



# **INVESTORS CONFERENCE**

## **Rawalpindi Ring Road Project**

### **Public Private Partnership Opportunity**

**PROJECT MANAGEMENT UNIT**

# PROJECT BACKGROUND

National Highway N-5  
passes through RWP/ISL.



Urbanization towards  
Rawalpindi city's South  
and South-West.



Traffic congestion in  
the twin cities.



RDA's 1997 dream of ring  
road is going to transform  
into a reality





**EXECUTING  
AGENCY**



**Rawalpindi Development  
Authority**



**Lahore Ring Road  
Authority**



**FEASIBILITY  
CONSULTANT**



**Zeeruk International  
(Pvt.) Limited in Joint  
Venture with M/s  
Engineering General  
Consultants EGC  
(Pvt.) Limited**



**TRANSACTION  
ADVISORY  
SERVICES**



**NESPAK in JV with  
KPMG and Axis Law**



# PROJECT BENEFITS

Ease congestion on urban transportation system of Rawalpindi and Islamabad.



Prompt Rawalpindi city's decongestion by identifying urban clusters along Ring Road.



Facilitate the growth of the Rawalpindi city towards south-western side in a planned manner.



Curtail travel time and cost for road users.



# PROJECT SALIENT FEATURES



Total Length

65.3 Km



Interchanges

04 current  
05 future



Service Area

04 (02 both  
sides)



