

Terms of Reference (TOR)

01.	Name of the Project	:	“Construction of Dual Gauge Double Rail Line and Conversion of existing rail line into Dual Gauge between Akhaura and Laksam”		
02.	Sponsoring Ministry/Division	:	Ministry of Railways		
03.	Executing Agency	:	Bangladesh Railway		
04.	Location of the Project	:	Division	District	Upazila
			1	2	3
			Dhaka	Rajbari	Pangsha & Baliakandi
				Raridpur	Modhukhali & Boalmari
Gopalgonj	Kashiani, Gopalgonj & Tungipara				

05.	Estimated Cost (In Lakh taka)	:	Original	Revised (2nd)
	(a) Total	:	110132.80	202,372.63
	(b) GOB	:	110132.80	202,372.63
	(c) Project Aid	:	-	-

06.	Implementation Period	:	Original	Revised (2nd)
	(a) Date of Commencement	:	October, 2010	October, 2010
	(b) Date of Completion	:	June, 2013	December, 2017

07. Background:

Dhaka-Chittagong Railway line is considered as the most important part of Railway network of Bangladesh. There is unsatisfied demand both for passenger and freight services on Dhaka-Chittagong rail corridor. The section is a part of a major Sub-regional Corridor and the Trans-Asia Railway network. The Dhaka Chittagong corridor can facilitate trade between Bangladesh and neighboring countries and thereby have the potential to attract foreign and domestic investment to the country. The rising demand for domestic and regional Railway traffic cannot be satisfied with the existing limited infrastructure. Main reasons for incapability in handling traffic are missing link of Double Line and the congestion in main Railway corridors, which do not allow operating additional trains. The situation would be worse after establishing of proposed Akhaura-Agartala Rail Link which will connect Gangasagar Station in between Akhaura and Comilla on Dhaka-Chittagong Rail corridor.

A seamless double track on Dhaka-Chittagong corridor is very much essential to address the demand of both passenger and freight services. Doubling of track on the section Tongi-Bhairab and Laksam-

Chikniastana is going on and expected to be completed by June 2015. Besides these, Construction of 2nd Bhairab and 2nd Titas bridges on Bhairab-Akhaura section has been completed. On completion of the mentioned works, double line network would be established in Dhaka-Chittagong corridor except Akhaura-laksam. Thus the only remaining single track section between Akhaura-laksam will become the critical bottleneck for domestic, sub-regional and international traffic in this important railway corridor.

Feasibility study, detailed design and tendering services for the project "Construction of Double Line and Upgradation of existing rail line between Akhaura and Laksam" was being carried out under a TA Project titled " Technical assistance for Sub-regional Rail Transport Project Preparatory Facility" under ADB Funding. A DPP was framed on the basis of Feasibility Study and Detailed Design report which was placed in ECNEC on 09.09.2018. In the ECNEC, it was decided to construct Dual gauge in Akhaura-Laksam section following international standard. As per decision of ECNEC meeting, the DPP was recast at a total cost BDT 6830.99 Crore taka. PEC meeting on recast DPP was held on 29.10.2014. As per decision of PEC meeting held on 29.10.2014 the DPP has been recast at a total cost BDT 6504.54 Crore which was approved by ECNEC on 23.12.2014.

08. Objectives of the Project:

The project aims at constructing new Dual Gauge (DG) second railway track (72 Km) parallel to existing line and convert the existing Meter Gauge (MG) railway line into DG between Akhaura and Laksam for double line operation of train services in the section. Total Track Kilometer is 184.60 Km including loops and sidings.

The objectives that will have to be achieved by Akhaura-Laksam Project are listed as follows:

- To start the process to convert Dhaka-Chittagong railway corridor from Meter Gauge (MG) to Broad Gauge (BG) by constructing Dual Gauge as an interim measure.
- To improve sectional capacity by constructing double track in 72Km section and improvement of existing track so that more trains can be introduced. After the implementation of the project, the current capacity of 23 pairs trains per day will increase to up to 72 pairs trains per day.
- To improve the load bearing capacity of railway track so that new locomotives of higher axle load can be operated in Dhaka-Chittagong corridor.
- To contribute to improved connectivity for regional and International Freight (Container) traffic along the Trans Asian Railway from India North East to Chittagong.
- To improve punctuality for train services by eliminating temporary speed restrictions. Moreover, double track and improved section of existing track will result in reduction of travel time by 25 minutes.
- To improve financial performance through lowering operating costs.
- To provide a higher quality of service to passengers
- To improve reliability for freight services by providing capacity that affords container block trains with equal priority to intercity passenger trains.
- To reduce traffic congestion and air pollution through diversion of some road traffic to rail.

08. Major components of the project:

SL No	Item Description & Measurement	Quantity	Amount
(a)	Revenue Component		
1.	Pay of officers	32 Posts	367.79
2.	Pay of Establishment	5 Posts	33.27
3.	Allowances	37 Posts	449.52
4.	T.A/D.A etc.	37 Posts	80.21
5.	Cost of outsourcing	25 Posts	288.47
6.	Fuel of Vehicles	11 Nos	310.00
7.	Cost for Supervision Consultants	International -521 mm National-3320mm	18846.93
8.	IT-VAT etc. of Supervision Consultants	LS	7026.19
9.	Management support consultants	National-562mm	1360.02
10.	IT-VAT etc. of Management Support Consultants	LS	425.74
11.	Survey & others preliminary Works	LS	20.00
12.	Office Stationeries	for 6 years	15.00
13.	Cost of Advertisement	LS	10.00
14.	Honorium of TEC, PEC, TSC, PIC & PSC Members	LS	10.00
15.	Financing Charges during Implementation	LS	19425.00
16.	Communication Installation & charges (Such as Internet, LAN, PABX etc.	LS	30.00
17.	Miscellaneous (Such as Registration, Yearly Fitness, Insurance, License, Tax for Vehicles, DoE Clearance Fees, other Fees & Taxes etc.	LS	50.00
18.	Cost of Resettlement & Rehabilitation etc.	LS	15293.95
19.	Maintenance of Office Equipment, Furniture's and Transport Vehicles	LS	30.00
	Sub-Total (Revenue Component):		64072.09
	Capital Component		
20.	Procurement of Vehicle for PMU	Nos 11	860.00
21.	Procurement of Office equipment for PMU	-	49.40
22.	Acquisition of Land	100 Acre	39537.12
23.	Construction of Works	184.60 KM	457850.61
24.	CD-VAT	L.S	60938.09
25.	Physical Contingency	LS	10858.88
26.	Price Contingency	LS	16288.31
	Total=		650454.50

