



BULK MATERIALS HANDLING AND LOGISTICS ASIA 2009

Reducing operational bottlenecks and revisiting expansion plans to anticipate stronger commodity prices post 2009
20-23 October 2009, Novotel Hotel, Singapore

Operational bottlenecks at ports and mine sites leading to ports have caused continuous constrains and inconvenience for stakeholders. Despite commodity prices being lower than before, operational activities must continue. Hindrance caused to the supply chain can and will intimidate daily business operations – resulting in increased costs and even lower profits.

By attending BULK MATERIALS HANDLING AND LOGISTICS ASIA 2009, you will:

- Develop alternative handling strategies to effectively export coal out of your port
- Learn to boost your port's effectiveness and efficiency which translates to performance improvement and help boost capacity
- Gain innovative strategies on how to reduce bulk material handling logistics and transportation challenges
- Focus on designing, implementing and operating conveyor systems to handle mining commodities

Hear the most interesting and insightful case studies from across the bulk materials industry, showcasing effective mine-to-port handling strategies currently being undertaken in the Asia-Pacific region.



Book Before 10 September 2009 and save US \$400
For more information, visit <http://www.alleventsgroup.com/bmh>

Major themes covered in this forum include:

- Mining Export Infrastructure
- Conveyor Options
- Mine-to-Port and Port Logistics
- Port Management & Bulk Transportation

And many more.

Join us on 20 - 23 October in Singapore for the one dedicated materials handling event for the mining, ports and logistics industry.

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• CONFERENCE DAY ONE • TUESDAY • 20 OCTOBER 2009 •

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|-------|--|
| 09.15 | CHALLENGES IN OVERLAND TRANSPORTATION FOR THE INDONESIAN COAL MINING SECTOR – A LIVE PROJECT EXPERIENCE Joydeep Mazumder <i>Managing Director</i> TRANSPACIFIC GROUP INDONESIA |
| 10.00 | DEVELOPING ALTERNATIVE STRATEGIES TO ENHANCE THE STRATEGIES DRIVING THE EFFECTIVE EXPORT OF COAL FROM THE NEWCASTLE REGION <ul style="list-style-type: none">• Discussing the challenges faced with mining export infrastructure within the Newcastle region given the extent and level of coal and resources mined within the area• Developing and initiating alternative strategies to combat port constraints experienced within the Newcastle area• Outlining take or pay contracts to assist with infrastructure capacity challenge• Assessing the outlook for mining export infrastructure within NSW's Hunter Region Frank Fulham <i>Senior Site Executive</i> YANCOAL - AUSTAR |
| 10.30 | Networking Break |
| 11.00 | DISTRIBUTED DRIVE SYSTEMS FOR LONG CONVEYORS Noshir K Romani <i>Asia Pacific Engineering Director</i> BALDOR ELECTRIC |
| 11.45 | MATERIAL TRANSPORTATION IN MINING – TRENDS IN EQUIPMENT DEVELOPMENT AND SELECTION Andrew Hauff <i>Senior Representative</i> HATCH LTD |



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| 12.30 | Networking Lunch |
| 13.30 | BOOSTING YOUR PORT EFFECTIVENESS AND EFFICIENCY THROUGH BEST PORT MANAGEMENT AND OPERATIONAL PRACTICES <ul style="list-style-type: none">• What constitutes an effective and efficient port?• How to increase operational efficiency and improve port management processes?• Bottle necks and congestion in ports: Rectifying, fixing and resolving• Performance improvement in ports to help boost capacity <p>David Wignall <i>Managing Director</i> DAVID WIGNALL ASSOCIATES</p> |
| 14.15 | REDUCING BULK MATERIAL HANDLING LOGISTICAL & TRANSPORTATION CHALLENGES <p>Capt. Rajeeva Singh Gautam <i>Chief Operating Officer and Director</i> GEETAPURAM PORT SERVICES LIMITED</p> |
| 15.00 | Networking Coffee Break |
| 15.30 | EFFECTIVE PLANNING AND SCHEDULING TO HELP REDUCE BOTTLENECKS AT PORTS – A CASE STUDY <p>Coen Verberk <i>Director</i> QUINTIQ</p> |
| 16.15 | FLOATING FACILITIES AS AN ALTERNATIVE TO PORT STRUCTURE <p>Alberto Simeone <i>Indonesia Representative</i> COECLERICI S.P.A.</p> |
| 17.00 | End of Conference Day One |

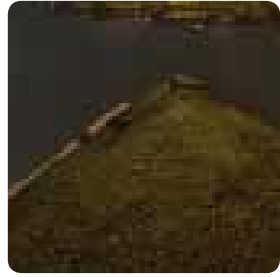


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• CONFERENCE DAY TWO • WEDNESDAY • 21 OCTOBER 2009 •

