ROLLING STOCK MANAGEMENT 2015

FINDING A BALANCE BETWEEN RELIABILITY, AVAILABILITY, CAPACITY AND COST OF ROLLING STOCK

Dates: 27 - 29 July 2015  Venue: Rydges Sydney Central, NSW

FEATURING 16 EXPERT SPEAKERS INCLUDING

Tom Hopkins  Head of Engineering, Heathrow Express (UK)
Richard Keefe  General Manager - Rolling Stock Fleet, MTR (Hong Kong)
Todd Garvey  Director, Engineering, Bombardier
Guy Collishaw  Technical Director, Projects, Transport for NSW
Jonathan Rich  Asset Performance Manager Freight Rail, UGL Rail
Laurie Wilson  Manager Infrastructure & Engineering, RISSB

And many more...

KEY TOPICS FOR 2015

- Investigating condition monitoring and reliability based maintenance to reduce Mean Time Between Failure and improve reliability of rolling stock
- Preventing unplanned failures using modelling, fatigue analysis, Non Destructive Theory
- Optimising benefits for off-the-shelf rolling stock
- Assessing lifecycle management for result oriented maintenance of rolling stock
- Data management to investigate and prevent failure

Exhibitors:  Event Partner:

Co-located With:

www.rail-infrastructure.com.au

Researchers and Developed By:  Organised By:

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WELCOME TO ROLLING STOCK MANAGEMENT 2015

Dear Colleague,

The rail industry is facing increased demand brought on by a growing population, traffic congestion and decline in the manufacturing sector. As a result there is a need to increase rolling stock capacity and availability. Procuring new rolling stock isn’t always the best course of action when responding to increased demand because of tightening budgets. Therefore it is critical design and maintenance of rolling stock are geared towards increasing availability and capacity of existing fleets.

Rolling Stock Management 2015 investigates maintenance, engineering and design strategies to improve availability, reliability and capacity of fleet while balancing cost. This year the agenda features case studies from owner/operators, consulting engineers, maintenance contractors and academics who have addressed these concerns using different strategies such as condition monitoring, life cycle management, modeling and fatigue testing, compliance with standards and many more.

To register and book your place, call 02 9229 1000, email registration@iqpc.com.au or book online at www.rolling-stock.com.au

Looking forward to meeting you in July.

Kind regards,
Genlee Mazarello
Conference Director
Rolling Stock Management 2015

WHAT’S NEW FOR 2015
This year, the programme has opened up to include insights from maintenance contractors and consulting engineers to provide a greater depth and diversity

- 3 international case studies
- Tom Hopkins, Head of Engineering, Heathrow Express (UK)
- Richard Keefe, General Manager, Rolling Stock Fleet, MTR (Hong Kong)
- Malcolm Taylor, Head of Technical Information, Crossrail (UK)

Co-located with Rail Infrastructure Asset Management 2015 to provide event more networking opportunities

SPEAKER FACULTY

- Tom Hopkins, Head of Engineering, Heathrow Express (UK)
- Richard Keefe, General Manager, Rolling Stock Fleet, MTR (Hong Kong)
- Todd Garvey, Director, Engineering, Bombardier
- Malcolm Taylor, Head of Technical Information, Crossrail (UK)
- Alex Borodin, Rolling Stock Manager, RISSB
- Nick Aschberger, Software Development Manager, Trackside Intelligence
- Ian Ying, Test Engineer, Sydney Trains
- Max Mate, Management Co-ordinator, Aurecon
- Martin Donohoe, Project Director Light Rail, Parsons Brinckerhoff
- Bruce Woolridge, National Rolling Stock Manager, NDYLTK
- Steve Muscat, Business Leader, Technical Services, Interfleet
- James Wang, Senior Rolling Stock Engineer, Aurecon
- Jonathan Rich, Asset Performance Manager Freight Rail, UGL Rail
- Richard Dwight, Associate Professor, University of Wollongong
- Chi Ping Luk, National Manager - Rail Systems, NDYLTK
- Laurie Wilson, Manager Infrastructure & Engineering, RISSB

WHO WILL YOU MEET AT ROLLING STOCK MANAGEMENT 2015?
- International rail operators
- Rolling stock owners and operators: passenger and rail freight
- Leading maintenance contractors
- Consulting engineers
- GM of Assets
- Head of Asset Maintenance
- Rolling Stock Engineer/Manager
- Fleet Manager/ Engineer

