



FLEET MAINTENANCE OPTIMISATION CONGRESS 2013

22nd-23rd January, 2013 | Mayfair | London | UK

Organised by

London Business Conferences

Detailing Best Practices And Technological Advances For Optimisation Of Rolling Stock Maintenance Plans, Processes & Periodicities Cost-Effectively Delivering Increased Reliability & Availability

Join Strategic And Technical Discussions On Key Issues Impacting The Delivery Of Efficient And Cost-Effective Fleet Maintenance Including:

- ✓ **OPTIMISING MAINTENANCE PLANS:** Discover The Successes Of Industry Leaders In Applying Innovative Lean And Reliability Centred Strategies For Driving Down The Cost Of Fleet Maintenance
- ✓ **MAINTENANCE MANAGEMENT SYSTEMS:** Gain First Hand Knowledge On The Benefits And Gaps Within Cutting Edge IT Maintenance Management Systems And How They Support Increased Asset Reliability, Regulatory Compliance And Cost Containment
- ✓ **EXTENDING OVERHAUL PERIODICITIES:** Learn About The Strategic And Technical Solutions For Extending Overhaul Periodicities To Reduce The Cost Of Material Waste
- ✓ **CONDITION MONITORING TECHNOLOGIES:** Hear Real End User Experiences On The Best Use Of Condition Monitoring Technologies And The Results They Have Had For Significantly Improving Reliability And Reducing The Costs Of Manual Inspection
- ✓ **LEAN MAINTENANCE PROCESSES:** Benefit From Real Experiences With The Successful Application Of Lean Maintenance Processes For Improving Methodologies Of Working, Reducing Downtime And Minimising Material Waste
- ✓ **OVERHAUL VS NEW BUILD:** Learn From Successes Experienced With Balancing End Of Life Overhaul With New Fleet Procurement Considering LCC, Projected Impacts On Availability Reliability And Customer Perception
- ✓ **LIFE-CYCLE EXTENSIONS:** Discover Cutting Edge Engineering Solutions For Asset Life-Cycle Extensions That Can Deliver Significant LCC And Reliability Benefits To End Users
- ✓ **SUPPLY CHAIN MANAGEMENT:** Engage In Constructive Discussion With OEMs And Manufacturers On Overcoming Supply Chain Limitations, Electrical Component Obsolescence And Benefit Sharing Of Cost Reduction Initiatives

Expert Insights From 20+ Directors,
Department Heads And Senior Maintenance
Specialists From Industry Leading
TOCs & ROSCOs:



Christian Daniel
Maintenance Organisation Director -
Rolling Stock Business Unit
SNCF



Christian Roth
Director Of Engineering
South West Trains



Gerry McFadden
Director Of Engineering
Southern Railway Ltd



Neil Bamford
Director Of Engineering
London Midland



Wayne Jenner
Director Of Engineering
Southeastern



Nuno Freitas
Director Of High Speed Maintenance
Business Unit
EMEF



Hans Moser
Head Of Rolling Stock Management
And Light Maintenance
SBB

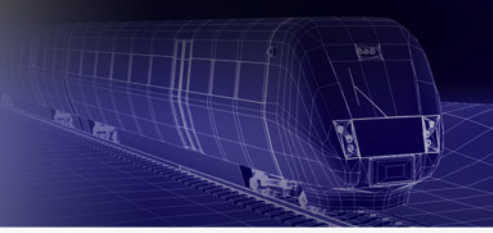


Iain Flynn
Lead Sponsor - Train Systems
& Upgrades
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The Fleet Maintenance Optimisation Congress 2013 is a great opportunity to meet with peers, discuss experiences, develop and share new ideas. Absolutely essential for anyone who is committed to achieving excellence in maintenance management

Stefano Mastropietro, Head Of Fleet Maintenance, TPG

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Dear Colleague,

Would You Like To Gain Exclusive Insights Into How Industry Leading TOCs And ROSCOs Are Driving Down The Cost Of Maintenance Whilst Continuing To Improve The Availability And Reliability Of Their Fleet?

