

5th Edition
A VIRTUAL CONFERENCE
**RAILWAY
ELECTRIFICATION**

Targets, Achievements,
Opportunities & Next Steps

December 8, 2020



Co-sponsors so far*:  **NELTA**
Smarter. Greener. Together.

HITACHI

ABB



2nd Edition

A VIRTUAL CONFERENCE

CONSTRUCTION IN RAILWAYS

Experience, Challenges,
New Technologies & Future Outlook

December 9, 2020

Organiser:

Supported by*:

**Indian
Infrastructure**

ITCON



**Lead and co-sponsorship slots available*

RAILWAY ELECTRIFICATION

Mission

- Indian Railways (IR) has made 100 per cent electrification a key priority with the aim of saving costs and reducing its carbon footprint. Around 39,866 route km (rkm), or 62.65 per cent, of rail lines have been commissioned on electric traction as of April 1, 2020.
- In 2019-20, IR achieved the highest electrification of 5,782 rkm, a growth of about 9 per cent over the previous year. However, the lockdown following the outbreak of the Covid-19 pandemic significantly slowed down electrification works during the first half of financial year 2020-21 and the challenges are expected to continue for the next six months as well.
- Nevertheless, IR continues to maintain its target of electrifying around 23,765 rkm between 2020-21 and 2023-24 (till December 2023).
- Innovative energy efficient solutions and techniques are being deployed to reduce traction and non-traction bills. IR is procuring cheaper power, adopting energy efficiency practices, stepping up its renewable energy capacity and engaging in power trade to optimise its energy generation and utilisation.
- In a bid to become a net-zero carbon emitter by 2030, IR is slowly expanding its use of renewable energy in its operations and plans to meet 10 per cent of its energy demand from renewables. Of the total wind energy target of 200 MW, it has installed 36.5 MW. Besides, 960 railways stations have solar installations in place to meet their power requirements.
- IR has also increased the production of electric locomotives. It has not only discontinued diesel locomotive production, but also plans to convert most of the existing diesel locomotives into electric ones. It has set a target to produce 725 electric locomotives in the next two financial years 2020-21 and 2021-22. Further, it is producing modern electric locomotives with three-phase technology and regeneration capability.
- Going forward, IR's electricity requirements will continue to grow as it pursues greater electrification. The deployment of mechanised technologies is expected to increase in the coming years. IR's growing energy requirements and future plans present significant opportunities for power producers, renewable energy developers, technology providers, and manufacturers of rolling stock and electrical equipment.
- The mission of this virtual conference is to discuss the electrification plans and targets, examine the new opportunities, highlight the experience of contractors and identify the unresolved challenges. The conference will focus on strategies and solutions to meet the future electrification requirements and showcase noteworthy projects, technologies and equipment.

Target Audience

- The conference is targeted at top and middle-level managers from:
 - Indian Railways
 - Wind power developers
 - Contractors
 - Financial Institutions
 - IR-related organisations
 - Renewable energy EPC companies
 - Energy-efficient technology providers
 - Cable manufacturers
 - Independent power producers
 - Solar energy service providers
 - Energy management consultants
 - HVAC and lighting providers
 - Government agencies
 - Equipment manufacturers
 - Fuel suppliers
 - Steel companies
 - Rooftop solar developers
 - Technology providers
 - DG manufacturers
 - Consultants
 - Etc.