| | |
|-------|--|
| 09.00 | IMPROVING RAIL-ROAD-PORT CONNECTIVITY IN INDIA Sanjiv Garg <i>Secretary General</i> THE CHARTERED INSTITUTE OF LOGISTICS & TRANSPORT - INDIA <i>Divisional Railway Manager</i> EAST COAST RAILWAY |
| 09.45 | COMPLYING WITH DUST CONTROL NORMS IN PORT DRY BULK OPERATIONS B Velan <i>Managing Director</i> SCORPIO ENGINEERING |
| 10.30 | Networking Coffee Break |
| 11.00 | INFRASTRUCTURE EXPANSION OF INDIAN PORTS TO REDUCE BOTTLENECK Sanjoy Saha <i>Director –Infrastructure</i> PLANNING COMMISSION – GOVERNMENT OF INDIA |
| 11.45 | WORLD'S LONGEST OVERLAND CONVEYOR AT PT KALTIM PRIMA COAL: CASE STUDY <ul style="list-style-type: none">• Examining KPC's overland conveyor• Expansion plans at KPC and integrating multiple operations• Revisiting the stockpiling and vessel capacities Supris Rudianto <i>Coal Handling Facility Projects Manager</i> PT KALTIM PRIMA COAL |
| 12.30 | Networking Lunch and End of Conference |





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• POST CONFERENCE TRAINING WORKSHOP • THURSDAY •
• 22 OCTOBER 2009 • 14.00 – 17.00 •

EFFECTIVE DESIGN OF DRY BULK TERMINALS

Facilitated by
B. Velan
Managing Director
SCORPIO ENGINEERING PVT LTD

About your facilitator:

B. Velan is a mechanical engineer from the University of Madras in India and has spent about 25 years in bulk solids handling systems and equipment. He is the Managing Director of Scorpio Engineering Pvt Ltd, Bangalore, India which is a turnkey bulk solids engineering and manufacturing company. Velan is a regular speaker at many international powder-handling conferences including the Chicago Powder Show and at many cement seminars worldwide. His area of expertise is in the design and engineering of bulk solids handling systems and equipment and he is presently working on ship loaders, self-unloading ships and dry bulk cargo river and sea terminals.

• TRAINING COURSE • 23 OCTOBER 2009 • 09.00 – 17.00 •

MANAGING PORTS: ENSURING EFFECTIVE PORT MANAGEMENT AND SUSTAINABLE OPERATIONS

Expert Trainer:
David Wignall
DAVID WIGNALL ASSOCIATES

About your trainer:

David Wignall is a senior port professional. His experience as a senior port manager responsible for operations and development combined with fifteen years of providing consulting support within the industry, has allowed him to develop a well rounded understanding of the port and marine industry. His expertise stretches from economics and feasibility through to day to day operations. David has been responsible for directing research and consulting studies and providing management support for marine assets throughout the world. He has work in many countries in the world including: China, USA, United Kingdom, India, Russia, Germany, Spain, Thailand, UAE, Yemen, Brazil, Singapore, Malaysia, Indonesia, Kenya and Nigeria. Before founding DWA, David was responsible for the Ports and Logistic Division of one of the world's leading maritime research and consulting group. In this role he was instrumental in growing their Asian operations from start-up to well over one hundred professionals spread throughout Asia Pacific.

David was a member of the senior management team for a major shipping company. His area of responsibility was the development and operation of port and terminal facilities. Early in his career David worked with one of Europe's leading maritime engineering consultancies.

Effective Port Management and Management Strategies

The workshop will be split into six sections. Each section will contain a briefing on best practice and an interactive case study.

Section 1: Strategic Overview for Effective Port Management

An overview of the aims and objectives of a port will be considered. The need to make a return on the investment made will be assessed. The differences between the following will be detailed:

- Economic benefit
- Efficient exports (and imports)
- Overall transport cost optimisation
- Minimising ship waiting time
- Maximising mine profitability

Section 2: Optimising the Supply Chain

How to optimise the overall supply chain from the hinterland of an export port will be analysed. The elements of the management process to achieve this covered will include:

- Rail connections, wagons, unloading and ways to improve performance
- Mines and the games they play with stockpiles
- Information transparency and how to achieve it
- The benefits of transparency for port management
- Simulation as a Management Tool

Section 3: Regulation, Public Image and Social Responsibility

The best managed terms can still be a nightmare for their owners and operators. Upsetting the locals, falling foul of Government and coming into conflict with Non Governmental Organisations are a few of the pitfalls to effective port management. How to handle such issues will be addressed through interactive exercises. Can you calm the savage beasts of our consciences and handle our masters effectively?

Section 4: Bulk Handling Equipment, maintenance, reliability, life extension

Ways to ensure you are getting the best out of your equipment and how to maximising the equipments working life will be discussed. Areas of focus will be:

- Maintaining availability through improved procedures (reliability centred maintenance)
- How to safely extend the life of major items of bulk handling equipment
- How to improve operator performance

Section 5: Blending and other Value Adding Services

The larger the terminal the more opportunity for value added services being provided. The future for service provision at bulk ports will be forecast. Will multi-packet multi-hold loading consistently increase? Is there the prospect of liner services for coal deliveries? How will the destination for coal exports change the nature of the services provided by export terminals?

Section 6: Managing the channel and anchorage, under keel clearance, met ocean information, pilotage and tugs
Marine access issues can dictate how effective the users find the terminals the reliability of sailings and the level of load out on ships. Marine information systems and management are therefore growing in importance. Safety cannot be compromised. The areas covered will include:

- Ship Queuing, what causes it? How best to manage it?
- Under keel clearance and the provision of active support systems for tidal information
- Dredging optimisation (for cost and utility)

