



3rd Annual Conference on

Operation, Maintenance and Tolling in Road Sector

Potential, Progress so far and Way Forward
October 29-30, 2013, The Imperial, New Delhi

Organiser:



Lead sponsors:



Co-sponsors:



OPERATION, MAINTENANCE AND TOLLING IN ROAD SECTOR

Mission

- Large-scale highway development programmes in India have created significant opportunities in the operations, maintenance and tolling (OMT) segment. To attract investors' interest, key policy announcements have been made and a number of OMT projects have been identified in the last few years.
- The union government has taken the lead in promoting the OMT concept. In 2012, the OMT policy was approved and a model concession agreement (MCA) was drafted. Prior to this, the tolling policy for national highways was revised and standardised technology was finalised. During 2012-13, the NHAI awarded over 1,800 km of road projects on an OMT basis.
- For awards in 2013-14, NHAI invited requests for annual qualification for OMT projects covering over 1,200 km in July 2013. The OMT project award target for 2013-14 has been fixed at 1,295 km. The current and proposed engineering, procurement and construction (EPC) contracts are also potential projects to be awarded on an OMT basis in the future. Operations and maintenance has also acquired greater significance as emphasis on road safety has increased.
- Several states have followed suit. Madhya Pradesh has formulated an OMT policy, set up a state highway fund to finance OMT projects and identified projects under its Asian Development Bank funded programme to be awarded on an OMT basis. Gujarat has undertaken maintenance works under the World Bank-funded programmes. Karnataka has identified over 1,700 km of road projects to be taken up on an OMT basis. Bihar launched its Road Assets Maintenance Policy in March 2013 and launched many projects.
- New policies, plans and projects at the national and state levels provide business opportunities for OMT contractors, equipment manufacturers and material suppliers.
- That said, key issues need to be resolved to sustain investor interest. These pertain to issues in the MCA, lack of expertise, delay in handing over the project to OMT players, lack of coordination between agencies, incomplete sections of project highways, mismatch in delivery timelines between EPC and OMT contracts, lower traffic growth on the project stretches, short concession period of 4-9 years, etc.
- **The mission of this conference is to discuss key trends, outlook, issues and opportunities in the OMT segment. The conference will also showcase technology solutions and present noteworthy projects.**

Target Audience

- The conference is targeted at:
 - Road operators
 - Construction firms and contractors
 - Government agencies
 - OMT service providers
 - Road development agencies
 - Financial institutions
 - Construction equipment providers
 - Road product and service providers
 - International financial agencies
 - Tollway companies
 - Infrastructure development organisations
 - Legal firms
 - Consultant organisations
 - Tolling technology providers, Etc.

Delegate Fee

- The delegate fee is Rs 22,500 for one, 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.
- Service tax of 12.36 per cent is applicable on the registration fee.

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).

AGENDA/STRUCTURE

KEY TRENDS AND OUTLOOK

- ❖ What is the current market size of the OMT in India (NHAI contracts)?
- ❖ What are the key trends in the OMT segment?
- ❖ What is the outlook for the next five years? What are the key issues?

POLICY FRAMEWORK

- ❖ What are the key features of the MCA for OMT contracts?
- ❖ What are the key issues and challenges?
- ❖ How are these being resolved?

NHAI'S PERSPECTIVE

- ❖ What has been the progress so far on OMT contracts?
- ❖ What are the NHAI's future plans for this segment?
- ❖ What is the NHAI's strategy to ensure OMT contracts are awarded on time?

STATE PERSPECTIVE

- ❖ What are some of the noteworthy initiatives taken by the states?
- ❖ What has been the progress so far? What are the future plans?
- ❖ What are the key issues and challenges?

OPERATOR VIEWPOINT

- ❖ What has been the experience so far?
- ❖ What are the key issues and challenges faced by the operators?
- ❖ What are the expectations from the government and road development agencies?

DEVELOPER VIEWPOINT

- ❖ What has been the experience so far in outsourcing OMT?
- ❖ What are the expectations from the operators?
- ❖ What are the key issues and challenges? How can they be resolved?

HIGHWAY OMT TRENDS IN INTERATIONAL MARKETS

- ❖ What are the emerging trends and scenarios in the developed markets?
- ❖ What lessons can be drawn from this experience? Which practices are particularly relevant in the Indian scenario?

