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TERMS OF REFERENCE

APPOINTMENT OF CONSULTANTS FOR CONDUCTING FEASIBILITY STUDY FOR REHABILITATION OF EXISTING 26 KM RAILWAY TRACK FROM NASIRPUR TO INDUSTRIAL ESTATE PESHAWAR FOR THE PURPOSE OF PUBLIC TRANSPORT

Introduction

The Peshawar city railway station was constructed on 1st June 1930 where as the Cantt Railway station in 1968-69. The railway track from Peshawar to Landi Kotal passing from Peshawar Cantt, University town, Danish-abad, Hayatabad and Industrial estate in 47 km to Landi Kotal came in to existence in British rule which was utilized for the purpose of British army FC personals and their ammunitions and goods. After partition the existing railway track was utilized for the purpose of Afghan trade and FC personals which was called passenger and goods train (mall gadi). The railway track from Nasirpur to Industrial estate Peshawar is 26 km.

In Peshawar millions of mini buses, taxis, rickshaw pickup are plying from bus terminal Peshawar to Industrial estate for the purpose of public transport. The present roads network which is very old design and are in dilapidated condition which could

not bear the traffic capacity and passenger are in great trouble while they are travelling through public transport specially government employees, schools students, college students and a large number of industrial labors cannot reached to their duty places due to rush of passengers. The existing railway track of 47km from Peshawar to Landi Kotal was functioning up to 2008 which was utilized as goods train and for Afghan trade closed down in 2008 which needs rehabilitation for the purpose of public transport.

A strategic study will be undertaken on the implementation of a rail network in Peshawar by utilizing the existing railway track between Nasirpur to Hayatabad (Karkhano Market).

The study will focus on identifying possible routes, corridor preservation and station options, including city-centre and city-periphery. This will provide a basis for route development, indicative transit times and high-level construction costs.

As part of the core network element at the centre of the Peshawar City, Cantt, the Karkhano Market ‘Hayatabad’ will be a central aspect of this work. Options for links northwards to and southwards will also be considered.

Specifically the study will:

- Forecast the commuter traffic on the corridors where Pakistan Railways infrastructure is available.
- Assess the number of trains to be operated and specifications of coaches and locomotives required to meet the traffic demand.
- Investigate the possibility of laying dual Railway Track where it is unavoidable and analyze the option to construct overhead or under pass wherever the road traffic is very high over the existing level crossings on the railway track.
- Provide cost estimates of undertaking the next stages of work, such as detailed route alignment identification and corridor resumptions.

- Evaluate the option of laying track around the airport or to construct an underpass while taking into account the post completion stage factors including operational and maintenance costs and issues respectively.
- Identify potential financing and business operating models for the construction and operation of the train.
- Provide advice and options on relevant construction, engineering, financial and environmental considerations.
- Assess the existing track structure of the entire length of the railway corridor, bridges and other allied structures so as to know discrepancies in the present infrastructure and propose to improve/rehabilitate the infrastructure to match with the requirements of train traffic to be operated on the corridor.
- Identify the improvement required in the existing signaling & telecommunication system to achieve the required train safety and operational efficiency.
- Assess the existing line capacity of railway system and investigate the establishment of independent maintenance facilities for the rolling stock in case rolling stock is owned by Provincial Government or augmentation of existing maintenance facilities at Peshawar Loco Shed, in case maintenance is required to be done by Pakistan Railways.
- In case, Pakistan Railways rolling stock to be acquired, the rehabilitation/improvement required to the existing rolling stock will be assessed and quantified in terms of cost.
- Depending upon the traffic forecast for the railway, identify suitable locations of new stations on the existing railway track to attract commuter traffic.
- Calculate the total capital cost and operating & maintenance cost of the project.

The study will be managed by the Khyber Pakhtunkhwa Board of Investment & Trade (KP-BOIT) and Sarhad Development Authority (SDA). It will draw on expertise from the public and private sectors, as well as international experience, growth forecasts and other contemporary data. Stakeholders will be consulted and will contribute views through a formal reference and other key stakeholder groups.

Further work will include:

- Detailed corridor alignment identification;
- Identification of preliminary geotechnical issues;
- Development of comprehensive robust cost estimates for preferred options;
- Further investigation of investment and (public and private) financing options;
- Detailed patronage and revenue forecasts;
- Consideration of preferred options in relation to other modes (for example, Road transport capacity implications resulting from diversion of local transport to train).

This final work and report will take approximately 4 months to complete and will inform the state and territory governments' consideration of next steps for local city railway.