7th Annual Conference on

TUNNEL CONSTRUCTION IN INDIA

Risks and Challenges, Technologies and Solutions

May 17-18, 2016, Grand Hyatt, Mumbai

“Early Bird” discount ends on April 26, 2016
“Register Now” and save 20 per cent

Organisers:

Lead Sponsor*:

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*Lead and Co-sponsorship slots are available
The conference is targeted at:

- Growth in the Indian tunnel market is expected to accelerate in the next few years. Around 950 km of tunnel length is already under construction. Another 2,500 km is under various stages of planning.
- The government’s focus on infrastructure development is a key driver. Metro projects have been announced in 10 new cities. Heavy investments are planned for construction of all-weather roads and new tunnels in strategic and sensitive areas. The Borders Road Organisation is targeting 20-25 new tunnels over the next few years. The railway capex target for 2016-17 is at an all-time high at Rs 1.2 trillion. Hydro power capacity is expected to increase by 7-8 GW in the next five to six years.
- The sector has seen significant developments in 2015. Important tunnel works for the Jammu-Udhampur, Rohtang Pass, and Jaipur Metro projects have been completed. New tunnel works for the Jiribam-Tupul-Imphal, Muakhang-Saïrang and Chennai Metro projects have been awarded. Many landmark projects such as the Chennai-Nashri Tunnel, AMR Tunnel and Katra-Qazigund Tunnel are progressing.
- Record-length tunnels are being completed and planned. The longest rail tunnel at Pir Panjal was made operational. The 85 km Godavari Lift Irrigation is under construction. The 33.5 km Mumbai Metro Line 3 is a completely underground corridor. The scope of tunnel projects is also expanding. An underwater tunnel is being planned through the Krishna river in Andhra Pradesh. Tunnelling in underground storage caverns is emerging as a new area of growth.
- Tunnelling methods and techniques are evolving from non-mechanised to mechanised. Micro-tunnelling is an up-and-coming technology suitable for smaller diameters. TBMs are no longer limited to metro tunnels. Water supply and irrigation tunnels are frequently using TBMs, while hydro tunnels have started experimenting with them. The New Austrian Tunnelling Method (NATM) is also gaining traction across sectors.
- Meanwhile, the biggest challenge for the sector is geological surprises. Lack of engineering skills, inadequate risk assessment, contractual disputes and safety are other areas of concern.
- Going forward, India will remain the biggest single market in the world for underground construction projects. A strong pipeline of projects will provide a vast pool of opportunities for EPC contractors and consultants. This will also drive the market for tunnelling equipment.
- The mission of this conference is to highlight the opportunities in tunnelling, examine the key challenges, and discuss key solutions. The conference will showcase noteworthy projects, best practices and latest technologies. It will also offer a platform to share experiences and discuss new techniques and ideas.

**Target Audience**

The conference is targeted at:

- MRTS project developers
- Equipment providers
- Hydro power generators
- Fire protection and safety system providers
- Water and sewage system developers
- Communication and security equipment suppliers
- Indian Railways
- Consultancy and design service providers
- Road developers
- Urban local bodies and relevant government agencies
- Pollution control and ventilation equipment manufacturers
- Tunnel design and construction organisations
- Civil contractors
- Technology providers
- Other service providers, etc.

**Previous Participants**


To register: Call +91-11-41034615, +91-9971992998, email: conferencecell@indiainfrastructure.com, or visit us at www.indiainfrastructure.com
A service tax of 14.5 per cent is applicable on the registration fee.

There is a special low fee of Rs 5,000 per participant for state-owned hydro power producers, PWDs, ULBs, Indian Railways, metro rail corporations, research organisations and academic institutions.

A delegate fee of Rs 22,500 for one participant, Rs 37,500 for two, Rs 52,500 for three and Rs 67,500 for four. There is also a 20 per cent “early bird” discount for those registering before April 26, 2016.

Delegate Fee

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Registration Form

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Registration Fee

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<thead>
<tr>
<th>Delegates</th>
<th>“Early Bird” discount price before April 26</th>
<th>Price after April 26</th>
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<tbody>
<tr>
<td>One delegate</td>
<td>Rs 20,610 or $375</td>
<td>Rs 25,763 or $470</td>
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<tr>
<td>Two delegates</td>
<td>Rs 34,350 or $625</td>
<td>Rs 42,938 or $780</td>
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<td>Three delegates</td>
<td>Rs 48,090 or $875</td>
<td>Rs 60,113 or $1,095</td>
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<td>Four delegates</td>
<td>Rs 61,830 or $1,125</td>
<td>Rs 77,288 or $1,405</td>
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Note: All prices are inclusive of 14.5 per cent service tax.

- There is a 20 per cent “early bird” discount for those registering before April 26, 2016.
- There is a special low fee of Rs 5,000 per participant for state-owned hydro power producers, PWDs, ULBs, Indian Railways, metro rail corporations, research organisations and academic institutions.
- A service tax of 14.5% is applicable on the registration fee.
- To register online, please log on to http://indiainfrastructure.com/conf.html
- Registration will be confirmed on receipt of the payment.

Payment Policy:

- Full payment must be received prior to the conference. Payments for “early bird” registrations should come in before the last date of discount.
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- Conference fee includes lunch, tea/coffee and conference material.

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