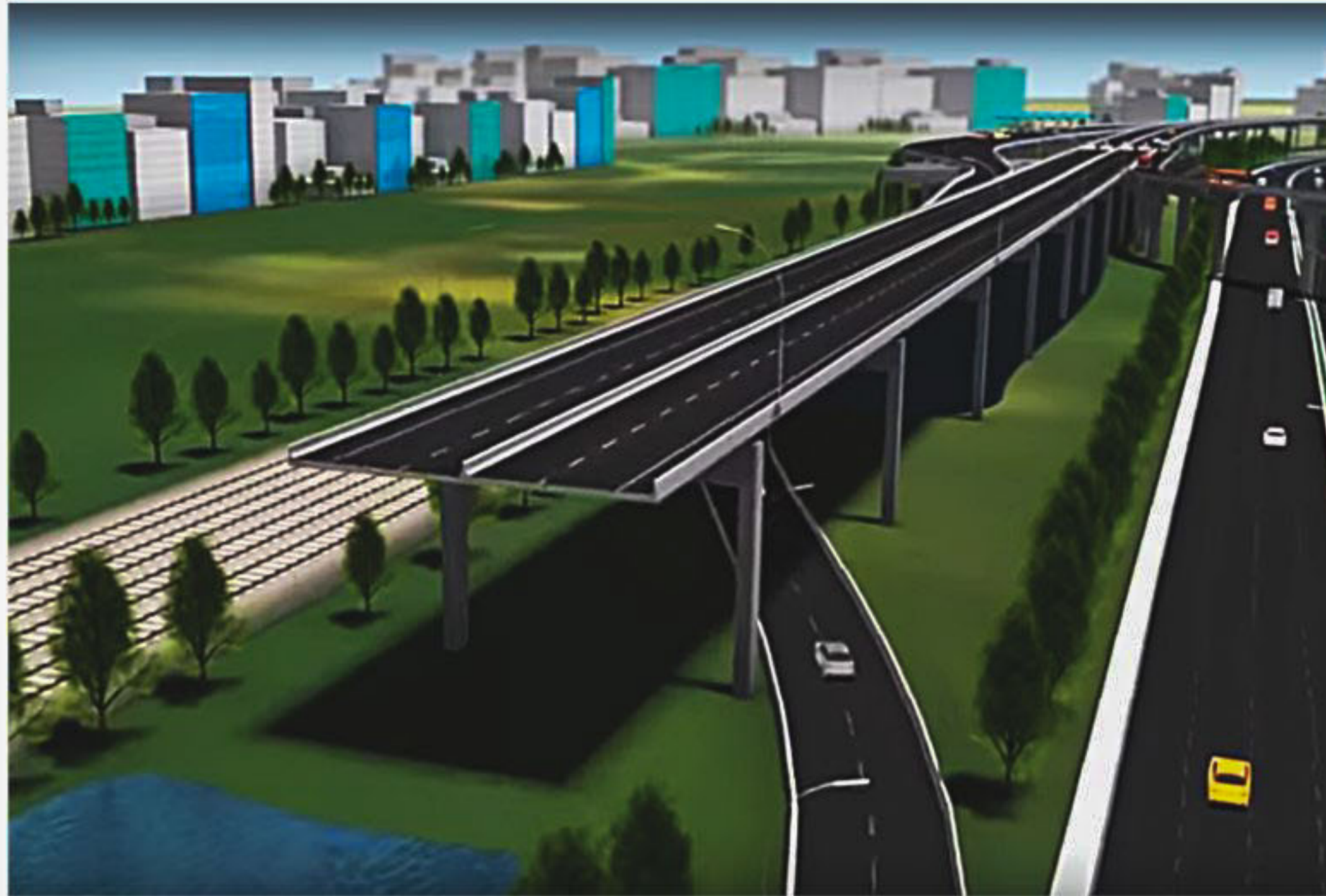
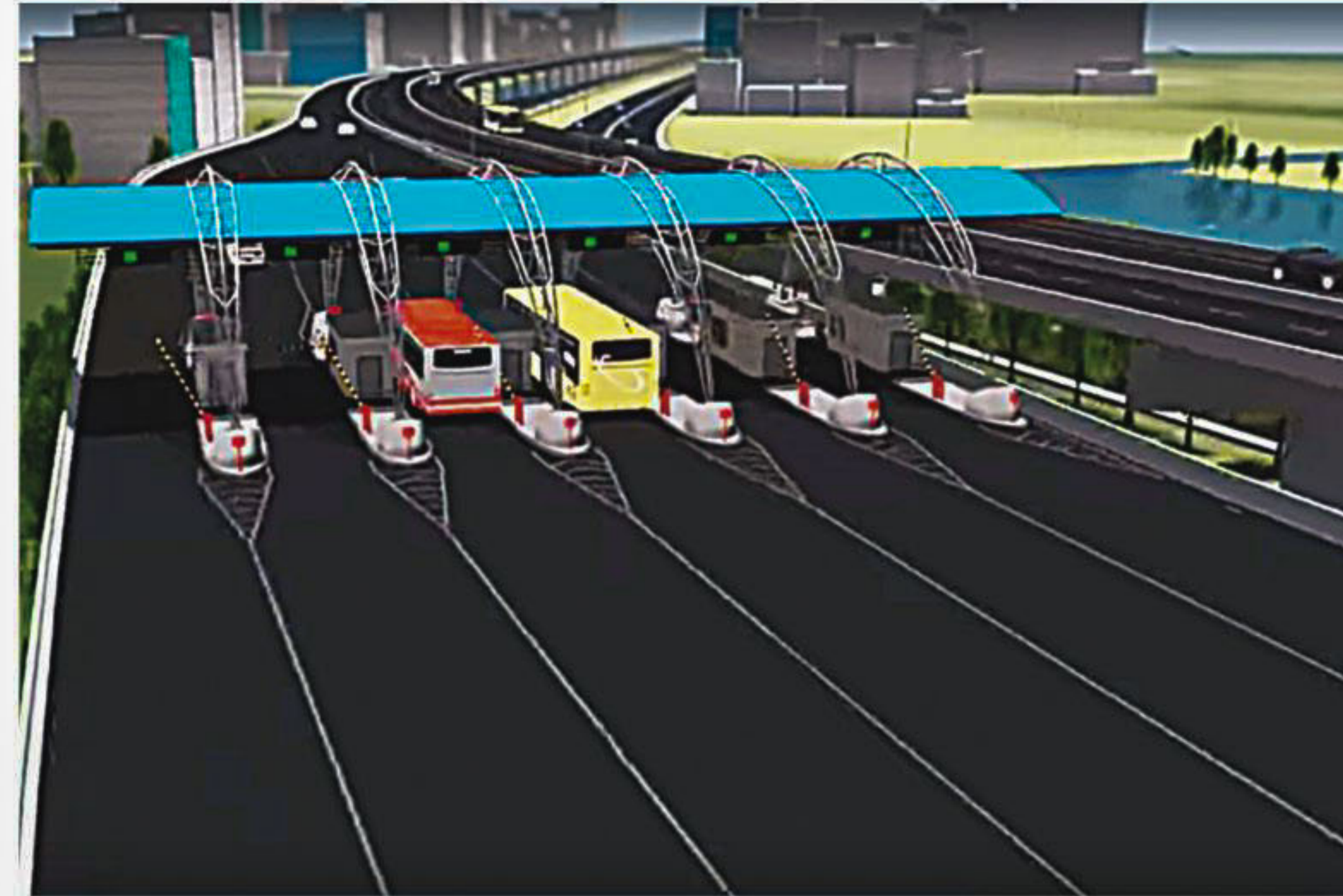


