



Seminar & Exhibition

Manekshaw Centre, New Delhi
20-21 December 2018



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The indigenous aircraft carrier being built by the Cochin Shipyard Limited Aug, 2013.

Shipbuilding & Port Infrastructure: An Overview

Increasing dependence upon international trade — over 80% by volume and over 70% by value of which is accounted-for by sea freight — is a ubiquitous feature of globalisation. Indeed, the 2030 Agenda for Sustainable Development underscores the role of trade — and by extension, seaborne trade — as an engine for inclusive and sustainable growth and development. India is no exception to this trend and India's merchandise trade, as a percentage of its GDP (i.e., India's 'Openness Index') has been rising sharply since the 1990s and has jumped from 13.1% in 1990 to its present average decadal value of 36%. This is of particular relevance because 95% of India's external merchandise trade is seaborne. The enormous strategic value of maritime transportation is increasingly being recognised across government and industry alike. This recognition has, in turn, injected fresh momentum and palpable urgency to the maximisation of India's enormous potential for the transportation of goods via inland waterways using the 14,500 km of navigable and potentially navigable waterways available in the country. Of these, some 5,200 km of riverine waterways and 4,000 km of canals are capable of being used by mechanised craft for the transportation of freight.

In order to realise this potential — in terms of both, sea-going trade as well as trade undertaken via inland waterways — and to spread the primary, secondary and tertiary economic benefits and spin-offs of freight-transportation to as wide a swath of the country as possible, there is an inescapable need for a major revival of the indigenous shipbuilding industry. Every sort of vessel will be needed — and in very large numbers at that: Mechanised sea-going ships of a variety of draught and carrying capacities; mechanised as well as non-mechanised shallow-draught craft for riverine and canal-based inland waterways; a bewildering variety of support-craft including, inter alia, harbour-craft, tugs, towing and salvage vessels, floating dry-docks, dredgers, offshore vessels, self-propelled and 'dumb' barges and lighters, floating docks and pontoons, coastal fishing craft and deep-sea fishing vessels (DSFVs), specialist ships to support the present and future extraction and transportation of sea-based energy such as oil and natural gas, gas-hydrates, ocean wind, ocean mechanical and ocean thermal energy, and so on and so forth.

Ports — including, inter alia, sea-ports (incorporating general and specialised cargo-terminals, hub-ports, feeder-ports, transshipment-ports, etc.), riverine-ports, and, dry/inland-ports — are the nodes of India's trade. These ports and the services required to run them efficiently form a complex network of economic activity whose effects are felt — not least through the impact of the

multi-modal transportation of goods — across the length and depth of India's hinterland. Since trade does not gravitate automatically to a port just because of its proximity to International Shipping Lanes (ISLs), but rather, because of the assessed and demonstrated efficiency that a given port can consistently generate, the whole business of ports is an inseparable amalgam of hard infrastructure, soft infrastructure, and technological and managerial developments.

In recognition of the complexity of this network — and also the criticality of understanding its myriad interconnections — the National Maritime Foundation (NMF) is organising a major seminar-cum-exhibition, entitled "Shipbuilding and Port Infrastructure 2018". In this endeavour, the NMF is proud to be partnered by the "Indian Military Review" (IMR) — of international renown. This seminar-cum-exhibition seeks to address a sampling of issues that would enable and facilitate the development of efficient shipbuilding and port infrastructure that could best support the economy of the country. Focus will accordingly be laid upon on six basic session-themes of the most immediate contemporary relevance:

- **Session One.** The first session will delve into **Warship-building Capabilities and Plans** of the Indian Navy and the Coast Guard. It will endeavour to provide concerned stakeholders with an overview of future warship requirements of the country so as to enable these stakeholders to better appreciate the intricacies associated with warship-building and the way the warship-building programme in the country is progressed. For the past many decades, this programme has remained a bilateral activity between the government of the day and public sector undertakings (PSUs). As a consequence, the order books of the PSUs are over-full, leaving them struggling to meet deliver-schedules, largely due to outdated technologies and languishing managerial and manpower practices. On the other hand, private shipbuilders, including those who claim to have absorbed and practice 'Industry 4.0' techniques, have met with little or no success, largely due to a debilitating lack of experience and expertise in warship-building. This, in turn, does not inspire the degree of confidence in the collective mind of the customer (the Indian Navy and the Indian Coast Guard) that is needed in order for them to facilitate diversification of major orders. How these lacunae might best be addressed would be the main takeaway of this Session.

- **Session Two.** Session Two will wrestle a major effect of the combination of rapidly changing technology and commensurate changes in the geopolitical scenario in which India finds herself. Both factors affect the sourcing of major equipment for both warships and commercial ones. (Major equipment within this context would include, inter-alia, main machinery, weaponry, sensors, fire-control systems,



Landing Craft Utility Class Ship L-58, built by GRSE

radars, mission-specific equipment, and a host of other items that are not currently manufactured indigenously). An inevitable upshot of the interplay of these two factors is the proliferation of non-standard design and consequent bottlenecks by way of delayed design-finalisation and/ or the need for frequent and late design-changes. This second session will accordingly focus on **Design Standardisation**, wherein it will critically examine improvements that standardisation can bring about in the design and construction of ships. The session will examine whether dedicated series/ single-type production centred upon the principle of standardisation, or, a product-mix that leverages high-mix-low-volume production capability, is better for shipyard profitability (and even survival) in the foreseeable future.

- **Session Three.** As ship-operators strive towards energy-efficiency in order to lower operating costs, they are increasingly depending on shipyards to make that happen through management of their life-cycle data well after the ship has been delivered, to eventually make the shipyard as an integral part of the vessel—from 'womb-to-tomb'. Understanding how this management process can benefit both the modern shipyard and the older legacy yards is essential. Another aspect of life-cycle management that needs to be addressed in India is ship-repair, which includes activities such as ship-conversions, overhauls, maintenance programmes, major-damage repairs and minor equipment-repairs. India is focussing upon shipbuilding and ship-repair to meet its domestic requirements and international obligations. Yet, globally, the ship-repair industry is growing rapidly and there is substantial potential for the industry to have India as its hub, given its strategic location along the major East-West shipping lanes. There are 18 major ship-repair facilities on India's western coast and seven on its eastern coast. The value of the global ship-repair industry is estimated to be around US\$ 12 billion (approximately INR 55,000 Crore) of which India's share is less than 2 per cent. The third session accordingly seeks to address the needs of **Life Cycle Management** for ships, both through technology and development of the ship-repair industry in the country.

- **Session Four.** The shipbuilding industry is globalised in nature. The persistent global downturn over the past several years has, consequently, significantly and adversely affected India's shipbuilding industry. Major suggestions to revive indigenous shipbuilding in India, received by the Government of India from various stakeholders, include measures for financial assistance; grant of infrastructure status; domestic eligibility criteria; tax-incentives, and special dispensations for stressed-shipyards. Although some efforts have been made in these regards, they have not resulted in the desired revival of stressed shipyards.

This session on **Revival of Stressed Shipyards** aims to highlight the underlying problems of the industry, with the aim of facilitating a broad understanding of the need for reforms in shipbuilding. Towards this end, it will touch upon how much India can extrapolate the Chinese model and the role of 'maritime clusters' in ensuring the revival of stressed-shipyards.

