policy.

Contd.....p/2...

: 2 :

3. This issues with the concurrence of Finance Wing Note No.#11 dated 04.04.2022.

Encl.: As above


(S.K. Makkar)

Under Secretary to the Govt. of India
23717379

Copy with enclosure to:-

- (i) ADG, Nodal Officer
- (ii) ADG, South I
- (iii) ADG, East II
- (iv) CE, North I
- (v) CE, North II
- (vi) CE, South II
- (vii) CE, East I
- (viii) CE, West
- (ix) CE, North East

Copy for information to:

- 1. Asstt. Controller of Accounts, Ministry of Road Transport and Highways, Jamnagar House, New Delhi.
- 2. PAO(NH), M/o RT&H, Jamnagar House, ND-11.
- 3. Finance Wing, RT&H
- 4. PPS to Secretary(RT&H)
- 5. CE(PL)/SE(PL)/SE(Mon)/EE(Mon.)/EE(PL)/All Zones
- 6. NIC, MoRTH - with the request to upload order under 'Financial sanction' with subject as 'State/UT - wise allocation/accrual of funds for State Roads and separate allocation/accrual for ROBs/RUBs/Bridges on State roads under Central Road and Infrastructure Fund (CRIF) (State Road) scheme during 2022-23 dt. 08th April, 2022'.

Annexure-I

The State/UT-wise provisional accrual under CRIF for State Roads during FY 2022-23:-

Sl. No.	States / UTs	Provisional Accrual for year 2022-23	Amount in Rs. crore	
			Maximum Possible Release during 2022-23 (60% of provisional Accrual)	
(1)	(2)	(3)	(4)	
	States			
1	Andhra Pradesh	346.10	207.66	
2	Arunachal Pradesh	133.78	80.27	
3	Assam	152.94	91.77	
4	Bihar	205.47	123.28	
5	Chhattisgarh	254.71	152.83	
6	Goa	14.53	8.72	
7	Gujarat	460.65	276.39	
8	Haryana	181.27	108.76	
9	Himachal Pradesh	106.91	64.15	
10	Jharkhand	167.87	100.72	
11	Karnataka	461.16	276.69	
12	Kerala	132.99	79.80	
13	Madhya Pradesh	573.88	344.33	
14	Maharashtra	711.54	426.92	
15	Manipur	38.02	22.81	
16	Meghalaya	42.80	25.68	
17	Mizoram	34.52	20.71	
18	Nagaland	28.37	17.02	
19	Odisha	308.97	185.38	
20	Punjab	159.47	95.68	
21	Rajasthan	649.51	389.71	
22	Sikkim	12.73	7.64	
23	Tamil Nadu	365.01	219.00	
24	Telangana	277.86	166.72	
25	Tripura	19.20	11.52	
26	Uttar Pradesh	639.11	383.47	
27	Uttarakhand	103.42	62.05	
28	West Bengal	217.21	130.32	
	Sub Total for States	6,800.00	4,080.00	
29	Delhi	28.94	17.36	
30	Jammu & Kashmir	103.38	62.03	
31	Puducherry	7.85	5.34	
	Sub Total for UTs with legislature	140.17	84.73	

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8/11/2022

Amount in Rs. crore			
Sl. No.	States / UTs	Provisional Accrual for year 2022-23	Maximum Possible Release during 2022-23 (60% of provisional Accrual)
(1)	(2)	(3)	(4)
32	A&N Islands	15.79	9.48
33	Chandigarh	5.09	3.54
34	DNH and DND	5.09	3.07
35	Ladakh	261.60	156.95
	Sub Total for UTs without legislature	287.57	173.04
Grand Total for State & UTs		7,227.74	4,337.77

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8/4/2022

Annexure-II

The details of State/ UT-wise provisional accrual under CRIF for ROBs/RUBs/Bridges on State Roads during FY 2022-23: -

Sl. No.	States / UTs	Amount in Rs. crore	
		Provisional Accrual for ROBs/RUBs/ Bridge year 2022-23	Maximum Possible Release for ROBs/ RUBs/ Bridge during 2022-23 (60% of provisional Accrual)
(1)	(2)	(3)	(4)
	States		
1	Andhra Pradesh	63.51	38.10
2	Arunachal Pradesh	24.55	14.73
3	Assam	28.06	16.84
4	Bihar	37.70	22.62
5	Chhattisgarh	46.74	28.04
6	Goa	2.67	1.60
7	Gujarat	84.52	50.72
8	Haryana	33.26	19.96
9	Himachal Pradesh	19.62	11.77
10	Jharkhand	30.80	18.48
11	Karnataka	84.62	50.78
12	Kerala	24.40	14.64
13	Madhya Pradesh	105.30	63.18
14	Maharashtra	130.56	78.33
15	Manipur	6.98	4.19
16	Meghalaya	7.85	4.71
17	Mizoram	6.33	3.80
18	Nagaland	5.20	3.12
19	Odisha	56.69	34.01
20	Punjab	29.26	17.56
21	Rajasthan	119.18	71.51
22	Sikkim	2.34	1.40
23	Tamil Nadu	66.97	40.18
24	Telangana	50.98	30.59
25	Tripura	3.52	2.11
26	Uttar Pradesh	117.27	70.36
27	Uttarakhand	18.98	11.39
28	West Bengal	39.85	23.91
	Sub Total for States	1,247.71	748.63
29	Delhi	5.32	3.19
30	Jammu & Kashmir	19.02	11.42
31	Puducherry	1.44	0.98

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8/4/2022

Amount in Rs. crore			
Sl. No.	States / UTs	Provisional Accrual for ROBs/RUBs/ Bridge year 2022-23	Maximum Possible Release for ROBs/ RUBs/ Bridge during 2022-23 (60% of provisional Accrual)
(1)	(2)	(3)	(4)
	Sub Total for UTs with legislature	25.78	15.59
32	A&N Islands	2.91	1.74
33	Chandigarh	0.94	0.65
34	DNH and DND	0.94	0.56
35	Ladakh	48.11	28.87
	Sub Total for UTs without legislature	52.90	31.82
Grand Total for State & UTs		1,326.39	796.04

[Signature]
 8/4/2022

MOST IMMEDIATE

No. NH-15017/46/2018-P&M(Pt.-II)
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated the 08th April, 2022

To

1. The Chief Secretaries of all State Governments
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.
3. The Engineers-in-Chief and Chief Engineers of all States/ UTs Public works Department dealing with National Highways, other Centrally Sponsored Schemes.

Sub: - Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 - Amendments - Reg.

Ref: - Ministry's letter no. RW/NH-15017/46/2018-P&M dated 31.01.2020

Sir,

The undersigned is directed to refer to Ministry's letter under reference on "Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000" circulated to all concerned including all States/ UTs.

2. Now with the approval of Principal Committee under Section 7A read with Section 11 of the CRIF Act, 2000, with the approval of Hon'ble Finance Minister the Amendments to the Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 issued vide the Ministry's letter under reference dated 31.01.2020, is annexed herewith.

3. These amendments shall be followed henceforth with immediate effects and until further orders for all State Road works under the CRF/ CRIF Scheme including Economic Importance and Inter State Connectivity Schemes (EI&ISC).

4. This issues with the concurrence of Finance Wing vide U.O. No. Note # 118, dated 21.02.2022 and approval of Hon'ble Minister (RT&H).

Enclosure: - As above



(Ranajeet Kumar Roy)
Under Secretary to the Government of India
planningmorth@gmail.com

Copy along with enclosure to: -

1. All JSs/ CE of the MoRT&H
2. All Technical Officers at the Headquarters
3. Secretary General, Indian Roads Congress
4. Director, IAHE, NOIDA
5. All ROs and ELOs of MoRT&H

Copy along with enclosure for information to: -

1. The Secretary, Department of Economic Affairs, Ministry of Finance, New Delhi
[Kind attention Sh. Rakesh Babbar, Dy. Director (Budget)] w.r.t. DEAs O.M.
F.No.2(27)-B(AC)/2021 dated 05.04.2022.