PARTICIPATING ORGANISATIONS WILL INCLUDE:
- Sydney Trains
- TransPerth
- TransAdelaide
- ARTC
- Aurizon
- Rio Tinto
- Yarra Trams
- Transport for NSW
- Metro Trains
- Melbourne
- NDYLTK
- MTR
- Corporation
- CAF Rail
- Australia
- Downer EDI
- AECOM
- And others

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PRE CONFERENCE WORKSHOPS
Monday, 27 July 2015

A 08:30-10:30
Condition Monitoring Techniques To Improve Availability Of Rolling Stock

There is no doubt that condition monitoring enables better planning and execution of maintenance strategies that are geared towards increasing availability and improving reliability of rolling stock. This workshop will demonstrate how online condition monitoring and remote condition monitoring techniques can be successfully integrated into existing management systems for tangible results such as fewer failures, faster turnaround lower mean time between failure more service availability and greater customer satisfaction. It will address the question of whether or not condition monitoring is cost effective and worth the investment.

Learning objectives:
- Uncovering the critical parameters that impact availability and identifying the best techniques to monitor them
- Investigating online condition monitoring and remote condition monitoring for your operation
- Seamlessly integrating condition monitoring systems into existing management systems
- Capturing and analysing the data
- Effectively using the data generated for proactive, predictive and preventative maintenance of rolling stock
- Demonstrating the impact of condition monitoring on tangible business results

Facilitators:
Tom Hopkins, Head of Engineering, Heathrow Express (UK)

B 11:00-13:00
Asset Life and Maintenance Improvement through Continuous Measurement of Vehicle-Track Interaction and Data Management

Continuous condition monitoring of vehicle track interaction can support maintenance planning, diagnosis of track defects and scheduling of maintenance. The challenge lies in capturing, analysing this data and effectively using it to make more informed decisions about maintenance (proactive, predictive and preventative) that will increase service availability. It will also enable better fleet management to limit wear and tear and extend the lifespan of fleet and track infrastructure.

Learning objectives:
- Importance of continuous monitoring of railway asset
- State-of-the-art technology to continuously monitor vehicle-track interaction
- Developing strategies to improve maintenance efficiencies
- Data visualization technology for refining and improving maintenance planning
- Asset Life Improvements

Facilitator:
Ravi Ravitharan, Director, Institute of Railway Technology, Monash University

C 14:00-16:00
Supporting An Aging Fleet And Ensuring Optimal Operation Beyond Recommended Lifespan

It is not rare to see trains in service for much longer than their nominal life as a result of budget constraints. Keeping a train in service for longer than its optimal lifespan compromises integrity, reliability and safety. This session will address the challenge of ensuring that an aging fleet continues to function on optimal levels while maintaining reliability and safety throughout maintenance and fleet management.

Learning objectives:
- Maintaining integrity of rolling stock asset beyond recommended lifespan
- Ensuring that the aging rolling stock continues to comply with safety standards
- Developing proactive maintenance strategies to predict and prevent failures before they happen
- Planning fleet management to limit wear and tear and maintain integrity and safety

Facilitators:
Richard Keefe, General Manager - Rolling Stock Fleet, MTR (Hong Kong)

D 16:30-18:30
Developing Effective Asset Life Cycle Strategies With Results Oriented Reliability

As passenger and freight demand increases across the Australian rail industry, it is critical for asset owners to consider all aspects of maintenance including condition monitoring, forecasting trends for maintenance and achieving results based reliability outcomes.

This workshop will give delegates the opportunity to gain expertise on innovative technologies that will allow them to improve their life-cycle management, maintenance and reliability of rail infrastructure and rolling-stock:
- Best practice models on reducing the capital cost of asset investment
- Strategies to reduce the total operating cost of maintenance
- How to improve the operational performance of assets by reducing failure rates and increasing availability
- Reducing the deterioration of assets
- What best practice reliability and maintenance looks like, how to implement it and how to achieve quantitative outcomes

Facilitators:
Chi Ping Luk, National Manager - Rail Systems, NDYLTK Rail
Bruce Woolridge, Group Manager - Rolling Stock, NDYLTK Rail
08:30 Morning Coffee and Networking

