

1	INTRODUCTION	5
1.1	BACKGROUND.....	5
1.2	NEED FOR A MASTER PLAN	6
1.3	REPORT CONTENTS	7
1.4	DATA SOURCES	7
2	ASSESSMENT OF CURRENT SITUATION.....	8
2.1	PHYSICAL CHARACTERISTICS	8
2.2	COMPATIBILITY OF STANDARDS WITH NEIGHBOURING COUNTRIES	9
2.2.1	<i>Rationalization of track gauge</i>	<i>10</i>
2.2.2	<i>Conformity in respect of Axle Load Standards.....</i>	<i>10</i>
2.2.3	<i>Conformity in respect of Structural Dimensions.....</i>	<i>10</i>
2.2.4	<i>Compatibility regarding braking and coupling system.....</i>	<i>11</i>
2.3	TRAFFIC	11
2.3.1	<i>Passengers.....</i>	<i>11</i>
2.3.2	<i>Freight.....</i>	<i>15</i>
2.4	LEGAL AND REGULATORY FRAMEWORK.....	19
3	ANALYSIS OF PROBLEMS.....	20
3.1	TRACK CONDITIONS	20
3.2	BRIDGE CONDITIONS.....	22
3.3	SIGNALS AND TELECOMMUNICATIONS.....	23
3.4	WEIGHT RESTRICTIONS	25
3.5	SPEED RESTRICTIONS	25
3.6	RAIL WEIGHT AND ENGINE HORSEPOWER	26
3.7	OPERATIONAL CAPACITIES	26
3.8	SAFETY	27
3.9	FERRIES	28
3.10	LOCOMOTIVES	28
3.11	ROLLING STOCK (COACHES)	29
3.12	WORKSHOPS AND LOCO SHED	31
3.13	FINANCIAL POSITION	32
3.13.1	<i>Financial Performance and Vulnerability.....</i>	<i>33</i>
3.13.2	<i>Passenger and Freight Tariffs</i>	<i>34</i>
3.14	SYNOPSIS OF PROBLEMS AND ITS CONSEQUENCES	36
4	OPPORTUNITIES FOR BANGLADESH RAILWAY	39
5	TRAFFIC PROJECTION AND ITS BASIS	42
5.1	POPULATION GROWTH.....	42
5.2	ECONOMIC GROWTH.....	43
5.3	INTERNATIONAL TRADE	45
5.4	PRIVATE SECTOR PARTICIPATION.....	45
5.5	REVIEW OF EARLIER FORECASTS OF PASSENGER AND FREIGHT TRAFFIC GROWTH	46
6	THE VISION FOR BANGLADESH RAILWAY	54
7	STRATEGY AND APPROACHES TO ACHIEVE THE VISION.....	55
7.1	STRATEGIC VISION.....	55
7.2	APPROACHES	55
7.3	FOCUSsing ON THE MAJOR COMMODITIES	56
7.4	GAUGE RATIONALIZATION.....	56

