

# 10<sup>TH</sup> ANNUAL CONFERENCE ON

2010-2019

# DREDGING IN INDIA

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ITC Maratha, Mumbai



Organiser:

**Indian  
Infrastructure**

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# DREDGING IN INDIA

## Mission

- The dredging sector is set for exciting times ahead, thanks to increased activity in the ports and inland waterways sector.
- Overall, 263 projects worth Rs 1.4 trillion have been identified under the port modernisation component of the Sagarmala programme, which would increase port capacity from 1,400 million tonnes per annum (mtpa) to 2,500 mtpa by 2025. The creation of new berths and terminals at the existing ports as well as the development of new ports will drive the demand for dredging.
- Meanwhile, vessel sizes are increasing worldwide in order to achieve economies of scale. Large vessels can be berthed only by undertaking deepening works, which offers significant potential for dredging.
- The inland waterways segment is emerging as a major growth driver for shallow water dredging. The launch of the Jal Marg Vikas project, the declaration of 106 new national waterways (NWs), etc. have opened up significant opportunities for dredging contractors. Around 110 million cum of dredging is planned to be undertaken at NWs by 2022.
- Besides ports and inland waterways, the demand for dredging from onshore resource exploration, navy and shipyards, etc. is potentially vast. Land reclamation, waterfront development and beach nourishment are other growth drivers.
- The disinvestment of the Dredging Corporation of India (DCI) augurs well for the growth of the sector. The four ports - Visakhapatnam Port Trust, Paradip Port Trust, Jawaharlal Nehru Port Trust and Deendayal Port Trust - have taken a 73 per cent stake in the company. Post this move, DCI is expected to have more operational and financial freedom in decision-making, which would enable it to take up and execute more works in an efficient way.
- Given the dredging needs and requirements, significant opportunities exist for private players. DCI alone cannot meet the demand of the industry.
- Indigenisation in the manufacturing of dredgers is also receiving increased attention, primarily in light of the Make in India initiative. Meanwhile, dredging companies are already adopting or looking to adopt state-of-the-art technologies and equipment for efficient operations. New designs in dredgers as well as its components are being explored to enhance productivity and reduce fuel consumption.
- At the same time, the sector continues to struggle with various issues such as a complex tax structure, lack of standardisation of contracts, inaccurate assessment of project costs and the quantity to be dredged, lack of repair facilities, and shortage of trained personnel to undertake dredging operations.
- **The mission of this conference is to highlight the emerging 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 noteworthy initiatives, projects and technologies.**

## Target Audience

- The conference is targeted at:
  - Major port trusts
  - Funding/Development agencies
  - Technology providers
  - Dredging contractors/sub-contractors
  - Maritime boards and state port departments
  - Oil and gas refineries and exploration companies
  - Environmental analysts
  - Shipyards
  - Hydro and wind power developers
  - Private port operators
  - Financial institutions/Banks/Equity analysts
  - Dam construction contractors
  - Dredger manufacturers
  - Captive jetties
  - Mining contractors
  - Design consultants
  - Surveyors, investigators and hydrographers
  - Legal firms
  - Ports developers
  - Consultancy organisations
  - Dredging equipment providers
  - Irrigation departments
  - Etc.

