

5th Annual Conference on

DREDGING IN INDIA

Progress and Potential; Issues and Solutions

September 3-4, 2014, The Taj Mahal Palace, Mumbai



Sponsors*:



*Lead and Co-sponsorship opportunities are available

DREDGING IN INDIA

Mission

- The Indian dredging industry is facing challenging times. The pace of project award as well as implementation is slow. Private dredging contractors are finding it difficult to sustain operations. A major company has stopped operations. A number of other companies are not planning to undertake projects in India in future unless policy and contractual issues are addressed. On the other hand, ports continue to face issues in handling bigger-sized vessels due to lack of adequate depth.
- The long-term projections are ambitious. The Maritime Agenda 2010-2020 projects an investment of about Rs 200 billion in dredging projects at Indian ports, till 2020. Besides ports, the oil and gas and inland waterways sectors provide ample opportunities for deepening works. Land reclamation and beach nourishment will be other growth drivers.
- Given the dredging need and requirement, on paper significant opportunities exist for private players. The Dredging Corporation of India alone cannot meet the demand of the industry. With dredging capacity falling behind demand, the Indian dredging equipment market is also expected to grow. Significant opportunity exists for indigenous manufacturing of dredgers due to cost competitiveness. Innovations in technology and equipment are required to handle the increasing size of vessels.
- The government has in the recent past taken steps to meet the demands of the industry. Maintenance dredging at Kolkata port has been opened up for competitive bids. The Reserve Bank of India has brought capital dredging under the domain of infrastructure lending. New security guidelines for dredging projects have been announced. However, these initiatives are quite recent, and their impact on the sector will take some time to be visible.
- Meanwhile, a lot more is required. The sector is still waiting for a new dredging policy, which has been in the draft stage for the past few years. Geological surprises pose one of the biggest risks. There is a need to design dredging contracts in a manner that provides greater clarity on the roles and responsibilities of the parties involved. Indian shipyards lack technical know-how to design and build dredgers. In this regard, formal learning and training can play a significant role.
- Further, steps need to be undertaken for rationalising the taxability of dredging contracts, to avoid litigation and provide an encouraging tax environment. Innovative sources of funding need to be explored to reduce the burden on ports. A scheme to subsidise dredging like in many other countries may also be devised.
- **The mission of the conference is to provide an update on the key trends and development, examine the recent government initiatives, discuss the key issues and challenges, and highlight the opportunities in the sector. The conference will also showcase noteworthy projects and technology solutions.**

Target Audience

- The conference is targeted at:
 - Major port trusts
 - Dredging equipment providers
 - Dredging companies
 - Financial institutions/Banks/Equity analysts
 - Private port operators
 - Funding/Development agencies
 - Maritime boards
 - Shipping companies
 - Dredging contractors
 - State port departments
 - Dredging subcontractors
 - Private contractors
 - Design consultants
 - Consultancy organisations
 - Etc.

Delegate Fee

- The delegate fee is Rs 22,500 for one, Rs 37,500 for two, Rs 52,500 for three and Rs 67,500 for four.
- A service tax of 12.36 per cent is applicable on the registration fee.

Organisers

The conference is being organised by India Infrastructure Publishing, a company dedicated to providing information on the infrastructure sectors through magazines, newsletters, reports and conferences. The company publishes Indian Infrastructure, Power Line, Renewable Watch, tele.net and Smart Utilities magazines and reports on Ports in India and Dredging in India. It also publishes the Directory and Yearbook on Ports and Ports & Shipping News (a weekly newsletter).

AGENDA/STRUCTURE

KEY TRENDS AND OUTLOOK

- ❖ What is the current status of the dredging industry in India?
- ❖ What are the various financing options?
- ❖ What are the key challenges? How are these being addressed?
- ❖ What is the outlook for the next two-three years? What are the key demand drivers?

GOVERNMENT PERSPECTIVE

- ❖ What is the government's perspective on dredging?
- ❖ What are the plans and targets for the Twelfth Plan? What is the progress on the new dredging policy?
- ❖ What can the industry expect from the government going forward?

INDUSTRY PERSPECTIVE

- ❖ What is the contractors' perspective on the Indian dredging market?
- ❖ What are their plans and strategies to meet future demand?
- ❖ What are their expectations from the government and other stakeholders?

MANAGING RISKS

- ❖ What are the various types of risks that influence dredging works?
- ❖ How can these risks be managed effectively?
- ❖ What are the global best practices? What can Indian companies learn from them?

TAX AND LEGAL FRAMEWORK

- ❖ What is the current policy and legal framework?
- ❖ What are the main issues and challenges?
- ❖ What are the expectations from the government?

TYPE OF CONTRACTS: USE AND RELEVANCE

- ❖ What are the different contracts (unit rate, assured depth, etc.) used in dredging projects in India?
- ❖ What has been the experience so far? What are the key issues and challenges?
- ❖ What are the global best practices? What lessons can be drawn from the global experience?