Previous participants

Some of the companies that participated in our previous conference include: Aarvee Associates, ABB, Adani Power, Aditya Birla Insulators, Arihant Electricals, Austrade, Azure Power, BASF, Bharat Heavy Electricals, Bhartiya Rail Bijlee Co., Bikaner Ceramics, Canadian Solar, Central Electronics, Central Railway, Centre for Railway Information Systems, Chittaranjan Locomotive Works, Climate Policy Initiative, CLP Power, CLW, Consul Neowatt, Continuum Wind Energy, GOPPRROD Industries, Coslight, CSIR - Indian Institute of Petroleum, Customized Energy Solutions, Deloitte, Delta Electronics, Delta Power Solutions, DFCCIL, Diesel Locomotive Works, Eastern Railway, Econtrols, EDS Global, Elara Capital, Eleccrama, Electrotherm, Elmex Electric, Emergent Ventures, Encito Advisors, Energy Efficiency Services, ERDA, Essar Oil, Essel Infra, Exide Industries, Fichtner Consulting, Fortum India, GAIL, GE Transportation, Gemscab, Genus Power, Global Power Source, Good Luck Steel, GP Tronics, Greenmint Power, Grundfos Pumps, HBL Power Systems, Hero Future Energies, Hind Aluminium, Hind Rectifiers, Hindalco Industries, Hitachi, HT Systems, India Infrastructure Finance Company, India Power Corporation, Indian Energy Exchange, Indian Railway Organisation for Alternate Fuels, Indian Railways, Inox Wind, IREDA, IROAF, JIC, JSK Industries, JSW Steel, Kalpataru Power Transmission, Kanohar Electricals, KEC, KEI Industries, Kirloskar Electric, Kolkata Metro Railway, KPMG Advisory Services, Krypton Lighting, Landis + Gyr, Lara Global, Larsen & Toubro, LPS Bossard, Lumino Industries, M&I Materials, Maharishi Solar, Mahindra Susten, MAN Structural, Mars Entrepreneurs, Metro Railway, National Contracting Company, National High Speed Rail Corporation, Nexant, NF Railway, NHPC, North Central Railway, North Western Railway, Northern Railway, NTPC, Okaya Power, Panasonic, Performance Specialty Products, Phillips Lighting, Plasser, Powerica, Pragati Electrocom, Precicast, Premier Solar Systems, PTC India Financial Services, RS Infra Projects, Rail Coach Factory, Rail Vikas Nigam, Railway Board, Railway Energy Management, Railway Energy Management Company, Rajasthan Electronics & Instruments, Ratnagiri Gas & Power, Recons, Reliance Industries, REMCL, ReNew Power, Research Design & Standards Organisation, RITES, Royal Energies, SAS, Secure Meters, Siemens, South Central Railway, Southern Railway, Steel Industries, Sterling & Wilson, Sterlite Power, Sun Clean Renewable Power, Sun Group Enterprises, TAG, Tata Consulting Engineers, Tata Power, TERI, The Aluminium Industries, Tvastar Engineering, UNDP, USAID PACE-D D Technical Assistance Program, Waaree Energies, Welspun Energy, YES Bank, etc.

AGENDA/STRUCTURE

IR PERSPECTIVE: ELECTRIFICATION PLANS AND TARGETS

- ❖ What has been the progress under Mission Electrification in the past one year?
- ❖ What are IR's targets for 2020-21 and 2021-22? What has been the impact of Covid-19 on its ongoing projects, targets and funding?
- ❖ What is the timeline for achieving 100 per cent electrification?
- ❖ What are the investment requirements and opportunities?

CONTRACTORS' PERSPECTIVE: EXPERIENCE, IMPACT OF COVID-19 AND CHALLENGES

- ❖ What has been the contractors' experience so far?
- ❖ What has been the impact of Covid-19 on ongoing projects?
- ❖ What are the key issues and challenges?

ZONAL RAILWAY VIEWPOINT: ELECTRIFICATION PLANS, TARGETS AND OPPORTUNITIES

- ❖ What has been the experience of zonal railways with regard to electrification so far?
- ❖ What has been the progress in your zone in network electrification during the past year? What has been the impact of Covid-19?
- ❖ What are targets and timelines for 100 per cent electrification?
- ❖ What are the upcoming projects and opportunities?

ENERGY NEEDS AND REQUIREMENTS: CURRENT SOURCING OPTIONS AND FUTURE STRATEGIES

- ❖ What is IR's current energy mix? What are the existing and emerging sources of energy?
- ❖ What are the electrical infrastructure requirements for these sources?
- ❖ What will be the role of renewable energy in meeting IR's future energy requirements?

FOCUS ON ROLLING STOCK: ELECTRIC LOCOMOTIVE PRODUCTION TARGETS AND FUTURE REQUIREMENTS

- ❖ What have been the key trends in the production and acquisition of electric locomotives? How has the production capacity expanded in the past years?
- ❖ What are the recent innovations in design? What are IR's plans and targets for the conversion of diesel locomotives to electric locomotives?
- ❖ What are IR's future plans & targets for electric locomotive production?