- **Session Five.** As of June 2018, as many as 39 projects, entailing an investment of Rs 20,535 crore, are under implementation to augment the capacity of major ports. However, non-major ports, and, such ports as already exist as well as those that are envisaged to be created to service the inland waterways, need far greater focus than is currently being paid. Compared with the USA, China and the European Union, India's record of freight-transportation by inland waterways is pedestrian at best and there is clearly vast scope for improvement in practically every facet. Likewise, port-services, with their enormous scope for creating primary, secondary and tertiary employment, are a critical component of the capital-creation chain of the country. This session aims to address ways and means of **Boosting Coastal and Inland Shipping and Port-development**. It will offer varying perspectives — those of the regulator and those of the stakeholders — on the trajectory being taken by the SAGARMALA project and whether or not it will truly boost coastal and inland shipping. SAGARMALA is one of the government's flagship initiatives.

- **Session Six.** Shipbuilding is an industry like no other. It is an aggregator of the produce of various ancillary industries that support shipping and ports. Steel, cables, pipes, motors, engines, electronic equipment, weapons, sensors, etc., are all put together by a resource called 'manpower' to provide a final product — the 'ship'. This essentially means that the technical competence of the ancillary industry is a key factor in determining the effectiveness of a shipyard, while the ancillary industry depends entirely on the prosperity of the shipyard. As progressive specialisation occurs, the ancillary industry becomes more and more narrowly focussed. So as a nation's standing improves in terms of shipbuilding, it is safe to deduce that the country has a robust ancillary industry that is well developed and adept at providing the necessary product feed in the required quantity, quality and time. The sixth and final professional session will accordingly focus upon the **Role of the Ancillary Industry** in the Development of Shipbuilding and Port-infrastructure, and discuss ways and means of encouraging these ancillary industries. It hopes to provide a better understanding of the complex linkages between ancillary industries and shipbuilding, and, will highlight the important role played by these industries in countries that are considered to be world-leaders in shipbuilding.

A robust, resilient and efficient shipbuilding industry and its amalgamation with modern, efficiently-run and effectively-managed ports of every kind are prerequisites for India to be a regionally-reckonable economic power. There is a pressing need for the various stakeholders involved — and the government is but one amongst these — to break through their respective narrow silos and understand one another. This seminar-cum-exhibition seeks to provide a platform by which such integration could be initiated and facilitated.

Thursday 20 December 2018

0830 – 0930 hrs Registration and Tea

INAUGURAL SESSION (0930 – 1030 hrs)

0930 – 0940 hrs Welcome Address. **Vice Adm Pradeep Chauhan**, AVSM**, VSM, Director NMF
 0940 – 0950 hrs Inaugural Address: **Adm Sunil Lanba**, PVSM, AVSM, ADC, Chairman Chiefs of Staff Committee & CNS /
Vice Adm Ajit Kumar P, AVSM, VSM, VCNS, Indian Navy, Ministry of Defence, Govt of India (tbc)
 0950 – 1000 hrs Special Address: **Sh Apurva Chandra**, Director General (Acquisition), Ministry of Defence, Gol (tbc)
 1000 – 1010 hrs Industry Perspective. **Col KV Kuber**, Director Defence & Aerospace, Ernst & Young.
 1010 – 1020 hrs Keynote Address: **Vice Adm GS Pabby**, AVSM, VSM, Chief of Materiel, Ministry of Defence, Govt of India
 1020 – 1030 hrs Release of EY-IMR Report “Shipbuilding & Ports Infrastructure”.
 1030 – 1100 hrs Refreshments & Exhibition

SESSION 1 – MARITIME AND SHIPBUILDING CAPABILITIES & PLANS (1100 – 1330 hrs)

Chairman: **Rear Adm R Sreenivas**, VSM, Technical Manager (Marine Systems), Ministry of Defence, Govt of India (tbc)

1100 – 1110 hrs Introduction of panelists and Opening Remarks of Session Chairman
 1110 – 1130 hrs Naval Shipbuilding Perspective Plan. **Cmde Vineet McCarty**, Cmde (NP), Ministry of Defence, Gol
 1130 – 1150 hrs Coast Guard Shipbuilding Perspective Plan.
 1150 – 1210 hrs Warship Building Programme in India. PDND/ PDSP.
 1210 – 1230 hrs Industry Sponsor's Presentation. Leveraging Industry 4.0 to enhance Shipbuilding (Opportunity available).
 1230 – 1300 hrs Industry Sponsor's Presentation. Need for PPP in Warship building. (Opportunity available).
 1300 – 1330 hrs Q&A/Discussion
 1330 – 1430 hrs Lunch

