



Railway project for the splitting and electrification of major roads in India (2013 - 2017)



Project description:

Rail Vikas Nigam Ltd. (RVNL), a company under the Indian Railways Ministry, launched a programme to double the track and electrify major rail lines on the Indian network to increase capacity. It involved the following projects:

- (a) the doubling of the Daund-Gulbarga line section (224 km);
 - (b) the doubling of the Sambalpur-Titlagarh line section (182 km);
 - (b) the doubling of the Raipur-Titlagarh line section (203 km);
 - (d) the doubling of the Hospet-Tinaighat line section (229 km) ;
- and the electrification of the Pune-Wadi-Guntakal line section (641 km).

This programme represented more than 1400 km and included several complex engineering structures and stations.

The programme was partially funded by the Indian government and partially by the Asian Development Bank

(ADB). Several contracts for the execution of the studies and works were launched on the basis of the FIDIC (International Federation of Consulting Engineers) contract templates.

As it was very important to ensure the proper implementation and compliance with the schedule and budget, RVNL entrusted the Egis Rail - Egis India - TUC RAIL consortium with the mission of assisting the project owner.

TUC RAIL's mission

TUC RAIL was in charge of project management as well as the provision of international planning and contracting experts to lead the AMOA team in New Delhi, India.

The AMOA mission consisted of:

- assistance with the management of the doubling and electrification programme;
- reporting physical progress in terms of budget and schedule of activities;
- assistance with the phasing of the work performed;
- preparation of reports for the ADB to trigger the different funding tranches;
- assistance with the management of work contracts and MOEs;
- monitoring of compliance with the rules of the art and international norms and standards;
- quality control of projects;
- coordination and communication with internal and external stakeholders;
- additional training for the MOEs in the fields of planning and management of corporate contracts.



To carry out this mission, the TUC RAIL project manager was expatriated on site for four years together with colleagues from the partner design offices. Other TUC RAIL experts (planning, work phasing, etc.) were frequently on site to carry out inspections and missions.