Dual  
Carriageway

3 + 3 lanes



Design Speed

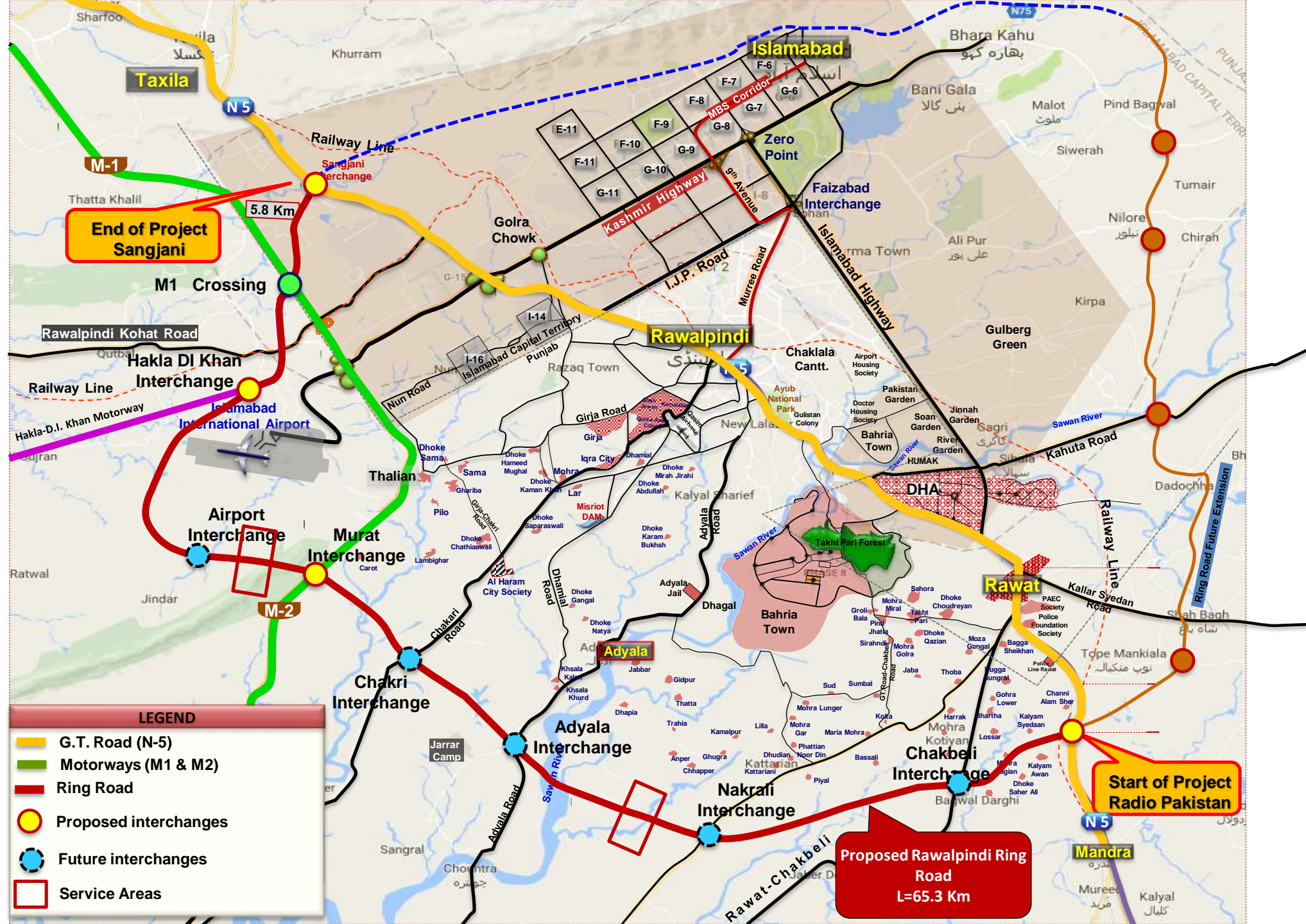
120 Km/h



ROW

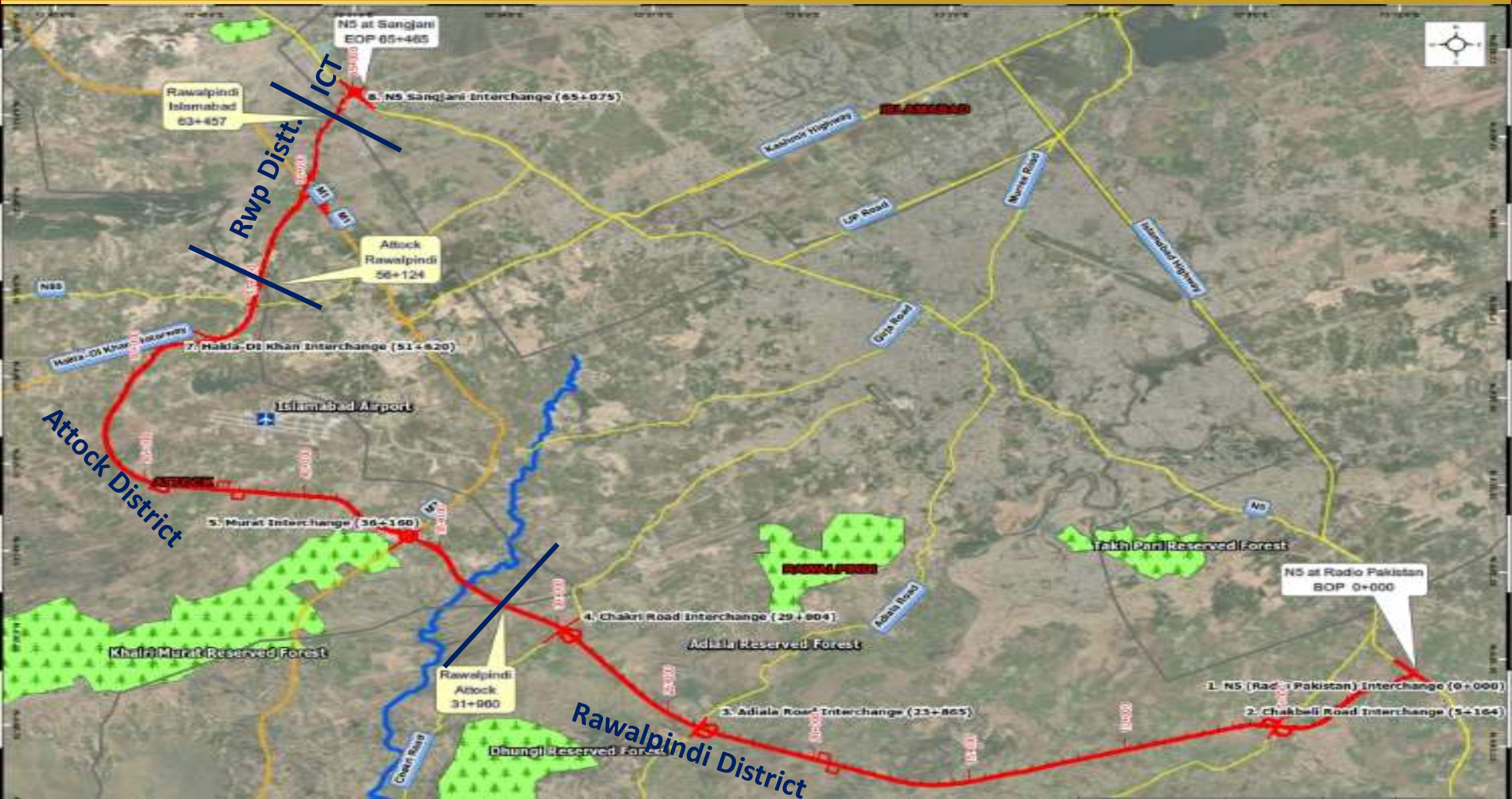
60 M - 110 M

# PROJECT ALIGNMENT





# DISTRICTS BOUNDARY ON RRR



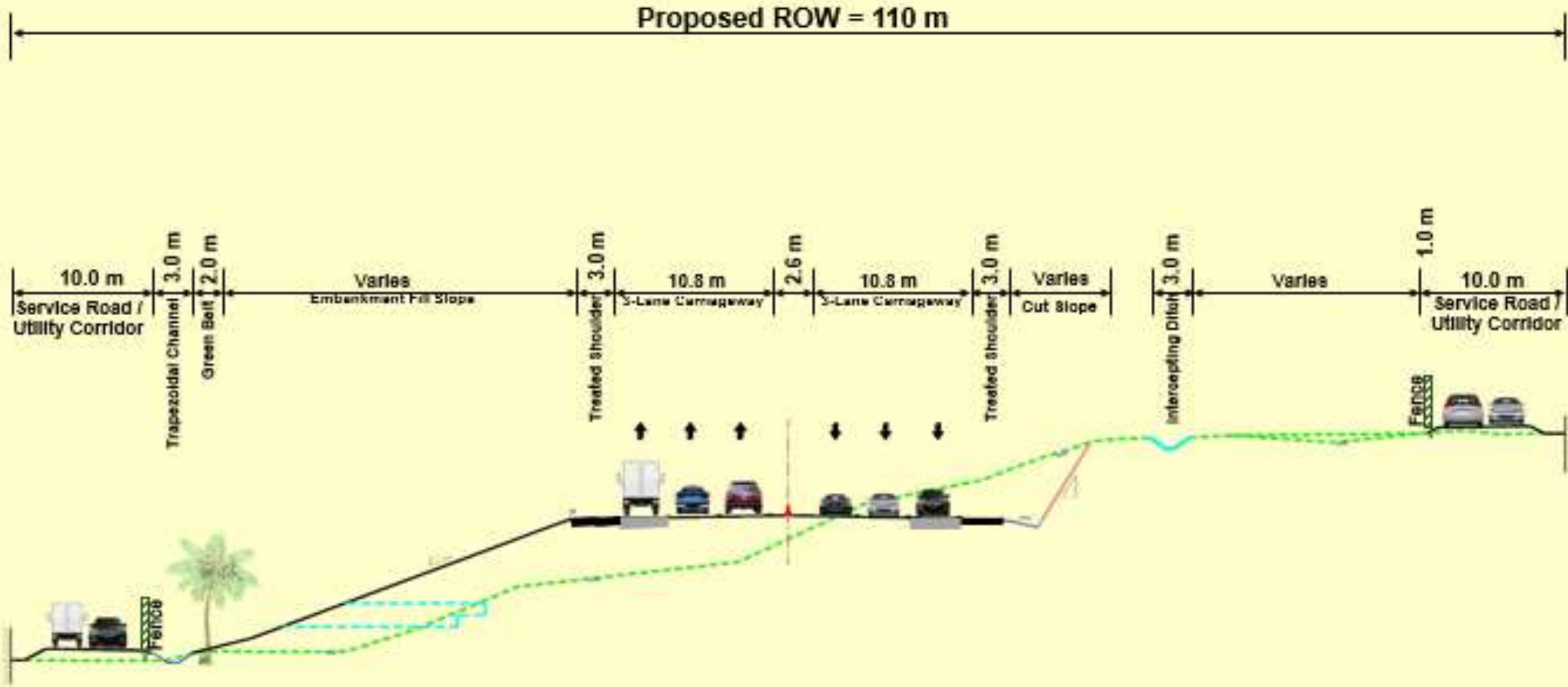


# PROPOSED TYPICAL CROSS SECTION (PERSPECTIVE VIEW)

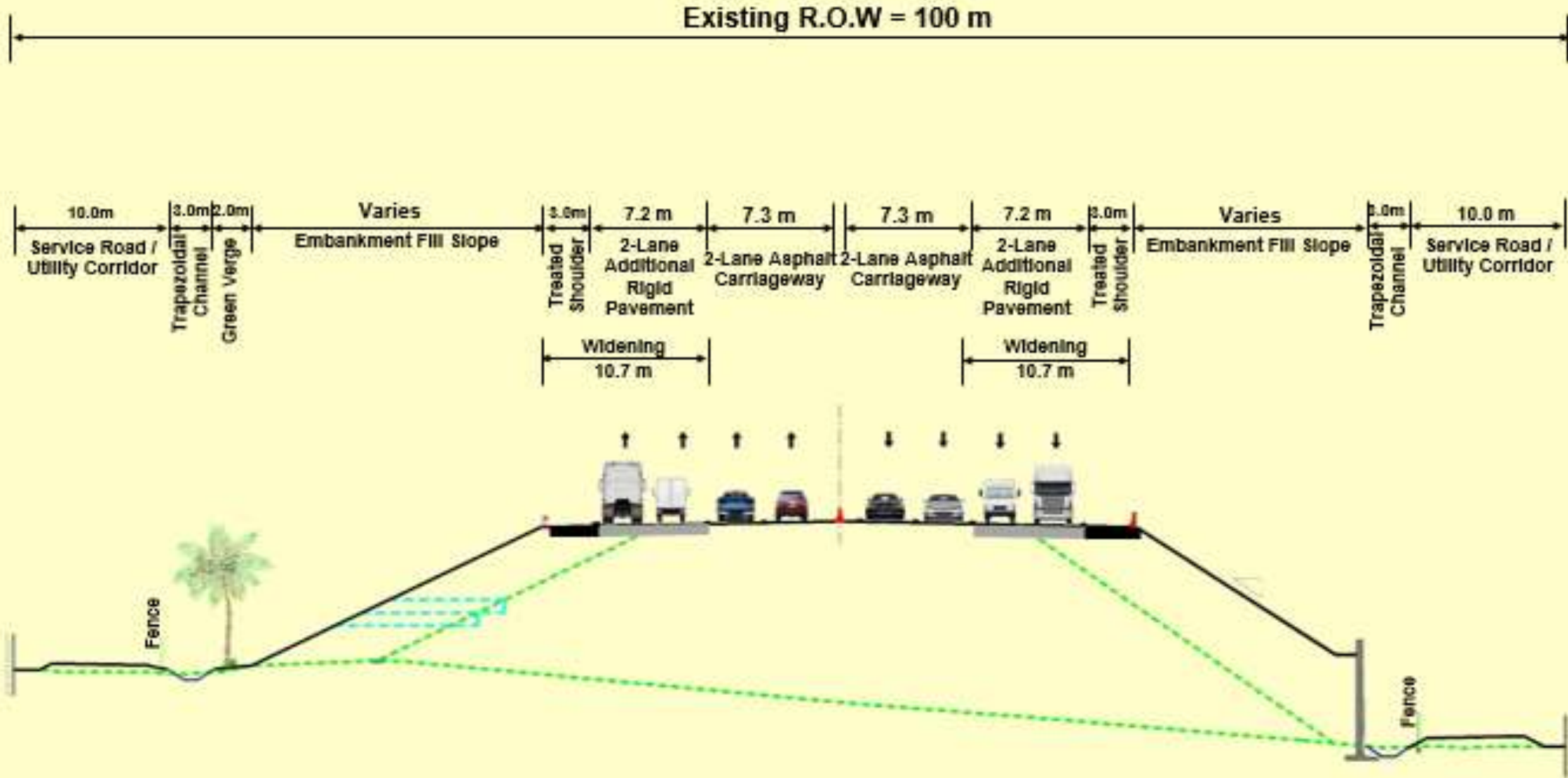




# TYPICAL CROSS SECTION START POINT TO HAKLA DI KHAN INTERCHANGE

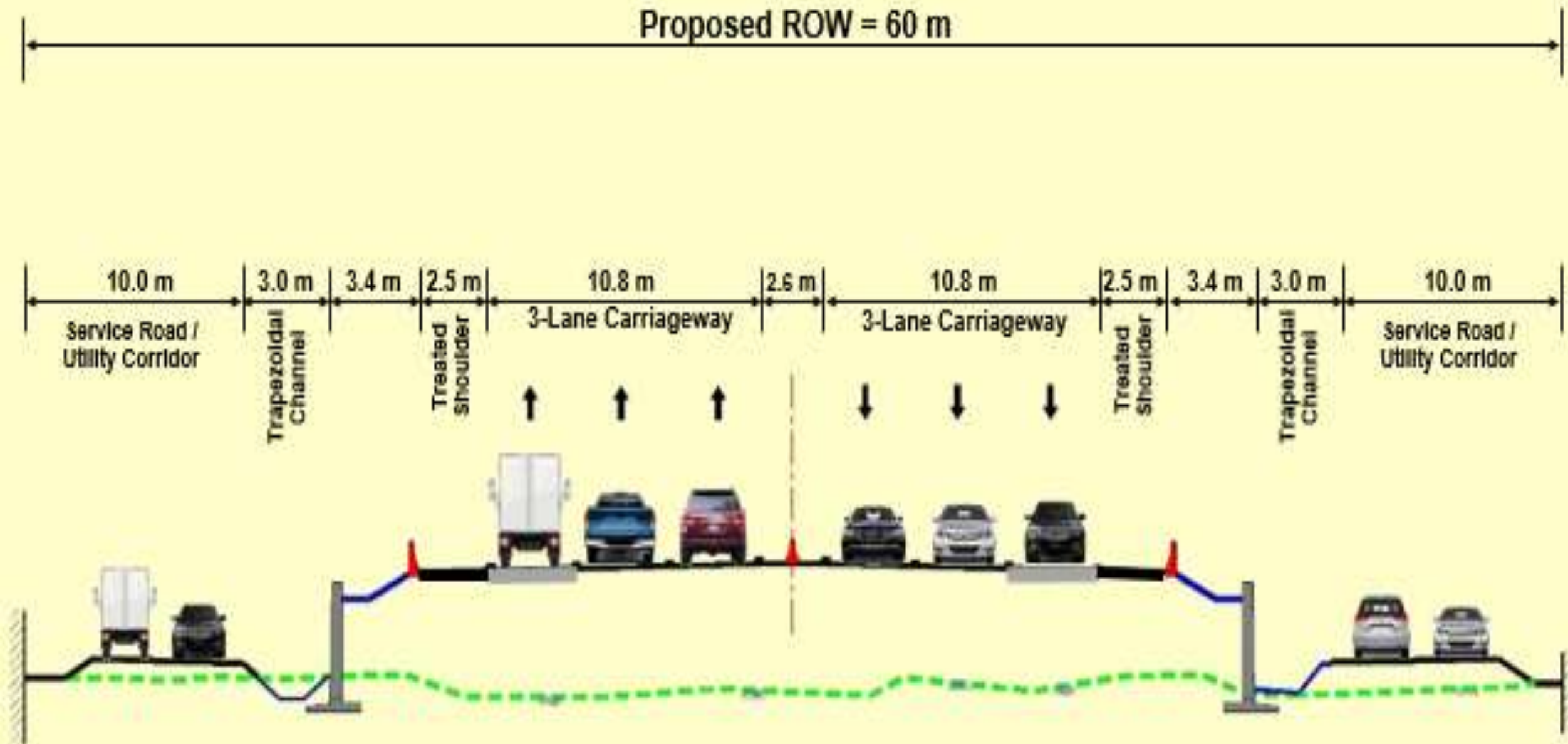


# TYPICAL CROSS SECTION ALONG HAKLA – DI KHAN MOTORWAY (HAKLA INTERCHANGE TO M-1)

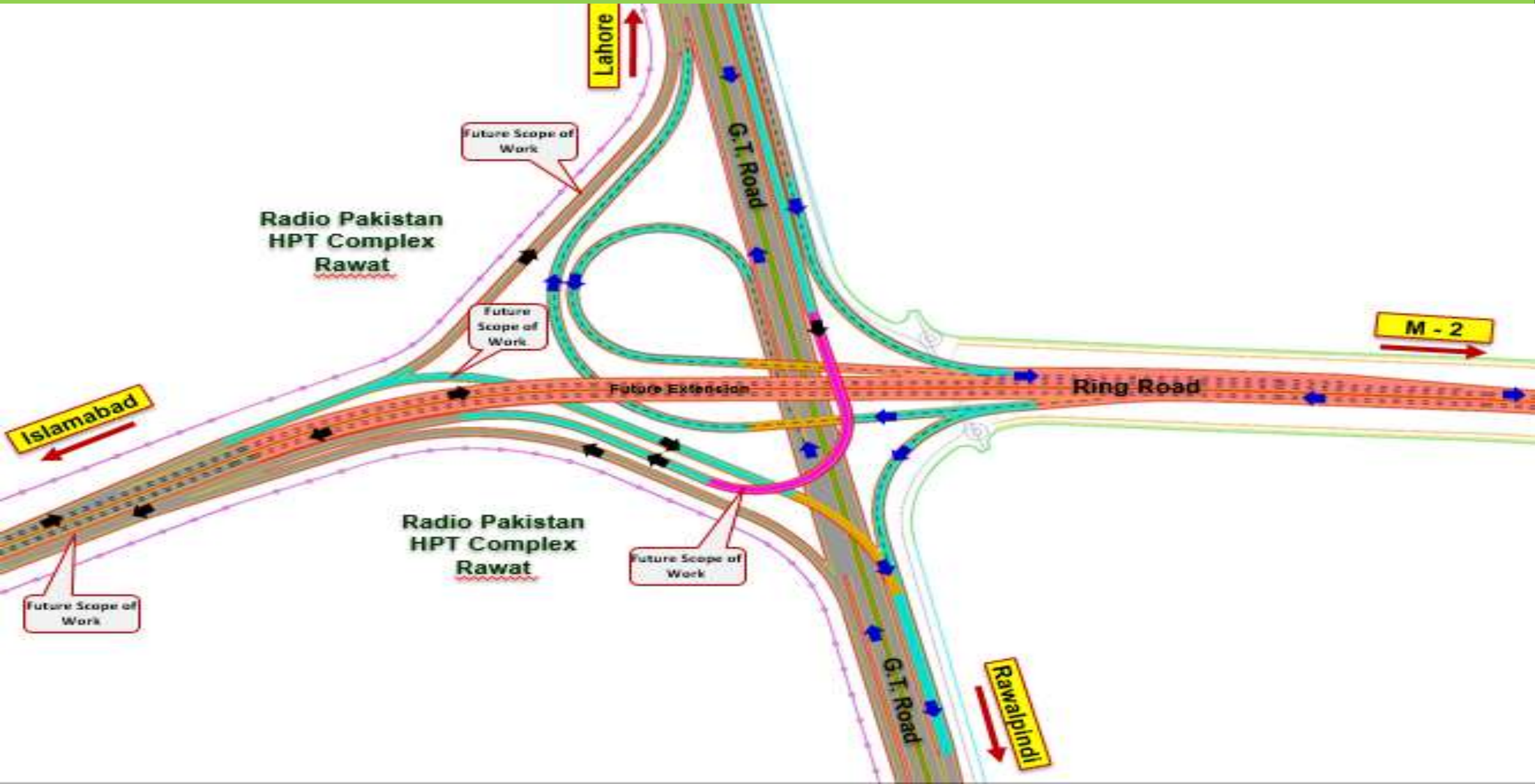