Copy along with enclosure for information and necessary action to: -

1. Sr. PPS to Secretary (RT&H)
2. Sr.PPS to DG (RD) &SS
3. Sr. PPS/ PPS to Spl. Secretary (RT&H)
4. Sr. PPS to AS&FA
5. PPS to ADG
6. NIC- with the request to upload in the MoRT&H portal.

Annexure

Para No.	For	Read
4. (2)	<p>Projects on State Roads shall be considered including section of NHs de-notified/ reverted back to States/ UTs on account of construction of NH bypasses, potential roads which are considered as important from the perspective of declaration as new NHs, inter-State roads and roads which are economically important for the State(s), roads connecting NHs with particular focus on safety aspects, traffic calming measures, etc.</p> <p>Due consideration shall be given for road safety works, construction of ROB/ RUBs, bridges, etc.</p>	<p>Projects on State Roads shall be considered including section of NHs de-notified/ reverted back to States/ UTs on account of construction of NH bypasses, potential roads which are considered as important from the perspective of declaration as new NHs, inter-State roads and roads which are economically important for the State(s), <i>Connectivity to Pilgrim and Tourist Centres, Air Ports, Important Monuments and Heritage Places</i>, roads connecting NHs with particular focus on safety aspects, traffic calming measures, etc.</p> <p>Due consideration shall be given for road safety works, construction of ROB/ RUBs, bridges, etc.</p>
5.(1)(ii)	<p>engineering aspects of road safety works covering improvement of traffic junctions, road marking, signalling, construction of subways and over-bridges including ROB/ RUBs, construction of parking, lay-byes, bus sheds, traffic calming measures and the like;</p>	<p>engineering aspects of road safety works covering improvement of traffic junctions, road marking, signalling, construction of subways and over-bridges including ROB/ RUBs, construction of parking, lay-byes, bus sheds, traffic calming measures and the like;</p> <p><i>This may include wayside amenities, rest areas, food courts and road side ducts for laying utility services, such as optical fibre cable, etc.. These works should be considered for sanction and implementation based on the Ministry's extant policy applicable for NHs subject to the modification that all approvals, authorities, etc., are to be exercised by concerned State Govts./ UTs as per the CRIF ACT, 2000, its amendments from time to time and the criteria for State Roads under the provision of the said Act including its amendments.</i></p>
6. (1)	<p>The State Government/ UTs shall forward the identified individual works along with the details as per sub-para (3) & (4) of para 5 to the MoRT&H for consideration of finalizing the same.</p>	<p><i>The framework of GatiShakti should be the guiding principle for identification, sanction and implementation of the Projects to ensure effective convergence to improve connectivity.</i></p> <p>The State Government/ UTs shall forward the identified individual works along with the details as per sub-para (3) & (4) of para 5 to the MoRT&H for consideration of finalizing the same.</p>

No. RW/NH-15017/46/2018-PEM
Government of India
Ministry of Road Transport & Highways
(Planning Zone)
Transport Bhawan, 1, Parliament Street, New Delhi - 110001

Dated the 31st January, 2020.

To

1. The Chief Secretaries of all State Governments
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.
3. The Engineers-in-Chief and Chief Engineers of all States/ UTs Public works Department dealing with National Highways, other Centrally Sponsored Schemes.

Subject: - Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 - Reg.

Reference: - (i) Gazette Notification No. S.O. 1436 (E), dated 31.03.2018
(ii) Gazette Notification No. S.O. 3691 (E), dated 26.07.2018
(iii) Gazette Notification no. S.O. 3226(E), dated 02.07.2018

Sir,

The undersigned is directed to refer to the amendments to the Central Road Fund (CRF) Act, 2000 through the Finance Act, 2018 to the Central Road and Infrastructure Fund (CRIF) Act, 2000 and its subsequent amendments vide the Finance Act, 2019, repeal of the CRF (State Roads) Rules, 2014 vide Gazette Notification under ref. No. (i) above, and draw your kind attention to the following related developments: -

(i) Vide Gazette Notification under Ref. (ii) dated 26.07.2018 the Government of India (Allocation of Business), Rules, 1961 was amended and the subject CRIF was assigned to Department of Economic Affairs (DEA), Ministry of Finance (MoF). Accordingly, DEA is responsible now for administering the CRIF Act, 2000.

(ii) The DEA constituted the Committee under the Chairmanship of Hon'ble Finance Minister vide Gazette Notification under Ref. (iii) dated 02.07.2018, as per Section 7A of CRIF Act, 2000. A Sub-Committee headed by the Secretary (DEA) was also constituted vide the above-mentioned Gazette Notification.

(iii) As requested by DEA the draft Criteria for allocation of funds for development of State Roads under the CRIF Act, 2000 was referred by the Ministry to DEA.


2. The criteria for allocation of funds for development of State Roads under the CRIF Act, 2000, duly approved by the DEA, are enclosed herewith. These



criteria shall be followed henceforth with immediate effects and until further orders for all State Road works under the CRF/ CRIF Scheme including Economic Importance and Inter State Connectivity Schemes (EI & ISC).

3. This issues with the concurrence of Finance Wing vide U.O. No. 972-TF-II, dated 27.01.2020 and approval of Hon'ble Minister (RT&H).

Enclosure: As above


(Ranjeet Kumar Roy)
Under Secretary to the Government of India
planningmorth@gmail.com

Copy along with enclosure to: -

1. All JSS/ CES of the MoRT&H
2. All Technical Officers at the Headquarters
3. Secretary General, Indian Roads Congress
4. Director, IAHE, NOIDA
5. All ROs and ELOs of MoRT&H

Copy along with enclosure for information and necessary action to: -

1. Sr. PPS to Secretary (RT&H)
2. Sr. PPS to DG (RD) & SS
3. Sr. PPS/ PPS to Spl. Secretary (RT&H)
4. Sr. PPS to AS&FA
5. PPS to ADG
6. NIC- with the request to upload in the MoRT&H portal.

Enclosure to O. M. No. NH-15017/46/2018-P&M dated 31.01.2020

Government of India
Ministry of Road Transport & Highways

Subject: Criteria for allocation of funds for development of State Roads under the Central Road and Infrastructure Fund (CRIF) Act, 2000.

1. These Criteria shall be applicable for State road projects under Central Road and Infrastructure Fund (CRIF) with immediate effect and until further orders.

2. Allocation of Fund: -

(1) The Central Government shall allocate funds for development of State roads under CRIF based on the decision taken by the Committee headed by the Finance Minister as per Section 7 A & Section 11 of the CRIF Act, 2000.

(2) Broad criteria for such allocation of funds shall be as follows: -

(i) The allocation of fund shall be made on the basis of 30% weightage to fuel consumption and 70% weightage to the geographical area of the concerned States/ UTs.

(ii) Out of the fund thus allocated to the State Governments/ UTs, 10% of the fund shall be earmarked for road safety works.

The Central Government may earmark part of the fund (earmarked for road safety works) for other works under the scheme depending upon progress of projects.

(3) Funds shall be allocated for States/ UTs Annually and released in Quarterly instalments linked to submission of Utilization Certificates as per the following principles: -

(i) Allocation/ release of funds towards taking up new works and other projects to be sanctioned.

(ii) Considering the limited available budgetary resources, aspirations of the Government to develop State road networks in the second phase after completion of the Phase-I of Bharatmala, financing of such State road projects under CRIF shall have to be duly considered.

(iii) Fund requirement on account of outstanding liability of works sanctioned by the MoRTH under CRIF (including Economic Importance & Inter-State Connectivity (EIS/ISC) Schemes) shall be set aside to meet the fund requirement for such projects.

