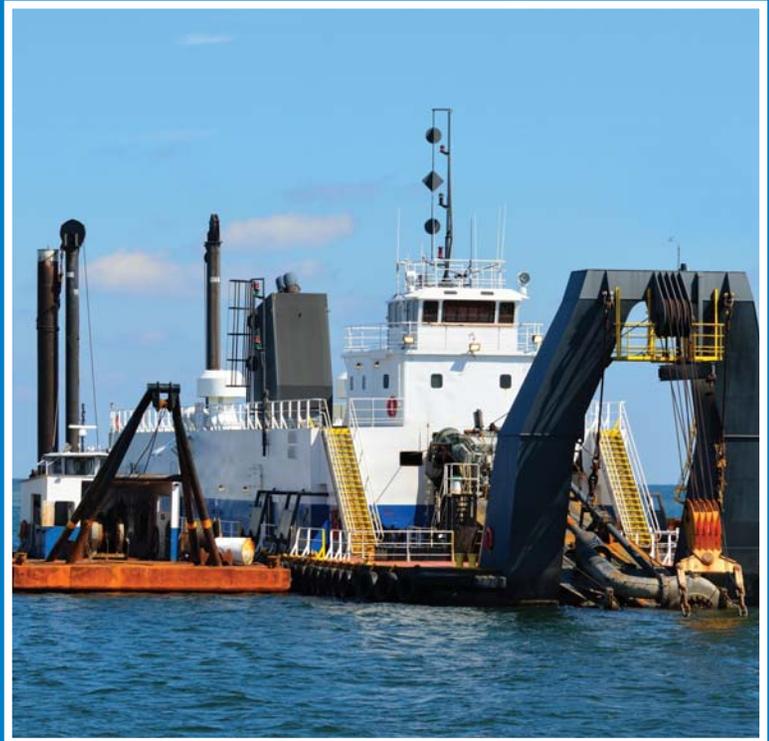


8th Annual Conference on

DREDGING IN INDIA

September 6-7, 2017, ITC Maratha, Mumbai



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DREDGING IN INDIA

Mission

- In the past few years, dredging has emerged as a distinct industry in itself. The industry is being driven largely by the growing dredging requirements at Indian ports and inland waterways.
- The government has, in the recent past, also been quite proactive in this area. New dredging guidelines for major ports along with amendments to the guidelines for chartering foreign flag dredgers, and easing the process of vessel registration have been the major steps announced by the government to solve some of the long-pending issues of the industry.
- The government's flagship programme, Sagarmala, identifies dredging as a major thrust area to achieve the objective of port modernisation and capacity enhancement. In addition, the development of six new ports as part of the programme will require a significant amount of dredging.
- Apart from ports, inland dredging has emerged as a major growth driver for the industry. The launch of the Jal Marg Vikas, the declaration of 106 new national waterways (NWs), etc. have opened up significant opportunities for contractors. So far, the Inland Waterways Authority of India (IWAI) has largely managed the dredging needs through its own dredgers. The situation is, however, changing with IWAI looking to outsource more work. It is also exploring assured depth contracts in a few upcoming stretches and, if successful, it plans to use this format on a much bigger scale.
- The past one year has seen the award of some key dredging projects at ports and inland waterways. Boskalis, in a joint venture with Jan De Nul, secured a Euro 250 million contract for deepening and widening the access channel at the JNPT. The Dredging Corporation of India (DCI) secured a five-year contract for maintenance dredging at Haldia in a global bidding and emerged as the winner for the dredging work of the Farakka-Kahalgaon stretch on NW-1. India signed an agreement with Bangladesh to dredge the Brahmaputra river from Sadiya in Assam to Chittagong port in Bangladesh.
- Besides these core areas, considerable opportunity exists in trenching and backfilling works, land reclamation, waterfront development, river cleaning works, etc.
- To meet the growing requirements, private dredging companies will need to play a bigger role. DCI alone cannot meet the entire industry demand.
- The demand for new dredgers is also expected to increase. Worldwide, dredger building yards are introducing new designs in dredgers as well as its components to enhance productivity and reduce fuel consumption. There exists a significant opportunity for indigenous manufacturing of dredgers due to cost competitiveness, though progress on this front has been limited.
- Going forward, a well-defined contract with a clear allocation of risks and responsibilities for all stakeholders is a must for the growth of the industry. The procedure for obtaining approvals and clearances from the government also needs to be fast-tracked. Steps need to be taken to rationalise the taxability of dredging contracts to avoid litigation. There is an urgent need to undertake adequate and accurate geotechnical investigation of projects prior to execution. Greater stress should be laid on manpower and training. Dedicated repair and dry-docking facilities for dredgers need to be provided. The dredged material needs to be put to optimum alternative use.
- **The mission of this conference is to highlight the key trends and opportunities in the sector and discuss the key challenges. The conference will focus on strategies and solutions to meet the future dredging requirements. It will also showcase some of the noteworthy initiatives, projects and technologies.**