09:00 Opening Remarks from the Chair
Alex Borodin, Rolling Stock Manager, RISSB

09:10 Rail Trends In Australia – Today’s Solutions For Tomorrow’s Problems
This opening address will set the tone for the two concurrent conferences - Rail Infrastructure Asset Management 2015 and Rolling Stock Management 2015. In this session, Laurie will discuss the macro-environmental factors affecting the railway industry and the key trends predicted for the future.
- Investigating the current state of the Australian Rail Industry: size, investment levels, track ownership, rail operators and industry standards
- Uncovering the economic factors that are influencing the industry and the projected market trends for the next 10-20 years
- Current and upcoming rail challenges: economic factors, congestion, decline in manufacturing, community expectation, increased volume and movement
- Industry challenges: level crossings, passenger operation, integration, technology and skills shortage
Laurie Wilson, Manager Infrastructure & Engineering, RISSB

09:50 Enabling Quality Asset Information To Support The Crossrail Smart Railway And What Australia Can Learn From It
In this session, Malcolm will provide an in-depth analysis of Crossrail’s asset management model, maintenance planning processes and Crossrail’s future endeavours.
- Overview of Crossrail’s £14.8 bn project: largest infrastructure project in Europe with 90km of surface railway and 40km of tunnels under central London
- Decision making process and end-to-end implementation of the project strategy
- Lifecycle information management and lifecycle asset management strategy
- Key concepts in asset information
- Future development strategy: the way forward, future impacts and challenges
Malcolm Taylor, Head of Technical Information, Crossrail (UK)

10:30 Speed networking
An effective structured interactive session designed to help you expand your network through one-on-one focused conversations.

11:00 Morning tea

11:30 Using IT And Rail Technology To Enhance Capacity Of Rolling Stock
Most rolling stock and technology teams of rail owners and operators are have indepth knowledge of innovative rail technologies to build availability and capacity of rolling stock. However the challenge lies in ensuring that these are well integrated with existing management and fleet management systems. This session will not only explore innovations in rail technology but it will also discuss how this is being used to enhance capacity, but it will also address the challenges of integration and strategies to overcome this.
- Exploring new technology and IT innovation that will enhance capability and capacity of rolling stock
- Innovative technology that will improve operability of rolling stock without compromising reliability

12:10 Using Technology To Monitor The Interface Between Pantographs And Overheads To Predict And Prevent Breakages
This session is based on the work done by Sydney trains to monitor the interface between pantographs and overheads in a bid to prevent breakages and lower costs. This real life example shows how technology can be successfully used to bring down maintenance costs.
- Understanding the research and development phase
- Developing a system to monitor the interface between overheads and pantographs
- Collecting and interpreting the data and information
- Testing and assessing the results
Shane Doyle, Senior Train Condition Monitoring Engineer, Sydney Trains

12:50 Advances in data use for condition based maintenance – where is industry going?
TrackIQ has worked with Rio Tinto to develop a consolidated database containing vehicle condition monitoring data from bearing acoustics, wheel impact, wheel profile, imaging and thermal systems. By developing a set of rules that are applied to this data, the system saw a drastic improvement in maintenance planning accuracy and productivity.
This presentation will discuss a timeline of how condition monitoring data has been used within Rio Tinto and other companies.
It will present a number of examples of techniques that are applied in the industry to make use of the data.
The presentation will walk us through:
- The history and initial systems available for rolling stock condition monitoring.
- Creating a condition monitoring data base at Rio Tinto.
- Creation of rules applied to the data set to identify defective components and the challenges in building these rules.
- Short term advancements – areas where active development is taking place.
- Future predictions – where analytics and machine learning will take us.
Nick Aschberger, Software Development Manager, Trackside Intelligence

13:30 Asset Life Assurance of Rolling Stock: To Refurbish Or Replace?
This case study explores the process that MTR Corporation use to assess the use of rolling stock beyond the original design life. Asset Life Assurance is the systematic framework employed by MTR Corporation. Based on the ISO 55000 process it involves:
- Business demand drivers
- Condition and Capability assessment
- Obsolescence management
- Economic analysis – replace or refurbish?
- Selling the recommendation to the Board and Regulator
Richard Keeve, General Manager - Rolling Stock Fleet, MTR
## CONFERENCE DAY ONE
Tuesday, 28 July 2015

**15:10**
**Procurin Off-The-Shelf Rolling Stock Assets: Investigating The Pros And Cons And Minimising Risks And Increasing Reliability**
Off-the-shelf products present several benefits when procurin rolling stock in terms of delivery time scale, verifying compliance with international standards and regulations and the fact that the supply chain already exists. The full extent of these advantages can only be experienced, if the risks are balanced and reliability isn’t compromised. Transport for NSW is intending to complete the acquisition of rolling stock based on a proven product. This session will discuss the procurement process, the opportunities for greater efficiency from delivery timescales and compliance to standards.
- Understanding the pros and cons of off-the-shelf rolling stock
- The benefits over made to order rolling stock
- Maximising the time and compliance efficiencies
- Mitigating risks and maximising reliability

