

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

10. **TOR of the current Assignment:**

- (1) To examine/evaluate information regarding the project, especially in terms of its background, objective, approval/revision, Project cost, Implementation period, Year wise fund allocation, Fund release, feasibility study, Stake holder analysis, present state of affairs, fund source etc.;
- (2) To collect, compile and assess the physical and financial progresses of the components and present the progress in graphical way and bar chart;
- (3) Analysis & photograph of component wise physical progress achieved in project site according to package & BoQ.
- (4) To review the targets and actual progress of the project against the approved DPP;
- (5) To monitor whether implementation of any of the components has been delayed and identify the reasons responsible for the delay;
- (6) To examine whether the procurement process (invitation of tender, evaluation of tender, approval procedures, contract awards etc) under the project done as per PPA-2006/PPR-2008;
- (7) Review/examine all procurements/purchases or process of procurement as per agreement keeping in line with DPP and Contract documents etc. BOQ, Specification, Quantity, Quality and test etc;
- (8) To collect and test sample of physical works through inspection and specific recommendation about quality of works;
- (9) Review problems related to implementation of the project, especially availability of fund, acquisition of land, delay in purchases or procurements, Management problems and any other reasons etc.;
- (10) Recommendations regarding completion of the project and its sustainability.;
- (11) To analyze whether Government rules and procedures have been properly maintained (Bangladesh railway Works and way manual, Railway Code, BIWTA, Department of Environment, Planning discipline, financial rules etc.);
- (12) To assess the suitability & effectiveness of Akhura-Laksam section with regard to safe, economic, speedy and comfortable journey;
- (13) Review and Recommendation about Work Plan & Exit Plan of the project;
- (14) To assess impact of the project in relation with poverty reduction, socio-economic development and environment of the locality;
- (15) Analyze SWOT of project and recommend for future activities;
- (16) To analyses the impact of project on poverty reduction, Socio-economic development and environmental hazards etc.;
- (17) To present draft report on Technical and Steering Committee and comply necessary recommendations;



- (18) To arrange a local and national workshop and recast the opinions of two workshops;
- (19) To accomplish other relevant tasks assigned by the Authority in the contract period.

11. Scope of Services:

Scope of service will essentially covers the scope of works of the project mentioned in section-8 of this ToR. The consultant shall prepare the study design and plan field works considering the components of the project. Sampling of the in-depth study should cover all the project areas. Sampling of the in-depth study should be made on the basis of coverage of work mentioned below:

Sl. No	Coverage of work	Area Coverage
i.	Project activities as are implemented/ achieved as targeted in the Project and its present functional status in the areas that would be sampled for study.	The whole project area should be covered.
ii.	Assessing whether the objectives of the project on socio-economic development by contributing to quality service through equipments and infrastructural facilities.	
iii.	Interviewing the stakeholders and visiting their resident.	
iv.	Conducting in-depth discussions/FGD and consultative meetings with key officials, public representatives, local administration, NGOs personnel, Other Service Providers etc.	
v	Secondary data collection and analysis for progress and process of procurement	

12. Responsibilities of the Consulting Firm:

i.	The Consulting Firm has to submit detailed study design outlining the target groups, respondents, method of data collection, statistical tools to be applied in data analysis within 15 days of the notification of award.
ii.	The Consulting Firm has to submit an action plan and Gantt chart along with RFP.
iii.	The Consulting Firm will have to train field staff to be recruited for data collection.
iv.	The Consulting Firm will have to meet the project authorities and shall make field visits, if and when necessary.
v.	The Consulting Firm will review the SWOT (strengths, weaknes, opportunities and threat) of project activities.
vi.	Consulting Firm will collect and compile data, analyse it an present in graphs and bar charts. It has to cover 100% of project area.
vii.	Consulting Firm will have to prepare report based on the data collected from the project area and present it to Technical and Steering Committee and comply the recommendation of the committee and get approval from the authority concerned.

viii.	Consulting Firm will also have to present the draft report in the national level workshop for dissemination of the study findings and finalize the report incorporating workshop recommendations.
ix.	Consulting Firm will have to provide necessary no. of copies of the report for Technical and Steering Committee meetings and arrange local and national level workshop.
x.	Consultant will have to Submit fifty (50) printed copies (40 copies in Bangla and 20 copies in English) of the final report will be submitted to the Director General, Monitoring and Evaluation Sector-2, IMED. Printing cost will be borne by the Consulting Firm.
xi.	Any other related works assigned by the approval authority.
xii.	The duration of the assignment will be 4 (four) months from the date of signing the contract.