7.5	UNLOCKING LINE CAPACITY CONSTRAINTS	57
7.6	CONSTRUCTION OF IMPORTANT NEW LINKS.....	57
7.7	RE-COMMISSIONING OF TRACK	58
7.8	MAINTENANCE AND REHABILITATION OF INFRASTRUCTURE	58
7.9	MAINTENANCE AND PROCUREMENT OF ROLLING STOCKS.....	58
8	FORMULATION OF THE RAIWAY MASTER PLAN.....	60
8.1	RAIL CORRIDORS ANALYSIS	60
8.1.1	<i>Corridor-1: Dhaka-Chittagong Cox's Bazar- Deep Sea Port Corridor</i>	60
8.1.2	<i>Corridor-2: Chilahati- Ishurdi- Khulna- Mongla.....</i>	64
8.1.3	<i>Corridor-3: Dhaka- Bangabandhu Bridge- Darsana/Benapole</i>	68
8.1.4	<i>Corridor-4A: Dhaka- Bangabandhu Bridge- Rajshahi-Rohanpur.....</i>	72
8.1.5	<i>Corridor-4B: Dhaka- Bangabandhu Bridge- Ishurdi- Parbatipur-Chilahati/Biroi</i>	72
8.1.6	<i>Corridor-5: Dhaka-Sylhet/Shahbazpur Corridor</i>	75
8.1.7	<i>Corridor-6: Dhaka-Bangabandhu Bridge-Sirajganj/Roypur-Bogra-Lalmonirhat- Burimari.....</i>	78
8.1.8	<i>Corridor 7A: Dhaka-Mawa-Jajira-Bhanga-Jessore-Khulna-Mongla.....</i>	81
	<i>7B: Dhaka-Mawa-Jajira- Bhanga-Jessore-Benapole</i>	81
	<i>7C: Dhaka-Mawa-Jajira-Bhanga-Barisal</i>	81
	<i>7D: Dhaka-Mawa-Jajira-Bhanga-Kashiani-Gopalganj-Tungipara.....</i>	81
8.1.9	<i>Corridor-8A: Dhaka- Mymensingh – Jamalpur – Tarakandi- Bangabandhu Bridge.....</i>	85
	<i>Corridor-8B: Dhaka – Bhairab Bazar – Mymensingh</i>	85
8.2	REQUIREMENT OF ROLLING STOCKS	90
8.2.1	<i>Relevance</i>	90
8.2.2	<i>Fuelling Stations and their Coverage:</i>	93
8.2.3	<i>Working with existing Rolling Stocks Fleets</i>	95
8.2.4	<i>Passenger Demand analysis.....</i>	95
8.2.5	<i>Freight Demand analysis.....</i>	96
8.2.6	<i>Demand for Rolling Stocks</i>	97
8.2.7	<i>Rolling Stocks Requirement and Conclusions</i>	98
8.3	REGIONAL LINKAGES AND TRADE FACILITATION	99
8.3.1	<i>Regional Linkages</i>	99
8.3.2	<i>Trade Facilitation</i>	100
8.4	RAIL BASED INLAND CONTAINER DEPOTS (ICDs).....	102
8.5	UNIT COSTS ANALYSIS.....	102
8.5.1	<i>Introduction</i>	102
8.6	ENVIRONMENTAL AND SOCIAL ISSUES	103
8.7	DHAKA RAIL.....	103
8.7.1	<i>Introduction</i>	103
8.7.2	<i>Developments which impact on rail operations in Dhaka</i>	103
8.7.3	<i>Dealing with Road Traffic at the Level Crossings</i>	104
8.7.4	<i>Coordinated Development of Railway and other Modes within Dhaka.....</i>	105
9	PROGRAMME COSTS AND PHASING.....	108
9.1	PHASE I (JULY 2010- JUNE 2015):	108
9.2	PHASE II (JULY 2015- JUNE 2020):	115
9.3	PHASE-III (JULY 2020- JUNE 2025):.....	117
9.4	PHASE-IV (JULY 2025- JUNE 2030):	119