(iv) Construction of roads connecting 'economic corridors', 'connecting roads under Bharatmala', 'roads connecting ports' and 'roads connecting commercial hubs' shall be funded under CRIF.

(v) One third of the allocation for the current year for each State/ UT shall be released to the concerned State/ UT by MoRTH from budget earmarked for State road projects under appropriate budget head of the MoRTH for utilisation against the sanctioned works, as per the Monthly/Quarterly Expenditure Plan and the said amount shall be maintained as a reserve by replenishing the expenditure from subsequent releases.

(vi) The subsequent instalments shall be released by MoRTH on the basis of the progress of works and actual expenditure subject to the condition that the total amount released for any State/ UT during the year shall not exceed

(a) the total allocation for that year in respect of such State/ UT, and

(b) the amount which has not been released from allocation of previous years.

(vii) Further if in any case, the complaint about the poor quality of roads developed by the State Governments/ UTs under these schemes are received, the funds under CRIF equal to the amount of sanction of the works against which complaint has been received shall be withheld. The fund, thus withheld, shall be released only upon rectification of defects.

(viii) The State Government/ UTs shall submit the utilisation certificate (UC) in Form-I annexed to these guidelines and shall also submit quarterly progress report in Form-II annexed to these guidelines for the amount released, duly considering observation report, if any, from the person appointed under the quality monitoring system. Such UC along with quarterly progress report shall be submitted by the State Government/ UTs electronically within 15 days of quarter end to the MoRT&H.

(ix) The State Governments/ UTs shall further release such amounts to the concerned executive agency (e.g. Public Works Department, Road Construction Department/ Corporation, etc.) every quarter within 7 (seven) days of such release of funds by the Central Government.

(x) In all these cases, the overall availability of budget provision shall be the determining factor for allocations and the payments shall be regulated accordingly.

3. **Utilisation of Fund in respect of projects, schemes and activities:** - Subject to the provisions as per section 7 of the CRIF Act, 2000, the Fund shall be utilised for projects, schemes or activities relating to the construction and development of State Roads including road safety works, which are to be identified in accordance with para 4.

4. **Identification and prioritisation of State roads projects under CRIF Scheme:** -

(1) The State Governments/ UTs shall identify and prioritise the projects for release of Funds as per the criteria and furnish necessary details of the projects, as specified under these guidelines, to the Central Government.

(2) Projects on State Roads shall be considered including section of NHs de-notified/ reverted back to States/ UTs on account of construction of NH bypasses, potential roads which are considered as important from the perspective of declaration as new NHs, inter-State roads and roads which are economically important for the State(s), roads connecting NHs with particular focus on safety aspects, traffic calming measures, etc.

Due consideration shall be given for road safety works, construction of ROB/ RUBs, bridges, etc.

5. **Criteria for selection of Schemes:** -

(1) The types of works to be considered in the Scheme: -

- (i) construction or rehabilitation of cross drainage works, widening or strengthening of roads, improvements to road geometrics;
- (ii) engineering aspects of road safety works covering improvement of traffic junctions, road marking, signalling, construction of subways and over-bridges including ROB and RUBs, construction of parking, lay-byes, bus sheds, traffic calming measures and the like;
- (iii) construction of bypasses, parallel service roads along National/ State Highways;
- (iv) pre-construction activities for ring-roads or bypasses or service roads along National Highways;

(2) The proposals shall cover sufficient length of road and shall generally be covering at least ten kilometres length, unless the requirement for connecting two places is less than ten kilometres in so far as works mentioned in sub-para (1) are concerned, and shall include only those works where land is available without any encumbrance except for

works mentioned in sr. no. (iv) of sub-para (1) above. However, land acquisition shall be allowed for development of NHs as States' / UTs' contributions to share of Land Costs.

(3) The State Governments / UTs shall make available to the Central Government a list of projects to be taken up, which shall be shown on the State road map indicating district boundaries, National Highways, State Highways, major district roads, rural roads or other types of roads in different colours, in addition to the roads already approved under the Fund.

(4) The detailing of proposed projects in the State / UT shall include-

- (i) the name of the work and districts;
- (ii) index map showing the area and the proposed road or bridge or improvement works;
- (iii) the roads approved "In-Principle" as NHs which have not been notified as NHs;
- (iv) category of the road proposed to be improved whether the State highway or major district road;
- (v) scope of the work including the specifications to be adopted in brief;
- (vi) length;
- (vii) estimated cost of the project based on the actual requirement and realistic cost estimate;
- (viii) justification of work for inclusion in the scheme along with details of last improvement works done on the road and the calendar year in which it was carried out;
- (ix) probable starting date;
- (x) target date of completion;
- (xi) a certificate regarding availability of the entire unencumbered land needed for the project;
- (xii) a certificate that the concerned State Government or Union territory shall ensure taking up proper Maintenance and Repair (M&R) of the project roads after it is developed under this scheme;
- (xiii) details of previous approved ongoing projects.

6. Approval and financing of schemes: -

(1) The State Government / UTs shall forward the identified individual works along with the details as per sub-para (3) & (4) of para 5 to the MoRTH for consideration of finalizing the same.

(2) The State Governments / UTs shall accord Administrative Approval for such projects included in the list of projects finalized by the MoRTH for the specified costs.

(3) The technical approval and financial sanction (TA & FS) of the work shall be accorded by the executive agency concerned (e.g. Public Works Department, Road Construction Department / Corporation, etc.) in the State Government / UT and there shall not be any change in scope of work from those as per administrative approval.

(4) The executive agency concerned in the State Government / UT shall ensure that individual project is technically approved, financially sanctioned within a period of four months from the date of administrative approval of the work failing which the work shall be deemed to have been de-sanctioned, unless the executive agency concerned obtained prior approval of the State Government / UT granting extension of validity of the administrative approval.

- (5) The details of the sanction of the work referred to in sub-para (3) and abstract of cost estimate of the sanctioned works shall be forwarded to the Central Government along with the application for reimbursement.
- (6) No excess cost beyond 10% of the amount administratively approved for the proposal shall be permissible.
- (7) The specifications for roads proposed under CRIF scheme shall be similar to those of National Highways works to the extent of pavement width, crust thickness and geometrics.
- (8) The standard design and specification of the works shall follow the relevant guidelines, codes, Indian Roads Congress specifications and the period of completion of projects shall not exceed 36 months for hill States, North East states and 24 months for other States unless permitted by the State Government/ UT.
- (9) The estimates for land acquisition shall be allowed for development of NHs as States'/ UTs' contributions to share of Land Costs. However, estimates for land acquisition shall not be considered for any other projects except for items referred to sr. no. (iv) of sub-para (1) of para 5 and the executive agency in the State/ UT shall render a certificate to the effect to the State Government/ UT concerned that land is available for road development and is in its possession and removing of utilities, if any, has been completed for such roads.
- (10) The total cost of the schemes to be approved shall be limited to the bank of sanctions which shall generally be three times of the annual allocation except for hill States and North-East States where working season is limited and for these States, the bank of sanctions shall generally be four times of the annual allocation for the year in which the schemes are sanctioned in respect of any State or Union territory.
- (11) Additional financial implications, if any, beyond the entitled fund allocation as per para 2 (2) shall be fully borne by the concerned State Government/ UT.
- (12) The estimate for each work shall include provisions for-
 - (a) 3% towards contingency;
 - (b) 1% for meeting the cost of devising and operation of a Quality Assurance System, quality control and monitoring of the works by a State Quality Monitor, and training of the state's officials in quality awareness by the executing agency;
 - (c) 0.5% towards work-charged establishment.
- (13) The agency charges shall not be payable for execution of works under the scheme.
- (14) The sanctioned works generally shall be completed within the time schedule as submitted along with the particulars referred to in sub-para (4) of para 5.
- (15) In all these cases, the overall availability of budget provision shall be the determining factor for allocations and the payments shall be regulated accordingly.
- (16) It shall be mandatory to record Inventory and condition of Road using Network Survey Vehicle (NSV) at least before start of work, before issue of provisional completion/ completion certificate, and 6 months after completion of work; however, for State Highways (SHs), urban roads and urban bypass roads, the data shall be updated thereafter once every year. The data to be captured are: -
 - (i) Road Inventory - GPS coordinates, Pavement Type, Pavement Width, Terrain, Land use, Shoulder type and width, Drain Type and Width, Median Type (if any) and Width, Wayside Amenities (if any), Crash barrier, Signages etc.
 - (ii) Condition of Road - Roughness, Rutting, Distresses (cracking, Potholes, Bleeding, Surface failure etc.);

All items shall be recorded both side of road and Geo-tagged with images.
The above data shall facilitate ranking of State roads to cover attributes such as condition, quality, etc.