**Guy Collishaw**, Technical Director, Projects, Transport for NSW

**15:40**
**Asset Life Improvement through Continuous Measurement of Vehicle-Track Interaction**

**Ravi Ravitharan**, Director, Institute of Railway Technology, Monash University

**16:05**
**Increase Availability And Boost Turnaround Time**

**Management To Optimize Asset Management And Fulfill Business Requirements Enabling Better Resource Management And Improved Availability**

The ISO 55000 was released in January 2014 to improve as a framework to optimize asset management by enabling better resource management and improved availability. Sydney Trains are currently implementing these standards to their rolling stock assets to ensure that they are geared towards fulfilling business requirements by identifying areas of obsolesce, improving resource management and mitigating risks. This session will highlight their reasons of choosing this projects, the business case, challenges and strategies they developed to mitigate this.
- ISO 55000 for rolling stock assets: Creating a business case
- Building a strategy for implementation and integration with existing systems
- Engaging stakeholders
- Identifying gaps, obsolete areas and risks
- Assessing the results and mapping out a forward plan

**James Wang**, Rolling Stock Engineer, Aurecon

**17:00**
**End of conference day 1**

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## CONFERENCE DAY TWO
Wednesday, 29 July 2015

**08:30**
**Morning coffee**

**09:00**
**Opening remarks from the chair**

**09:05**
**Investigating how Remote Condition Monitoring Can Improve Maintenance and Increase Availability of Rolling Stock Assets**

The benefits of remote condition monitoring is threefold, it can be done off site while the asset is in service, therefore increasing availability, it allows to plan more effective targeted condition-based maintenance which will improve reliability and increase lifespan. The challenge lies in ensuring that it is well integrated in management systems and managing and effectively using the data that is collected.
- Exploring remote condition monitoring for rolling stock
- Assessing the challenges of integration and investigating how to overcome this
- Developing an effective information management system to optimise the information collected to plan more effective and targeted maintenance

**Tom Hopkins**, Head of Engineering, Heathrow Express (UK)

**09:45**
**Lessons From Light Rail: Planning And Executing A Maintenance Strategy For Rolling Stock That Will Increase Availability And Boost Turnaround Time**

Light Rail presents a very different operating scenario to passenger rail and heavy haul, in particular those networks that have a significant proportion of mixed in street running. Although the axle loads are lighter, specific alignments may result in wheel wear that requires a significant proportion of vehicle maintenance time. Restrictive conditions such as the long operational hours, small number of spare vehicles and limited spares inventory require quick turnarounds and streamlined maintenance planning.
- Maintenance strategy for quick turnaround
- Working with manufacturers for efficient preventative maintenance – setting KPIs
- Aligning procurement with lifecycle costing

**Martin Donohoe**, Technical Rail Executive, Parsons Brinckerhoff

**10:30**
**Implementing ISO 55000 Standards To Rolling Stock Management To Optimize Asset Management And Fulfill Business Requirements Enabling Better Resource Management And Improved Availability**

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- Assessing the results and mapping out a forward plan

**James Wang**, Rolling Stock Engineer, Aurecon

**11:00**
**End of conference day 2**
Wednesday, 29 July 2015

Buying new rolling stock isn't always an option. Not surprising considering the mammoth costs and effort that goes into procuring new rolling stock. V/Line recently undertook a feasibility study to test extending the lifespan of their fleet beyond recommended service life. This session will shine a light on their planning, methodology and thought process behind this and will also highlight their results.
- Planning for the study: Identifying which parameters to test and why
- Creating a game plan and understanding the methodology
- Evaluating the results

12:20 Designing of greater reliability and availability of rolling stock
Bombardier have been working on designing the QNGR fleet with exceptionally high reliability targets (almost double the usual). Together with a tight timeline and schedules this has proven to be a challenging project. This session highlights their approach to designing rolling stock for reliability and availability oriented results.
- An overview of the 4.5 billion dollar project: Design and delivery of rolling stock, depot and simulators
- Investigating reliability and availability targets set by QR and the strategy employed to meet these
- Assessing the tools and processes used to achieve reliability and availability targets