# TYPICAL CROSS SECTION M-1 TO SANGJANI INTERCHANGE



# PRELIMANRY DESIGN OF INTERCHANGE (RADIO PAKISTAN)

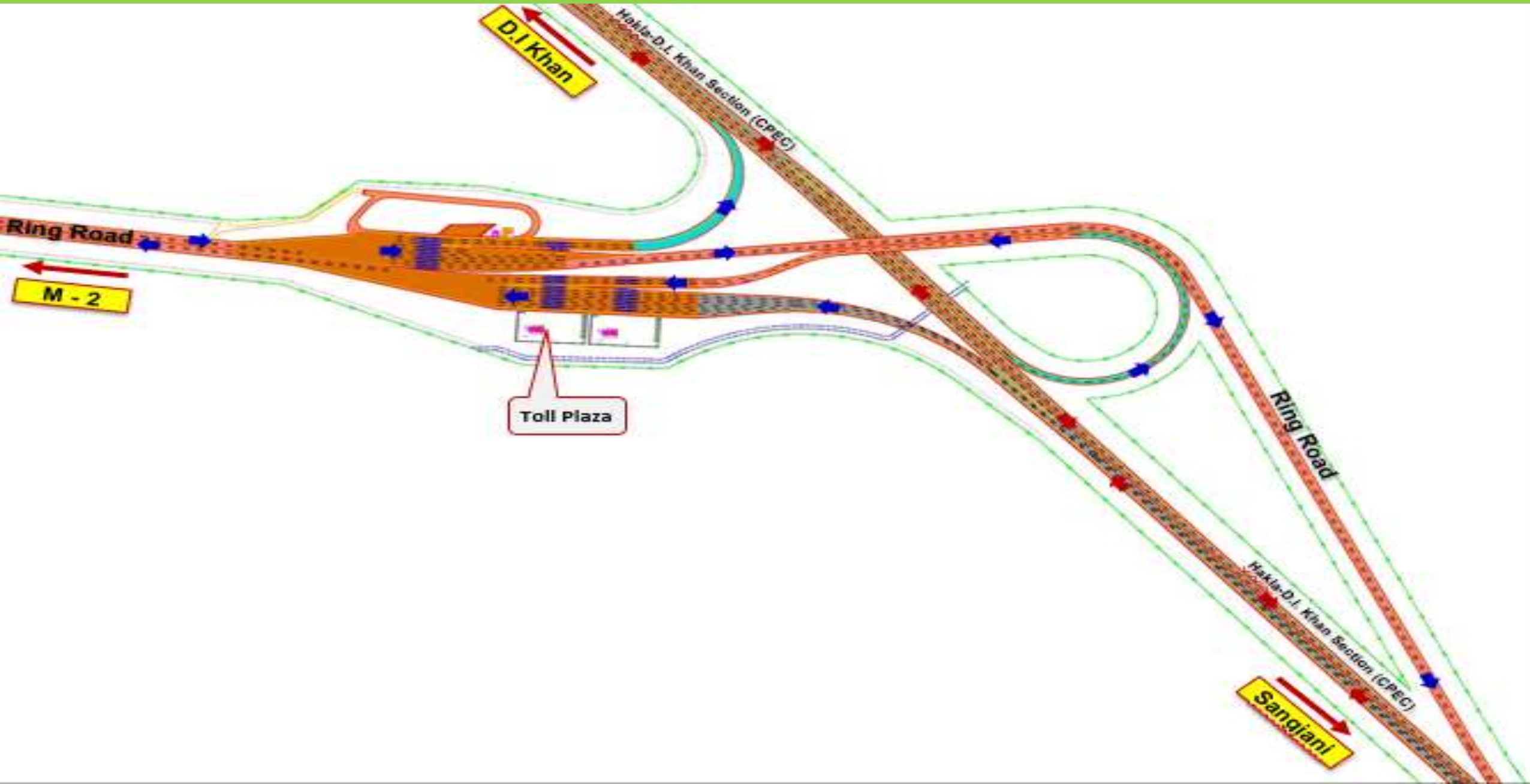




# PRELIMINARY DESIGN OF INTERCHANGE (MURAT)

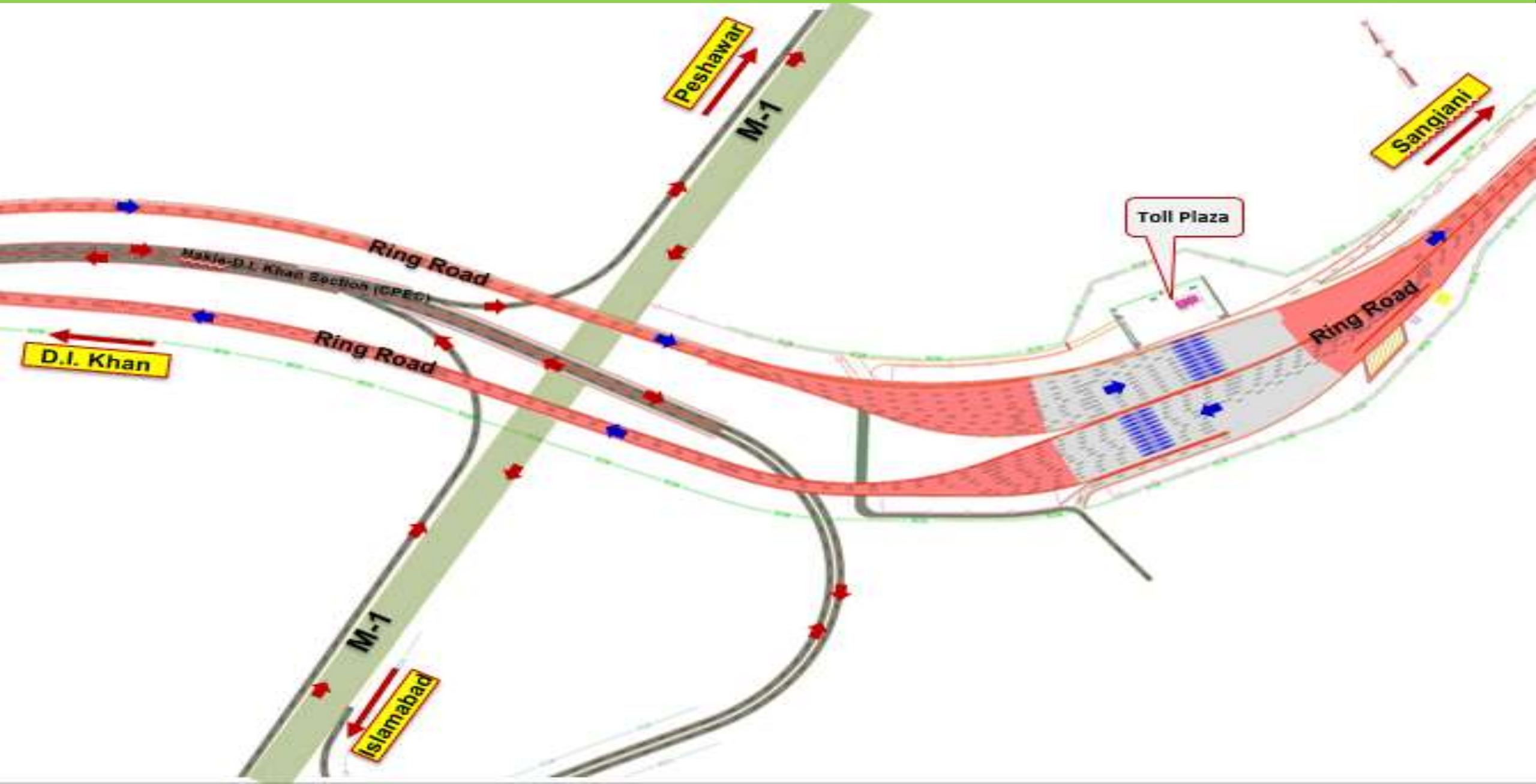


# PRELIMINARY DESIGN OF INTERCHANGE (HAKLA DI KHAN)

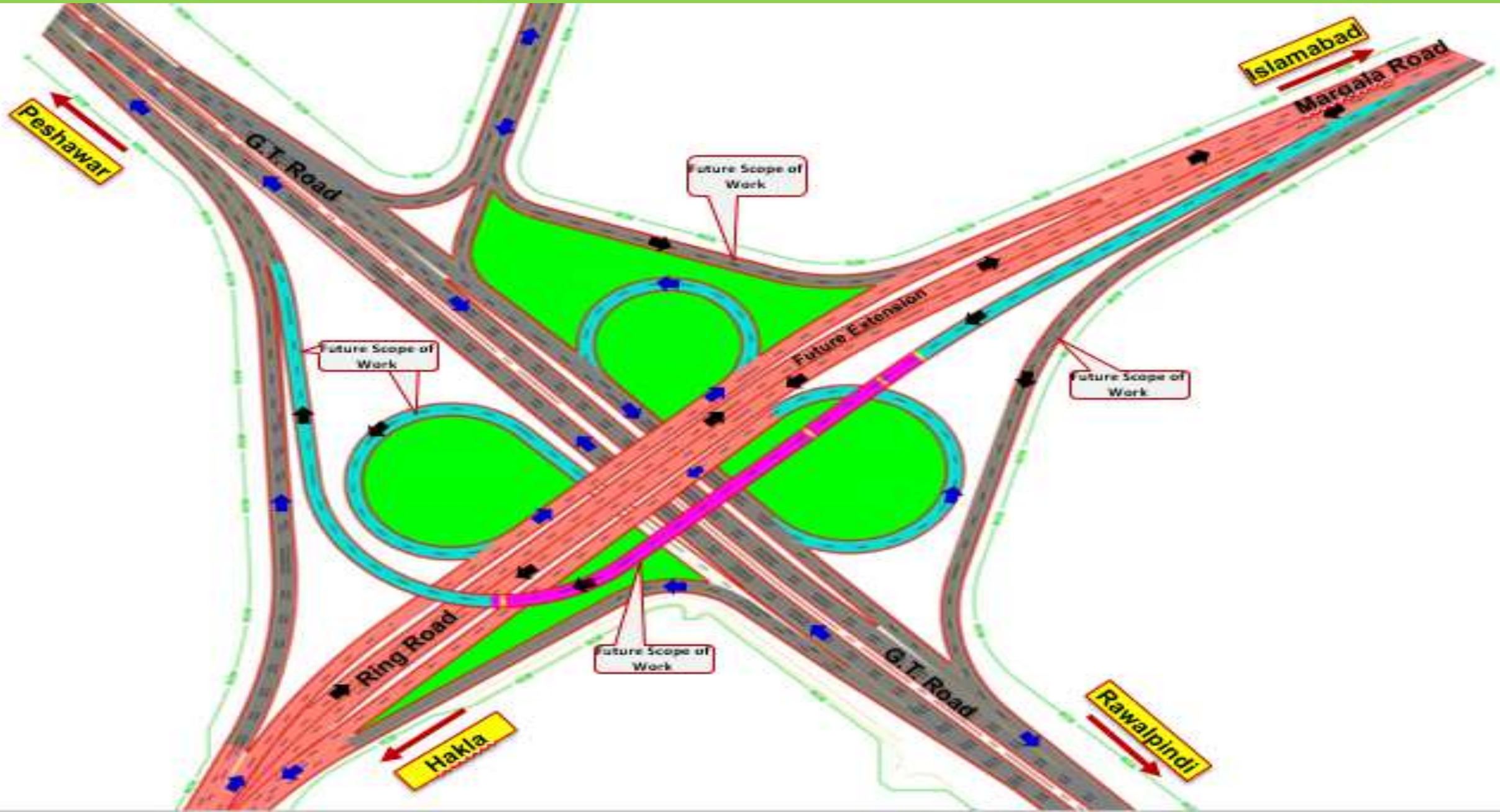




# PRELIMINARY DESIGN OF M1 CROSSING



# PRELIMINARY DESIGN OF SANGJANI INTERCHANGE



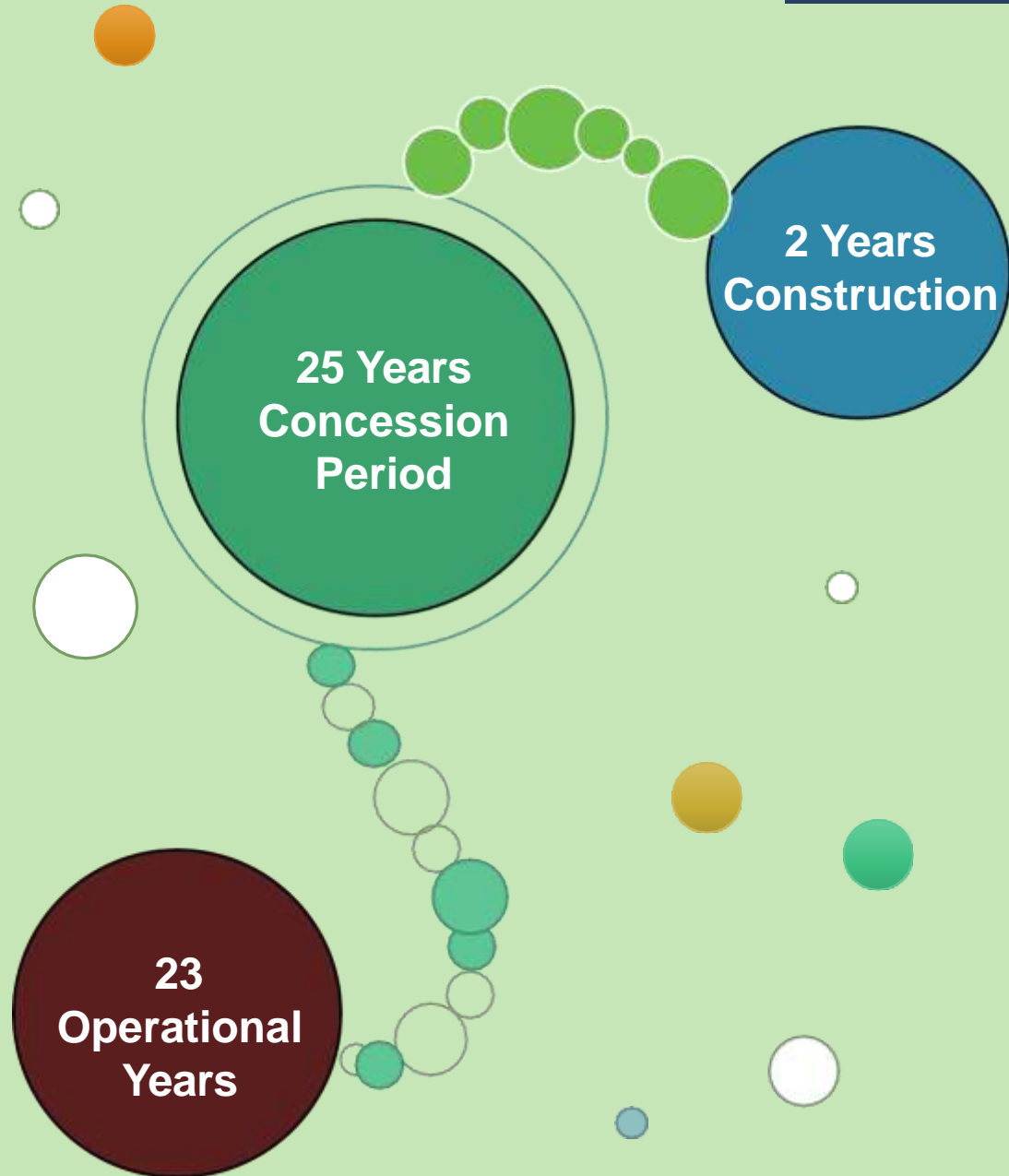


# TECHNICAL PARAMETRERS

Description	No of Structures (approx.)
Box Culverts	94
Cattle Creeps	17
Underpasses	7
Overpasses	10
Bridges Nullah / River	9
