

Railway Sector

Sl. No.	Project Name	Country	Client	Period of Execution	Firms Responsibility
1.	Consulting Services for Railway Connectivity Improvement Preparatory Facility Project [Package No. CS3 (RCIPFSD1)]	Bangladesh	Bangladesh Railway	Start Date: February 2023 Completion Date: Ongoing	<p>Feasibility study: Objectives of feasibility study are to enable Bangladesh Railway to assess a project's viability and determine if further preparation for project appraisal and processing will be made. Although detailed survey, due diligence, detailed engineering documents will be prepared at subsequent detailed-design phase, deliverables of a Consultant shall have sufficient accuracy, comprehensiveness and required quality, based on collected data, additional survey, and consultation with Bangladesh Railway. Through a feasibility study, following issues shall be deliberated, discussed, and reported to Bangladesh Railway.</p> <p>a) Demand analysis of subprojects, b) Current conditions and status of concerned infrastructure (status of maintenance and need for rehabilitation), c) Justification of subprojects including enhanced capacity of railway network, d) Assessment of alternative options, including upgraded signaling and telecommunication; e) Assessment and determination of gauge conversion and number of tracks (Dual gauge, Broad Gauge or Meter Gauge, and single or double track); f) Drawing of proposed alignment of railway, cross-sections, and major facilities; g) All necessary technical surveys as required for feasibility study; h) Scope subprojects; i) Cost estimate; j) Economic assessment; k) Financial assessment; l) Social Assessment and Analysis; m) Environmental considerations</p> <p>Detailed Design: Objectives of detailed design is to enable appraisal of investment on a project with detailed cost estimate and due diligences, and to seek project approval by the government and financiers. All deliberations at feasibility study phase shall be further elaborated and detailed with additional survey, analysis and update. Project documents shall be prepared in line with guidelines and requirements of Asian Development Bank. Through detail design phase, following issues shall be futiher deliberated, discussed and reported to Bangladesh Railway, in addition to elaboration of all considerations prepared at feasibility study phase, meeting necessary requirements as project documents. Detailed design of the subprojects will be conducted after consideration of viability.</p> <p>a) Detailed design drawing of relevant scale; b) Assessment of construction materials with technical survey; c) Results of all technical surveys including additional surveys; d) Cost estimate with BOQ; e) Technical specifications; f) Final social due diligence documents; g) Final Gender Action Plan/Gender Equality and Social Inclusion Action Plan; h) Final environment due diligence documents; i) Procurement Plan with determination of procurement method, and timeline; j)</p>

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					Bidding Document; k) Documentation of government appraisal documents (Development Proposal/Technical of Assistance Proposal)
2.	Consulting services for In-depth Monitoring of Rehabilitation of Kalukhali-Bhatiapara Section and Construction of Kashiani-Gopalganj-Tungipara New Rail Line Project.	Bangladesh	Implementation Monitoring and Evaluation Division (IMED).	Start Date: February 2018 Completion Date: June 2018	Scope of service will essentially cover the scope of works of the project. The consultant shall prepare the study design and plan fieldwork 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: <ul style="list-style-type: none"> 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. ii. Assessing whether the objectives of the project on socio-economic development by contributing to quality service through equipment 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
3.	Construction Supervision Consultant (CSC) Services for Padma Bridge Rail Link Project.	Bangladesh	Bangladesh Army	Start Date: August 2019 Completion Date: Ongoing	The Padma Multipurpose Bridge Project (PMBP), approximately 40 km south west of Dhaka, comprises a new fixed crossing of the Padma River in Bangladesh, which will consist of a bridge approximately 6.15km long, major river training works and approximately 13.6 km of approach roads and bridge-end facilities, including toll plazas, service areas and offices. The main bridge structure would carry a 4-lane highway and have provisions for future installation of a single-track dual gauge rail line as well as other facilities including gas, power transmission and tele-communication lines. The main bridge is a two-level steel truss superstructure with road traffic on the upper level and rail on the lower level acting compositely with a reinforced concrete deck slab. Actual Services provided by the firm: Supervision of the construction works
4.	Consulting Services for Feasibility Study for Conversion/Construction of Dhaka – Chittagong Railway Line into Double Track with Electric Traction.	Bangladesh	Bangladesh Railway	Start Date: May 2008 Completion Date: October 2010	<ul style="list-style-type: none"> i. Feasibility study for <ul style="list-style-type: none"> - Construction of double track on the existing single line segments on Dhaka Chittagong section of BR and introduction of electric traction. over the entire double line route between Dhaka and Chittagong, - Construction of new single track Metre Gauge (MG) railway line from Laksam to Dhaka for shorter railway link between Dhaka and Chittagong.

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					<p>In this scenario Laksam Akhaura segment will not be considered for construction of double track. Electric Traction would be considered for both new and old lines between Dhaka and Chittagong.</p> <ul style="list-style-type: none"> ii. Assessment of locomotive and other rolling stock requirement for high speed electric traction. iii. Examination of technical, environmental and social impacts for each of the options. iv. Preparation of cost estimates for the above both with and without electric traction, cost benefit analysis including FIRR. EIRR for different options and v. Coordinating and reporting.