IR'S EXISTING TRANSMISSION NETWORK AND EXPANSION PLANS

- ❖ What are IR's plans for developing its own transmission network?
- ❖ What has been the progress so far? What are the targets and timelines?
- ❖ What are the investments planned in the segment? What are the upcoming opportunities?

ELECTRIFICATION OPPORTUNITIES UNDER MEGA PROJECTS

- ❖ Mumbai-Ahmedabad High-Speed Rail Corridor
- ❖ Delhi-Meerut Regional Rapid Transit System
- ❖ Upcoming Dedicated Freight Corridors
- ❖ Suburban Rail Systems

- What are the electrification requirements and specifications for the project? What are the capex requirements?
- What are the sources of energy? What are the plans with regard to the use of renewable energy?
- What are the upcoming tenders and opportunities for EPC contractors, and technology and equipment suppliers?

ENERGY STORAGE SYSTEMS: EMERGING REQUIREMENTS AND SOLUTIONS

- ❖ What are the available energy storage technologies and solutions for IR's applications?
- ❖ What has been the experience so far in the adoption of these solutions?
- ❖ What are the cost savings that can be achieved? What are the new trends and advancements?

TECHNOLOGY AND EQUIPMENT SHOWCASE

- ❖ What are the emerging technology and equipment requirements for railway electrification?
- ❖ What are the new and advanced technology solutions and equipment being offered by vendors?
- ❖ What are the key bottlenecks, issues and challenges faced in the adoption of technology and equipment?
- ❖ What lessons can be learnt from global advancements in this field?

CONSTRUCTION IN RAILWAYS

Mission

- Construction activity in the railways sector has picked up pace in the past few years on account of increased focus on network expansion and decongestion.
- In the past five years (from 2015-16 to 2019-20), the average pace of commissioning of new lines, doubling, and third and fourth line projects stood at 7.3 km per day. In 2019-20, 2,226 km of new line, doubling and gauge conversion works were completed. The year also recorded the highest ever expenditure in the history of Indian Railways of Rs 398.36 billion on track construction projects.
- However, the construction activity was rather muted in the first quarter of financial year 2020-21 due to the outbreak of the Covid-19 pandemic. The construction and implementation of ongoing projects, in particular, was badly affected due to restrictions on labour and equipment mobilisation.
- Project execution has improved since June 2020. Construction work on mega projects such as DFC, high speed rail (HSR) and regional rapid transit system (RRTS) was resumed during the lockdown itself. During the first five months of financial year 2020-21 (April-August 2020), about 507 km of new lines, doubling, and third and fourth line projects were completed. IR has almost reached normalcy in operations now, and is hopeful of achieving its target of 3,750 km for the current fiscal year.
- On the technology front, there have been some encouraging developments. In recent years, new and advanced design, engineering and construction techniques are being deployed to save costs and expedite construction and commissioning. In addition, aerial patrolling solutions such as drones, LiDAR and GIS mapping are being adopted to improve surveying and monitoring.
- In the next four to five years, the railways sector is gearing up for a quantum jump in infrastructure development. Massive network expansion and decongestion targets have been set. IR plans to undertake over 18,000 km of new line, 11,500 km of doubling, 2,500 km of multi-tracking and 2,252 km of gauge conversion works. New corridors and lines will be constructed under the DFC, HSR, RRTS and suburban rail systems. These network expansion and decongestion targets would require at least Rs 5.2 trillion worth of investments.
- With this magnitude of required investments, there would be a significant opportunity for construction contractors, technology providers, design and engineering consultants, and equipment and material suppliers.
- **The mission of this one-day virtual conference is to discuss the network expansion and decongestion plans and targets, examine the upcoming construction opportunities, highlight the experience of contractors, assess the short- to medium-term impact of Covid-19 on project implementation, and identify the unresolved challenges. The conference will provide a platform for showcasing the latest technologies, design and engineering practices, and innovations in equipment and materials.**

Target Audience

- The conference is targeted at top and middle-level managers from:
 - Indian Railways
 - EPC contractors (bridges, tunnels, tracks)
 - Equipment manufacturers
 - Suburban railway organisations
 - IR-related organisations
 - Consultants
 - Technology providers
 - Major consumers
 - Railway PSUs
 - Tunnel contractors
 - Legal firms
 - Development institutions
 - Private operators
 - Multilateral agencies and lenders
 - Industry analysts
 - Financial institutions
 - Government agencies
 - Logistics firms
 - Service organisations
 - Design consultants
 - Etc.