TABLE 2-1 : BANGLADESH RAILWAY ROUTES NETWORK IN KILOMETRE	9
TABLE 2-2 : RAILWAY ROUTES NETWORK BY GAUGE IN KILOMETRE.....	9
TABLE 2-3: PASSENGER TRAFFIC BY ZONE, 1970-2005.....	11
TABLE 2-4: NUMBER OF PASSENGERS AND AVERAGE TRIP LENGTH (2004-05).....	12
TABLE 2-5: TOTAL PASSENGER-KM AND SHARE OF INTER CITY TRAINS [ADJUSTED FOR LEASED OUT TRAINS	14
TABLE 2-6: OCCUPANCY (%) OF ALL CLASSES OF INTERCITY TRAINS	14
TABLE 2-7: PUNCTUALITY OF PASSENGER TRAINS	15
TABLE 2-8: RAILWAY FREIGHT TRAFFIC AND LEAD DISTANCE OF FREIGHT BY ZONE	16
TABLE 2-9: PRINCIPAL COMMODITIES (TRADITIONAL) AND VOLUMES CARRIED ('000 TONNES)	17
TABLE 2-10: PRINCIPAL COMMODITIES CARRIED BY BR ('000 TONNES).....	18
TABLE 3-1: TYPE OF BRIDGES AND PERCENTAGES	22
TABLE 3-2: CATEGORY OF BRIDGES BY NUMBER	22
TABLE 3-3: CONDITION OF SELECTED MAJOR BRIDGES.....	22
TABLE 3-4: EXISTING STANDARDS OF INTERLOCKING	24
TABLE 3-5: TRAIN ACCIDENTS BY CATEGORY	27
TABLE 3-6: MG LOCOMOTIVE TYPES AND AGE PROFILES.....	28
TABLE 3-7: BG LOCOMOTIVE TYPES AND AGE PROFILES	29
TABLE 3-8: MG COACHES AND AGE PROFILES.....	30
TABLE 3-9: BG COACHES AND AGE PROFILES	30
TABLE 3-10: AGE PROFILES OF WAGONS	31
TABLE 3-11: BROADER AGE PROFILES OF WAGONS	31
TABLE 3-12: EXISTING PROBLEMS AND CONSEQUENCES	37
TABLE 4-1: BANGLADESH RAILWAY POTENTIALS.....	40
TABLE 5-1: NATIONAL POPULATION FORECASTS.....	42
TABLE 5-2: PASSENGERS GROWTH RATES FROM PREVIOUS STUDIES IN BANGLADESH	46
TABLE 5-3: FREIGHT GROWTH RATES FROM PREVIOUS STUDIES IN BANGLADESH	47
TABLE 5-4: GROWTH FACTORS IN RESPECT TO TRAFFIC TYPE AND TIME HORIZON.....	48
TABLE 7-1 : STRATEGIC APPROACH TO TRANSPORT SECTOR DEVELOPMENT	55
TABLE 8-1: DHAKA-CHITTAGONG LINE CAPACITY AND TRAIN NUMBER BY TYPE.....	61
TABLE 8-2: PROJECTED TRAFFIC OF DHAKA-TONGI SECTION ON THE CORRIDOR	62
TABLE 8-3: PROJECTED TRAFFIC OF TONGI-BHAIRAB BAZAAR SECTION ON THE CORRIDOR.....	62
TABLE 8-4: PROJECTED TRAFFIC OF BHAIRAB BAZAAR-AKHAURA SECTION ON THE CORRIDOR.....	62
TABLE 8-5: PROJECTED TRAFFIC OF AKHAURA-CHITTAGONG SECTION ON THE CORRIDOR.....	63
TABLE 8-6 : MAJOR WORKS IN THE DHAKA-CHITTAGONG CORRIDOR TO BE NEEDED.....	63
TABLE 8-7:CHILAHATI-KHULNA-MONGLA LINE CAPACITY AND TRAIN NUMBER BY TYPE	65
TABLE 8-8: PROJECTED TRAFFIC OF KHULNA-PORADAH SECTION ON THE CORRIDOR	66
TABLE 8-9: PROJECTED TRAFFIC OF PORADAH-ISHURDI SECTION ON THE CORRIDOR	66
TABLE 8-10: PROJECTED TRAFFIC OF ISHURDI-ABDULPUR SECTION ON THE CORRIDOR.....	66
TABLE 8-11: PROJECTED TRAFFIC OF SANTAHAR-PARBATIPUR SECTION ON THE CORRIDOR.....	66
TABLE 8-12: PROJECTED TRAFFIC OF PARBATIPUR-NILPHAMARI SECTION ON THE CORRIDOR.....	66
TABLE 8-13: MAJOR WORKS ON THE CORRIDOR TO BE NEEDED	67
TABLE 8-14: DHAKA-BANGABANDHU BRIDGE -DARSANA-/BENAPOLE LINE CAPACITY AND TRAIN NUMBER BY TYPE	69
TABLE 8-15: PROJECTED TRAFFIC OF TONGI-JOYDEVPUR SECTION ON THE CORRIDOR.....	70
TABLE 8-16: PROJECTED TRAFFIC OF JOYDEVPUR-JAMTOIL SECTION ON THE CORRIDOR.....	70
TABLE 8-17: PROJECTED TRAFFIC OF JAMTOIL-ISHURDI SECTION ON THE CORRIDOR.....	70
TABLE 8-18: MAJOR WORKS ON THE CORRIDOR TO BE NEEDED	71
TABLE 8-19: DHAKA-BMB-RAJSHAH-ROHANPUR LINE CAPACITY AND TRAIN NUMBER BY TYPE	73
TABLE 8-20: PROJECTED TRAFFIC OF ABDULPUR-RAJSHAH SECTION ON THE CORRIDOR	74