TOLLING TECHNOLOGIES

- ❖ What are the various tolling technologies deployed in India?
- ❖ What is the update on the government's plan to introduce uniform electronic tolling technology on national highways across India?
- ❖ What are the recent global advances in tolling technologies? Which of these advances are the most relevant to Indian needs?

INTELLIGENT TRANSPORTATION SYSTEMS

- ❖ What are the new ITS technologies used in Indian projects?
- ❖ What are the recent global advances in ITS?
- ❖ Which of these advances are the most relevant to Indian needs?

CONSTRUCTION MATERIALS AND O&M

- ❖ How does the use of construction materials affect operations and maintenance (O&M)?
- ❖ What are the main issues that result from different types of construction materials?
- ❖ What are the material requirements from an O&M point of view?

O&M EQUIPMENT

- ❖ What are the equipment needs and requirements of the O&M industry in India?
- ❖ What are the most promising and relevant offerings (equipment and technology)?
- ❖ What has been the experience so far in India?

BEST PRACTICES IN OMT

- ❖ What are the best practices being followed in India and abroad?
- ❖ What are the emerging trends in the sector?
- ❖ What lessons can be drawn from global experience? Which practices are particularly relevant in the Indian scenario?

DESIGNING/BUILDING FOR LIFECYCLE

- ❖ What are the benefits of lifecycle, approach vs upfront cost?
- ❖ How do we design and build to maximize lifecycle value?

PROJECT SHOWCASE

- ❖ Which are some of the noteworthy projects (completed/under implementation)?
- ❖ What are the issues and challenges faced by these projects?
- ❖ What lessons can be learnt from these projects?

ROAD SAFETY

- ❖ What are the needs and requirements relating to road safety in India?
- ❖ What are the road safety measures taken in India (policy, equipment, materials, etc.)?
- ❖ What are the global best practices followed in road safety? What lessons can be drawn from the global experience?

Each session will be split into two parts. The first part will feature presentations from speakers. The second part will be devoted to Q&A and floor discussions.

The conference will feature the viewpoints of key stakeholders – the government, operators, contractors, consultants, technology providers, equipment providers, etc.

Previous participants

The organisations that have participated in our previous conference include Abhijeet Infrastructure, Ashbee Systems, Ashoka Buildcon, Avery Dennison, Axis Bank, Ayushajay Group, Bihar Road Development Corporation, CRRI, Centrodorstroy Indla, CH2M Hill, D. P. Jain & Co. Infrastructure, DIMTS, Egls India, ELP, Elsamex Indla, E&Y, Essar Concessions, Feedback Brisa Highways OMT, Frischmann Prabhu, Gayatri Projects, GMR, Halcrow Consulting, HCC Infrastructure, ICICI Bank, IDBI Bank, IDFC, ITNL, IRD South Asla, JMC Projects, L&T IDPL, Madhya Pradesh Road Development Corporation, MBL Infrastructures, MEP Infrastructure, NCC Infrastructure, Neology, NHAI, Nolda Toll BridgeCompany, Patel Infrastructure, Piramal Roads, Prakash Asphaltings & Toll Highways, Rajdeep Group, Reliance Infrastructure, SAFIRE Capital, SAI Consulting, SBI Capital, SBI Macquarie, Second Vivekananda Bridge Tollway, Siemens, SMS Infrastructure, Srei Infrastructure Finance, Tamil Nadu Road Sector Project, Telegra Indla, TransAsla, Unity Infrastructures, Vaaan Infra, Vinci Concessions, Wipro Infotech and Wirtgen Indla.

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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.

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Registration Fee

Delegates	One	Two	Three	Four
INR	22,500	37,500	52,500	67,500
Service tax (12.36%)	2,781	4,635	6,489	8,343
Total	25,281	42,135	58,989	75,843
USD	500	825	1,150	1,475

Sponsorship opportunities are available

- There is a special low fee of Rs 5,000 per participant for PWDs and state road corporations. Service tax of 12.36 per cent is applicable on the registration fee.
- Registration will be confirmed on receipt of the payment. To register online, please log on to <http://indiainfrastructure.com/conf.html>

Payment Policy:

- Full payment must be received prior to the conference.
- Conference fee includes lunch, tea/coffee and conference materials.
- Payments for "early bird" registrations should come in before the last date of discount.
- Conference fees cannot be substituted for any other product or service being extended by India Infrastructure Publishing Pvt. Ltd.
- Discount offers cannot be combined with any other offer.

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