If so, we invite you to join us at the **Fleet Maintenance Optimisation Congress 2013**, where you will hear from **20+ Engineering Directors, Department Heads, and Chief Engineers** from major international train operating and train leasing companies as they address this key question.

Now more than ever we are faced with the dilemma of how to continue **delivering improvements in performance**, in reduced windows, and for lower costs. The solutions being addressed in this major event are to maximise efficiency and optimise performance in every possible aspect of fleet maintenance engineering.

This is a valuable opportunity to engage in discussion with senior experts on **optimising maintenance processes, plans and periodicities** through smarter ways of working, the use of innovative technologies, best practice, and cutting edge engineering developments.

The **Fleet Maintenance Optimisation Congress 2013** presents a host of carefully selected speakers who will demonstrate how significant improvements can be cost effectively achieved through refurbishment, retrofitting and modernisation of existing vehicles. Furthermore, you will benefit from comprehensive appraisal of the key choice between new-build and refurbishment driven by a rational commercial assessment of the options on a whole-life cost basis, rather than assumptions that one option is automatically better than another.

As the only congress focusing on **maximising efficiencies to minimise the cost of fleet maintenance**, this is your chance to attain invaluable lessons on optimising your processes, capitalising on new technologies, and **ultimately ensuring increased reliability and availability of fleet** despite reduced maintenance windows.

Please take a look through the enclosed agenda and visit www.fleet-maintenance-optimisation.com for the fastest way to register.

I look forward to welcoming you to this integral Rail Congress in January 2013.

Lindsay Bleakley
Rail Initiatives Director

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19th October 2012
To Make A Saving Of
£200 OFF
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22nd-23rd January, 2013
London UK

7 KEY REASONS TO ATTEND:

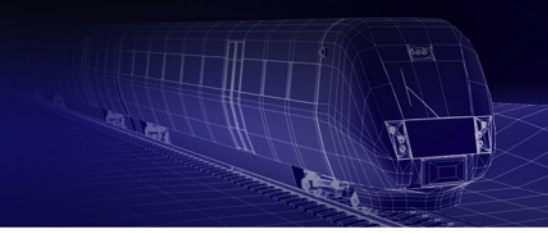
- 1 The only rolling stock conference specifically **dedicated to fleet maintenance** through a commercially focused lens of maximising efficiencies in practices, process and plans
- 2 Hear from a truly **industry leading speaker line-up of over 20 Engineering Directors, Heads of Fleet and Senior Maintenance Specialists** from the most progressive and advanced TOCs and ROSCOs to effectively deliver improved approaches to maintenance
- 3 Benefit from a **thoroughly researched agenda** that addresses the genuine needs of the industry, whether outsourcing, maintaining in-house, engaged in manufacturers' maintenance contracts, or a combination
- 4 Take the opportunity to **network with industry leaders**, build new contacts and develop relationships to establish mutually beneficial partnerships to drive forward your maintenance optimisation strategy
- 5 Utilise the experience of a host of major TOCs and ROSCOs through **collaborative discussion** on logistical and engineering solutions for managing a closed and monopolised supply chain
- 6 Gain critical insights on the application of **maintenance management systems and diagnostic technologies** for a proactive approach to improving fleet reliability
- 7 Capitalise on **international expertise** and enable global benchmarking as US, UK and Continental European speakers come together to learn in this unique collaborative forum

Sponsorship And Exhibition Opportunities At Fleet Maintenance Optimisation Congress 2013

Need to generate new sales leads, engage decision makers, build new future business relationships in this growth market, or simply educate the industry about your new product? Then you need to exhibit at the **Fleet Maintenance Optimisation Congress 2013**. Our busy exhibit area is an integral part of the Congress and is of genuine practical value to delegates, who are looking for new solutions and technologies. Becoming a Conference Sponsor will help you position yourself as a market leader and centre of excellence to the key decision makers from across the industry.

See page 5 for further information.