It shall be specifically mentioned in the completion certificate that Inventory and condition of Road have been recorded using NSV before start of work, & before issue of provisional completion/ completion certificate.

7. Execution of works: -

(1) The executive agency shall, for the implementation of all the projects sanctioned under the Fund, observe that-

(a) the design of the road or bridge projects shall be carried out as per the relevant Central Government codes and guidelines;

(b) the project monitoring and quality control of the works shall be done at regular interval in a methodical manner by adopting the following procedure-

(i) the measurements shall be checked by the officers of executive agency to the extent specified in the relevant Manual or Code;

(ii) there should be a quality monitoring system at the State Level or Union territory level, consisting of such experts and supporting staff as may be appointed by the State Government/ UT, including State Quality Monitor;

(iii) the quality monitoring system referred in item (ii) above shall devise a Quality Assurance (QA) System delineating the requirements of quality, the responsibility of the officers and contractors, conduct independent tests, and examine QA documentation to spot non-conformities and shall have the responsibility of training of PWD staff and recommending laboratory and field testing facilities.

(2) Only a civil engineer having a minimum qualification of degree in Civil Engineering and possessing a minimum of ten years' experience in the construction and maintenance of roads, bridges or related infrastructure shall be authorised to inspect the works. Also an independent impartial agency/firm may be considered for the same.

(3) The executive agency shall install signs at both ends of the projects displaying the name of work & other details.

8. Progress reports and review: -

(1) The State Govt./ UT shall furnish the quarterly progress report, expenditure report and utilisation certificate as specified in para 2 (3) (viii).

(2) The accounts of the fund shall be audited by the office of the Comptroller and Auditor General of India at such intervals as may be specified by it.

(3) The State Govt./ UT shall send completion report or certificate duly verified by the audit as soon as the works are completed and positively within a period of three months from the date of completion of the works to the MoRTH.

9. Authority of Central Government: - The Central Government reserves all the authority and right to exclude any approved work under this Fund, in case, if the executive agency fails to comply any of provisions of the Act and these guidelines.

FORM I

[See para 2 (3) (viii) and 8 (1)]

UTILISATION CERTIFICATE

It is to certify that out of an amount of Rs.....crore/lakh allocated by the Central Government, vide letter No.dated..... an amount of Rs.crore/lakh has been spent on works sanctioned under the Central Road and Infrastructure Fund (including Economic Importance & Inter State Connectivity Scheme). It is further certified that expenditure has been incurred on sanctioned works only and has not exceeded the permissible limits over the sanctioned cost of individual works.

Deputy Secretary/Joint Secretary/Secretary
Government of.....

[See para 2 (3) (viii) and 8 (1)]

PROGRESS REPORT OF WORKS EXECUTED FROM CENTRAL ROAD AND INFRASTRUCTURE FUND (INCLUDING ECONOMIC IMPORTANCE & INTER STATE CONNECTIVITY SCHEME)

Report for the Quarter Ending _____

State / UT: -

[illegible]

Certified that Inventory and condition of Road have been recorded using NSV before start of work & before issue of provisional completion/ completion certificate (strike of whichever is not relevant) (ref. para 6 (16))

(Executive Engineer or Equivalent of the Executive Agency in the State/ UT) Signature

FORM-II (Page 1 of 2)

[See para 2 (3) (viii) and 8 (1)]

EXPENDITURE REPORT OF WORKS EXECUTED FROM CENTRAL ROAD AND INFRASTRUCTURE FUND (INCLUDING ECONOMIC IMPORTANCE & INTER STATE CONNECTIVITY SCHEME)

Report for the Quarter Ending.....

State

Head of Account to which the expenditure is debitable:

(Rs. in lakh)

Sl. No.	Name of the Project	Amount of Central Allocation approved	Progressive/ Cumulative total fund allocated upto end of previous financial year	Progressive/ Cumulative total expenditure incurred upto end of previous financial year	Expenditure from 1st April of the year under report to the end of current quarter of current financial year	Expenditure during the current quarter of the current financial year	Cumulative expenditure upto end of current quarter of current financial [Col. (5) + (6)]	Remarks (if any)
1	2	3	4	5	6	7	8	9

Signature

Executive Engineer or Equivalent of the Executive Agency in the State/ UT)

1575875/2021/Planning Zone

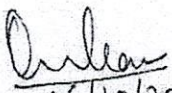
No. 2015/CE-IV/ROB/78 (pt.-1)**Government of India
Ministry of Railways
(Railway Board)**

Rail Bhawan, Raisina Road, New Delhi-110001

Dated the 6th October, 2021**OFFICE MEMORANDUM****Sub:** MOU for implementations of ROB/RUBs on State Roads under CRIF scheme - Reg.**Ref:** MoRTH O.M. No. NH-15017/46/2018-P&M dated 23.07.2021.

Undersigned is directed to refer to the OM dated 23.07.2021 under reference above and inform you that the Memorandum of Understanding submitted by MoRTH has been considered by Ministry of Railway and concurred with minor modifications. The revised draft duly incorporating the suggested modifications is enclosed for further consideration of MoRTH.

Encl: As above.


06/10/2021**(O.N. Sharma)**

Director CE (B&S)

Railway Board.

Tel: 01147845455

Email: decebsrb@gmail.com

**To,
The Secretary,
Ministry of Road Transport & Highways,
Transport Bhawan, Parliament Street,
New Delhi-110001**

Revised Draft Memorandum of Understanding

This Memorandum of Understanding is executed at Delhi on _____ Sept, 2021

BETWEEN

The President of India exercising executive powers of the Government of India represented by Secretary, Ministry of Road Transport and Highways *having office at Transport Bhawan, 1. Parliament Street, New Delhi (hereinafter referred to as/MORTH)* (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the First Part;

AND

The President of India exercising executive powers of the Government of India represented by Chairman, Railway Board, Ministry of Railways, having office at Rail Bhawan, New Delhi (hereinafter referred to as MoR) which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the Second Part;

AND

The Governor/ Lieutenant Governor of the State/ Union Territory (UT) of _____ exercising executive powers of the Government/ UT of _____ represented by the ~~(Principal Chief Secretary) Public Works Department/ Road Construction Department/~~ _____ (hereinafter referred to as Government of States'/ UTs') (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns).

I. OBJECTIVE

1. Level Crossings (LCs) in India have been the major crossing point of rail/ road accidents. Level Crossings not only generate the risk of accidents but also create inconvenience for passengers by slowing down traffic. There are approximately () level crossings in the State/ UT of _____ itself. The Ministry of Road Transport & Highways, Government of India and the Government / UT of _____ are desirous of eliminating critical level crossings to ensure a safe and seamless travel.

2. The Public Works Department/ Road Construction Department/ _____, Government/ UT of _____, maintains the State roads through its own resources. An extensive and wide network of railways exist in _____. These Railway Lines cross the existing road network at many places. Priority is given to Railway traffic and, hence, when a Railway crosses

the junction of a road and rail, the road traffic is halted for particular time duration. At a few places the road traffic is regulated by manned level crossings and there exist unmanned level crossings ~~in many at few~~ places on State roads. Many accidents have occurred in the past due to negligent and hasty behavior of road commuters and drivers on these level crossings.