Target Audience

- The conference is targeted at:
 - Major port trusts
 - Private port operators
 - Ports developers
 - Maritime boards & state port departments
 - Captive jetties
 - Irrigation departments
 - Dredging contractors/subcontractors
 - Dredger manufacturers
 - Dredging equipment providers
 - Shipyards
 - Surveyors, investigators and hydrographers
 - Technology providers
 - Environmental analysts
 - Design consultants
 - Funding/Development agencies
 - Financial institutions/banks/equity analysts
 - Consultancy organisations
 - Legal firms, etc.

Previous Participants

The participants in our previous conferences on "Dredging in India" include: ABC Dubash, Adani Ports & SEZ, Aeromarine, Alar Infrastructure, Amrut Dredging, APT Global Marine, ASB Systems, Arya Offshore Services, Bardai Group, BEML, Ben Line Agencies, Boskalis, BMT Consultants, BSR Associates, Cavotec India, Chellaram Shipping, Chennai Port Trust, Cochin Shipyard, Deloitte, DG Shipping, Dharti Dredging, Dighi Port, Damen Dredging, Dredge Yard, Dredging Corporation of India, Dredging Solutions, Egis, Electronik Lab, Fugro Survey, Great Lakes Dredge & Dock, Global Marine Infratech, Hall Contracting, Hazira Port (Shell), Horizon Geosciences, HR Wallingford, IHC Holland, IL&FS Maritime, IMS Dredging, India Futuristic Marine, ISDPL, IWAI, Jan De Nul, Julong, Kamarajar Port, Keltech Energies, KNK Ship Management, Kolkata Port Trust, Kongsberg Maritime, L&T Shipbuilding, M Pallonji & Co., Madhava Marine Works, Man Diesel, MTU, Mantec Consultants, Meka Dredging, Mercator, Maharashtra Maritime Board, Mercantile Marine Department, National Marine Dredging Company, Paradip Port, Penta Ocean, Petronet LNG, Pioneer Dredge, PwC, Resources International, Rock & Reef Dredging, Rodic Consultant, Sahara Dredging, Sangir Plastics, SBI Caps, Shoft Shipyard, Shriyam Steel, Simplex Infrastructures, Suretech Infrastructure, TCE, Tolani Shipping, U.P. Project Corp., UltraTech Cement, Van Oord, Vosta LMG, Wartsila India, Etc.

AGENDA/STRUCTURE

KEY TRENDS AND OUTLOOK

- ❖ What have been the key trends in the sector over the past few years?
- ❖ What are the new opportunities?
- ❖ What are the key areas of concern for the sector? What is the future outlook?

GOVERNMENT PERSPECTIVE

- ❖ What is the government perspective on the dredging industry in India?
- ❖ What has been the response to the new dredging guidelines?
- ❖ What are the dredging requirements under the Sagarmala programme?
- ❖ What are the upcoming policy moves and initiatives?