8.50 Chair's Opening Remarks

Iain Flynn, *Lead Sponsor - Train Systems & Upgrades, London Underground*

OPENING KEYNOTE PANEL: OPTIMISING MAINTENANCE PROCESSES

9.00 Leading Industry Strategies For Optimising Rolling Stock Maintenance Processes For Significant Time And Cost Savings: Achieving The Most Efficient Use Of Staff, Materials And Space

- Establishing the parameters of fleet size, staff capability and maintenance facilities as a framework for exploring the optimisation of maintenance processes
- Exploring the methods used to determine a top-level set objectives for reducing costs and minimising down-time by working with process
- Reviewing the logistical challenges with implementing more efficient processes, and the solutions for overcoming those challenges: Considering staff, materials and facilities available
- Revealing the successes achieved in improving maintenance processes for reducing costs and minimising downtime: What are the projections for future efficiencies?

Neil Bamford, *Director Of Engineering, London Midland*

Terry Schindler, *Deputy Chief Mechanical Officer - Main Facilities, Amtrak*

9.40 Question & Answer Session

INVESTIGATING THE APPLICATION OF INNOVATIVE IT SYSTEMS AND LEAN PROCESSES FOR OPTIMISING THE EFFICIENCY OF ROLLING STOCK FLEET MAINTENANCE AND MINIMISING MATERIAL WASTE

WEB TECHNOLOGIES FOR MAINTENANCE MANAGEMENT SYSTEMS

10.00 Revealing Successes In The Implementation And Best Use Of Maintenance Management Systems To Support Improved Asset Reliability, Regulatory Compliance And Cost Containment

- Comparing different maintenance management IT systems and validating selection through assessment of functionalities and usability: Which systems are best?
- Reviewing the efficiency and effectiveness of reporting mechanisms for inputting data and updating the system in real time
- Methodologies for utilising results data to enable easier identification of trends and better understand the latest developments within the fleet for more effective prioritisation of work
- Revealing the back-up systems in place to mitigate against significant time lost in the event of unexpected system failure, with special focus on safety critical components
- Exploring gaps in systems where usability can be improved for increasing its effectiveness
- Examining the reliability, availability and LCC results corresponding to the use of the maintenance management IT system

Wayne Jenner, *Director Of Engineering, Southeastern*

10.40 Question & Answer Session

11.00 Morning Refreshments In Exhibition Showcase Area

LEAN MAINTENANCE PROCESSES: SERVICE AND INSPECTION

11.30 Investigating The Application Of Lean Manufacturing Methods To Service And Inspection Maintenance Processes To Reduce Downtime And Minimise Material Waste

- Identifying which lean processes have been successfully adapted to meet the specific requirements of rolling stock fleet maintenance
- Exploring how lean manufacturing methods have been applied to improve the methodology for scheduled maintenance exams through the better use of staff
- Revealing changes and enhancements to depot layouts and material storing, and the efficiency benefits that this has achieved
- Demonstrating the systems and mechanisms used for enabling the continual improvement of maintenance processes over time
- Reviewing the long term time, cost and efficiency benefits that have been achieved through the application of lean, and the extent to which this has enabled greater focus on both soft and casualty maintenance

Christian Daniel, *Maintenance Organisation Director - Rolling Stock Business Unit, SNCF*

12.00 Question & Answer Session

MODULAR LIGHT MAINTENANCE

12.10 Applying Modular Techniques To Light Maintenance To Reduce Life Cycle Costs, Increase The Availability Of Fleet And Enable Greater Ownership Of Work

- Understanding fleet age, technical specifications, and availability requirements as a backdrop for putting the achieved results in perspective
- Detailing the methodology used for doing modular light maintenance and the availability objectives achieved by implementing this process
- Determining the optimum time to overhaul modular component parts to minimise waste looking at exam cycles, mileage, visible condition and service requirements to predict failure points
- Revealing in-house and outsourced developments in plug and play components that have been modularised to significantly reduce downtime through ease of installation
- Examining the evidence for showing the extent to which modular maintenance gives the TOC a better availability and a reduction in LCC
- Looking forward at SBB and outlining the future strategy for modularising heavy maintenance.