## Previous Participants

The previous participants in our conference include Aarvee Associates, ABB, ABC Dubash, Abnco Corporate Services, Adani Hazira Port, Adani Ports and SEZ Ltd, AddValutech Services, Aeromarine, Alar Group, Alia Instruments, Ambuja Cements, Amrut Dredging, ALHW (Ministry of Shipping), Anvil Attachments, APT Global, Aquametro Oil & Marine AG, ABC Dubash, Arshea Marine, Atlantic Shipping, Bardal Group, Baroda Polyform, BEML, BenLine Agencies, BMT Consultants, Boskalis, CUMI, CWPRS, Chellaram Shipping, CPCL, Cleantec Infra, Coastal Marine, Cochin shipyard, Cockett Marine, D.P. Marine Services, Damen Shipyards, DCI, Deme Group, Dharti Dredging, DHI (India), Dragados, Dredgepro Solutions (India), Dredging Solutions, Eastern Dredging Association, EKA Infra Consultants, Elicott Dredgers, Enrich Shreya Marine Infrastructures, EQMS, Essar Bulk Terminal, Essar Ports, F3 Offshore, Fugro Survey, Fyn Equipments, G tec, Geo Marine Consultants, Hi tech, Hill International, Horizon Group, Hydac, IL&FS Maritime, IMOTEC, IMS Ship management, India Futuristic Marine, Indo Energy International, ISDPL, IWAI, Jan de Nul, Jeyanth Shipbuilders, Julong, Kandla Port, Keltech Energies Limited, Kenna Metal, Kolkata Port Trust, Kongsberg Maritime, Larsen & Toubro, Lavgan Dockyard Private Limited, LX Power Engineering, Maccaferri, Maharashtra Irrigation, Maharashtra Maritime Board, Main Mast Marsec., Mandiesel, Marine and Coastal Construction Service, Marine Core & Charter, Marintek, Mars Petrochem, Mazagon Dock, Meka Dredging, Mercator, Ministry of Shipping, Mumbai port trust, National Institute of Ocean Technology, National Mission for Clean Ganga, NMDC, Ocean Science, Ocean Sparkle Limited, OM Logistics Ltd., Paradip Port Trust, Penta Electromec, Penta Ocean, Petronet LNG, Pole star Marine, Prism Cement, Reint Jes Middle East, Reliance Industries, Rites, Rock and Reef Dredging, Royal IHC, Samudra Dredging, Sangir Plastic, Shandong Heavy Machinery, Shanti Lal Mehta, Shoft Shipyard, Simplex Infrastructure, Simpson Offshore Services, SM Associates, SNF India, Supra Engineering, Tata Consulting Engineers, TCE, The Institution of Engineer (India), Trelleborg Marine Systems, Tristan Marine, Turbo Power Limited, Ultratech Cements, Van Oord, Vedam Design, Wallingford India, Waterking, World Fuel Services, etc.

## AGENDA/STRUCTURE

### KEY TRENDS AND OUTLOOK

- ❖ What have been the key trends and developments in the dredging sector?
- ❖ What are the new opportunities?
- ❖ What are the key issues and challenges? What is the future outlook?

### GOVERNMENT PERSPECTIVE

- ❖ What is the government's perspective on dredging (policy, projects, etc.)?
- ❖ What are the key issues and concerns?
- ❖ What initiatives are being taken to address these issues and concerns?

### CONTRACTORS' PERSPECTIVE (PUBLIC AND PRIVATE)

- ❖ What has been the contractors' experience so far?
- ❖ What are the key issues and challenges and what are the lessons learnt?
- ❖ What are the future plans?
- ❖ What are their expectations from the government and other stakeholders?

### FAIRWAY DEVELOPMENT OF NATIONAL WATERWAYS

- ❖ What is IWA's perspective on the development of the national waterways (traffic, dredging, contract formulation, technology deployment, etc.)?
- ❖ What are the upcoming opportunities in the national waterways segment?
- ❖ What are the issues and challenges?

### FOCUS ON DREDGER BUILDING AND REPAIR

- ❖ What has been the experience so far?
- ❖ What steps are being taken to promote indigenisation?
- ❖ What opportunities can be expected from the Make in India initiative?
- ❖ What are the key issues and challenges and what are the lessons learnt?

### SEDIMENT MANAGEMENT: EFFECTIVE USE OF DREDGED MATERIAL

- ❖ What are the key practices in handling dredged material?
- ❖ What are the norms and guidelines? What are the key issues and challenges?
- ❖ What are the alternative uses of the dredged material?

### PROJECT SHOWCASE

- ❖ Which are the noteworthy dredging projects (completed or under implementation)?
- ❖ What are their key characteristics/salient features?
- ❖ What can be learnt from their development and implementation experience?

### ENVIRONMENTAL ISSUES AND SOLUTIONS

- ❖ What are the broad environmental consequences of dredging operations?
- ❖ What environmental norms and regulations are in place?
- ❖ What steps can be taken to reduce the impact on the marine environment?