TABLE 8-21: PROJECTED TRAFFIC OF RAJSHAHI-AMNURA/ROHANPUR SECTION ON THE CORRIDOR	74
TABLE 8-22 : PROJECTS IN THE CORRIDOR TO BE NEEDED	74
TABLE 8-23: DHAKA-SYLHET LINE CAPACITY AND TRAIN NUMBER BY TYPE	76
TABLE 8-24: INFRASTRUCTURE CONDITION OF KULaura – SHAHBAZPUR SECTION.....	76
TABLE 8-25: PROJECTED TRAFFIC OF AKHAURA-SYLHET SECTION ON THE CORRIDOR	77
TABLE 8-26: MAJOR WORKS ON THE CORRIDOR TO BE NEEDED	77
TABLE 8-27: DHAKA-BANGABANDHU BRIDGE-SIRAJGANJ (ROYPUR)/JAMTOIL-BURIMARI LINE CAPACITY AND TRAIN NUMBER BY TYPE.....	79
TABLE 8-28: PROJECTED TRAFFIC OF BOGRA-TRIMOHONI SECTION ON THE CORRIDOR	80
TABLE 8-29: PROJECTED TRAFFIC OF TRIMOHONI-KAUNIA SECTION ON THE CORRIDOR	80
TABLE 8-30: PROJECTED TRAFFIC OF KAUNIA-LALMONIRHAT SECTION ON THE CORRIDOR.....	80
TABLE 8-31: PROJECTED TRAFFIC OF LALMONIRHAT-BURIMARI SECTION ON THE CORRIDOR	81
TABLE 8-32: MAJOR WORKS ON THE CORRIDOR TO BE NEEDED	81
TABLE 8-33: RAILWAY DISTANCE 'VIA BANGABANDHU BRIDGE' AND 'USING PADMA BRIDGE' FROM DHAKA	83
TABLE 8-34: ANNUAL GENERATION OF NEW TRAFFIC FROM THE PROPOSED CORRIDOR.....	84
TABLE 8-35: MAJOR WORKS ON THE CORRIDOR TO BE NEEDED	84
TABLE 8-36: TOTAL PROJECTED TRAFFIC OF DHAKA-MYMENSINGH CORRIDOR	86
TABLE 8-37: PROJECTED TRAFFIC OF DHAKA-MYMENSINGH CORRIDOR.....	86
TABLE 8-38: PROJECTED TRAFFIC OF DHAKA-TARAKANDI SECTION ON THE CORRIDOR	86
TABLE 8-39: PROJECTED TRAFFIC OF DHAKA-BAHADURABAD SECTION ON THE CORRIDOR.....	87
TABLE 8-40: PROJECTED TRAFFIC OF DHAKA-DEWANGANJ SECTION ON THE CORRIDOR	87
TABLE 8-41: MAJOR WORKS ON THE CORRIDOR TO BE NEEDED	87
TABLE 8-42: AVAILABILITY OF ROLLING STOCKS	91
TABLE 8-43: AGE PROFILES OF LOCOMOTIVES	91
TABLE 8-44: AVAILABILITY OF CARRIAGES	91
TABLE 8-45: AGE PROFILES OF CARRIAGES	91
TABLE 8-46: AVAILABILITY OF WAGONS	92
TABLE 8-47: AGE PROFILES OF WAGONS	92
TABLE 8-48: BROADER AGE PROFILES OF WAGONS	92
TABLE 8-49: TRAIN RUNS IN BANGLADESH	93
TABLE 8-52: PRINCIPAL COMMODITIES CARRIED AND EARNINGS (YEAR 2006-07)	97
TABLE 8-53: INDICATIVE REQUIREMENT OF LOCOMOTIVES BY THE PLAN PHASES	98
TABLE 8-54: INDICATIVE REQUIREMENT OF COACHES BY THE PLAN PHASES	98
TABLE 8-55: BANGLADESH'S EXPORT TO NEIGHBOURING COUNTRIES BY CATEGORY AND VALUE (2004)	100
TABLE 8-56: BANGLADESH'S IMPORT FROM NEIGHBOURING COUNTRIES BY CATEGORY AND VALUE (2004)	100
TABLE 8-57: MAJOR WORKS TO BE UNDERTAKEN FOR TRADE FACILITATION WITH NEIGHBOURING COUNTRIES	101
TABLE 10-1: LIST OF PHASE-I PROJECTS (2010-11 TO 2014-15 I.E. JULY 2010 TO JUNE2015): ON-GOING:	109
THE SECOND 5 YEAR PHASE INCLUDES THE PROJECTS LISTED IN TABLE 10-2. THESE ARE EXPECTED TO BE IMPLEMENTED BY THE PERIOD FROM JULY 2015 TO JUNE 2020 (2015-16 TO 2019-20).	115
TABLE 10-2: PHASE II: PROJECTS TO BE TAKEN BY GOB FUND.....	115
TABLE 10-3: RAILWAY DEVELOPMENT PROJECTS TO BE TAKEN DURING JULY 2020 TO JUNE 2025:	117