Hans Moser, *Head Of Rolling Stock & Light Maintenance, SBB*

APPLYING MODULAR METHODS AND PROCESS ENGINEERING TO OVERHAULS

12.40 Increasing Efficiency Through Implementing Modular Methods And Process Engineering To Maintenance Overhauls: Optimising Logistics In Terms Of Staff, Materials And Workshop Layout

- Highlighting fleet and facility specifications as a basis for understanding modular methods and process enhancements
- Exploring the methodology for doing modular overhauls, the LCC and availability objectives set, and the approach to achieving these objectives
- Assessing how the logistics for modular maintenance overhauls have been optimised in terms of access to tools and spare parts
- Identifying the process for assembling only the necessary resources and component parts for the task to minimise waste of time and materials
- Reviewing the standardisation of job tasks and the efficient communication channels for sending work to where the job tasks are in the workshop
- Detailing the time, cost and efficiency benefits that have been achieved through the application of process engineering

Terry Schindler, *Deputy Chief Mechanical Officer - Main Facilities, Amtrak*

1.10 Joint Question & Answer Session

1.20 Networking Lunch In Exhibition Showcase Area

CONDITION BASED MAINTENANCE

2.20 Examining Best Practices For The Practical Application Of Condition Based Maintenance On Rolling Stock To Prevent The Waste Of Unnecessary Component Changes

- Assessing the extent to which condition based maintenance has been implemented as an initiative for minimising the waste associated with scheduled component changes
- Identifying specific systems on the train where condition based maintenance has been applied successfully with measurable results
- Examining the technologies, tools and processes used for measuring the condition of components and accurately predicting failure points
- Overcoming the challenges associated with dynamically planning and prioritising workloads due to the relative unpredictability of component failure
- Highlighting the availability and LCC results being achieved, and the resulting impact on reliability

Christian Roth, *Director Of Engineering, South West Trains*

2.50 Question & Answer Session

REMOTE & WAYSIDE DIAGNOSTICS:

EXPLORING BEST USE OF CONDITION MONITORING TECHNOLOGIES AS PART OF A ROBUST MAINTENANCE REGIME THAT ENABLES PROACTIVE MAINTENANCE AND REDUCED MANUAL INSPECTION COSTS

REMOTE CONDITION MONITORING OF ONBOARD SYSTEMS

3.00 Demonstrating The Most Effective Use Of On-Board Remote Condition Monitoring Technology And How It Can Be Integrated Into A Robust Maintenance Regime That Significantly Improves Fleet Reliability

- Establishing fleet specifications with respect to size, yearly mileage, and percentage of the fleet being run daily as contextual base for understanding the results achieved
 - Identifying the onboard systems and component parameters that are being monitored and the frequency which data is transmitted to the shore-side for analysis
 - Appraising the system that analyses the data in terms of its usability and efficiency for transforming the data into valuable information with actionable maintenance recommendations
 - Showcasing how the information is most effectively integrated into the maintenance management system and used in the day-to-day running of depot maintenance tasks
 - Reviewing the practical effect and LCC benefits in terms of day-to-day maintenance, reducing interventions and extending overhauls
- Falco Mooren, *Fleet & Project Manager, NedTrain*

3.30 Question & Answer Session

3.40 Afternoon Refreshments In Exhibition Showcase Area

WAYSIDE DIAGNOSTICS FOR BOGIE AND WHEEL-SET CONDITION MONITORING

4.10 Investigating Wayside Condition Monitoring Technologies For Identifying Maintenance Requirements On Bogies And Wheel-Sets To Reduce The Cost Of Inspection And Improve Asset Reliability

- Identifying the technology being applied and the various components and parameters that are being measured
- Detailing the analysis and how the data is disseminated into accurate information about the condition and maintenance needs of the specific components
- Exploring the process for transferring the information to the maintenance management system and enabling the efficient prioritisation of maintenance requirements
- Revealing challenges with the usability of the system and exploring potential improvements
- Reviewing the extent to which wayside condition monitoring has enabled a proactive approach to maintenance and the affect that has had on extending component lifespan

4.40 Question & Answer Session

RETROFITTING CONDITION MONITORING SYSTEMS TO OLDER ROLLING STOCK

4.50 Exploring The Retrofitting Of Remote Condition Monitoring Technology To Older Fleet From Business To Results: Does The Return Of Investment Justify The Outlay?