SURVEY AND INVESTIGATION TECHNIQUES

- ❖ What are the types of surveys and investigation required for undertaking a dredging project?
- ❖ Which techniques are the most prevalent for conducting these investigations?
- ❖ What are the key issues and challenges? What are the global best practices?

DREDGER BUILDING

- ❖ What is the current state of dredger building in India?
- ❖ What are the key issues and challenges?
- ❖ What are the global best practices? What lessons can be drawn from the global experience?

DREDGING AT KEY PORTS

- ❖ What is the current status of dredging at major and non-major ports? What are the key trends?
- ❖ What are the main challenges faced in the implementation of such projects?
- ❖ What lessons can be learnt from these projects?

ENVIRONMENTAL EFFECTS OF DREDGING ACTIVITIES

- ❖ What are the environmental issues with respect to dredging?
- ❖ What specific techniques are being used to minimise the impact?
- ❖ What are the best practices in material disposal management?
- ❖ What are the global best practices in this area?

PROJECT SHOWCASE

- ❖ What are some of the noteworthy dredging projects?
- ❖ What are the issues and challenges faced by these projects?
- ❖ What lessons can be learnt from these projects?

PROMISE OF TECHNOLOGY

- ❖ What are the new technologies and equipment used by Indian dredging projects?
- ❖ What are the recent global advances in technologies and equipment?
- ❖ Which of these advances are the most relevant to Indian needs?

DEEPENING OF INLAND WATERWAYS

- ❖ What has been the experience of undertaking dredging works in inland waterways?
- ❖ What are the key issues and challenges?
- ❖ What lessons can be drawn from the projects implemented?

FOCUS ON OTHER AREAS (OIL AND GAS, LAKES, RIVERS, BEACH NOURISHMENT, RECLAMATION, ETC.)

- ❖ What are the dredging needs in other areas (lakes, rivers, oil and gas, etc.)? What is the potential of land reclamation and beach nourishment in India?
- ❖ What are the main issues and challenges faced in undertaking such projects?
- ❖ What are the upcoming projects? What is the way forward?

Previous Participants

The participants in our previous conferences on "Dredging in India" include: Adani Ports and SEZ, Akash Dredging and Marine Services, Alar Infrastructures, Ambuja Cement, Arshea Marine Concepts, Arul Rubbers, Arya Offshore Services, Ascent Capital, Bardai Group, BEML, Ben line Agencies India, Boskalis, Cargo Power and Infrastructure, Chellaram Shipping, Chennai Port Trust, Chidambaram Shipcare, Chowgule & Co., Cochin Shipyard, Damen Shipyards, DBM Geotechnics, Dhamra Port, Dharti Dredging and Infrastructure, Dighi Port, Directorate General of Shipping, Dredge & Dive, Dredging Corporation of India, Dredging Solutions, E&Y, Essar Bulk Terminal, Fugro Survey India, Great Lakes Dredge & Dock Co., Gujarat Maritime Board, Holland Marine Technologies, B.V., Horizon Survey Company India, HR Wallingford, ICICI Bank, IDFC, IHC Merwede, B.V., IL&FS Maritime, IMS Dredging and Infrastructure, India Futuristic Marine, International Seaport Dredging, IWAI, J.M. Baxi & Co., Jan De Nul Group Dredging India, JNPT, JSPL, JSW Infrastructure, JSW Jaigarh Port, Kandla Port Trust, KfW IPEX Bank GmbH, KPMG, Killick Agencies, Kolkata Port Trust, L&T, Liebherr India, Maharashtra Maritime Board, Mazagon Dock, Meka Dredging Company, Mercator, MIDPL, MIR Projects and Consultants, MTI Holland B.V., MTU India, Mumbai Port Trust, National Marine Dredging Company, New Mangalore Port Trust, Ocean Sparkle, OMCI Ship Management, Penta-Ocean Construction India, Petronet LNG, PMC Projects India, PwC, Reliance Ports and Terminal, Rock and Reef Dredging, Safire Capital Advisors, Sahara Dredging, Sangir Plastics, Sgeil Fortune Asia Group, Shoft Shipyard, STFA Construction Group, Suretech Infrastructure, TCE, Dhamra Port Company, Thrustmaster India, Ultratech Cement, Van Oord India, Visakhapatnam Port Trust, Vizhinjam International Seaport, Vosta LMG India, Yojaka India, etc.

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Registration Form

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

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Registration Fee

Delegates	One	Two	Three	Four
INR	22,500	37,500	52,500	67,500
Service tax (12.36%)	2,781	4,635	6,489	8,343
Total	25,281	42,135	58,989	75,843
USD	525	875	1,225	1,575

- 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.
- Conference fees cannot be substituted for any other product or service being extended by India Infrastructure Publishing Pvt. Ltd.

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