SESSION 2 - (DESIGN STANDARDIZATION) (1430 – 1645 hrs)

Chairman: **Rear Adm GK Harish**, VSM, Director General Naval Design (SSG)

1430 – 1440 hrs Introduction of Panelists and Opening Remarks by Session Chairman
 1440 – 1500 hrs Industry Sponsored Presentation. Standardisation as a tool to improve Design and Construction. (Opportunity available).
 1500 – 1520 hrs Industry Sponsored Presentation. 'Product mix' or 'Standardisation Through Series Production'. (Opportunity available).
 1520 – 1530 hrs Q&A/ Discussion

SESSION 3 - LIFE CYCLE MANAGEMENT (1530 – 1645 hrs)

Chairman: **Vice Adm AK Saxena**, AVSM, VSM, Controller Warship Production & Acquisition

1530 – 1540 hrs Introduction of panelists and Opening Remarks by Session Chairman
 1540 – 1600 hrs Industry Sponsored Presentation. Maintaining and Designing ships using PLM Software. (Opportunity available).
 1600 – 1620 hrs Industry Sponsored Presentation. Ship Repair Opportunities and Challenges in India. (Opportunity available).
 1620 – 1640 hrs Industry Sponsored Presentation. Putting India on the world map of Ship Repairs. (Opportunity available).
 1640 – 1650 hrs Q&A/ Discussion
 1650 – 1720 hrs Refreshments & Exhibition

Friday 21 December 2018

0830 – 0930 hrs Registration and Tea

SESSION 4 - REVIVAL OF STRESSED SHIPYARDS (0930 – 1100 hrs)

Chairman: **Rear Adm Ajay Kochhar**, NM Assistant Controller Warship Production & Acquisition, Ministry of Defence, Govt of India (tbc)

0930 – 0940 hrs Introduction of Panelists and Opening Remarks by Session Chairman
 0940 – 1000 hrs Industry Sponsored Presentation. Need for reforms in Shipbuilding. (Opportunity available).
 1000 – 1020 hrs Reviving Shipbuilding – Chinese Shipbuilding as a case study. **Rear Adm Monty Khanna**, AVSM, NM, Commandant Naval War College, INS Mandovi.
 1020 – 1040 hrs Maritime Clusters – A Means to Revive Shipyards.
 1040 – 1100 hrs Q&A/ Discussion
 1100 – 1130 hrs Refreshments & Exhibition

SESSION 5 - BOOSTING COASTAL & INLAND SHIPPING AND PORT DEVELOPMENT (1130 – 1235 hrs)

Chairman: **Mr. Anil Devli**, CEO, Indian National Ship Owners Association

1130 – 1140 hrs Introduction of Panelists and Opening Remarks of Session Chairman
 1140 – 1155 hrs Ministry of Shipping Perspective. SAGARMALA – An effort to boost Coastal & Inland Shipping and Port led Economy.
 1155 – 1210 hrs Port Owners' Perspective. SAGARMALA – An effort to boost Coastal & Inland Shipping and Port led Economy.
 1210 – 1225 hrs Ship Owners' Perspective. SAGARMALA – An effort to boost Coastal & Inland Shipping and Port led Economy.
 1225 – 1235 hrs Q&A/Discussion

SESSION 5 - ROLE OF SUPPORT INDUSTRY (1235 – 1330 hrs)

Chairman: **Cmde KS Subramanyam**, former Director (Shipbuilding), Hindustan Shipyard Ltd

