



Hosted by:

**Indian
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Supported by:

**SOUTHEAST ASIA
INFRASTRUCTURE**

VIRTUAL CONFERENCE

DREDGING IN ASIA

Emerging Trends, New Requirements and Upcoming Opportunities

July 14-15, 2021

Co-sponsors so far:

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Dredging in Asia

Mission

- Over the years, dredging has emerged as a distinct industry due to the growing draught requirements at ports in Asia. An increasing focus on port capacity augmentation and the need to handle bigger vessel sizes are primarily contributing to the rise in dredging activity in the region.
- Several Asian countries have planned the creation of new berths and terminals at the existing ports, as well as the development of new ports. The Bangladesh government has launched a mega scheme involving capital dredging of 10,000 km of river ways to maintain navigability. The Philippines is also looking at large-scale capacity augmentation of port infrastructure and has awarded a number of dredging projects, including the dredging of the Ubay and Talibon Ports, the Ports of Poctoy and Ambulong, the Bauan Port, the Nasugbo Port, the Ports of Poctoy and Ambulong, and the Port of Buyabod.
- In India, under the Sagarmala programme, dredging projects are being planned at major and non-major ports. In addition, the new greenfield ports identified under the programme will offer significant dredging opportunities. Dredging activities are also under way in Hong Kong at the Kwai Tsing Container Terminals, West Coast of Lamma Island.
- Maldives' ambitious iHavan project to develop a new economic zone with a port, airport, cruise hub, marina and dockyard is likely to enhance the scope of reclamation projects. The dredging of berths and shipping lanes at the under-construction Patimban Port in Indonesia will also create new demand for dredging.
- The dredging industry is also deploying smart technology solutions to enhance operational efficiency. New technologies such as 3D analytical models for linear rock cutting, innovative scow boarding systems and automated dredging monitoring systems are being experimented with.
- The industry is also looking at new ways of ensuring environmental safety and energy efficiency. These include the use of renewable fuels and the development of smart solutions for monitoring performance and energy consumption during the dredging process.
- Going forward, significant growth is expected in the sector. However, unresolved concerns such as the lack of standardisation of contracts, inaccurate assessments of project cost and scope, inefficient investigation and survey techniques, and lack of dredger building and repair facilities in some countries continue to hamper growth prospects. Nonetheless, the increased requirement for deeper ports presents sizeable opportunities for dredging contractors, technology and equipment suppliers, consultants, and other stakeholders.
- **The mission of this virtual conference is to highlight the recent trends and developments in his space, identify emerging dredging requirements, and discuss the key upcoming opportunities and challenges across key dredging markets in Asia. The conference will also focus on noteworthy projects, the latest equipment and technologies, and best practices in the industry.**

Target Audience

The conference is targeted at:

- | | | |
|--|---|--|
| - Major ports | - Hydro and wind power developers | - Surveyors, investigators and hydrographers |
| - Funding/Development agencies | - Private port operators | - Legal firms |
| - Technology providers | - Financial institutions, banks and equity analysts | - Port developers |
| - Dredging contractors/sub-contractors | - Dam construction contractors | - Consultancy organisations |
| - Maritime boards and state port departments | - Dredger manufacturers | - Dredging equipment providers |
| - Oil and gas refineries and exploration companies | - Captive jetties | - Irrigation departments |
| - Environmental analysts | - Mining contractors | - Etc. |
| - Shipyards | - Design consultants | |

Tentative Agenda

Live session

Topics

TRENDS, DEVELOPMENTS AND OUTLOOK

- What have been the recent industry trends?
- What are the new and emerging dredging requirements?
- What are the key issues and challenges? What are the new opportunities, and the outlook for the sector?

COUNTRY-LEVEL EXPERIENCE, PLANS AND OPPORTUNITIES

- What has been the recent experience in dredging?
- What are the upcoming dredging requirements?
- What are the future plans and strategies?

CONTRACTOR PERSPECTIVE: EXPERIENCE SO FAR, CHALLENGES AND FUTURE STRATEGIES

- What has been the contractors' experience so far? What are the recent trends and advancements in project implementation?
- What are the key issues and challenges, and what are the lessons learnt?
- What are the contractors' expectations from the government and other key 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?