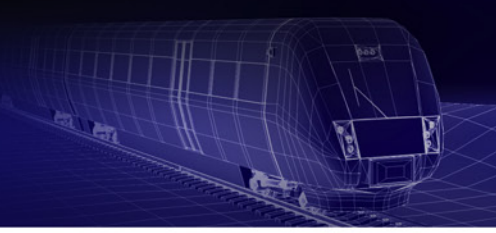
- Reviewing fleet specifications in term of age, ownership and contractual maintenance status as a contextual base for understanding the strategies used and decisions made
- Identifying the business case for retrofitting remote condition monitoring technology to older fleet with respect to spreading the costs and benefits across various stakeholders: TOCs, ROSCOs and Maintainers
- Revealing the business case in terms of a specific focus on measuring the projected LCC benefits against the unit cost of installation and temporary loss of availability
- Exploring how the system was integrated into a robust maintenance regime to achieve staff buy-in and a move away from the practice of historical norms
- Examining the expected and unexpected benefits achieved, and whether the current projected LCC results still justify the business case

Gerry McFadden, *Director Of Engineering, Southern Railway Ltd*

5.20 Question & Answer Session

5.30 Chair's Day One Closing Remarks

5.45 - 6.45 Networking Drinks In The Exhibition Showcase Area



8.50 Chair's Opening Remarks

Iain Flynn, *Lead Sponsor - Train Systems & Upgrades, London Underground*

OPENING KEYNOTE PANEL: OPTIMISING MAINTENANCE PLANS

9.00 Exploring The Various Strategies Used For Optimising Maintenance Plans To Extend Service And Inspection Periodicities For A Significant Reduction In LCC And To Allow More Time For Corrective And Casualty Maintenance

- Outlining the basic strategies being implemented for optimising service and inspection periodicities and the exam pack being used i.e. mileage based, calendar based etc: identifying transferrable lessons
- Addressing the balance between planned and proactive maintenance to allow more time for corrective and casualty maintenance
- Reviewing the most efficient procedure for validating an optimised exam with a specific focus on safety critical components
- Identifying the components that offer the biggest LCC benefits when their exam schedules are optimised
- Discussing the potential benefits and drawbacks for negating component warranties to immediately start optimising examination periodicities on new trains

Christian Roth, *Director Of Engineering, South West Trains*

David Hatfield, *Director Of Engineering, Grand Central Railways*

9.30 Question & Answer Session

END OF LIFE OVERHAUL VS NEW BUILD

9.50 Determining Feasibility Between End Of Life Overhaul vs New Fleet Procurement: Balancing LCC, Customer Perception And Projected Impacts On Availability & Reliability

- Identifying the parameters that are assessed to determine the extent to which the vehicle life can be extended
- Appraising the calculation instruments for accurately measuring LCC projections for life extensions on rolling stock
- Assessing the LCC business case between investment in new-builds and the capital costs of overhaul and additional maintenance when extending asset lifespans
- Reviewing the business case trade offs in customer perception, reliability and availability when comparing new builds with life extending overhauls
- Revealing both the negative and positive LCC and availability results achieved from life extensions on rolling stock assets: Was it really worth it?

Speaker To Be Announced Soon

10.20 Question & Answer Session

10.30 Morning Refreshment In The Exhibition Showcase Area

RELIABILITY CENTERED MAINTENANCE

11.00 Examining Successes In Applying Reliability Centered Maintenance To Extend Maintenance Service And Inspection Periodicities For Improved Life Cycle Costs

- Taking a whole system rather than a single component approach for identifying fleet failure modes over time to ascertain the critical items affecting performance
- Exploring the tools used to enable the identification of trends in system reliability as an instrument for optimising maintenance service and examination periodicities
- Investigating how RCM methods were applied to fleet maintenance and the what the effectiveness was for identifying unnecessary maintenance tasks
- Revealing the extent to which the reliability centred maintenance process achieved increased reliability, availability and reduced LCC: How long did it take to achieve?