1235 – 1245 hrs Introduction of panelists and Opening Remarks by Session Chairman
 1245 – 1300 hrs MSME Perspective. Encouraging Ancillary Industries / Role of Ancillary Industries in Shipbuilding
 1300 – 1315 hrs Developing Shipbuilding by Developing Ancillary Industries – A Global View. **Cdr Nitin Agarwala**, Research Fellow, NMF.
 1315 – 1330 hrs Q&A/ Discussion

VALEDICTORY SESSION (1330 – 1400 hrs)

1330 – 1350 hrs Valedictory Address. **Admiral Robin K Dhowan**, PVSM, AVSM, Chairman NMF and former CNS.
 1350 – 1400 hrs Closing Remarks. **Vice Adm Pradeep Chauhan**, AVSM**, VSM, Director NMF
 1400 – 1500 hrs Lunch & Close

Why You Should Attend



Shipbuilding & Port Infrastructure (SPI) 2018 is focused on latest trends and developments in the field of shipbuilding and port infrastructure, showcasing good practices and innovative technologies or solutions. intended to showcase emerging technologies, address a range of marine and shipbuilding issues as well as ship repair and the advantages they provide for growth and export.

This event facilitates meaningful dialogue between industry, government and military so as to provide stakeholders with the knowledge and share lessons learned from a technological perspective with the aim to showcase successful investments in cutting edge technologies.

SPI 2018 promises to bring excellent networking and business opportunities to the maritime community.

Shipbuilding

The event is of importance to the shipbuilding industry. Modern navies are now looking to acquire new ships equipped with the latest systems. The seminar will review current programmes underway to meet modern threats. Alongside the acquisition and building of larger vessels, nations now are also addressing capability gaps that require multipurpose vessels. This will require a different approach to their design and build.

For ship-builders this event will showcase emerging technologies, address a range of marine and shipbuilding issues as well as ship repair and the advantages they provide for growth and export. It will help understand current shipbuilding technology and equipment.

The seminar will look at managing challenges encountered in ship design and construction, delays, technology constraints and look at practical solutions. It will provide stakeholders the opportunity to learn about the latest techniques, technology and tailored packages being used in warship design.

Ports Infrastructure

The event is of importance to port facility operators, shipping industry, container shipping and supply chain service providers. Participants will have the opportunity to learn about:

- Port Sector : Market Trends, Government Policies & Incentives; planned development.
- Port-Led future Development : Trends, Sustainability & Innovation
- Port Connectivity, Operations and Security
- Digitalization and Transformation in Container Shipping
- Transportation : Multi Modal Logistics & Supply Chain Intricacies
- Port Security Perspectives and Challenges
- Technology developments and innovations.
- How smart infrastructure, port automation and digitalisation techniques are improving port efficiency and productivity.
- Current environmental challenges facing ports.

Who Should Exhibit

Manufacturers, vendors and service providers for the following:

- Shipbuilding, Repairs and Shipbreaking Companies
- States and National Maritime Authorities
- Private Port Operators
- Policy Makers
- Port & Terminal Operators
- Infrastructure Developers
- Material Handling Equipment Companies
- Dredging Companies
- Logistics / Supply Chain Companies
- Storage and Warehousing Providers
- Maritime Consultants, Contractors
- Financial Institutions
- IT Solutions Providers
- Allied Industries
- Academic & Research Organization
- RIBS, work boats, tugs and harbour support
- Police, customs and patrol vessels
- Inshore and off-shore patrol vessels
- Fast attack craft and interception boats
- Maritime surveillance and surface craft
- Underwater technology
- Maritime defence & security equipment/ systems
- Maritime communications systems
- Operations room and control room equipment
- Navigation & communication systems
- Ports, logistics and cargo handling
- Equipment upgrades
- Ship design and MRO software solutions
- Offshore technology
- Ship maintenance and repairs
- Maritime electrical & electronic systems