DIRECTORATE GENERAL OF SHIPPING

- ❖ What is the perspective of the DGS on the dredging industry in India?
- ❖ What steps have been taken to promote the growth of the industry?
- ❖ What changes are likely to be introduced in the next one to two years?

DCI PERSPECTIVE

- ❖ What has DCI's experience been so far?
- ❖ What is DCI's perspective on the sector's development?
- ❖ What are the future plans?
- ❖ What are the key issues and challenges?

CONTRACTORS' PERSPECTIVE

- ❖ What has been the private contractors' experience so far?
- ❖ What are the key issues and challenges? What are the lessons learnt?
- ❖ What is the sector outlook? What are the new opportunities?

IWAI PERSPECTIVE

- ❖ What has IWAI's experience been so far? What is its perspective on dredging works in inland waterways?
- ❖ What are the upcoming dredging opportunities for the new 106 national waterways?
- ❖ What has been the progress so far? What are the key challenges?

SURVEY AND INVESTIGATION - Hydrographic, Bathymetry, Seismic, Geotechnical Works, etc.

- ❖ What are the most prevalent investigation techniques undertaken for dredging projects?
- ❖ What are the key risks and how can they be managed effectively?
- ❖ What are the global best practices?

CONTRACTING PRACTICES

- ❖ What are the different contracts (unit rate, assured depth, etc.) used in dredging projects in India? What are the new types of contracts evolving?
- ❖ What has been the experience so far?
- ❖ What is the relevance of the FIDIC guidelines in India? What are the key issues and challenges?

PORTS AND TERMINALS - Dredging Requirements and Project Showcase/Key Projects

- ❖ What are the dredging requirements at ports and terminals? What are the future plans and timelines?
- ❖ What are some of the noteworthy projects (completed/ongoing)?
- ❖ What are the main challenges faced in the implementation of dredging projects? What are the lessons learnt?

IRRIGATION CANALS/DAMS/RESERVOIRS - Dredging Requirements and Project Showcase/Key Projects

- ❖ What has been the experience with regard to dredging in irrigation canals, dams and reservoirs in India?
- ❖ What are some of the noteworthy projects (completed/ongoing)?
- ❖ What are the main challenges faced in the implementation of dredging projects? What are the lessons learnt?

MANAGEMENT OF DREDGED MATERIAL

- ❖ What are the key practices for handling dredged material? What are the alternative uses of the dredged material?
- ❖ What are the norms and guidelines? What are the key issues and challenges?
- ❖ What are the new and upcoming technologies to reduce the environmental impact of dredging?

LAND RECLAMATION

- ❖ What has been the experience with regard to land reclamation in India?
- ❖ What are the various types of risks that influence land reclamation works? How can these risks be managed effectively?
- ❖ What are the global best practices? What can Indian companies learn from them?

TRENCHING AND BACKFILLING

- ❖ What has been the experience with regard to trenching and backfilling works in India?
- ❖ What are the various types of risks that influence trenching and backfilling works? How can these risks be managed effectively?

TECHNOLOGY SHOWCASE

- ❖ Which are the most promising technologies and equipment in the industry?
- ❖ What are the recent innovations and global advances in equipment?
- ❖ Which of these are most relevant to Indian needs?

SPOTLIGHT ON COMPONENTS AND SPARES

- ❖ What are the components and spares requirements?
- ❖ What are the recent innovations and advances?
- ❖ What are the procurement challenges?
- ❖ What steps can be taken to address these?

IMPACT OF GST

- ❖ What is the current taxation framework?
- ❖ What will be the impact of GST on the maritime sector in general and dredging in particular?
- ❖ What are the main issues and challenges?
- ❖ What are the expectations from the government?

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Registration Fee

Delegates	Fee			
	INR	GST@18%	Total INR	Total USD
1	25,000	4,500	29,500	492
2	40,000	7,200	47,200	787
3	55,000	9,900	64,900	1,082
4	70,000	12,600	82,600	1,377

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