Soan River	Length = 560 m
Sil River	Length = 140 m
Interchange Bridges	17

Description	Detail
Type of Terrain	Plain / Rolling
Lane Width	3.6m x 3
Median Barrier	0.6 m (NJB Type)
Max. Grade	3 %
Max. Super Elevation	6 %
Drainage	Both side
Electrification	Along project length
ITS	Full corridor

# COMMITMENTS



Private Investor

Government

Land Availability



Govt. Support (VGF)



Govt Approvals



Design



Build



Finance



Operate



Maintenance



Transfer to the Govt.





# Traffic Snapshot

**Annual Average  
Daily Traffic**

**>44,000 at  
inception point**



**Annual Growth in  
Traffic**

**2.5% to 5.5%**



**Sustainable Traffic  
Growth**



**Regulatory  
Restriction may be  
imposed on HTV  
to enter in  
RWP/ISB after  
Completion**



Toll related to traffic travelling from/to Hakla DI Khan and M1 will be shared between RDA/concessionaire and NHA. — 50% traffic to be used for R3 Revenue

# Project Cost : PKR 35-40 Billion

Standard M-2 tariff  
**Tariff**



Annual increase 7 %

**Toll Rates Escalation**



25 Years (Including 2  
years Construction period)

**Concession period**



LEGISLATION

**Applicable Law**

Punjab PPP Authority Act  
2019

