

# RAPID PUBLIC TRANSPORT ON RAMAGRAM – TILRAKOT (BUDDHIST CIRCUIT)



## SALIENT FEATURES

SN	FEATURES	CHARACTERISTICS
<b>GENERAL</b>		
1	Name of Project	Rapid Public Transport on Ramagram – Tilaurakot Route (Buddhist Circuit)
2	Type	Urban Transport
3	Project Concept	Development, Operation, Management and Maintenance of the Project under Build-Operate-Transfer (BOT) model

### PROJECT LOCATION

1	Province	Province 5
2	Project location	Phase I : Lumbini to Gautam Buddha Int'l Airport (18km), Phase II: Ramagram - Gautam Buddha Int'l Airport-Lumbini - Tilaurakot-Ramgram (excluding section Lumbini to Gautam Buddha Int'l Airport) - 51 km Total- 69 km ( <a href="#">Location Map</a> )

### PROJECT COMPONENT/TECHNOLOGY

1	Electric vehicles	160 passenger capacity buses; required number of buses are 50 to satisfy current needs
2	Intelligent transport component	Use of state-of-art technology regarding Traffic Control System, Signal Prioritization at major intersections, Real Time Information display at Stations, Automated Fare collection and verification
3	Dedicated lane	2 dedicated lanes at the center, (7.5 m - 8 m)
4	Modern bus terminal and stations	40 Stations, with 15 major and 25 minor station. Terminal and other Transit oriented development area of 1300 Dhur (2.2 Hectare)
5	Charging station	50 modern charging stations

SN	FEATURES	CHARACTERISTICS
----	----------	-----------------

### MARKET ASSESSMENT

1	Passenger Forecast	Year	2018	2023	2033	2043	2048
		Daily Trips	95,300	107,257	132,603	174,758	168,718
2	Operating Hours	Up to 20 Hours per Day					
3	Non-fare revenue	It is estimated to be around 5% of the total fare collection (Advertisement, Lease, ATM, Rent, Kiosk, Coffee Shops etc.)					

### DEVELOPMENT MODALITY

1	Development modality	Public Private Partnership (BOT)
2	Role of Government of Nepal	<ul style="list-style-type: none"> <li>■ Provision of Right-of-Way, land for terminals, facilitation and project security</li> <li>■ Facilitating legal approvals/permits</li> <li>■ Review &amp; monitoring</li> </ul>
3	Role of the Private Sector	<ul style="list-style-type: none"> <li>■ Plan, design, build, finance and operate the facilities during the Concession Period</li> <li>■ Collection of revenues from the project during the Concession Period</li> <li>■ Handover to the Government after the Concession Period</li> </ul>
4	Development Period	<ul style="list-style-type: none"> <li>a. Feasibility Study : 6 Months</li> <li>b. DPR &amp; Financial Closure : 6-8 Months</li> <li>c. Construction : 1.5 years (Phase I), 2 Years (Phase II)</li> <li>d. Concession Period : Up to 30 years</li> </ul>

### FINANCIALS

Option I	Total Project Cost of Monorail 69 km (including Interest During Construction)	~ USD 2.3 billion
Option II	Bus Rapid Transit (BRT) 69 km (including Interest During Construction) Interest rate including hedging cost (10%)	~ USD 202 million