# “Elevated Expressway should be a futuristic and flawless project”



Suspended Terminus near Hazrat Shahjalal International Airport



Weighbridge to check overloading

FROM PAGE J2

The Rail ministry has yet not given permission to the DEE to use the route along the Internal Container Depot. There is no space for installing piers for DEE near the Khilgaon level crossing. There are also severe challenges in the part of Trans 2 and Trans 3 near Hanif Flyover, as there is no space for installing piers. The Hanif flyover project itself has taken away

two-third space of the area.

According to the concessionaire agreement of DEE, the project has to be completed within 42 months of its initiation. The government now has to complete land acquisition and utility shifting in a timely manner. Otherwise, it has to incur huge loss as compensation to the private partner, informs Dr Hoque.

He further adds that the government has unilaterally taken

several new projects, such as MRT5 and Mouchak-Moghbar Flyover, after awarding DEE, which will adversely affect the project. Moreover, the decision to cut off two links (Manik Mia Avenue and Palashi) and shifting of CCB (Central Control Building) from Panthakunja will make the DEE less feasible and less productive. In the PPP agreement, the government guarantees that it will not set up any project that will divert the

traffic of a PPP project. But the alignment of DEE shows that it will affect the traffic of Mayor Hanif Flyover, which might create risks of litigation by the Hanif Flyover authority.

Professor Hoque shares another concern about the pillars of DEE looking thinner than usual. A study conducted by BUET found this concern valid. BUET has also proposed independent spot check-ups of the project.