**Project IRR : > 13%**  
**Equity IRR: > 17%**



**Equity & Commercial Loan**

Minimum equity: 30%  
Maximum debt: 70%



**VGF**

VGF in the form of debt  
available. Payable after  
repayment of commercial debt



**Windfall  
Revenue Sharing**



**MRG (Open for  
discussion)**

Revenue Sharing



# ALTERNATE OPTIONS TO MRG

## FUTURE INTERCHANGES



### OPTION 1

- Govt. to collect toll from future interchanges
- Minimum Revenue Guarantee below 80% (50:50)

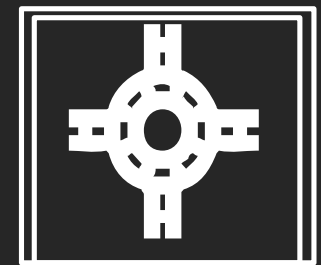
### OPTION 2

- Concessionaire to collect toll from future interchanges
- No Minimum Revenue Guarantee (MRG)
- Windfall gain sharing above 120% (70:30)



### OPTION 3

- Revenue sharing between Govt. and concessionaire for future interchanges
- Windfall gain sharing above 120% (60:40)



# Government Support

1

Upfront VGF during construction

2

Provincial support agreement

3

Restriction on unnecessary heavy traffic from entering into the city

4

Minimum Revenue Guarantee (MRG) below 80% during first 10 years - **Optional**

5

Revenue from future interchanges to be built by Govt. / 3<sup>rd</sup> party - **Optional**



# BUSINESS OPTION



Opportunity to get 4 service areas (2 both sides) 200 kanal each with advertisement rights.