3. Safety of the road users is of paramount concern and is given due importance by Government/ UT of _____ and the Ministry of Road Transport and Highways. The Hon. Supreme Court has also directed to form road safety cell and have underlined the importance of replacement of manned/ unmanned level crossings by Road Over Bridges (ROBs)/ Road Under Bridges (RUBs). Hence, it is necessary to construct ROBs and RUBs for the safe and smooth operation of vehicular traffic at such level crossings.

II. METHODOLOGY FOR EXECUTION

1. The Public Works Department/Road Construction Department/ _____, Government of _____, would accordingly make an exhaustive list of all the ROBs/ RUBS across the State/ UT of _____ to ensure that all the railway crossings in _____ are serviced by ROBs/ RUBs.

2. Only future ROB/RUB projects involving closure of LC on State Roads will be considered for handing over for execution under this MOU. ~~Assessment of cost and~~ Any variation / modification in ROB features and execution planning etc. will be mutually agreed.

III. OBLIGATION AND DUTIES OF THE STAKEHOLDERS

Whereas the issue of construction of ROBs/ RUBs on various Les on the state roads is extremely important for smooth vehicular movement and safety on road traffic is of utmost importance, the present MOU is being signed by Government / UT of _____ and the Government of India to regulate the procedure of approval and provision of resources as follows.

(i) The Government/ UT of _____ hereby agrees to fully acquire land under of the scope of the instant MOU from its own resources, which is necessary for replacement of existing LCs by ROBs/ RUBs on all State roads (except Village Roads).

(ii) The Government/ UT of _____ hereby agrees to also carry out for shifting of utilities in the acquired land from its own resources.

(iii) The Government/ UT of _____ hereby agrees that cost of construction of such ROBs / RUBS shall be met from Central Road and Infrastructure Fund (CRIF) accruals to the state Government/UT of _____, for which MoRTH shall earmark separate outlay annually apart from the accruals made for the State/ UT of _____ for State Roads under the CRIF Scheme.

(iv) The work of ROBs/ RUBs, including approaches, will be carried out by the Government/ UT of _____ and the work of ROBs/ RUBS proper (Railway Portion) will be carried out under the supervision of Railways.

(v) The Railways administration shall be responsible only for the maintenance of bridges structure of Railway Span with its own funds excluding the approaches and road way.

(vi) The approaches including road of the ROBs / RUBs shall be maintained by State Government/UT of _____, from its own resources.

(vii) No way leave charges will be levied by Railways.

(viii) The funds for these works will without affecting the funding to MoR for removal of LCs and ROB and RUB works from CRIF. The proposed agreement between MoR, MoRTH and state Govt is subject to this stipulation about funding.

IV. IMPLEMENTATION OF THE PROJECTS UNDER MOU

1. The Public Works Department/ Road Construction Department/ _____, Government/ UT of _____ will act as the implementing agency for the execution of these ROBs/ RUBs.

2. Combined GAD (Railway Portion and Approaches) shall be approved by Railways before commencement of work.

V. GENERAL

1. All the additions, supplements, amendments on variations to this MOU shall be in writing as agreed to by the parties and shall be jointly signed by the duly authorised representatives of the parties.

2. In case of any difference of opinion between MoRTH, MoR and Government of States'/ UTs' in the implementation of this MOU, the same shall be resolved amicably through mutual discussions.

3. The Jurisdiction of the MOU shall be the State/ UT of _____.

In witness, whereof the parties hereto by their duly authorized representatives execute this MOU on the day first above written.

FOR & ON BEHALF OF The Governor/ Lieutenant Governor of the State/ Union Territory (UT) _____ of	FOR & ON BEHALF OF The President of India	FOR & ON BEHALF OF The President of India
Witness i) ii) Public Works Department/ Road Construction Department/	Witness i) ii) Ministry of Railways, Rail Bhawan, New Delhi	Witness i) ii) Ministry of Road Transport & Highways, Transport Bhawan, New Delhi.

MOST IMMEDIATE

No. NH-15017/46/2018-P&M
Government of India
Ministry of Road Transport & Highways
(P&M Section)
Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated the 23rd July, 2021

OFFICE MEMORANDUM

Sub: - Memorandum of Understanding (MOU) for implementation of ROB's/ RUBs on State Roads under CRIF scheme - Reg.

Ref: - Ministry's letter no. F.No.34066/2/2013-S&R(B)Pt. dated 28.12.2017

Undersigned is directed to intimate that the Ministry is intending to facilitate State Governments/ UTs to take up construction of ROB's/ RUBs on State roads (except Village Roads) in replacement of existing Level Crossings (LCs), the cost of construction of which shall be fully funded from the appropriate budget head of this Ministry. Land Acquisition and Utility Shifting for these projects are proposed to be carried out by concerned State Govts./ UTs from their own resources.

2. The overall objective of this is to reduce accidents at such locations and enhance road safety with funding from States' / UTs' share of CRIF cess.

3. The proposed obligations and duties of Ministry of Railways are as follows: -

(i) The work of ROB's/ RUBs proper will be carried out by State Govts./ UTs under the supervision of Railways.

(ii) The Railways administration shall be responsible only for the maintenance of bridges structure of Railway Span with its own funds excluding the approaches and road way.

(iii) No way leave charges will be levied by Railways.

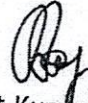
A draft tripartite MOU on the above lines is enclosed herewith.

4. The draft MOU has been prepared based on a similar tripartite agreement signed on 19.12.2017 amongst the Ministry, Ministry of Railways and State Govt. of Maharashtra (copy enclosed for ready reference), wherein M/o Railways had agreed for sharing 50% of construction cost (which is not relevant for the instant proposal).

5. The M/o Railways is requested for vetting the enclosed draft tripartite MOU for enabling forwarding the same to various State Govts./ UTs for their acceptance.

6. This issues with the approval of Secretary (RT&H).

Enclosure: As above



(Ranjit Kumar Roy)

Under Secretary to the Government of India

Tel: 011-23357125

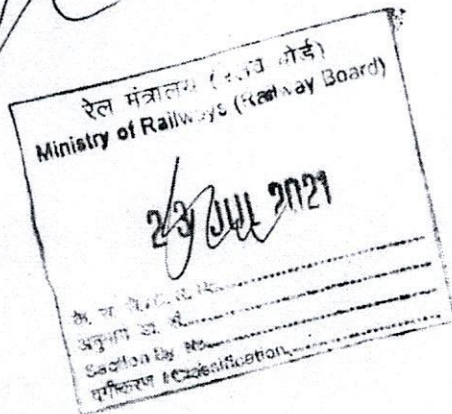
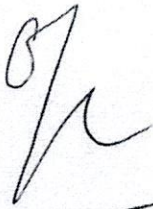
E-mail-planningmorth@gmail.com

To,

The Chairman and CEO Railway Board
(Kind attention Member Infrastructure),
Ministry of Railways, Rail Bhawan, New Delhi

Copy for information and necessary action to: -

- (i) ADG (S&R).
- (ii) SE[S&R (B)].



Draft Memorandum of Understanding

This Memorandum of Understanding is executed at Delhi on ____ July, 2021

BETWEEN

The President of India exercising executive powers of the Government of India represented by Secretary, Ministry of Road Transport and Highways having office at Transport Bhawan, 1. Parliament Street, New Delhi (hereinafter referred to as MoRTH) (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the First Part;

AND

The President of India exercising executive powers of the Government of India represented by Chairman, Railway Board, Ministry of Railways, having office at Rail Bhawan, New Delhi (hereinafter referred to as MoR) which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the Second Part;

AND

The Governor/ Lieutenant Governor of the State/ Union Territory (UT) of _____ exercising executive powers of the Government / UT of _____ represented by the (Principal Secretary) Public Works Department/ Road Construction Department/ _____, _____ (hereinafter referred to as Government of States' / UTs') (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators & official assigns).