1 INTRODUCTION

1.1 Background

The introduction of the Railway Master Plan contains a brief description of the main activities undertaken leading to a long term Master Plan for the Bangladesh Railway (BR). In order to develop balanced transport infrastructure in Bangladesh, the Government of Bangladesh approved the National Land Transport Policy (NLTP) in April, 2004 and is actively formulating the Integrated Multi-modal Transport Policy (IMTP) as envisaged in the NLTP as well as a revised Poverty Reduction Strategy, MDGs, Sixth Five Year Plan and Vision 2021. Both the NLTP and the IMTP place emphasis on the preparation of long-term plan for each of the transport sub-sector identifying railways as a priority. The NLTP provides different strategic options for railways such as upgrading and expansion of railway infrastructure, achieving higher quality services and operations and establishing international rail links. However, in order to survive as a viable mode, it must significantly improve its efficiency, service quality and establish better connectivity.

Moreover, in November 2004, the Ministry of Planning approved the Revised Terms of Reference (ToR) of Transport Sector Coordination (TSC) Wing of the Physical Infrastructure Division of the Planning Commission. This ToR also emphasised need for the preparation of future Railway Master Plan. To this end, TSC Wing consulted Ministry of Communications (then BR was under the Ministry of communications) and planned for preparation of a 20-year Railway Master Plan with the support of DfID's funded international consultants. Preparation of the plan commenced immediately with the followings:

- increase railway efficiency with interventions to make best use of assets;
- extend railway (infrastructure) to meet policy objectives;
- integrate railway network in a multi-modal approach;
- allow railway to play a greater role in the overall transport sector with a view to contributing to economic and social development;
- prepare railway for playing role in regional and international context;
- establish Broad Gauge throughout the country to bring uniformity in the Gauge System;
- extend its network within the capital city Dhaka by introducing metro system to reduce traffic congestion and
- modernize its loco workshops and training institute with a view to increase its operation and human capacity.

This plan sets out the infrastructure requirements to achieve these goals. The cost estimates for investment presented in this report were developed from a review of available reports, along with BR's own cost estimates. Although the plan does not present Economic Internal Rates of Return (EIRR) for the proposed investments, but provides a comprehensive discussion on the benefits of rail transport to the nation and the value of strategic investment to facilitate freight and passenger movement. In the preparation of this long-term Master Plan, the following activities were undertaken:

- A review and study of previous reports and documents of relevance;
- Comprehensive data collection on passenger and freight movement from Central Railway Building, Bangladesh Railway, Chittagong ;

- The creation of a computer based GIS mapping, and network analysis (trip assignment model) using dynamic segregation model;
- The forecasting of key parameters, and the selection of a preferred scenario for future railway networks;
- The development of transportation strategies to cater to the national and regional traffic demands;
- The formulation of a programme of works for the next 20 years;

Originally preparation of the Master Plan was overseen by a Steering Committee chaired by the Secretary, Ministry of Communications along with the following officials as members: Director General of Bangladesh Railway, Division Chief of Physical Infrastructure Division, Chief/Joint Chief of Ministry of Communications, Chairman of Chittagong Port Authority, Chairman of Mongla Port Authority, Chairman of Land Port Authority, Chairman of BIWTA, Joint Chief of ERD of Ministry of Finance, Joint Chief of Planning Wing of Ministry of Shipping, Additional Chief Engineer (Planning & Maintenance) of RHD and Deputy Chief (Eco) of the Ministry of Communications, who also served as the Member Secretary of the committee.