13. Professionals required for the Monitoring works:

No.	Type of professionals	Educational qualification required	Experience required
	Consulting Firm		At least 1 (One) year Research/Study or Implementation/Monitoring/Evaluation experience of development projects.
1.	Team Leader-Monitoring Specialist	At least BSc in Civil Engineering Degree from any public/private reputed University. Masters or any other higher degree in relevant field will be given preference.	(a) At least 15 years Experience in civil Engineering works of which at least 5(five) years working experience as Team leader/Deputy Team leader/Project Director. b) At least 5 (five) years working experience in Bangladesh Railway track related construction works. (c) Experience in PPA-2006 and PPR-2008. (d) Computer literacy and skills in report writing and presentation should be essential.
2.	Signal/Telecommunication Engineer	At least BSc in Electrical/Electronics/Telecommunication Engineering Degree from any approved public/private University.	(a) At least 05 years Experience in Electrical/Electronics/Telecommunication Engineering works. b) At least 3 (three) years working experience in Bangladesh Railway Signal/Telecommunication sector.

			(c) Experience in PPA-2006 and PPR-2008. (d) Computer literacy and skills in report writing and presentation should be essential.
	Bridge Engineer	At least BSc in Civil Engineering Degree from any public/reputed private University.	(a) At least 5 (Five) years Experience in civil Engineering works. b) At least 3 (three) years working experience in Bangladesh Railway major rail bridge/culvert. (c) Experience in PPA-2006 and PPR-2008. (d) Computer literacy and skills in report writing and presentation should be essential.
3.	Economist/ Sociologist	At least Master Degree in sociology/Economics/ Statistician/	(a) At least 05 years Experience in monitoring and evaluation. Studies in relevant field will be given preference. (b) Knowledge in Regression Analysis, SPSS, PCA and Other Statistical software packages. c) Computer literacy and skills in report writing and presentation should be essential.

14. Methodology:

The Methodology should be a sound one mentioning target group/respondents, method of data collection (Questionnaire survey/ interview /KII/FGD/open discussion), statistical tools such as descriptive analysis, regression analysis, SPSS, Other Statistical software knowledge, PCA etc. and sufficient to meet the objectives of this assignment. It is also necessary mentioning precision level and level of significance used for determining the sample size. Sampling technique to be followed for collecting data should also be mentioned in the methodology. List of relevant indicators in conformity with this in-depth should be determined and reported in the inception report. The data collection method for the study should be of both qualitative and quantitative nature. Since the purpose of the assignment is to assess the implementation status of the components the project, it is desirable that an appropriate design should be used which must cover the changes occurred due to interventions of the major components of the project.

15. List of reports, Schedule of Deliveries, Period of Performance:

- Following are the primary identified outputs, which could be redesigned and extended on the basis of the needs of in-depth monitoring to achieve its objectives.



- i) Inception Report---Within 15 days of Contract Signing
 - ii) Draft Report- Within 75 days of Contract Signing
 - iii) Draft Final Report- Within 90 days of Contract Signing
 - iv) Final Report -Within 100 days of Contract Signing
2. Fifteen (15) copies of inception report including study design and data collection instruments (DCIs) should be submitted within Fifteen (15) days after signing of contract agreement for approval. **The report will be written in Bangla language.** The report will include the work plan along with detailed task, specific manpower allocation and details of surveys and data collection needed, actions to be taken and progress on these activities. Staffing requirements, transport, office accommodation, logistic support and other relevant matters should also be mentioned.
3. The firm will prepare the draft study design and questionnaires for collecting data and obtain approval of the Technical and Steering Committee before collection of data from field level (15 number of study design and set of questionnaire will have to be provided for each meeting).
4. Draft report should be prepared and placed to the Technical and Steering Committee for approval (Required number of copies will have to provide for each meeting).
5. Before submission of the final report, a workshop/seminar will be organized by the Monitoring and Evaluation Sector-2 to disseminate the study findings. Required number of copies of draft report should be submitted for distribution among the participants of the workshop/seminar. Output of the Workshop/Seminar would be incorporated in the final report. Workshop cost will be borne by the consulting firm and should be reported in financial proposal.
6. Report will be written in both English & Bengali. Printed Sixty (60) copies (40 copies in Bengali and 20 copies in English) of the final report will be submitted to the Director General, Monitoring and Evaluation Sector-2, IMED. Printing cost will be borne by the firm.

16. Data, Personnel, Facilities and Local Services to be provided by the Client:

The client will provide the following project related documents; if available;

- i) Project document (DPP/RDPP);
- ii) CPTU Guideline/ Indicators;

