

11th Edition

# DREDGING IN INDIA

A VIRTUAL CONFERENCE

Emerging Needs and Requirements; New Opportunities and Solutions

September 8-9, 2020



Organiser:



Sponsors so far\*:



Supported by:



\*Sponsorship slots are available

# DREDGING IN INDIA

## Mission

- Over the years, dredging has emerged as a distinct industry due to the growing draught requirements at Indian ports as well as inland waterways. During 2017-18 and 2018-19, dredging (maintenance and capital) of about 159.36 million cum was carried out across major ports at an estimated investment of Rs 33.89 billion. Of the quantity dredged, capital dredging accounted for a share of 20 per cent.
- The draught levels at Indian ports have increased. Most major ports have achieved a draught of at least 14 metres. However, draughts at these ports still remain substantially lower than at their international counterparts.
- 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. Under the Sagarmala programme, dredging projects worth over Rs 12 billion are being planned at the major and non-major ports. In addition, greenfield ports identified under the Sagarmala programme offer significant dredging opportunities. Brownfield developments at the existing Indian ports also offer substantial opportunities to dredging contractors.
- Inland waterways and the Indo-Bangladesh Protocol Route offer abundant opportunities for shallow water dredging. The Jal Marg Vikas project and fairway development at 106 new national waterways (NWs) will also provide a major boost to the sector. Around 110 million cum of dredging is planned to be undertaken at NWs by 2022. Increasing vessel sizes across the globe will, moreover, drive the demand for deeper draughts.
- Indigenous manufacturing of dredgers has emerged as a focus area in the recent past. Dredging companies are also adopting new designs, technologies and equipment for efficient operations and enhanced productivity.
- Going forward, significant growth is expected in the sector. However, unresolved concerns such as the lack of standardisation of contracts, inaccurate assessment of project cost and scope, inefficient investigation and survey techniques, lack of dredger building and repair facilities, and shortage of trained personnel continue to hamper growth prospects. Nonetheless, given the increasing dredging needs and requirements, significant opportunities exist for contractors, technology and equipment suppliers, consultants and other stakeholders.
- **The mission of this conference is to discuss the recent trends and developments, highlight the experience of key players in the sector and identify the unresolved challenges. The conference will focus on strategies and solutions to meet the future dredging requirements and showcase noteworthy projects, technologies and equipment.**

## Target Audience

The event is expected to draw participation from executives, managers and decision-makers from:

- 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
- Port developers
- Consultancy organisations
- Dredging equipment providers
- Irrigation departments, etc.

## AGENDA/STRUCTURE

### TRENDS, DEVELOPMENTS AND OUTLOOK

- ❖ What have been the key trends and developments in the dredging sector?
- ❖ What has been the impact of Covid-19 on project implementation?
- ❖ What are the key issues and challenges? What are the new opportunities and outlook?

### MINISTRY OF SHIPPING'S PERSPECTIVE: PROGRESS, NEW INITIATIVES & UPCOMING OPPORTUNITIES

- ❖ What is the ministry's perspective on the progress in the dredging sector?
- ❖ What have been the recent initiatives in this area?
- ❖ What are the unresolved challenges? What can the industry expect in the next two to three years?
- ❖ What is the short- and medium-term outlook for the sector in light of the Covid-19 outbreak?

### DREDGING CORPORATION OF INDIA'S PERSPECTIVE

- ❖ What have been the key dredging projects undertaken in the past one year?
- ❖ How have the contracting practices evolved over the years?
- ❖ What has been the impact of Covid-19 on project execution & operations?
- ❖ What are your plans and strategies for the future?

### CONTRACTORS' VIEWPOINT: EXPERIENCE SO FAR, CHALLENGES AND FUTURE STRATEGIES

- ❖ What has been the contractors' experience so far?
- ❖ What are the key issues and challenges and what are the lessons learnt?
- ❖ What has been the impact of Covid-19 on project execution? What are the strategies being adopted to fast-track project implementation?
- ❖ What are the future plans? What are their expectations from the government and other stakeholders?

### PORTS' PERSPECTIVE: NEW REQUIREMENTS, PROJECTS AND OPPORTUNITIES

- ❖ What are the recent dredging projects that have been undertaken by the ports (capital and maintenance dredging)?
- ❖ What are the new and upcoming dredging requirements?
- ❖ What are the key issues and challenges? What are the expectations from contractors?

