Lead and co-sponsorship slots are available.
Mission

- The past couple of years have been very encouraging for the road sector. A record length of about 10,000 km was awarded and about 6,000 km of road stretches were completed in 2015-16. The current construction rate for national highways has gone up to about 18 km per day. The sector also received a 25 per cent higher allocation (central plan outlay) in the 2016-17 Budget.
- EPC continued to be the dominant mode of project award and implementation. Nearly 80 per cent of the projects awarded by NHAI during the year were on an EPC basis. In addition, National Highways and Infrastructure Development Corporation Limited (NHIDCL) is implementing 109 contracts (7,150 km) on an EPC basis in the Northeast.
- At the same time, attempts are being made to modify the PPP model with the Kelkar Committee showing the way in its recent report. New models such as hybrid annuity and toll-operate-transfer (ToT) are being considered for private participation. A total of 14 projects have been awarded on a hybrid annuity basis. The ministry also plans to offer about 104 toll projects for a 20-year lease period on a ToT basis.
- On the funding front, new sources are being explored. The government’s decision to remove dividend distribution tax on infrastructure investment trusts (InvITs) has encouraged companies like IRB Infrastructure, ITNL, Larsen & Toubro, and MEP Infra to list their assets under InvITs.
- The ministry is also planning to tap Rs 500 billion from LIC India to finance its expressway development programme. Meanwhile, NHAI has been allowed to raise Rs 500 billion-Rs 550 billion through market borrowings.
- Operational asset sales have become prominent in the sector, especially post the policy change that allowed companies to fully exit their projects after two years of construction. This is helping road developers deleverage their balance sheets to infuse fresh liquidity into the sector. Some of the companies that divested their assets include Hindustan Construction, Nagarjuna Construction, Sadbhav Infrastructure Projects, GMR, Madhucon, Gammon and PNC Infratech.
- Technology continues to be a key focus area of the ministry and NHAI. FASTag is now active at more than 325 toll plazas across the country. NHAI is in the process of introducing advanced highway management systems on national highways. This will help improve vehicular flow as well as transfer real-time traffic data to the operator.
- Online platforms like E-Pace and Infracon, and an updated version of INAM-PRO have also been launched by the ministry. Through these initiatives, the government aims to make road-building procedures faster, more transparent and efficient.
- Road safety is another focus area of the government. It has set a target to reduce the number of fatalities due to road accidents by 50 per cent by 2020. It has also constituted a group of ministers to recommend safety-related measures.
- Nevertheless, the road sector continues to face some key issues. Land acquisition is still an area of concern for many projects. There is a need for a more effective dispute resolution mechanism, proper project development and preparation, and a more balanced risk allocation. The absence of long-term financing instruments and mismatch in traffic estimates are other major challenges.
- Going forward, the targets for 2016-17 are ambitious. The government aims to award 25,000 km and construct 15,000 km of roads during the year. Estimates indicate that projects spanning 50,000 km and entailing investments of about $250 billion will be developed over the next five to six years. Significant opportunities will be offered to contractors, and equipment and material providers through programmes like Bharat Mala, Char Dham, District Connectivity and Setu Bharatam.
- The mission of this conference is to provide an update on the key trends and developments in the sector, examine recent policy initiatives, and discuss the key issues and concerns. It will also highlight the opportunities in the sector, and showcase noteworthy initiatives and projects.

Target Audience

The conference is targeted at:

- Road operators
- Construction firms and contractors
- Construction equipment providers
- Government agencies
- Technology solution providers (GIS, RAMS, etc)
- Consultant organisations
- Road development agencies
- Road products (Geosynthetics, Steel, Bitumen, etc) and service providers
- Infrastructure development organisations
- OMT organisations
- International financial agencies
- Financial institutions and legal firms

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ROAD DEVELOPMENT IN INDIA

Key speakers from the previous conferences:

Vijay Chhibber, then Secretary, Ministry of Road Transport and Highways
Anand Kumar, Managing Director, National Highways & Infrastructure Development Corporation
Rohit Kumar Singh, Joint Secretary (Highways), Ministry of Road Transport and Highways
Rajesh Bhushan, Joint Secretary, Rural Connectivity and Director General, National Rural Roads Development Agency
Rajiv Yadav, Member, Administration, National Highways Authority of India
K.S. Reddy, Managing Director, Karnataka Road Development Corporation
Vivek Aggarwal, then Managing Director, Madhya Pradesh Road Development Corporation
Sanjay Jaju, Director, Finance and Admin, National Highways and Infrastructure Development Corporation
S.M. Ramchandani, Joint Managing Director, Maharashtra State Road Development Corporation
A.K. Singh, Chief General Manager, Technical, HR and Admin, National Highways Authority of India
Parvesh Minocha, Group Managing Director, Transportation, Feedback Infra
K. Venkatesh, Chief Executive and Managing Director, L&T Infrastructure Development Projects
Sanjit Bakshi, Director, Oriental Structural Engineers
S.C. Mittal, Chief Executive, IL&FS Transportation Networks
Asim Tewari, Chief Executive Officer, Bharat Road Network (SREI)
D.K. Sen, Senior Vice President and Head, Transportation Infrastructure, L&T ECC
R.V.R. Kishore, Construction Head, Hindustan Construction Company
Athar Shahab, then CEO, Infrastructure and Real Estate, Vedanta Group
A.K.S. Chauhan, Chief Operating Officer, G.R. Infraprojects
Sanjeev Ghat, Chief General Manager, India Infrastructure Finance Company Limited
Rohini Upasani, Deputy Chief Executive Officer, SBI Macquarie Infrastructure Management
Dr Pawan Maini, Managing Director, Ramboll India

Previous Participants

Delegate Fee
- The delegate fee is Rs. 22,500 for one delegate; Rs. 37,500 for two; Rs. 52,500 for three; and Rs. 67,500 for four.
- There is a special low fee of Rs 5,000 per participant for PWDs and state road corporations.
- A 15 per cent service tax is applicable on the registration fee.

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Organisers

The conference is being organised by India Infrastructure Publishing, a leading provider of information on the infrastructure sectors through magazines, newsletters, reports and conferences. The company publishes Indian Infrastructure, Power Line and Renewable Watch magazines, as well as the Road Development in India and Construction Material Market reports. It also publishes the Directory and Yearbook on Roads & Bridges and Road Development in India (a weekly newsletter).

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