I. OBJECTIVE

1. Level Crossings (LCs) in India have been the major crossing point of rail/ road accidents. Level Crossings not only generate the risk of accidents but also create inconvenience for passengers by slowing down traffic. There are approximately (____) level crossings in the State/ UT of _____ itself. The Ministry of Road Transport & Highways, Government of India and the Government / UT of _____ are desirous of eliminating critical level crossings to ensure a safe and seamless travel.

2. The Public Works Department/ Road Construction Department/ _____, Government / UT of _____, maintains the State roads through its own resources. An extensive and wide network of railways exist in _____. These Railway Lines cross the existing road network at many places. Priority is given to Railway traffic and, hence, when a Railway crosses the junction of a road and rail, the road traffic is halted for particular time duration. At a few places the road traffic is regulated by manned level crossings and there exist unmanned level crossings in many places on State roads. Many accidents have occurred in the past due to negligent and hasty behavior of road commuters and drivers on these level crossings.

3. Safety of the road users is of paramount concern and is given due importance by Government / UT of _____ and the Ministry of Road Transport and Highways. The Hon. Supreme Court has also directed to form road safety cell and have underlined the importance of replacement of manned/ unmanned level crossings by Road Over Bridges (ROBs)/ Road Under Bridges (RUBs). Hence, it is necessary to construct ROBs and RUBs for the safe and smooth operation of vehicular traffic at such level crossings.

II. METHODOLOGY FOR EXECUTION

1. The Public Works Department/ Road Construction Department/ _____, Government of _____, would accordingly make an exhaustive list of all the ROBs/ RUBs across the State/ UT of _____ to ensure that all the railway crossings in _____ are serviced by ROBs/ RUBs.

2. Only sanctioned projects will be considered for handing over for execution. Assessment of cost and any variation / modification etc. will be mutually agreed.

III. OBLIGATION AND DUTIES OF THE STAKEHOLDERS

1. Whereas the issue of construction of ROBs/ RUBs on various LCs on the State roads is extremely important for smooth vehicular movement and safety on road traffic is of utmost importance, the present MOU is being signed by Government / UT of _____ and the Government of India to regulate the procedure of approval and provision of resources as follows:

- (i) The Government / UT of _____ hereby agrees to fully acquire land under the scope of the instant MOU from its own resources, which is necessary for replacement of existing LCs by ROB/ RUBs on all State roads (except Village Roads).
- (ii) The Government / UT of _____ hereby agrees to also carry out for shifting of utilities in the acquired land from its own resources.
- (iii) The Government / UT of _____ hereby agrees that cost of construction of such ROB/ RUBs shall be met from Central Road and Infrastructure Fund (CRIF) accruals to the State Government / UT of _____, for which MoRTH shall earmark separate outlay annually apart from the accruals made for the State / UT of _____ for State Roads under the CRIF Scheme.
- (iv) The work of ROB/ RUBs, including approaches, will be carried out by the Government / UT of _____ and the work of ROB/ RUBs proper will be carried out under the supervision of Railways.
- (v) The Railways administration shall be responsible only for the maintenance of bridges structure of Railway Span with its own funds excluding the approaches and road way.
- (vi) The approaches including road of the ROB/ RUBs shall be maintained by State Government / UT of _____ from its own resources.
- (vii) No way leave charges will be levied by Railways.

IV. IMPLEMENTATION OF THE PROJECTS UNDER MOU

The Public Works Department/ Road Construction Department/ _____, Government / UT of _____, will act as the implementing agency for the execution of these ROB/ RUBs.

V. GENERAL

1. All the additions, supplements, amendments on variations to this MOU shall be in writing as agreed to by the parties and shall be jointly signed by the duly authorised representatives of the parties.
2. In case of any difference of opinion between MoRTH, MoR and Government of States' / UTs' in the implementation of this MOU, the same shall be resolved amicably through mutual discussions.
3. The Jurisdiction of the MOU shall be the State/ UT of _____.

In witness, whereof the parties hereto by their duly authorized representatives execute this MOU on the day first above written.

FOR & ON BEHALF OF The Governor/ Lieutenant Governor of the State/ Union Territory (UT) of _____	FOR & ON BEHALF OF The President of India	FOR & ON BEHALF OF The President of India
Witness i) ii) Public Works Department/ Road Construction Department/ _____	Witness i) ii) Ministry of Railways, Rail Bhawan, New Delhi	Witness i) ii) Ministry of Road Transport & Highways, Transport Bhawan, New Delhi.

C-219
Government of India
Ministry of Road Transport & Highways
(Zone-IV)

1, Parliament Street,
Transport Bhawan,
New Delhi-110001

F.No 34066/2/2013-S&R(B)Pt

Dated: 28th December 2017

To

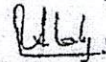
1. Secretary PWD
Govt. of Maharashtra,
Mantralaya
Mumbai.
(E-mail: dsnh.pwd@maharashtra.gov.in)
2. Shri A.K. Singhal
ED B & S, Railway Board
Room No.142A
Rail Bhavan, New Delhi-110001
(E-mail: edhsrb@gmail.com)

Sub: Construction of ROBs under Setu Bharatam in the State of
Maharashtra.
Sir,

Please find enclosed herewith a copy of duly signed MoU between
Ministry of Road Transport & Highways, Ministry of Railways and the
Government of Maharashtra in respect of construction of ROBs under Setu
Bharatam in the State of Maharashtra.

2. It is requested that further necessary action may kindly be taken at your
end.

Yours faithfully



(P.K. Shakya)
Superintending Engineer (Zone-IV)
For DG(RD)&SS

Encl: As above.

Copy to:

- (i) ADG (Zone-IV), MoRTH, New Delhi
- (ii) CE(Zone-IV), MoRTH, New Delhi
- (iii) CE(NH) PWD, Navi Mumbai.
- (iv) CE(MSRDC) Mumbai.
- (v) R.O. MoRT&H, Mumbai

Memorandum of Understanding

This Memorandum of Understanding is executed at Delhi on 19 December, 2017

BETWEEN

The President of India exercising executive powers of the Government of India represented by Secretary, Ministry of Road Transport and Highways having office at Transport Bhavan, 1, Parliament Street, New Delhi (hereinafter referred to as MoRTH) (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the First Part;

AND

The President of India exercising executive powers of the Government of India represented by Chairman, Railway Board, Ministry of Railways, having office at Rail Bhavan, New Delhi (hereinafter referred to as MoR) which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the Second Part;

AND

The Governor of the State of Maharashtra exercising executive powers of the Government of Maharashtra represented by the Principal Secretary, Public Works Department, Mantralaya, Mumbai (hereinafter referred to as GOM) (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators & official assigns.

I. OBJECTIVE

1. Level Crossings in India have been the major crossing point of rail/ road accidents. Level Crossings not only generate the risk of accidents but also create inconvenience for passengers by slowing down traffic. There are approximately (2500) level crossings in the State of Maharashtra itself with over 170 level crossings of high volume (TVU count > 1,00,000 TVU). The Ministry of Road Transport & Highways, Government of India and the Government of Maharashtra are desirous of eliminating critical level crossings to ensure a safe and seamless travel.

2. The Public Works Department, Government of Maharashtra, maintains a total road length of 79,000 km of State Highways and major District Roads through its own resources and 15,404 km of National Highways for which the provision is made by Ministry of Road Transport and Highways. An extensive and wide network of railways comprising of Central Railways, South Central Railways and Western Railways exist in Maharashtra. These Railway Lines cross the existing road network at many places. Priority is given to Railway traffic and, hence, when a Railway crosses the junction of a road and rail, the road traffic is halted for particular time duration. At a few places the road traffic is regulated by manned level crossings

Handwritten signature and initials

and there exist unmanned level crossings in many places on MDRs. Many accidents have occurred in the past due to negligent and hasty behaviour of road commuters and drivers on these level crossings.