Nuno Frietas, *Director Of High-Speed Maintenance Business Unit, EMEF*

11.30 Question & Answer Session

APPLYING LEAN AVIATION METHODS TO MAINTENANCE PLANS

11.40 Capitalising On Advances In Lean Aviation Maintenance Methods: Optimising Examination Periodicities Through Improved Understanding Of Component Capabilities

- Transferring lessons learned from the aviation industry in optimising examination periodicities
- Reviewing the strategies for successfully achieving staff buy-in whereby the workforce adopted lean thinking

- Applying value stream analysis to fleet maintenance for finding and eliminating activities and process that absorb time and cost but do not add value for the end user
- Demonstrating the systems and mechanisms used for enabling the continual improvement of maintenance processes over time
- Reviewing the overall process in terms of the time it took to implement and the LCC benefits experienced: Did the process meet expectations?

Christian Daniel, *Maintenance Organisation Director - Rolling Stock Business Unit, SNCF*

12.10 Question & Answer Session

12.20 Networking Lunch In The Exhibition Showcase Area

EXTENDING OVERHAUL PERIODICITIES AND ASSET LIFESPAN: DELIVERING COST SAVINGS BY EXTENDING ASSET LIFESPAN TO INCREASE OVERHAUL PERIODICITIES, OPTIMISING RETURNS FROM MID-LIFE REFURBISHMENTS AND INNOVATING WITH RETROFIT COMPONENTS TO IMPROVE WHOLE SYSTEM RELIABILITY

EXTENDING PERIODICITIES: EXAMINATION & OVERHAUL

1.20 Exploring Innovative Techniques And Engineering Solutions For Extending Examination And Overhaul Periodicities To Increase Fleet Availability And Reduce Life-Cycle Costs

- Revealing the processes and practices being applied to optimise maintenance plans and extend fleet overhaul periodicities
- Identifying the specific components which cause reliability issues and the engineering solutions for extending the life-cycle of these components: What were the results achieved?
- Detailing a strategy for extending periodicities in the future based on a continuous assessment of asset reliability using innovative technologies to monitor component condition
- Showcasing the benefits that have been achieved as a result of optimising overhaul periodicities

Ben Craze, *Head Of Engineering Improvements, National Express*

Sergio Barcena, *Fleet Solutions Manager, Eurostar*

Iain Nairne, *Fleet Overhaul Manager, Southern Railways*

2.00 Joint Question & Answer Session

EXTENDING WHEEL-SETS LIFESPAN

2.10 Evaluating Successes In Extending Wheel-Sets Lifespan To Increase Overhaul Periodicities And Decrease LCC By Maximising The Useful Life Of The Assets

- Specifying wheel-set parameters in terms of age and average yearly mileage to contextualise the achieved results
- Examining the process used for measuring how much longer to safely run the wheel set without incurring additional capital costs from axle damage due to excess wheel deterioration
- Holistically optimising wheel-set design and the distance between the axle, bearings and wheel-pan to minimise friction and push out overhaul periodicities
- Exploring solutions for minimising wheel flats from rolling contact fatigue to increase asset lifespan
- Identifying additional innovative components changes and lubricants used in achieving wheel-set life extensions: Was there a return on investment from the initial capital costs?
- Revealing how much further the wheel-sets were able to run, and what the financial benefits were

John Reddyhoff, *Head Of Engineering, Eversholt Rail UK Ltd*

2.40 Question & Answer Session

MID-LIFE REFURBISHMENTS: IN-HOUSE / OUTSOURCED

2.50 Delivering Cost Effective, Quality Mid-life Refurbishments And Capitalising On Opportunities To Increase Maintainability And Manage Obsolescence Issues

- Understanding the pre-overhaul condition of the fleet, maintainability constraints and obsolescence issues
- Revealing the logistical challenges experienced, how the challenges were overcome, and the decision making process behind the choices made
- Examining the issues experienced with obsolescence and how this was managed with in-house design and the component supply chain to achieve the desired results
- Identifying opportunities taken for doing design enhancements to make the asset easier and cheaper to maintain in the future

- Reviewing the ultimate success of the refurbishments in terms of the extent to which objectives were accomplished and expected cost benefits were achieved: Could things have been done better retrospectively?

