



Government of the People's Republic of Bangladesh  
Roads and Highways Department (RHD)  
Road Transport and Highways Division  
Ministry of Road Transport and Bridges

Ref: RHD.0000.PPP cell. 122

Dated: 20 November 2014

**REQUEST  
for  
REGISTRATION OF INTEREST (ROI)  
A 4 LANE 48 KILOMETER CONTROLLED ACCESS TOLL ROAD ON PUBLIC PRIVATE PARTNERSHIP BASIS**

**Government Objectives:** The government of the People's Republic of Bangladesh ("GoB") aims to implement the "Joydevpur-Debogam-Bhulta-Madanpur (Dhaka By-pass) Road" project to enhance the connectivity of the National road network. The GoB has further resolved to develop the Project on a Public Private Partnership (PPP) basis, with the private sector partner being given design, build, finance, and operation and maintenance responsibilities.

The Dhaka By-pass Road is part of the National Highway N 105 and plays a strategic and critical role in the transportation network of Bangladesh. It is a key arterial route through which a large number of heavy vehicles (passenger and goods) from northern and north-western parts of the country enter into the southern and eastern part of the country by-passing the city of Dhaka. Upgrading of Dhaka By-Pass connecting Highway N 4 in the north, which provides road transport network to the industrial belt north of Dhaka and also to Bhutan and Nepal as part of the South Asian Sub-Regional Economic Cooperation (SASEC) road connectivity program, with N 1 in the south to Dhaka-Chittagong road is very important to reduce the present constrain of movement of goods and people between north and south of Dhaka. It will also connect National Highways N 2 and N 3. The completion of this project will provide safe and faster travel option for the users.

**Description of the Project:** The length of the Dhaka By-pass is approximately 48 km and the land adjacent to the current two lane road has already been acquired for construction of a new four lane controlled access highway and adjacent two service lanes. Minimum land will be required for interchanges and intersections and that has been under process of acquisition. The scope of the project is to construct a minimum two 7.30m wide flexible pavement, road median and inter changes at suitable locations including toll plazas.

**Next Steps & Deadline:** A feasibility study has been completed recently including consultation with prospective developers, concessionaries, and financiers for the purpose of engagement with the market and encouraging interested parties to commence structuring response teams. A public information session (open house) is planned to be held sometime in Dec 2014 for those who respond to this ROI.

Interested parties are requested to submit the following:

- Likely challenges for the prospective developer and desired support required from RHD for successful project implementation;
- General information about the prospective developer;
- Description of the prospective developer's activities in participating in similar projects in the most recent five years; and
- Copies of the two most recent audited financial statements.

Interested parties may provide additional information considered relevant including their brochures and/or corporate literature. Registration of interests must be made latest by 12 Dec 2014, and no later than 5.00PM Bangladesh Standard Time (BST) by email (not exceeding 5MB) with subject line "Dhaka By-Pass Road PPP Project" and addressed to:

Mr. Md. Mahboob Ul Alam, Addl. Chief Engineer and Chief, PPP Cell, Roads and Highways Department, Flat # 101,  
132/4, New Baily Road, Dhaka -1000 (Email: pppcellrhd@gmail.com)

with copies to Mr. ABM Sertajur Rahman, Project Director Dhaka Bypass Project, Email: sertajrahman@gmail.com,  
and PPP Office: info@pppo.gov.bd

Please note that this ROI is to commence a consultative process. Subsequent to this announcement, the PPP Office and the Roads & Highways Department of the Road Transport and Highways Division, Ministry of Road Transport and Bridges intend to follow an open competitive process for selection of the preferred bidder for the said project. This ROI does not constitute an offer or a qualification process. Qualification criteria will be separately prescribed as part of the bidding process. Any prospective developers or consortia of prospective developers who do not respond to this ROI will not be restricted from participating in the open competitive bidding process for selection of the preferred bidder for the said project specified above.

Neither the GOB (including their officers, employees and/ or agents) or their advisors make any express or implied representation or warranty to any interested party or consortium and neither the Contracting Authority, the GoB, or any of their respective directors, officers, employees, agents and/ or advisors accept any liability or indemnify an interested party or consortium for any expense or loss that they may incur as a result to their participation in the open competitive bidding process or responding to this announcement, nor do they guarantee that a participant in the process will be selected or an award will be made.