3. Safety of the road users is of paramount concern and is given due importance by Government of Maharashtra and the Ministry of Road Transport and Highways. The Hon. Supreme Court has also directed to form road safety cells and have underlined the importance of replacement of manned/ unmanned level crossings by Road Over Bridges/ Road Under Bridges. Hence, it is necessary to construct Road Over Bridges (ROBs) and Road Under Bridges (RUBs) for the safe and smooth operation of vehicular traffic at such level crossings.

4. The Public Works Department, Government of Maharashtra and the Ministry of Railways, Government of India have constructed many ROBs and RUBs in the past on 50:50 per cent cost sharing basis, where the Train Vehicle Unit (TVU) is more than 1.00 lakh. Where the Train Vehicle Unit is less than 1.00 Lakh units, the Government of Maharashtra had to bear 100 per cent cost of construction. At present, 74 ROBs/ RUBs are sanctioned at a cost of Rs. 2910 crore and are at various stages of construction on 50:50 cost sharing basis. The progress of these ROBs is slow due to paucity of funds.

II. METHODOLOGY FOR EXECUTION

1. The Public Works Department, Govt of Maharashtra, would accordingly make an exhaustive list of all the ROBs/ RUBs across the State of Maharashtra to ensure that all the railway crossings in Maharashtra are serviced by ROBs/ RUBs.
2. A detailed list of all the railway crossings requiring ROBs/ RUBs across the State of Maharashtra will be submitted to the MoRTH within one month of signing of this MoU.
3. Only sanctioned projects will be considered for handing over for execution. Assessment of cost and any variation/ modification etc. will be mutually agreed. Release of funds from Ministry of Railways will be commensurate with the progress of work.

III. OBLIGATION AND DUTIES OF THE STAKEHOLDERS

1. Whereas the issue of construction of ROBs/ RUBs on various level crossings on the State Roads is extremely important for smooth vehicular movement and safety on road traffic is of utmost importance, the present MOU is being signed by Government of Maharashtra and the Government of India to regulate the procedure of approval and provision of resources as follows:

- (i) The Government of Maharashtra hereby agrees to acquire land for the ROBs/ RUBs on all State Public Works Department Roads at its own cost.

(Acc)

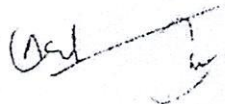
- (ii) The Government of Maharashtra hereby agrees for shifting of utilities in the acquired land from its own resources.
- (iii) The Government of Maharashtra hereby agrees to acquire land for ROB's/ RUBs on National Highways and shifting of utilities at its own cost and the MoRTH/ NHAI shall bear 100% of the cost of civil construction of the ROB's/ RUBs on such National Highways.
- (iv) The State Government of Maharashtra hereby agrees to provide 50% of the cost of ROB's/ RUBs on State roads from Central Road Fund (CRF) accruals to the State of Maharashtra.
- (v) The Ministry of Railways hereby agrees that sharing 50% of the cost of construction of ROB's/ RUBs on State Roads will be borne by the Ministry of Railways. The assessment of the cost of construction and initial cost will be decided between the Ministry of Railways, Ministry of Road Transport & Highways and Government of Maharashtra on case to case basis.
- (vi) The work of ROB, including approaches, will be carried out by the Government of Maharashtra and the work of ROB proper will be carried out under the supervision of Railways.
- (vii) The Railways administration shall be responsible only for the maintenance of bridges structure of Railway Span with its own funds excluding the approaches and road way.
- (viii) No way leave charges will be levied by Railways.

IV. IMPLEMENTATION OF THE PROJECTS UNDER MOU

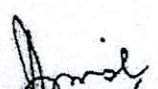
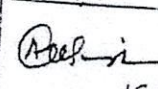
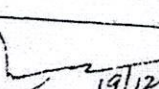
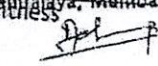
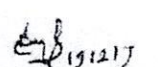
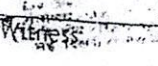

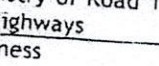

The Public Works Department, Government of Maharashtra will act as the implementing agency for the execution of these ROB's.

V. GENERAL

- 1. All the additions, supplements, amendments or variations to this MOU shall be in writing as agreed to by the parties and shall be jointly signed by the duly authorised representatives of the parties.
- 2. In case of any difference of opinion between MoRTH, MoR and GOM in the implementation of this MOU, the same shall be resolved amicably through mutual discussions.
- 3. The Jurisdiction of the MOU shall be the State of Maharashtra.



In witness, whereof the parties hereto by their duly authorized representatives execute this MOU on the day first above written.

FOR & ON BEHALF OF The Governor of the State of Maharashtra.	FOR & ON BEHALF OF The President of India	FOR & ON BEHALF OF The President of India
 Ashish Kumar Singh (I.A.S.) Principal Secretary Public Works Department Maharashtra, Mumbai - 400 032.	 19.12.17 (अध्यक्ष महाराष्ट्र सरकार) Ministry of Railways	 19/12/17 VERINDER KAUL Addl. Director General Ministry of Road Transport & Highways
i)  ii)  19.12.17 Public Works Department Government of Maharashtra.	i)  ii)  Ministry of Railways Rail Bhavan, New Delhi.	i)  ii)  Ministry of Road Transport & Highways, New Delhi.

No. 2015/CE-IV/ROB/78 (pt.-1)

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

Rail Bhawan, Raisina Road, New Delhi-110001

Dated the 6th October, 2021

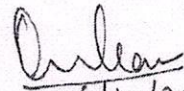
OFFICE MEMORANDUM

Sub: MOU for implementations of ROB/RUBs on State Roads under CRIF scheme - Reg.

Ref: MoRTH O.M. No. NH-15017/46/2018-P&M dated 23.07.2021.

Undersigned is directed to refer to the OM dated 23.07.2021 under reference above and inform you that the Memorandum of Understanding submitted by MoRTH has been considered by Ministry of Railway and concurred with minor modifications. The revised draft duly incorporating the suggested modifications is enclosed for further consideration of MoRTH.

Encl: As above.


06/10/2021

(O.N. Sharma)

Director CE (B&S)

Railway Board.

Tel: 01147845455

Email: decebsrb@gmail.com

**To,
The Secretary,
Ministry of Road Transport & Highways,
Transport Bhawan, Parliament Street,
New Delhi-110001**

Revised Draft Memorandum of Understanding

This Memorandum of Understanding is executed at Delhi on _____ Sept, 2021

BETWEEN

The President of India exercising executive powers of the Government of India represented by Secretary, Ministry of Road Transport and Highways *having office at Transport Bhawan, 1. Parliament Street, New Delhi (hereinafter referred to as/MoRTH)* (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the First Part;

AND

The President of India exercising executive powers of the Government of India represented by Chairman, Railway Board, Ministry of Railways, having office at Rail Bhawan, New Delhi (hereinafter referred to as MoR) which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns) of the Second Part;

AND

The Governor/ Lieutenant Governor of the State/ Union Territory (UT) of _____ exercising executive powers of the Government/ UT of _____ represented by the ~~(Principal Chief Secretary) Public Works Department/ Road Construction Department/~~ _____ (hereinafter referred to as Government of States'/ UTs') (which expression shall unless repugnant to the context or meaning thereof be deemed to include his executors, administrators and official assigns).

I. OBJECTIVE

1. Level Crossings (LCs) in India have been the major crossing point of rail/ road accidents. Level Crossings not only generate the risk of accidents but also create inconvenience for passengers by slowing down traffic. There are approximately () level crossings in the State/ UT of itself. The Ministry of Road Transport & Highways, Government of India and the Government / UT of _____ are desirous of eliminating critical level crossings to ensure a safe and seamless travel.

