

Indian Roads and Highways: Trends & Opportunities (2015-2019)

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Abstracts

Scope of the Report

This report named “Indian Roads and Highways Market: Trends & Opportunities (2015-2019)” analyzes the development of Indian roads and highways, including roads and highway market by value, by length, growth of roads and highway and segment of total road network. Forecasting of roads and highway is also done for the years 2015-2019. It also includes targets, performance and efficiency parameters of government in development of roads and highways in India.

This report also focuses on the analysis of national highways. This segment includes national highways by length, market share by width, national highway projects awarded and constructed. This also includes the list of national highways by states and their lengths. Indian state highways by length, state highways by state and other roads by length is also analyzed in this report. This report also includes analysis of National Highway Development Project, the largest national highway development program. NHDP is analyzed by its total projects and projects by category.

Public Private Partnership (PPP) is thoroughly analyzed in this report. All five types of PPP model currently in operation are analyzed. This segment includes total NHAI projects under BOT and EPC model, BOT projects by states, EPC projects by states, funding of NHAI, market opportunity and market size by bids of OMT model and Toll model and market opportunity under Hybrid model.

Furthermore, it includes the company profiling of three major private companies in this sector. They are Ashoka Buildcon Ltd., IRB Infrastructure Developers Ltd and KNR Constructions Ltd. business overview, financial overview and business strategies of

these companies have been provided in this report.

Company Coverage

Ashoka Buildcon Limited

IRB Infrastructure Developers Ltd

KNR Constructions Limited

Executive Summary

Indian road network, which is the second largest in the world have total road length of 48.7 lakh Km in 2014-15. Road transport is an important infrastructure for an economy, especially for an emerging economy like India. Road and highway development works as a multiplier effect on the economy, as this sector influences the development of a country in many aspects. With the development of connectivity between cities, towns and villages in the country, the rural and urban areas come closer.

Since many years, Indian government has continuously focused and invested in the development of road infrastructure in the country. And in this respect, the Ministry of Road Transport and Highway was established in 2009 by dividing Ministry of Shipping, Road Transport and Highway into two independent ministries.

Total road network is divided into different categories, consisting of National Highways, expressways, state highways, OPWD roads, urban road, and rural roads. The Central Government is responsible for the construction and development of national highways. State highways and major district roads comes under the custodianship of State Government. Other district roads and rural roads is the responsibility of Local Government.

Now the private public partnership model is increasingly adopted for road development by the government. Some of the models in operation are: BOT (Build-Operate-Transfer), EPC (Engineering, Procurement and construction), Toll Collection, OMT (Operate, Maintain and Transfer) and HAM (Hybrid Annuity Model).

The main driving forces of this sector are investment prospect, financial support by government, rising road projects in 2016, increasing sales of mid and heavy commercial

vehicles, favorable policy initiatives by the government and advanced toll collection policy. While there are some challenges which Indian roads and highway market has to face such as slow dispute resolution and delayed land acquisition.

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