AGENDA/STRUCTURE

IR'S NETWORK EXPANSION PLANS AND TARGETS: NEW LINE, DOUBLING AND GAUGE CONVERSION WORKS

- ❖ What have been the key achievements of IR in terms of network expansion during the past couple of years?
- ❖ What has been the impact of Covid-19 on project implementation, targets and timelines since April 2020?
- ❖ What are the plans and targets for new line construction, line doubling and gauge conversion?
- ❖ What are the upcoming projects, and short-term and medium-term investment requirements?

CONTRACTORS' PERSPECTIVE: EXPERIENCE, IMPACT OF COVID-19 AND FUTURE OUTLOOK

- ❖ What has been the contractors' experience so far?
- ❖ What has been the impact of Covid-19 on project execution?
- ❖ What are the key issues and challenges?
- ❖ What is your outlook on the future of rail construction in India? What are the expectations from the government and other stakeholders?

FOCUS ON STEEL

- ❖ What is the current demand for steel in the railway sector? How is the demand for steel expected to increase in the next couple of years?
- ❖ How has the tendering process evolved over the years? What are the upcoming opportunities for private steel companies?
- ❖ What are the recent advancements that IR is promoting in this segment?

CONSTRUCTION OPPORTUNITIES UNDER MEGA PROJECTS

- ❖ **Mumbai-Ahmedabad High-Speed Rail Corridor**
 - ❖ **Delhi-Meerut Regional Rapid Transit System**
 - ❖ **Upcoming Dedicated Freight Corridors**
 - ❖ **Suburban Rail Systems**
 - ❖ **Station Infrastructure Redevelopment**
- What is the current status of the project? What are the key milestones, targets and timelines?
 - What has been the impact of Covid-19 on construction activity, supply chain availability, and timelines?
 - What are the new and advanced design, engineering, construction techniques and solutions deployed? What are the biggest challenges?
 - What are the upcoming opportunities?

CONSTRUCTION IN DIFFICULT TERRAINS: FOCUS ON RAILWAY BRIDGES AND TUNNELS

- ❖ What have been the trends and advancements in the construction of railway bridges and tunnels?
- ❖ What has been the experience in rail construction in geographically difficult locations (the Himalayan region, Western Ghats, etc.)?
- ❖ What are the challenges associated with the planning, design and construction of long-span rail infrastructure? How are these being addressed?
- ❖ What are the lessons learnt?

NEW ADVANCEMENTS IN DESIGN, ENGINEERING AND CONSTRUCTION TECHNOLOGIES

- ❖ What are the emerging trends and advancements in design, surveying, engineering and construction of railway systems (aerial LiDAR technology, GIS mapping, etc.)?
- ❖ What are the safety aspects being considered? What are the new technologies and digital solutions deployed?
- ❖ What are some of the best practices and noteworthy projects? What are the challenges in the adoption of these technologies?

NEW AND EMERGING MATERIALS (CEMENT, BALLAST, GEOSYNTHETICS, ETC.)

- ❖ What are the other materials being deployed in rail construction projects?
- ❖ What are the cost savings that can be achieved through the use of these materials?
- ❖ What is the overall outlook for the use of such materials?

EQUIPMENT SHOWCASE

- ❖ What are the new and emerging requirements in terms of equipment for rail construction?
- ❖ How is the industry gearing up to meet these requirements? How have the procurement strategies evolved?
- ❖ What are the new advancements and innovations in this segment? What is the demand and supply outlook?