### DREDGING AT NATIONAL WATERWAYS: IWAI'S PERSPECTIVE

- ❖ What are the dredging needs and requirements at NWS?
- ❖ What has been the progress under the Jal Marg Vikas project? What are upcoming opportunities?
- ❖ What are the issues and challenges?

### CONTRACT MANAGEMENT AND BEST PRACTICES

- ❖ 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?

### EMERGING EQUIPMENT AND TECHNOLOGY REQUIREMENTS

- ❖ What are the new trends and developments in the dredging technology and equipment segments?
- ❖ What are the new technologies and advancements offered by vendors?
- ❖ What are the global best practices/advancements?

### DREDGER MARKET - TRENDS AND OUTLOOK

- ❖ What are the emerging trends and developments in the dredger market?
- ❖ What steps are being taken to promote indigenisation?
- ❖ What are the steps being adopted by manufacturers to improve the efficiency of dredgers?
- ❖ What is the expected demand for dredgers?

### OPPORTUNITIES FROM DREDGING SEDIMENT/DREDGED MATERIALS

- ❖ What are the broad environmental consequences of dredging operations?
- ❖ What are the current practices in handling dredged material?
- ❖ What is the potential for the recycling and reuse of dredged material?

### DREDGING COST ECONOMICS

- ❖ How has the project economics evolved over the years?
- ❖ What are the key factors to be considered for accurate cost assessment?
- ❖ What are the risks and challenges?
- ❖ What are some of the global best practices in dredging cost optimisation?

### PROJECT SHOWCASE: EXPERIENCE, KEY LEARNINGS AND UPCOMING OPPORTUNITIES

- MAINTENANCE DREDGING
- CAPITAL DREDGING
- RIVER DESILTING AND CLEANING
- BEACH NOURISHMENT
- NAVY SHIPYARDS
- OTHERS (POWER PLANTS, OIL AND GAS, MINING)

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

## 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**, **Mining in India** and **Infrastructure Projects Pipeline** research reports, as well as **Ports & Shipping News** (a weekly newsletter) and the **Ports Directory and Yearbook**.

# DREDGING IN INDIA

## What differentiates our conferences?

- The **agenda** is developed by our researchers, who track the sector round the year. It is thus **relevant** and **topical**. It is not driven by a particular organisation and does not have a particular slant.
- The **speakers** are **professionals** and **experts** involved in the sector, not a mix of ambassadors, ministers, celebrities and business owners.
- The conferences do not just comprise panels and speeches; they provide a good mix of **expert presentations** and **case histories**, and of course **panel discussions**.
- We have **representation** from **across the country**, as is the case at our physical conferences too.
- Each **stakeholder group** – **policymakers**, **developers**, **financiers**, **consultants** and **relevant NGOs** – is represented at our conferences.
- The moderators merely ask the questions. The **stars** are the **speakers** themselves.
- The **sessions begin and end on time**.
- There is adequate time for a **Q&A session** with **each speaker**. These are not “hit and run” speeches.
- The **delegates** are **professionals** who are vested in the sector, and are not just assembled through social media.
- A **recap** of the conference is also made available to reinforce the key takeaways.

## Delegate benefits (Virtual Conference)

- Direct interaction with senior speakers (Q&A facility)
- Easy connectivity to geographically dispersed delegates (click of a mouse)
- Cost effective (lower ticket price as compared to a physical conference)
- Offers flexibility and convenience
- Access to conference recording
- Recap of conference sessions
- Contributes to sustainability and lower carbon footprint

## Benefits of sponsorship (Virtual Conference)

- E-Meet influencers and decision-makers/
- Reach out to and engage with new or active prospects
- Generate high quality sales leads
- Increase brand recognition
- Target a captive and engaged audience
- Drive website traffic through social media promotions
- Position your company as the thought-leader in your industry