# RISK ALLOCATION

## Government



- **R**ight of way Risk (Incl. Land and shifting of utilities)

## Shared



- **F**orce Majeure Risk
- **D**emand Risk
- **R**egulatory Risk
- **E**nvironmental Risk

Subject to DCA Terms & Condition

## Private Party



- **T**echnical Specifications Risk
- **C**ompletion Risks
- **C**ost overrun Risk
- **D**esign Risk
- **I**nflation Risk
- **I**nsolvency Risk
- **I**nsurance Risk
- **F**inancing Risk
- **M**aintenance Risk
- **R**esource Risk
- **T**echnology obsolescence Risk
- **U**tilities Risk O&M (Allied)
- **H**and back Compliance risks Risk



# PROJECT CURRENT STATUS



**Feasibility Study**



**Environmental  
Impact  
Assessment**



**Utilities  
identification**



**PPP Project  
Proposal submitted  
in PPP Cell**



# PROJECT CURRENT STATUS



Govt. released Rs.  
6.2 B for land  
acquisition



Alignment  
Finalized



Future  
Interchanges  
Financing



Land Acquisition



# RAWALPINDI RING ROAD PROJECT SCHEDULE

**Q4  
2020**

PPP Project Proposal  
Submitted

Land Acquisition Process  
Started

Environmental Approval  
Granted

**Q2 2021**

Bid Evaluation  
Contract  
Award

**Q4 2021**

Financial  
Closure and  
Construction  
start

**Q1  
2021**

PPP Project Proposal Approval  
Public Notice for Bidding  
Land Acquisition

**Q3  
2021**

Financial  
Closure  
Process

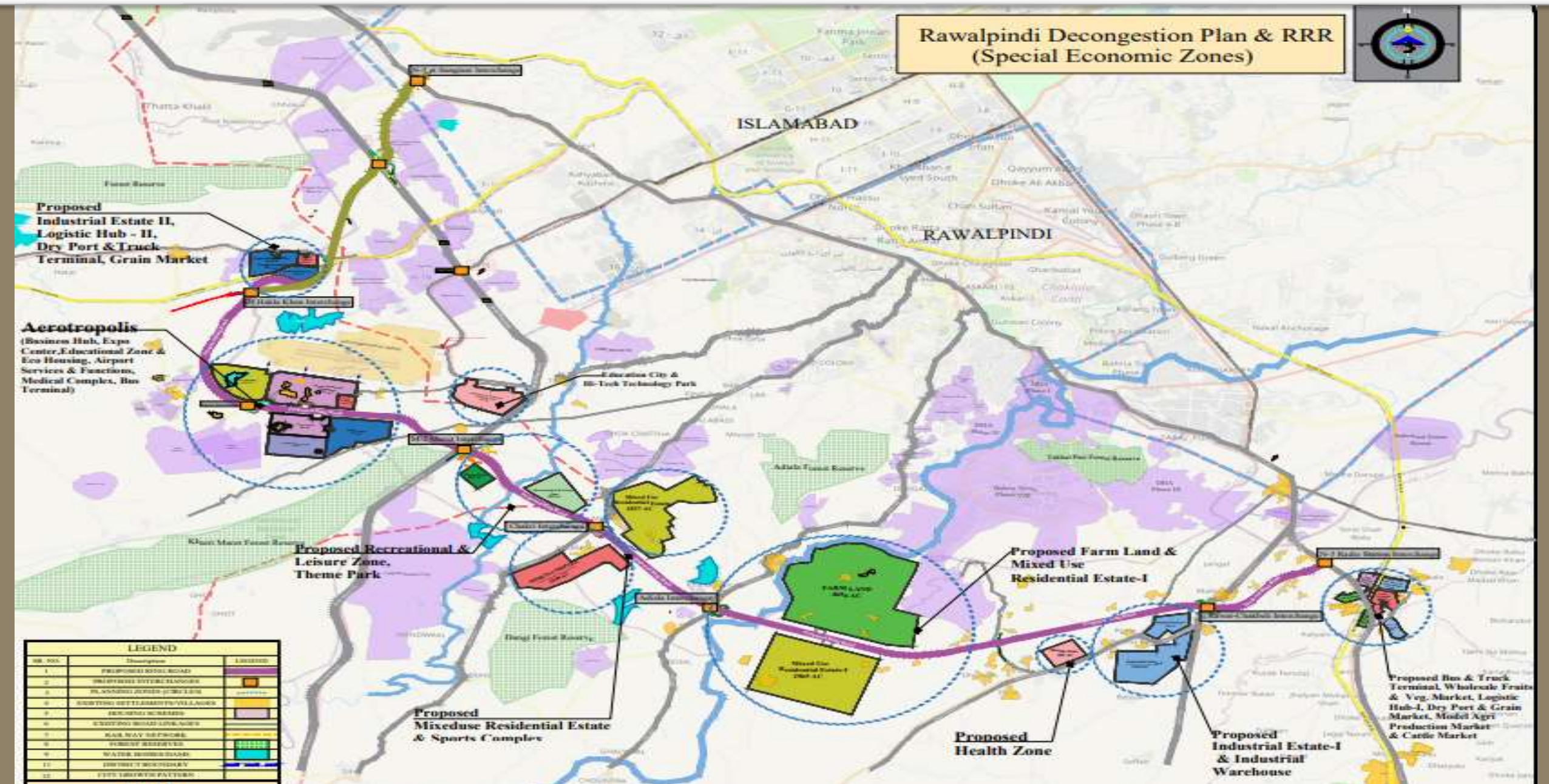
**Q1 2022 - Q4  
2023**

*Construction Completion*





# ECONOMIC CORRIDOR ALONG RRR







# SETTING NEW HORIZON FOR RAWALPINDI CITY'S DEVELOPMENT

## Rawalpindi Ring Road Economic Corridor



### Interchanges

- |                       |               |                       |
|-----------------------|---------------|-----------------------|
| 1 - N-5 Radio Station | 4 - Adiyala   | 7 - Airport           |
| 2 - Chakbell          | 5 - Chakri    | 8 - Hakla - D.I. Khan |
| 3 - Nakrali           | 6 - M-2 Murat | 9 - N-5 Sangjani      |

### Salient Features of Rawalpindi Ring Road



The road proposed to originate from N-5 near Rawat (Radio Pakistan) & Terminates at Sangjani N-5

Passing Through : Chakbell Road, Adiyala Road, Chakri Road, M-2, CPEC, M-1

Length : 65.5 Km.  
Row : 110 M.  
Lanes : 6  
(Just Carriageway)



Green Initiative  
Planting 100,000 Plants









# Thank You

PMU

051 9293033

[pmu.r3p@gmail.com](mailto:pmu.r3p@gmail.com)