CONSTRUCTION IN RAILWAYS

Previous participants

The participating organisations in our previous conferences include: ABB, ABV Consultants, ACC, Accenture, ACME Cleantech, Adani Group, Adani Logistics, AdaniPetronet, Aditya Birla Finance, Afcons, AL Batra Group, Alcoa, Alstom, Amara Raja, Ambuja, Ambit Capital, Amtek, Anil Verma Associates, Ansaldo STS, Apar Industries, APM Terminals, Arconic of India, Areva, Arshiya Intl, Arup, Assignia Infra, Atmascro, Australian Trade Commission, Australian Trade and Investment Commission, AVB Consultants, Axis Bank, AZB & Partners, Azure Power, Balaji Railroad Systems, BARSYL, Baumer Technologies, Beekay Engineering, BEL, BEML, Bentley, BESCO, BPCL, Bharat Rail Automation, Bharat Wagon, BharujDahej Railway, BHEL, Bhilai Engineering, Bombardier, Bosch, British High Commission, British Steel, Brookings India, Bureau Veritas, Cargo Motors, CDM Smith, CRIS, Chennai Port Trust, Chhattisgarh Railway Corporation, GSIDC, Chittaranjan Locomotive, CIDCO, CIL, CLSA India, CONCOR, Contitech, CoreFab Projects, Coslight, Cosmo Energy, Crompton Greaves, CTI Engg, Cytech Associates, Dalmia Bharat, Dassault Systems, DB International, DFCCIL, DEHN, Delta Electronics, Delta Power Solutions (India), Desai Diwanji, Dhamra Port, DLW, Dow Chemicals, DPWorld, DSP Merrill Lynch, Dupont, EGIS, Elenium, EMD Locomotives, EY, ESAB, Essar steel, EsselInfraProjects, Essel Mining, ETA Engg, ETF, EtoE Rail, ETOE Transportation Infrastructure, Ewac Alloys, Exide, Experion, FAG Bearings, Faiveley Transport, FeddersLyod, Feedback Ventures, First Group, Fluid Controls, Fomento Mining, Ganges Internationale, Garware Wall Ropes, GatewayRail, Gati, GATX India, GE Infrastructure Transportation, GEISMAR, Geoconsult, GIDB, Global Infrastructure Partners, GMR Group, Haitong Securities, Halcrow, HMRDC, HCC, Henkel Adhesives, High Speed Rail Corporation, Hill International, Hind Terminals, Hindalco, Honeywell, HSBC, Huber Suhner, HUBNER Interface Systems, IBI Group, ICICI, IDBI, IDFC, IIFL, Indus Consultants, Ingsophy Consultants, InPhase Power Technologies, IL&FS, IMFA, IPRCL, Indian Railway, IRSDC, IndraSistemas, Inlogistics, Integra Hindustan, Integral Coach Factory, Involute Technologies, IPM, IRCON, IRCTC, JIC, JIC Consortium, JM Financial, JotunIndia, JSPL, JSW, K & J Projects, Kalindee Rail Nirman, Kalpataru Power, Kansai Nerolac Paints, KEC, KEI, Kesar Terminals, KFW, Kirloskar Pneumatic, Knorr Bremse, Kocchar & Co, Konkan Railway, L&T ECC, Lahmeyer, Lapp India, Lara Global, LEA Associates, Link Legal, LL Logistics, Lloyd Electric, Louis Berger, LMRC, Lucky Investment Managers, M&I Materials, Maccaferri Environmental Solutions, Maco Corporation, MAHA-METRO, Mahindra Logistics, Marubeni, Merrill Lynch, MGIL RITU HOUSING, Ministry of Defence, Ministry of Railway, Motosubishi, Monnet Projects, Morgan Stanley, Mumbai Port Trust, Mumbai Rail Vikas Corporation, N.C.Railway, N&S Solution, N.W. Railway (Indian Railway), National Academy of Indian Railways, NCRTC, National Instruments, NCC Limited, NCR HQ Allahabad, Nexans Singapore Pte Ltd, Nippon Koei, Nomura Financial, North Western Railway, North Central Railway, Northern Railways, NTPC, OPAL-RT Technologies, Oriental Consultants India, Outokumpu, Padeco, Performance Specialty Products, Patil Rail Infrastructure, PetronetLNG, Phillips, Phoenix Contact, Plasser, PMC Projects, Premji invest, Progressive Construction, PWC, Rail Coach Factory, Rail Tech, RVNL, RailTel, Railway Energy Management Company, Raychem RPG, RDSO, Reliance Industries, Reliance Jio, Renaissance Group, RioTinto, RITES, Rodic Consultants, Ruchi Group, SAIL, Sany Heavy Industries, SBI Capital, Scope T&M, Seahorse Buss, Servomax, SET on Site Electricals, SEW Constructions, ShapoorjiPallonji, Sherman International, Siemens, Sofjitz Corporation, Soma Enterprises, Southern Railway, Spain Business Overseas, SREI, Sterling & Wilson, SvarnInfratel, SVJ Corporation, SYSTRA MVA, Tata BlueScope, Tata Communications, Tata Motors, Tata Projects, Tata Realty, Tata Steel, TBEA Energy (India), TCE, Technica Telecom, Terre Armee, Testo India, Texon, Thales, TICIL, TMA, TouaxTexmaco, Transasia, Trans Rail Lighting, TRF, Trimble, TSGENCO, UGL Rail, Ultratech Cement, Uniseven Engineering, UL India, URC Construction, USBRL Project Northern Railway, UTC, Utikarsh Tubes & Pipes, Valvoline Cummins, Vinci Concessions, Vindhya Telelinks, Virgo Consultants, Vishakhapatnam Port Trust, Vishal Nimriti, Vizag Steel, VNR Group, Vossloh Corporation, Wabtec Corporation, Western Railway, Yes Bank, Yuken India, ZephyrSpA, etc.