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## Previous Participants

Aarvee Associates, ABB India Limited, ABC Dubash, Abnco Corporate Services Ltd, Adani Hazira Port, Adani Ports and SEZ Ltd, AddValutech Services, Aeromarine, Alar Group, Alia Instruments, AMAREENA Law Office, Ambuja Cements, Amrut Dredging, Andaman Lakshadweep Harbour Works (Ministry of Shipping), Anvil Attachments, APM Terminals Pipavav/Gujarat Pipavav Port Ltd, APT Global, Aquametro Oil & Marine AG, Ardeshir B. Cursetjee & Sons Limited, Arshea Marine, Atlantic Shipping Pvt Ltd, Bardai Group, Baroda Polyform Pvt. Ltd, BEML, BenLine Agencies, BMT Consultants, Boskalis, Carborundum Universal Limited, Central Water & Power Research Station, Chellaram Shipping Private Limited, Chennai Petroleum Corporation Limited, Cleantech, Coastal International (P) Ltd, Coastal Marine, Cochin Shipyard, Cockett Marine, D.P. Marine Services LLC, Damen Shipyards, DCI, Deme Group, Dharti Dredging and Infrastructure Ltd, DHI (India) Water & Environment Pvt Ltd, Dragados, Dredgepro Solutions (India) Private Limited, Dredging Corporation of India Limited, Dredging Solutions, Eastern Dredging Association EKA Infra Consultants, Elicott Dredgers, Emerald Marine Systems, Enrich Shreya Marine Infrastructures Pvt. Ltd, EQMS, Essar Bulk Terminal Limited, Essar Ports, F3 Offshore, Fugro Survey, Fyn Equipments, G-tec, Geo Marine Consultants, GPR Resources Pte Ltd, Gujarat Maritime Board, Hi tech, Hill International Project Management (India) Pvt. Ltd, Horizon Group, HR Wallingford, Hydac, IHC Holland B.V., IHC Merwede, IL&FS Maritime Infrastructure Company Limited, IMOTEC, IMS Ship Management, India Futuristic Marine, Indo Energy International, International Seaport Dredging Pvt. Ltd, ISDPL, IWAI, Jan de Nul, Jeyanth Shipbuilders, Jubilant Enpro Private Limited, Julong, Kandla Port, Keltech Energies Limited, Kenna Metal, Kolkata Port Trust, Kongsberg Maritime, Larsen & Toubro Limited, Lavgan Dockyard Private Limited, LX Power Engineering Pvt. Ltd, Maccaferri, Maharashtra Irrigation Gosikhurd Project Circle, Maharashtra Maritime Board, Maharashtra Water Resources Regulatory Authority, Main Mast Marsec Pvt. Ltd, Mandiesel Marine and Coastal Construction Service, Marine Core & Charter LLC, Marintek, Mars Petrochem Pvt. Ltd, Mazagon Dock, MBH Pumps (Gujarat) Pvt. Ltd, Meka Dredging, Mercator, Ministry of Shipping, Ministry of Shipping, Government of India, Mumbai Port Trust, Nagpur, National Institute of Ocean Technology, National Marine And Infrastructure India Pvt. Ltd, National Mission for Clean Ganga, Nipun Engg Solutions, NMDC, NORBIT Singapore Pte Ltd, Ocean Science, Ocean Sparkle Limited, OM Logistics Ltd, Paradip Port Trust, Pelagia Marine Services Private Limited, Penta Electromec Pvt. Ltd, Penta Ocean, Perfect Rubber Technology, Petronet LNG Limited, Pole Star Marine, PwC, Prism Cement, Reach Dredging Limited, Reint Jes Middle East LLC, Reliance Industries, Rites, Rock and Reef Dredging, Royal IHC, Samudra Dredging, Sanghi Industries Limited, Sangir Plastic, Shandong Heavy Machinery, Shanti Lal Mehta, Shijiazhuang Industrial Pump Factory Co., Ltd, Shoft Shipyard, Simplex Infrastructure, Simpson Offshore Services LLP, SM Associates, SNF India, Supra Engineering TCE, The Institution of Engineer (India) Andaman & Nicobar State Centre, Trelleborg Marine Systems FZE, Tristan Marine, Turbo Power Limited, Ultratech Cement, V.O. Chidambaranar Port Trust, Van Oord, VEDAM, Visakhapatnam Port, Wallingford India Pvt. Ltd, Waterking, World Fuel Services (Singapore) Pte Ltd., etc.

## Registration Fee

	INR	GST@18%	Total INR	Total USD
1 Login	9,000	1,620	10,620	150
2 - 3 Logins	1,5000	2,700	17,700	250
4 - 5 Logins	21,000	3,780	24,780	350
6 - 9 Logins	27,000	4,860	31,860	450
10 - 20 Logins	33,000	5,940	38,940	550

- GST @18 per cent is applicable on the registration fee.
- Registration will be confirmed on receipt of the payment.

Please send wire transfer payments to:

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Sponsorship  
opportunities are  
available

### 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. Discount offers cannot be combined with any other offer.
- Conference fees cannot be substituted for any other product or service being extended by India Infrastructure Publishing Pvt. Ltd.

For sponsorship and delegate registrations, contact:

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