Lastly, Bangladesh Railway has been separated from the Ministry of Communications and now under the Ministry of Railways. As a result, this Master Plan again was reviewed by a committee headed by the Secretary, Ministry of Railways. The members of this Review Committee are Director General of Bangladesh Railway, all Additional Director Generals and General managers of Bangladesh Railway, Joint Chief of Rail Wing, Planning Commission, Joint Chief of TSC Wing, Planning Commission, Director General of IMED, Joint Secretary of ERD and Deputy Chief of Ministry of Railways. The TSC Wing of the Planning Commission coordinated the preparation of the Railway Master Plan.

1.2 Need for a Master Plan

The rapid development of Bangladesh over the last 20 years has been underpinned by large-scale investment in the road sector. However, there is now a growing recognition that continued road building to deal with increasing demand for transport is neither environmentally nor financially sustainable. At present, international forums gave emphasis for modal shift from road to rail as railways pose less carbon emission and less land consumed mode of mass transport. A properly integrated transport plan should utilize the best features of road and rail, and ensure that the two modes can largely complement one another. Rail is more suited to long haul, bulk traffic, while road's strength lies more in short haul, or feeder services. Therefore, intermodal terminals should be planned which utilize rail for the long haul tasks, with road providing the feeder services to and from these intermodal terminals to introduce door to door service. As a result the Government's draft Integrated Multi-modal Transport Policy (IMTP) contains provisions for a paradigm shift away from road construction towards investment in railways and inland water transport. The objective of the IMTP is that much higher shares of the net increase in transport demand will be carried by these two modes than is currently the case. This requires a coherent plan, designed to utilise more fully the strengths of the rail and road transport modes in a complementary manner.

The challenge facing Bangladesh Railway is immense. The inherited colonial network does not suit the strategic transport needs of modern Bangladesh. Track, locomotives and rolling stock are in relatively poor conditions, and a range of physical and institutional issues inhibit the realisation of the full capacity of the existing network. At the same time railways have potential in-built advantages over road transport for the carriage of containers and a range of bulk commodities. Railways can offer safer and faster inter-city travel at more reasonable

fare than road transport. And the railway in Bangladesh has the potential to play a major role in the context of regional transport and trade.

The potential of the railway in Bangladesh needs to be unlocked through planned investment in track, signalling, rolling stock, maintenance and human resource. This long-term Railway Master Plan focuses on the infrastructure component requirements. Some indicative estimates of rolling stock requirements have been made. Maintenance needs are highlighted as these need to be urgently addressed. The institutional framework for BR will have to change in the future to meet the new challenges contained in the master plan. Preparatory work for the modernisation of BR is being undertaken by consultants on behalf of the ADB. Following the results of that work, the human resource needs can be identified.

The plan is expected to guide the overall development of Bangladesh Railway (BR) in the foreseeable future. Once adopted by the Government, it will allow BR to go for planned and systematic development as opposed to ad-hoc initiatives. The implementation of plan, along with modern management and operating practices will allow railway to play its full role, not just in the transport system, but in fostering the economic and social development of Bangladesh.

1.3 Report Contents

The report deals with an assessment of the current BR's railway network, compatibility of standards with neighbouring countries and its traffic characteristics which are highlighted in Chapter 2. A diagnosis of existing problems and opportunities are set out in Chapter 3 and 4. Chapter 5 sets out the background of growth in traffic and provides an analysis as to how the rail traffic may be expected to grow over the next twenty years. Chapter 6 deals with the vision and key areas where railway will seek to achieve the vision. Chapter 7 outlines the strategy and approaches that have been used to develop the plan, where a number of corridors have been identified and adequate attention has been focussed on them. Chapter 8 deals with the analysis of those corridors, requirement of rolling stocks, regional linkages and trade facilitation issues, rail based Inland Container Depots (ICD) and future of container traffic to be carried by rail, as well as analysis of unit costs which have been used for programme cost, social and environmental issues, and lastly Dhaka Rail and its integration with the plan. Investment projects are set out in Chapter 9. Chapter 10 deals with programme costs and its phasing. The way forward in Chapter 11 indicates as to what is needed to achieve and accelerate the implementation of the programme.

1.4 Data Sources

All data sources in various tables have been adequately provided with references. Where no reference is given, it means that the plan preparation team has generated the data.