

69<sup>th</sup> ESCAP Commission Session (25<sup>th</sup> April to 1<sup>st</sup> May, 2013) – COW I  
Interventions by INDIA on Agenda Item 3(c) – Transport

E/ESCAP/69/3, Section III	Sub-Programme Overview : Issues and Challenges related to inclusive and sustainable economic and social development in Asia and Pacific
E/ESCAP/69/4	Progress in Implementation of Commission Resolutions (Res. 64/4)
E/ESCAP/69/8	Report of the Committee on Transport on its 3 <sup>rd</sup> Session
E/ESCAP/69/8/Add.1	Finalized draft intergovernmental agreement on dry ports
E/ESCAP/69/24	Note Verbale dated 24 <sup>th</sup> December 2012 from Embassy of the Islamic Republic of Iran in Thailand addressed to the Secretariat of the Economic and Social Commission for Asia and the Pacific

Mr. Chairperson,

India commends the effort put in by UNESCAP in particular the Transport Division, enhancing connectivity in the region and assisting members with policy options for development of road, rail, shipping and other multi-modal transportation infrastructure in the region.

After the Trans Asian Railway Agreement and the Asian Highway Agreement, we are on the verge of concluding another important agreement i.e. the Intergovernmental Agreement on Dry Ports. India lauds the efforts of ESCAP in these regional initiatives. The agreement shall go a long way in improving connectivity and removing bottlenecks in the region. 38 dry ports of international importance from India are already included in this Agreement.

Mr. Chairperson,

India has suggested some amendments in the Report of the Committee on Transport in its Third session & Finalised draft intergovernmental agreement on dry ports. I will request you to adopt the changes to facilitate development in this sector.

Mr. Chairperson,

It is estimated that the infrastructure sector in India will need investment of one trillion dollars in the next five years 2013-2017 i.e. our Twelfth Plan. I am happy to report that the target of USD 500 billion met during previous five year plan an unprecedented achievement in our country.

Of this, major share will be in the transport sector. Given the limitation of public resource, private investments will have to be emphasised and expanded. A Public-Private Partnership (PPP) regime has already been put into operation in road sector very successfully. While in Ports, Airports, Railways and Inland Waterways, there have been efforts in private investments in varying degrees.

The National Highways network of the country spans about 70,548 km. The National Highway Development Project (NHDP), covering a length of about 54,000 km of highways, is India's largest road development programme in its history. The government has encouraged increased private sector participation in upgrading the arterial road network of the country to world class standards. More than 60 per cent of the estimated

investment requirement is expected to be financed through PPP. With several key projects on the anvil spanning a length of about 45,000 km (including six-laning of four-laned roads, expressways and port connectivity projects) and a large number of projects in States, there are increasing opportunities for the domestic and foreign players in the sector. The Finance Minister in his Budget Speech has also stated that a Regulator will be brought in the highways sector in the country. This will further facilitate implementation road projects, including those through PPP. The government has decided to widen 20,000 km of less than two-lane National Highways to two-lane standard in the EPC mode.

The issue of road safety is also being addressed by engaging Road Safety Consultants from the project preparation stage and monitoring during construction and operations stage. Large scale awareness programme of road users, strict action against the offenders, improved specification in vehicle design and a pilot project for cashless treatment of road accident victims have been taken up to reduce the accidents and deaths on the roads. The projects to digitalise the Driving Licenses and Registration of Vehicles have already completed nearly 36 million and 110 million records respectively. The remaining 60 million and 50 million records respectively are expected to be completed by March, 2015. The use of ICT through these digitalized records will help in strict and targeted enforcement of Motor Vehicle Regulations.

Mr. Chairperson,

With regards to the progress on resolution 64/4, we were happy to share with member countries our experiences, case studies on PPP projects. We also promoted exchange of information through training and workshops on institutional development and support for capacity-building on PPP projects. These workshops and activities enhanced the understanding of government officials about PPPs and helped identify steps to implement in India. Case studies on PPP process flows were also commissioned with a view to contributing towards streamlining the PPP management process in the State of Maharashtra in India, while two case studies on PPP road and rail projects in India were also prepared in collaboration with the Asian Institute of Transport Development for use in training workshops.

In the end, we are of the view that our vision for transport should be guided by a modal mix that will lead to an efficient, sustainable, economical, safe, reliable, environmentally friendly and regionally balanced transportation system.

We endorse the report of the Committee of Transport on its 3<sup>rd</sup> Session, subject to adoption of amendments suggested earlier.