EMERGING EQUIPMENT AND TECHNOLOGY REQUIREMENTS: SMART APPROACHES TO DREDGING

- What are the trends and developments in the dredging technology and equipment segments?
- What are the new advancements with regard to improving dredger productivity?
- What are the best practices?

MARKET FOR DREDGERS: DREDGER DESIGN, BUILDING AND REPAIR

- How have dredger building capabilities in Asia evolved over the years?
- What are the emerging trends and requirements in terms of dredger design?
- What are the new technologies and solutions being adopted to improve dredger efficiency?

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 best practices in dredging cost optimisation?

OPPORTUNITIES FROM DREDGED SEDIMENT/MATERIALS

- What are the current practices in handling dredged material?
- What are the key steps being taken to deal with the environmental consequences of dredging?
- What is the potential for recycling and reuse of dredged material?

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 lessons can be learnt from the global experience?

KEY FOCUS AREAS

- DREDGING WATERWAYS
- LAND RECLAMATION
- BEACH NOURISHMENT
- COASTAL DREDGING/PROTECTION
- FAIRWAY DEEPENING
- Which are the noteworthy dredging projects (completed/under implementation) across these segments?
- What are their key characteristics/salient features?
- What can be learnt from their development and implementation experience?

SURVEY AND INVESTIGATION TECHNIQUES

- 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?

FOCUS ON DREDGING PUMP MARKET

- What are the recent trends in the dredging pump market?
- What are the key advancements and innovations to ensure greater efficiency?
- What are some of the cost-effective manufacturing methods being adopted?

ABOUT THE ORGANISER

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, **Ports & Shipping News** (a weekly newsletter) and the **Ports Directory and Yearbook**.

South East Asia Infrastructure magazine (www.southeastasiainfra.com) is a leading source of information on infrastructure development in Southeast Asia. It tracks key developments, analyses emerging trends, features industry players, perspectives, highlights key initiatives, and profiles exemplary projects.

PREVIOUS PARTICIPANTS

Some of the organisations that have attended our related conferences include: Aarvee Associates, ABB India Limited, ABC DUBASH, ABNCO Corporate Services Limited, Adani Hazira Port, Adani Ports and SEZ Limited, 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 Limited, 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-Government of India, Mumbai Port Trust, 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 Engineers (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.

DELEGATE FEE

Logins	Standard Fee
1 Login	USD250
2-3 Logins	USD400
4-5 Logins	USD550
6-9 Logins	USD700
10-20 Logins	USD850

REGISTRATION FORM

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1. To make payments by credit card, please send an email on tania.agarwal@indiainfrastructure.com; tania.agarwal@southeastasiainfra.com

All credit card payments will be subject to standard credit card charges

2. Wire Transfer:

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
Bank Account No: 094179587002
Swift Code: HSBCINBB

TERMS AND CONDITIONS

Payment Policy

- Full payment must be received prior to the conference.

Cancellations

- Cancellations received in writing **30 days** before the date of the conference will receive a full refund, minus a service charge/administration fee of USD 30.
- Substitutions/name changes are welcome at no extra charge. Please send these in writing at least two days prior to the conference.
- Powerline shall assume no liability whatsoever in case the event is postponed or cancelled due to a fortuitous event or unforeseen occurrence that renders the performance of this conference impracticable, illegal or impossible. For purpose of this clause, a fortuitous event shall include, but not be limited to: war, fire, labour strike, extreme weather or other emergency. India Infrastructure's responsibility is limited to return of the registration fee only and is not liable for any cost in relation to travel and accommodation.
- Please note that it may become necessary for reasons beyond the control of the organisers to make alterations to the content and timing of the programme or speakers.

CONTACT US

For registration and sponsorship opportunities:

Tania Agarwal

Email: tania.agarwal@indiainfrastructure.com;

tania.agarwal@southeastasiainfra.com

Mobile: +91-97115 88987

To register, email us to: tania.agarwal@indiainfrastructure.com;

tania.agarwal@southeastasiainfra.com

or visit us at www.indiainfrastructure.com