Why You Should Exhibit

- Establish your credentials and presence in India
- Create brand and product awareness
- Launch new products, technologies and services
- Establish new business liaisons and strengthen existing ones
- Seek out and cultivate new partnerships and joint ventures
- Meet the key maritime and naval decision makers in the region
- Increase market share

Lead Sponsorship, Sponsorship and Branding Opportunities

A number of sponsorship opportunities are available to suit all profiles and budgets. These include:

- Presenting Sponsor
- Lunch Sponsor
- Registration Sponsor
- Refreshment Break Sponsor
- Delegate Bag Sponsor
- Delegate Folder Sponsor
- Delegate Lanyard Sponsor



Please see a separate Sponsorship Opportunities Folder for details.

Privileges available to Sponsors, depending upon the level of sponsorship, include:

- Logo on pre-conference marketing and promotional materials in the premium position.
- Banner advertisement on the conference website homepage.
- Logo/link on the conference website homepage.
- Name/logo listed in the conference programme.
- Recognition as Sponsor by the conference chairman during introduction and closing remarks.
- Opportunity for company representative to make welcoming remarks at conference opening (Presenting Sponsor).
- Opportunity for company representative to make closing comments at end of the conference (Presenting Sponsor).
- Acknowledgment and logo on signage at registration area and in the conference room for premium sponsors.
- Sponsorship acknowledgment and logo at the refreshment and lunch breaks.
- Additional full conference passes.
- 6mx2m or 3mx2m exhibition booth in premium location.
- Advertisement in the Event Guide.
- Acknowledgment and logo in the conference programme sponsors page.
- Lanyards with presenting sponsor name and logo.
- Item placed in conference chairs at the opening session.
- Placement of branded materials in attendee bags.
- Special acknowledgment in post event thank you email to conference attendees and exhibitors.
- Speaker, attendee and press contact list to be delivered post event.



Manekshaw Centre, Delhi Cantt

Signage and Branding Opportunities

Manekshaw Centre lends itself to excellent signage opportunities. There are various options available to suit your brand, budget and message, including signage displayed inside and outside the exhibition hall and around the display area, increasing the traffic to your stand and your presence at this important event.



Sponsorship, Exhibition & Delegate Pass Order Form

YOUR PARTICULARS (Fields marked * are mandatory. In case of delegate passes, please complete one form per person)

Title: _____ *First name: _____ *Surname: _____

*Job Title: _____ *Company/Organisation: _____

*Address: _____

Post/Zip Code: _____ *Country: _____

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Select Your Sponsorship

Package	Price	Benefits
<input type="checkbox"/> BRONZE	Rs. 3,00,000	Speaking Slot ; 3x3m Booth; 3 VIP Delegate Passes; 3 Exhibition staff; Half Page Advt in Event Guide; Company Profile in Event Guide (75 words with logo); Literature/gift in Delegate Bags; Copy of speakers' presentations; Sponsor Logo on event promotion; Logo on all marketing materials; Banner on Event website
<input type="checkbox"/> SILVER	Rs. 5,00,000	All Bronze Sponsor's benefits Plus 4 VIP Delegate Passes; 4 Exhibition staff; Company Profile in Event Guide (100 words with logo)
<input type="checkbox"/> GOLD	Rs. 7,00,000	All Bronze Sponsor's benefits Plus 6 VIP Delegate Passes; 6 Exhibition staff; Ack by Chairman in Inaugural Session; Company Profile in Event Guide (150 words with logo); 4 Pole Banners at venue; Prominent outdoor signage at venue; Delegate list with contact details.
<input type="checkbox"/> PLATINUM	Rs 9,00,000	Call IMR +91-9582649664
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Add GST 18%. Outdoor space is also available.