Organisers

The conference is being organised by **India Infrastructure Publishing**, the leading provider of information on the infrastructure sectors through magazines, newsletters, reports and conferences. It publishes **Indian Infrastructure**, **Power Line**, **Renewable Watch** and **tele.net** magazines and a series of reports on the infrastructure sectors, including **Railways in India**, **Urban Rail in India**, **Solar Power in India** and **Rooftop Solar in India**. It also publishes the **PowerLine Directory and Yearbook**, **Solar Power Directory and Yearbook** and the **Wind Power Directory and Yearbook**.

Global Mass Transit is a leading provider of information and analysis on the global mass transit industry including metro, bus, light rail, regional rail, and intermodal passenger transport. It publishes the **Global Mass Transit Report** (a monthly newsletter) and **Global Mass Transit Weekly** (a weekly update), and operates the www.globalmasstransit.net website

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

REGISTRATION FORM

- I would like to register for the “RAILWAY ELECTRIFICATION” conference (December 8, 2020)
- I would like to register for the “CONSTRUCTION IN RAILWAYS” conference (December 9, 2020)
- I would like to register for **both the conferences**

Please send wire transfer payments to:

Beneficiary India Infrastructure Publishing Private Limited
Bank Name The Hongkong and Shanghai Banking Corporation Ltd
Bank Address R-47, Greater Kailash-1, New Delhi-110048, India

Bank Account No. 094179587002
Swift Code HSBCINBB
IFSC Code HSBC0110006
GSTIN 07AAACI5880R1ZV

**Sponsorship opportunities
are available**

Registration Fee

Both conferences

	INR	GST@18%	Total INR	Total USD
1 Login	9,000	1,620	10,620	150
2 - 3 Logins	15,000	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

Any one conference

	INR	GST@18%	Total INR	Total USD
1 Login	6,000	1,080	7,080	100
2 - 3 Logins	10,000	1,800	11,800	169
4 - 5 Logins	14,000	2,520	16,520	236
6 - 9 Logins	18,000	3,240	21,240	304
10 - 20 Logins	22,000	5,400	25,960	370

- GST @18 per cent is applicable on the registration fee.
- 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. 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:

Tania Agarwal, Conference Cell

Tel: +91-9711588987 | Email: tania.agarwal@indiainfrastructure.com

Malika Piya, Conference Cell

+91-8937980597 | Email: malika.piya@indiainfrastructure.com