13:00 Networking lunch

14:00 Optimising The Benefits Of Condition Based Maintenance For Rolling Stock To Extend Lifespan And Increase Availability
The industry is way past determining whether or not condition based maintenance is the way forward in improving the effectiveness of maintenance strategy and increasing availability and extending lifespan. This session will highlight the benefits of CBM and how to integrate it within existing systems. It will also investigate whether the benefits outweigh the costs.
- How can CBM impact maintenance strategies
- How to integrate CBM into existing systems?
- Overcoming the challenges of CBM

Panel Discussion

14:40 Creating A Fleet Management System That Increases Availability Of Trains And Maximises Service Time
Like the previous session, this a geared towards getting the most out of the existing rolling stock assets in terms of maximising availability for service. Here, it will be explored from a fleet management perspective – how to optimise fleet management to increase availability.
- Optimising fleet management strategy limit wear and tear and maximise availability for service
- Streamlining fleet management to increase availability
- Tracking systems to improve tracking of units
- Exploring transpositional and other fleet management strategies to increase availability.

15:20 Afternoon tea and networking

15:50 Using Technology And Investigating Alternative Materials To Increase The Capacity Of Rolling Stock
Increasing the capacity of rolling stock is key to getting the most of your assets. This session will highlight how technology and re-engineering can build rolling stock capacity.
- Breaking down the components of rolling stock and analysing how each can be enhanced to increase capacity
- Re-engineering techniques to improve capacity of rolling stock
- Testing and identifying gaps and developing strategies to overcome them

16:30 Rolling stock for infrastructure construction, maintenance and road-rail vehicles: Strategic approach to solving engineering issues through smart use of technology to efficiently improve reliability, availability and safety.
There is a smarter way to solve track maintenance and road rail vehicle structural engineering challenges compared to traditional experience-based, trial and error approaches. Virtual prototyping through the use of computer aided engineering (CAE) combined with applied rail vehicle kinematic modeling and in service condition monitoring can lead to reduction in plant downtime, enhanced plant availability, improved structural reliability and safety.

In recent projects Interfleet’s technical services team has applied CAE software and data analysis packages along with its vehicle dynamics and engineering expertise to assist in making vehicles compliant with relevant network interface standards. Normally using CAE on unique plant can be daunting especially when required to understand the wide range of inputs and stress concentration risks in a rail environment. Is Red always bad?
- The tools and strategies available to improve reliability, rolling stock plant availability and safety whilst reducing the overall plant total cost of ownership
- How these tools and strategies can be implemented to rail vehicle plant to better support owners and operators gain the most out of their assets, operations and projects

Steve Muscat, Business Leader, Technical Services, Interfleet

17:10 Exploring The Benefits Of Retrofitting Legacy Fleets To Extend Lifespan And Increase Operability
One of the primary challenges of keeping an aging fleet in service for longer is retrofit. This session will highlight the challenges, benefits and costs associated with retrofitting legacy fleet for extended lifespan.
- Demonstrating the benefits of retrofit on extending life span and operability beyond specified lifetime
- Assessing the challenges and discussing strategies to overcome them
- Comparing the cost of investing in new fleet versus retrofit

Amir Shamdani, Research Fellow, Institute of Railway Engineering, Monash University

17:40 Closing remarks from the chair

17:45 End of conference
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**Trackside Intelligence (Track IQ)** has a global reputation for being specialist manufacturers and suppliers of wayside detection equipment to the railway industry.

Track IQ develops, manufactures, sells and supports wayside sensor systems used to measure the operating condition of rail vehicles. Track IQ works with other industry specialists to integrate a wide range of wayside sensors.

Products include FleetONETM, RailBAM®, WCM®, Rail L/V, RailSQAD®, RailCAMTM, OnePASSTM, and the Train Environmental Noise Monitor.

**Mason Grogan Industrial supplies innovative interior** rail solutions that improve passenger safety and comfort as well as reducing costs of fleet ownership.

A key factor in minimising whole-life rolling stock cost is informed selection of innovative materials which greatly reduce costly replacement and maintenance costs.

Our knowledge and range of advanced technical solutions enhance, protect and increase longevity of serviceable life of rolling stock.

**Australian Rail Technology** are changing the landscape of rail with asset condition monitoring and predictive maintenance systems. Our solutions collect and monitor data from a variety of sensors on rolling stock and wayside operational systems. Use this data to reduce the potential for reactive maintenance and increase the availability and reliability of your railway.
Register Early & Save!
To speed registration, please provide the priority code located on the mailing label or in the box below.

FINDING A BALANCE BETWEEN RELIABILITY, AVAILABILITY, CAPACITY AND COST OF ROLLING STOCK

Dates: 28-29 July 2015   Venue: Rydges Sydney Central, NSW

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