2. The Public Works Department/ Road Construction Department/ _____, Government/ UT of _____, maintains the State roads through its own resources. An extensive and wide network of railways exist in _____. These Railway Lines cross the existing road network at many places. Priority is given to Railway traffic and, hence, when a Railway crosses

the junction of a road and rail, the road traffic is halted for particular time duration. At a few places the road traffic is regulated by manned level crossings and there exist unmanned level crossings ~~in many~~ at few places on State roads. Many accidents have occurred in the past due to negligent and hasty behavior of road commuters and drivers on these level crossings.

3. Safety of the road users is of paramount concern and is given due importance by Government/ UT of _____ and the Ministry of Road Transport and Highways. The Hon. Supreme Court has also directed to form road safety cell and have underlined the importance of replacement of manned/ unmanned level crossings by Road Over Bridges (ROBs)/ Road Under Bridges (RUBs). Hence, it is necessary to construct ROBs and RUBs for the safe and smooth operation of vehicular traffic at such level crossings.

II. METHODOLOGY FOR EXECUTION

1. The Public Works Department/Road Construction Department/ _____, Government of _____, would accordingly make an exhaustive list of all the ROBs/ RUBS across the State/ UT of _____ to ensure that all the railway crossings in _____ are serviced by ROBs/ RUBs.

2. Only future ROB/RUB projects involving closure of LC on State Roads will be considered for handing over for execution under this MOU. Assessment of cost and Any variation / modification in ROB features and execution planning etc. will be mutually agreed.

III. OBLIGATION AND DUTIES OF THE STAKEHOLDERS

Whereas the issue of construction of ROBs/ RUBs on various Les on the state roads is extremely important for smooth vehicular movement and safety on road traffic is of utmost importance, the present MOU is being signed by Government / UT of _____ and the Government of India to regulate the procedure of approval and provision of resources as follows.

(i) The Government/ UT of _____ hereby agrees to fully acquire land under of the scope of the instant MOU from its own resources, which is necessary for replacement of existing LCs by ROBs/ RUBs on all State roads (except Village Roads).

(ii) The Government/ UT of _____ hereby agrees to also carry out for shifting of utilities in the acquired land from its own resources.

(iii) The Government/ UT of _____ hereby agrees that cost of construction of such ROB / RUBS shall be met from Central Road and Infrastructure Fund (CRIF) accruals to the state Government/UT of _____, for which MoRTH shall earmark separate outlay annually apart from the accruals made for the State/ UT of _____ for State Roads under the CRIF Scheme.

(iv) The work of ROB / RUBS, including approaches, will be carried out by the Government/ UT of _____ and the work of ROB / RUBS proper (Railway Portion) will be carried out under the supervision of Railways.

(v) The Railways administration shall be responsible only for the maintenance of bridges structure of Railway Span with its own funds excluding the approaches and road way.

(vi) The approaches including road of the ROB / RUBS shall be maintained by State Government/UT of _____, from its own resources.

(vii) No way leave charges will be levied by Railways.

(viii) The funds for these works will without affecting the funding to MoR for removal of LCs and ROB and RUB works from CRIF. The proposed agreement between MoR, MoRTH and state Govt is subject to this stipulation about funding.

IV. IMPLEMENTATION OF THE PROJECTS UNDER MOU

1. The Public Works Department/ Road Construction Department/ _____, Government/ UT of _____ will act as the implementing agency for the execution of these ROB / RUBS.

2. Combined GAD (Railway Portion and Approaches) shall be approved by Railways before commencement of work.

V. GENERAL

1. All the additions, supplements, amendments on variations to this MOU shall be in writing as agreed to by the parties and shall be jointly signed by the duly authorised representatives of the parties.

2. In case of any difference of opinion between MoRTH, MoR and Government of States'/ UTs' in the implementation of this MOU, the same shall be resolved amicably through mutual discussions.

3. The Jurisdiction of the MOU shall be the State/ UT of _____.

In witness, whereof the parties hereto by their duly authorized representatives execute this MOU on the day first above written.

FOR & ON BEHALF OF The Governor/ Lieutenant Governor of the State/ Union Territory (UT) _____ of	FOR & ON BEHALF OF The President of India	FOR & ON BEHALF OF The President of India
Witness i) ii) Public Works Department/ Road Construction Department/	Witness i) ii) Ministry of Railways, Rail Bhawan, New Delhi	Witness i) ii) Ministry of Road Transport & Highways, Transport Bhawan, New Delhi.

Standard Operating Procedure (SOP) for Signing of Tripartite Memorandum of Understanding (MOU) for proposed implementation of ROB/RUBs on State Roads under CRIF Scheme under “SETU BANDHAN” Programme

1. Finalization of List of ROB/RUBs on State Roads by the Project Zone CEs/Regional Officers (ROs) of the Ministry with the approval of Competent Authority ensuring that these projects are not being taken up on Village Roads/Roads considered under PMGSY Scheme and these are not sanctioned under Budget head of M/o Railways and M/o Rural Development
2. Project Zone CEs/ROs to finalize MOU (based on Annexure-I) with the inclusion of finalized list of identified ROB/RUBs projects on State roads to be undertaken under the CRIF Scheme.
3. Project Zone CEs/ROs to sign Tripartite MOU, have it duly signed by the concerned State Govt./UT and take it up with the concerned Divisional/Zonal Railway for signing the MOU by Railways; a sample forwarding letter is enclosed at Annexure-V.

SAMPLE LETTER FOR REFERRING DULY SIGNED MOU BY PROJECT ZONE CE/RO TO THE ZONAL/DIVISIONAL RAILWAYS

To,

..... [The Concerned Chief Engineer/Senior Divisional Engineer of Railways]
..... [Name of concerned Zonal/Divisional Railways]

Sub: - Memorandum of Understanding (MOU) for proposed implementation of ROBs/RUBs on State Roads under CRIF Scheme under “SETU BANDHAN” Programme - **Signing of Tripartite MOU - Reg.**

Ref No. (i) Ministry’s O.M.No.NH-15017/46/2018-P&M dated 23.07.2021
(ii) Ministry of Railways O.M.No.2015/CE-IV/ROB/78 (pt.-1), dated 06.10.2021

Sir,

Undersigned is directed to intimate that the Ministry has taken decisions to facilitate State Governments/UTs to take up construction of ROBs/RUBs on State roads (except for Village Roads/Roads considered under PMGSY Scheme and Projects sanctioned under Budget head of M/o Railways and M/o Rural Development) in replacement of existing Level Crossings (LCs). The cost of construction of which shall be fully funded from the appropriate budget head of this Ministry. Land Acquisition and Utility Shifting for these projects are proposed to be carried out by the concerned State Govts./UTs from their own resources.

2. Accordingly, Ministry vide ref no. (i) had forwarded a draft Memorandum of Understanding (MOU) to Ministry of Railways for vetting.

3. Ministry of Railways duly vetted the draft Tripartite MOU subject to the observations intimated vide O.M. at ref no. (ii) above.

4. The MOU finalized incorporating the observations of M/o Railways and duly signed by the Ministry and State Govt./UT of, is enclosed herewith along-with the finalized list of projects of construction of ROBs/RUBs on State roads under CRIF under ‘SETU BANDHAN’.

5. [Name of concerned Zonal/Divisional Railways] is accordingly requested to consider signing of Tripartite MOU, which has been finalized by the Ministry in consultation with M/o Railways and enabling taking of further necessary action by the State Govt./UT of and the Ministry.

Enclosure: - As above

(.....)
Project Zone/Regional Officer
Ph:
Email:.....

Copy along with enclosures for information to: -

1. CE(PL)
2. Sr. PPS to Secretary (RT&H)
3. Sr. PPS to DG(RD)&SS