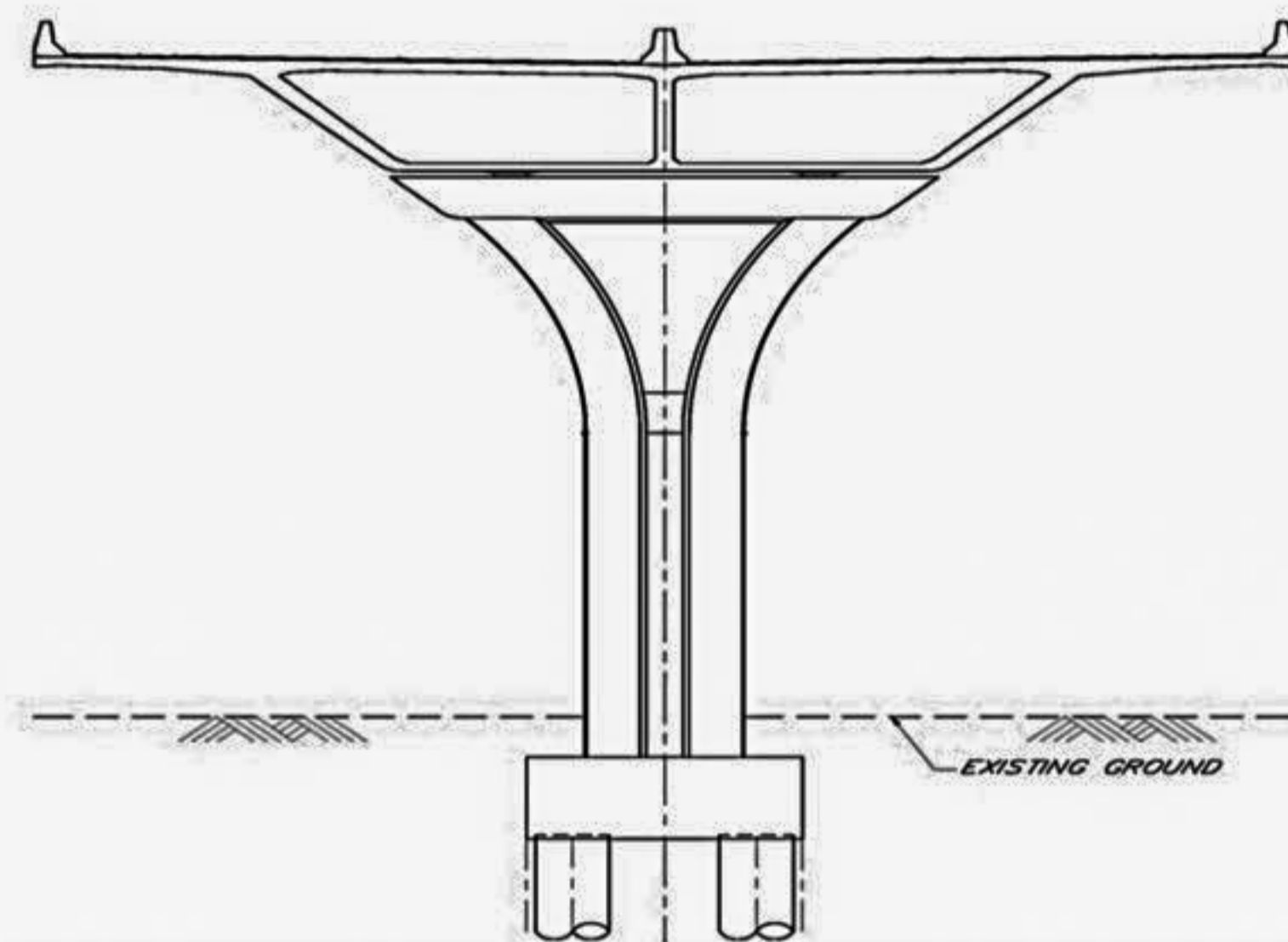
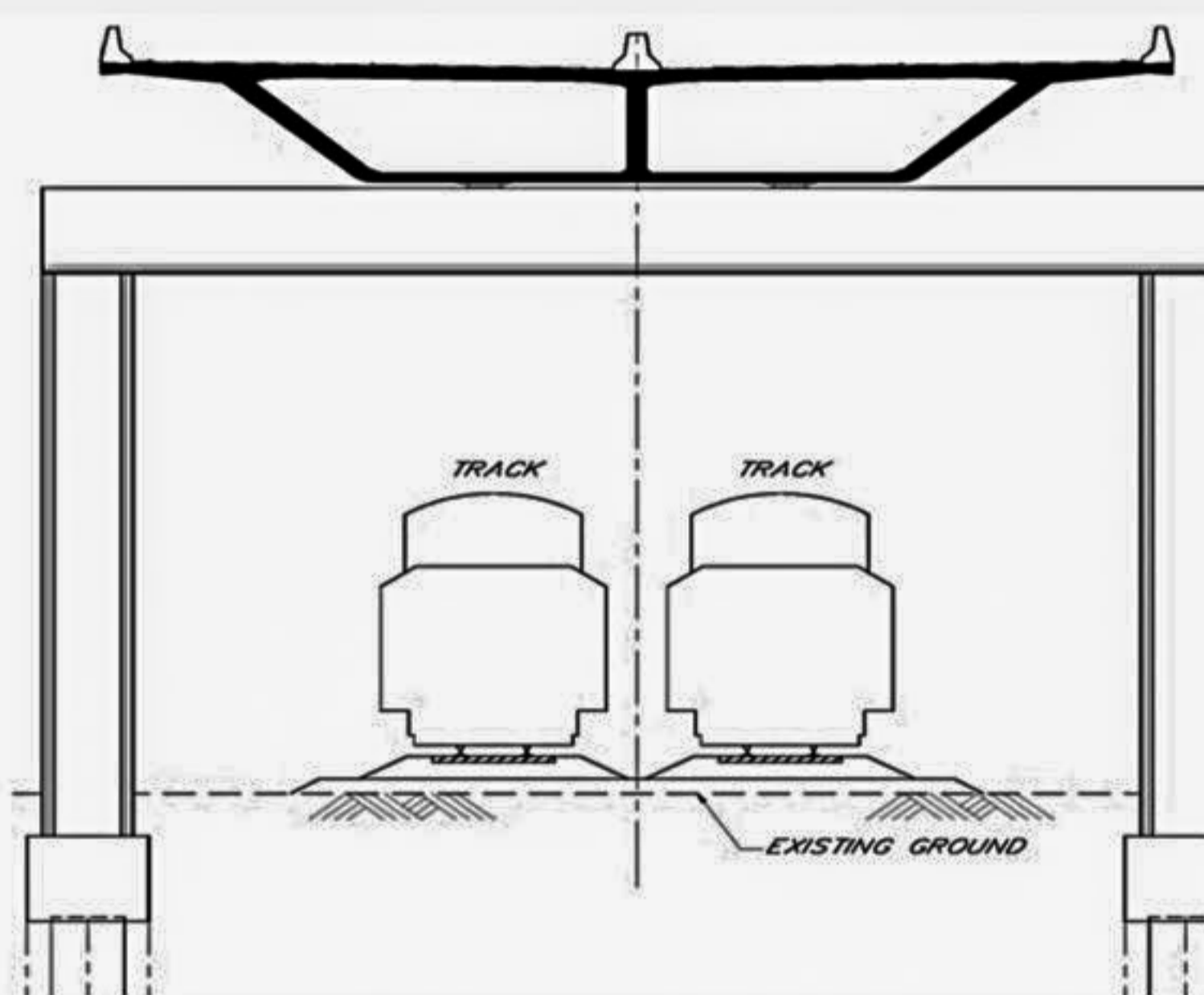
He urges the government to come out of its traditional bureaucratic mindset and create an enabling environment for implementing PPP projects. While citing the example of India, Professor Hoque argues that the Indian government is even helping investors get funding through infrastructure bonds. It also checks the outflow of dollar.

