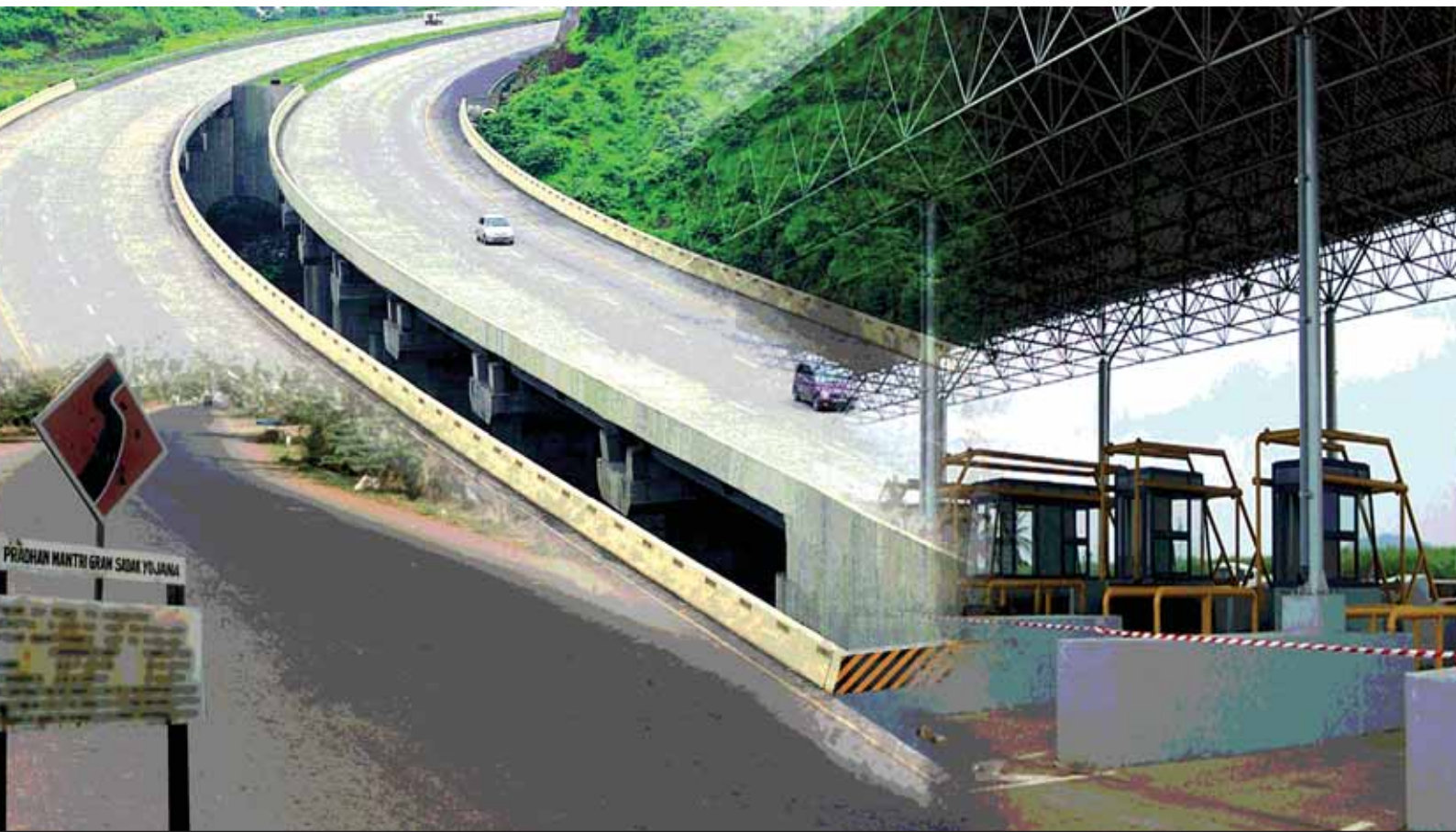


Third Annual Conference on

Road Development in India

Issues, Opportunities and the Way Forward

August 20-21, 2008, Hyatt Regency, New Delhi



Organiser:



Lead sponsor:



Co-sponsors:



WIRTGEN INDIA



Sponsorship opportunities are available

Mission

- The progress of road development in India over the past few years has been patchy at best, despite the promise spelt by grand policy and plan announcements.
- To be sure, there have been a number of significant and positive developments, especially in the national highway segment. Almost 9,500 km of national highways have been four-laned. Private participation and investment in the sector is increasing. A new model concession agreement is in practice for PPP projects. Road users are showing increasing willingness and ability to pay the tolls for road use. The sector is witnessing the introduction of best practices and the use of latest technologies. The Golden Quadrilateral programme, the NHAI claims, is 97 per cent "complete".
- The progress, however, has been woefully slow. The objective of the NHDP was to upgrade 50,000 km by 2012. We are nowhere near achieving that. The progress was particularly poor in 2007, with only about 60 per cent of the planned length completed during the year. Only about one-fourth of the planned project awards were actually made in 2007-08. Till date, only seven NHDP contracts have been awarded with the new model concession agreement.
- As a result, the quality of roads in India is still very poor. Only about 12 per cent of the national highways are four-laned. Most are heavily congested, poorly maintained and move slowly. To change this picture, the government is betting on private participation. The future funding strategy of the NHDP assumes that over 80 per cent of the balance funds required will come from the private sector. This will happen only if the new MCA is implemented successfully which, in turn, will happen only if the risk sharing is more balanced amongst the various stakeholders and the long-pending issues of the private players are properly addressed. There is also a need for clearer tolling standards, with notification of the new tolling policy as soon as possible.
- Some of the key issues still dogging private developers are land acquisition delays, clearance requirements, slow dispute resolution, lack of oversight/ implementation capacity of the NHAI, lack of coordination between different government agencies, etc. They also have their own issues such as shortage of skilled manpower, cost/availability of key raw materials, and inadequate capacity of development and construction firms.
- Private participation at the state level continues to be low. Only about a dozen states have been able to mobilise private funds, though a number of them have recently announced very significant initiatives.
- There is also a need for greater focus on rural connectivity, with the construction of new roads and upgradation of existing roads. We need innovations in financing as also enhancement of capacity of various implementing agencies for timely achievement of targets.
- **The mission of this conference is to provide an update on road development, to provide a forum for discussion of key issues and concerns, to showcase success stories and to focus on specific areas like state initiatives and rural roads. It will attempt to answer questions like:**
 - What is the current status of road network development? What are the key trends?
 - What is the industry's perspective on the new model concession agreement?
 - What needs to be done with respect to tolling policy and mechanisms?
 - What is the current status of the NHDP? What are the key issues and concerns?
 - What is the status of state road development? What are the key initiatives?
 - What is the current status and future potential of private participation at the state level?
 - What has been the experience of some of the successfully implemented road projects?
 - What has been the progress on rural roads? How can we do better?
 - How can new technologies help in the development of modern road networks?
 - Etc., etc.

Agenda and Structure

- The conference will have nine distinct sessions: **Key Sector Trends, Government Perspective, New State Initiatives, Reviewing New Model Concession Agreement, Update on the NHDP, Tolling Policy and Mechanisms, Rural Connectivity, New Technologies** and **Project Showcase**.
- Each session will be split into two parts. The first part will feature presentations by speakers. The second part will be devoted to Q&A and floor discussions.
- The conference will feature points of view of all the key stakeholders – road operators, construction firms, road development agencies, policy-makers and investors.

Target Audience

- The conference is targeted at:
 - Road operators
 - Road development agencies
 - Infrastructure development organisations
 - Construction firms and contractors
 - Construction equipment providers
 - Road products & service providers
 - Government agencies
 - Financial institutions
 - Consultant organisations
 - Legal firms
 - International financial agencies
 - Etc.

Distinguishing Features

- Our conferences are known for their focus on dissemination of information, sharing of expertise and exchange of views. Schedules are adhered to and there is adequate time for discussion and networking. There are no lamp-lighting ceremonies.

Organisers

- The conference is being organised by **India Infrastructure Publishing**, a company dedicated to providing information on the infrastructure sectors through magazines, newsletters, reports and conferences. The company publishes **Indian Infrastructure** (a magazine devoted to infrastructure policy and finance), **Roads & Bridges News** (a weekly newsletter) and the **Road Development in India** report (a comprehensive and up-to-date study of the road sector).

Delegate Fee

- The delegate fee is Rs 22,500 for one, Rs 35,000 for two, Rs 47,500 for three and Rs 60,000 for four. There is a special low fee of Rs 9,000 per participant for the PWDs.

Previous Participants

The organisations that have participated in our previous conferences on "Road Development in India" include the Abhijeet Group, ACC, Afcons, Andaman PWD, APRDC, Arch Consultancy, Atlanta, Atlas Copco, AXIS Bank, BG Shirke, B Seenaiah, B&K Securities, BCEOM, BDA, BEML, Bhopal Municipal Corporation, Bridge & Roof, C&C Constructions, Canara Bank, Cement Manufacturers' Association, CLSA, CRISIL, DS Constructions, Dynapac, Eikon, Era Constructions, E&Y, Feedback Ventures, Frischmann Prabhu, Gammon, GE, GIDB, GMMCO, GMR, Grasim, GVK, Halcrow, HCC, HUDCO, Hyderabad Urban Development Authority, IBI Group, ICICI Bank, IDBI, IDFC, IIFCL, IJM, IL&FS, IRB Infrastructure Developers, Ircon, IRD, Isolux Corsan, ITNL, JK Cement, Jaypee, JCB, JMC Projects, Kotak Mahindra, L&T, Maytas, MeadWestvaco, Metso Minerals, MIDC, MMRDA, Mormugao Port Trust, MP PWD, Nashik PWD, NCC, NHAI, NKG Infrastructure, NUCHEM, Omaxe, Oriental Structural Engineers, PNC Construction, Pratibha Industries, Pune Municipal Corporation, Rajasthan PWD, Reliance Energy, RIDCOR, RITES, RSRDC, Sandvik, SBI Caps, Senzo, SEW Constructions, Shyam Steel, Simplex, SMEC, Sun Group, Tata Motors, Telco, Theiss, Leighton, TIL, TNRDC, Unity Infraprojects, Vijeta Projects, Visakhapatnam Port Trust, Wirtgen India, World Bank, etc.

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Registration Form

I would like to register for the conference. I am enclosing Rs _____
vide cheque/demand draft no. : _____ drawn on _____
dated _____ in favour of **India Infrastructure Publishing Pvt Ltd** payable at New Delhi.

Please send wire transfer payments to:

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Registration Fee

Delegates	One	Two	Three	Four
INR	22,500	35,000	47,500	60,000
USD	625	925	1,225	1,525

- There is a special low fee of Rs 9,000 per participant for the PWDs.
- Registration will be confirmed on receipt of the payment.

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