### CONTRACT MANAGEMENT

- ❖ What are the types of dredging contracts used in India? What is the relevance of FIDIC in the Indian dredging sector?
- ❖ What are the main issues and challenges faced by dredging contractors?
- ❖ What is the global scenario?
- ❖ What lessons can be learnt from the global experience?

### PROJECT MANAGEMENT: FOCUS ON PLANNING, DESIGN, EXECUTION AND MONITORING

- ❖ What approach is followed for managing dredging projects?
- ❖ What role can a project management consultant play? How are project costs managed?
- ❖ What are the key challenges in managing dredging projects?
- ❖ What are the global best practices in the management of dredging projects? What can India learn from these global practices?

### DREDGING VESSEL DESIGNS

- ❖ What are the best practices followed in the design of dredgers worldwide?
- ❖ What are the emerging global trends in design and engineering?
- ❖ Which designs are the most promising and relevant in the Indian scenario?

### DREDGING NEEDS AT KEY PORTS - I

- ❖ What are the major dredging needs and requirements at the major and non-major ports?
- ❖ What are the upcoming dredging projects?
- ❖ What are the main challenges faced in the implementation of dredging projects?

### SURVEYS AND INVESTIGATION TECHNIQUES: FOCUS ON SITE AND SOIL INVESTIGATION

- ❖ What are the survey and investigation requirements for dredging projects?
- ❖ Which techniques are being primarily used in India for conducting these investigations?
- ❖ What are the key challenges? How can they be addressed?
- ❖ What are the global advancements in this space? Which techniques are the most promising and relevant in the Indian scenario?

### TECHNOLOGY AND EQUIPMENT SHOWCASE

- ❖ What is the current state of dredging technology and equipment in India?
- ❖ What is the potential? What are the design and engineering innovations globally?
- ❖ What are the equipment financing options?

### IMPROVING DREDGER PRODUCTIVITY

- ❖ What are the key challenges faced in terms of utilisation of dredging equipment?
- ❖ What are the technology solutions being deployed to improve equipment utilisation?
- ❖ What are the global advancements? What lessons can be learnt?

### TAX AND LEGAL STRUCTURE

- ❖ What is the current tax and legal framework?
- ❖ What are the main issues and challenges?
- ❖ What is the impact of the goods and services tax (GST)?

### DREDGING NEEDS FROM OTHER SEGMENTS - II

This session will cover the following segments:

River, Canals, Lake, Coastal protection works, Beach replenishment, Reclamation, Mining, Power plants, Oil and gas industry, etc.

- ❖ What are the major dredging needs and requirements of these segments?
- ❖ What are the upcoming dredging projects?
- ❖ What are the main challenges faced in the implementation of dredging projects?

## Organisers

The conference is being organised by **India Infrastructure Publishing**, the leading provider of information on the infrastructure sectors in India. The company publishes **Indian Infrastructure** magazine. It also publishes the **Ports in India**, **Dredging in India**, **Container Market in India** and **Railways in India** research reports, as well as **Ports & Shipping News** (a weekly newsletter) and the **Ports Directory and Yearbook**.

# 10th Annual Conference on **DREDGING IN INDIA**

September 4-5, 2019, ITC Maratha, Mumbai

## Registration Form

I would like to register for the conference. I am enclosing Rs \_\_\_\_\_ vide cheque/demand draft no. \_\_\_\_\_ drawn on \_\_\_\_\_ dated \_\_\_\_\_ Company GST No. \_\_\_\_\_ in favour of India Infrastructure Publishing Pvt. Ltd. payable at New Delhi.

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## Registration Fee

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

- The registration fee is exclusive of 18 per cent GST.
- Registration will be confirmed on receipt of the payment. To register online, please log on to <http://indiainfrastructure.com/conf.html>

### Terms and Conditions:

- The conference is a non-residential programme.
- Full payment must be received prior to the conference.
- Conference fee includes lunch, tea/coffee and conference materials.
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