Integration among all the infrastructure projects must be ensured, Professor Hoque adds. The Dhaka Transport Coordination Authority was supposed to do this job, but they are failing to implement it. As the Dhaka Elevated Expressway will start near the Hazrat Shahjalal International Airport, there is a great opportunity to connect the Airport with DEE. It will function as an airport-bound expressway through which people can reach Banani within seven to eight minutes, bypassing the traffic.

Professor Hoque concludes with the hope that the government will fully abide by the concessionaire agreement and provide all necessary support to complete the project within the stipulated time. Otherwise, on the one hand, the government will have to incur huge losses to pay damages to the private partner of the project, while on the other, it will send a wrong signal to global investors interested in investing in Bangladeshi projects.

## Lessons need to be learnt

Referring to the long delay at the beginning of the construction of the DEE project, Professor Hoque stresses that PPP projects should always be green field projects, so that land acquisition and utility relocation do not cause any hindrance. According to the concessionaire agreement, he argues, while the government cannot take any decision without informing the private partner, it is committing this mistake in the case of the Dhaka Elevated Expressway. This can send a wrong signal that after investing in our country, the agreement can be altered without any discussion with the investor. As this a joint venture the government should take all the project related decisions through its PPP cell, and keep the private partner in the loop, opines Professor Hoque.



Portal pier (left) and single pier (right)



**BASHUNDHARA GROUP**  
For the People, for the Country

16339  
www.bashundharacement.com



Gazipur

Airport

Mohakhali

Farmgate

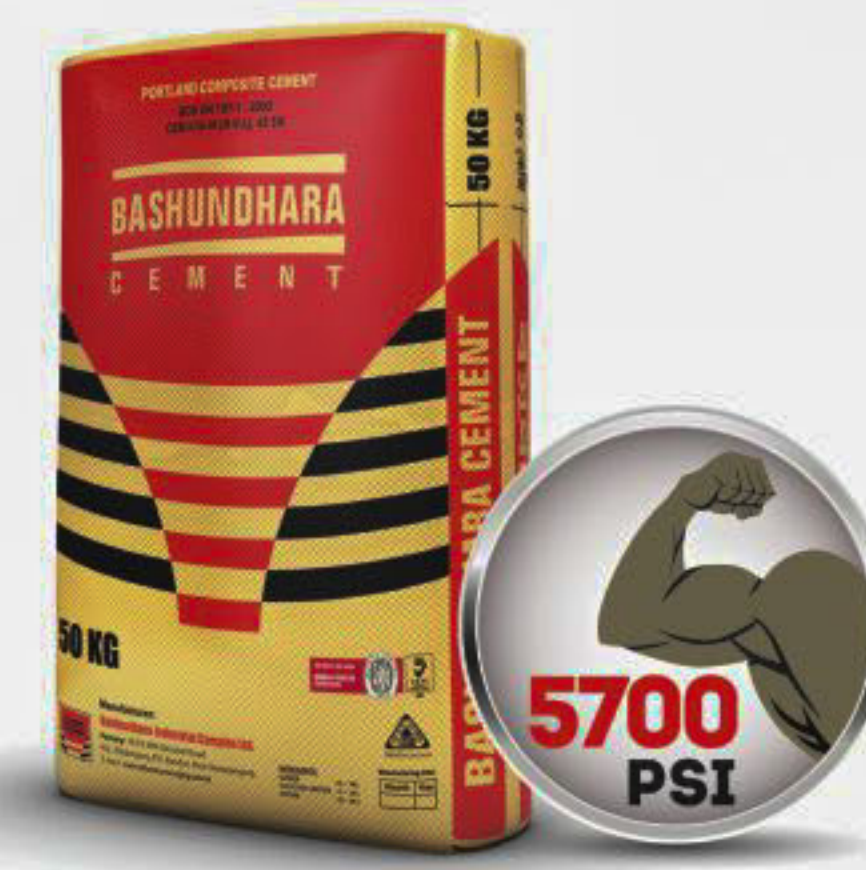
Polashi

Saidabad

Kutubkhali

## THE FIRST DHAKA ELEVATED EXPRESSWAY AND BASHUNDHARA CEMENT MARCHES HAND IN HAND.

Bashundhara Cement is proud to be part of the project that's taking Bangladesh forward. We strive to work towards building a future of endless possibilities.



**BASHUNDHARA**  
CEMENT

BONDING GENERATIONS