Buy Your Delegate Pass

Category (Please make your selection)	Day 1 20 Dec 2018	Day 2 21 Dec 2018
<input type="checkbox"/> Indian Industry Delegates	<input type="checkbox"/> Rs. 11,800	<input type="checkbox"/> Rs. 11,800
<input type="checkbox"/> Foreign Delegates	<input type="checkbox"/> Rs. 14,160	<input type="checkbox"/> Rs. 14,160
<input type="checkbox"/> Additional passes for exhibitors	<input type="checkbox"/> Rs. 8,850	<input type="checkbox"/> Rs. 8,850
<input type="checkbox"/> Serving mil/paramil officers	<input type="checkbox"/> Free	<input type="checkbox"/> Free * Regn is required
<input type="checkbox"/> Members of NMF	<input type="checkbox"/> Free	<input type="checkbox"/> Free * Regn is required

Prices include GST.

Delegates will be sent full guidelines on receipt of this form.

Signatures _____

Print Name _____

Date _____

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Manekshaw Centre, New Delhi
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Book Your Exhibition Stand

Exhibition Stand Choices (Make your selection)

Please book the stand indicated below.

3m x 3m furnished stand - Rs 2,36,000

4m x 3m furnished stand - Rs 2,83,200

6m x 3m furnished stand - Rs 4,24,800

(All rates above include 18% GST)

3x3m Exhibition booth packages includes:

Fascia and logo with exhibitor's name
Two delegate passes, two exhibition staff pass
Table, two chairs, magazine rack, dustbin
One electrical socket; 3 spotlights
Additional items on hire**

4m x 3m furnished stand

Fascia and logo with exhibitor's name
Three delegate passes, Three exhibition staff passes
2 Tables, 3 chairs, 2 magazine racks, dustbin
One electrical socket; 4 spotlights
Additional items on hire**

6m x 3m furnished stand

Two Fascia and logo with exhibitor's name
Five delegate passes, Five exhibition staff passes
2 Tables, 4 chairs, 2 magazine racks, 2 dustbins
2 electrical sockets; six spotlights
Additional items on hire.**

** On receipt of this form, exhibitors will be sent full guidelines including Contractor's Catalogue for hiring additional items. All hired items will be provided at the stand. High quality flex and other media printing for backdrop can also be undertaken. Payment can be made directly to the contractor.

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About the organisers



National Maritime Foundation was launched on February 15, 2005 by the Defence Minister, Mr Pranab Mukherjee. The genesis of the National Maritime Foundation lies in a long-felt need to redress India's historic neglect of its maritime security domain, and to fill an acute intellectual void by providing a common platform for discourse between maritime related institutions, organizations and disciplines, country-wide.

The National Maritime Foundation strives to:

- Accord priority, as an autonomous institution, to free dialogue and discussion on all issues with a bearing on maritime security, and on the formulation of independent policy advice, to decision makers, in the Govt of India and the Navy.
- Endeavour to mould public opinion and influence the national security elite on issues where India's vital maritime security interests are at stake.
- Nurture and facilitate study, scholarship and discourse in respect of a broad spectrum of maritime issues, including marine resources, maritime law, maritime history, preservation of the maritime environment and disaster relief.
- Strives to engage foreign institutions, having common interests and commitments, in our immediate neighbourhood as well as further afield, and undertake an exchange of ideas with a view to enhancing mutual understanding and cooperation in the maritime field.



IMR Media publishes the flagship **Indian Military Review** monthly magazine, both in English and Hindi. IMR is today the No 1 monthly defence magazine in India with pan-India news-stand distribution. It covers national defence, homeland security, neighbourhood, modernisation, defence research, military technology, paramilitary forces and military history. Defense News USA is an exclusive partner of IMR.

IMR Media organises seven defence conferences & exhibition in the year - Night Vision India, Force Protection India, Precision Attack & Targeting, Military Simulation & Training, Military Logistics & Transportation, Air Defence India, UAS India Civil & Military, Digital Transformation, Combat Engineering & Infrastructure and Shipbuilding & Ports Infrastructure.

For Sponsorship (including speaking), Exhibition Stand and Delegate Pass, please contact
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