Stefano Mastropietro, *Head Of Fleet Maintenance, TPG*

Daniel Smith, *Head Of Engineering, Heathrow Express*

3.30 Joint Question & Answer Session

3.40 Afternoon Refreshments In Exhibition Showcase Area

IN-HOUSE COMPONENT REPAIRS

4.10 Mitigating Against Repeat Fault And No Fault Found Scenarios: Developing A Structure For Doing In-House Maintenance And A Cost Benefit Analysis System For Determining What Component Repairs To Outsource

- Identifying in-house limitations around infrastructure, access to materials and skill base to determine what modules can be repaired most effectively and efficiently
- Reviewing the matrices and instruments used for ascertaining the unit cost of repairing in-house against the price of outsourcing
- Exploring the maintenance management system used to control the work order, track and record repairs, and evidence component exchanges to ensure reliability failures are easily identifiable and rectifiable
- Examining how to maximise the level of component testing that can be done off the train to enhance the ease of certifying the component condition
- Ensuring the reliability of repaired components with comprehensive testing to mitigate against future casualties
- Revealing the cost benefit and reliability results achieved from developing in-house component repair capabilities

Andrew Slater, *Head Of International Fleet, Eurostar*

4.40 Question & Answer Session

SUPPLY CHAIN MANAGEMENT:

FINDING SOLUTIONS TO COMPONENT SUPPLY CHAIN LIMITATIONS AND CHALLENGING THE INDUSTRY TO SAFEGUARD AGAINST THE COST OF OBSOLESCENCE

TRAIN MANUFACTURERS PANEL: MANAGING OBSOLESCENCE

4.50 Revealing Train Manufacturers Perspectives' And Strategic Plans For Managing Obsolescence Of Electrical Components To Ensure That Spiralling Costs Are Not Absorbed By TOCs And ROSCOs

- Highlighting strategies for protecting TOCs and ROSCOs against the growing costs associated with the obsolescence of electrical components
- Identifying the in-house expertise necessary for maintaining, repairing or reverse engineering components in the event of obsolescence
- Revealing the strategy for ensuring the continuity of supply the industry: What happens when the spares run out?

Speakers From Train Manufacturers To Be Announced

5.20 Question & Answer Session

CLOSING PANEL: COMPONENT SUPPLY CHAIN

5.30 Investigating The Limitations Within The Component Supply Chain And Solutions For Reducing Costs Through Innovative Collaborations And Partnerships

- Identifying the fundamental challenges within the supply and revealing a strategic approach to improving these from both a cost reduction and service level perspective
- Exploring successes in cost sharing initiatives and partnerships with suppliers for sharing the benefits of finding a cheaper way to overhaul components
- Revealing successes in dealing with monopoly suppliers to achieving cost reductions through relationships that deliver mutual benefits
- Detailing successes in reverse engineering components in-house or through third party suppliers to overcome obsolescence within the supply chain
- Investigating partnerships with approved suppliers for type-testing and validating reverse engineered replacements for obsolete components

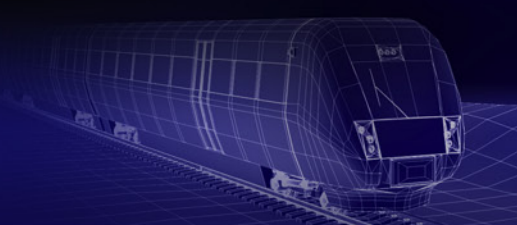
Phil Hinde, *Rolling Stock & Depots Manager, Crossrail*

John Reddyhoff, *Head Of Engineering, Eversholt Rail UK Ltd*

5.50 Question & Answer Session

6.00 Chair's Closing Remarks & End Of Congress

Sponsorship Opportunities



The **Fleet Maintenance Optimisation Congress 2013** offers a unique platform for you to deliver your message, raise awareness and network with industry leaders working on maximising efficiencies across all aspects of rolling stock maintenance through cutting-edge solutions to balance cost with increased reliability and availability.

Achieving Your Business Objectives At The Fleet Maintenance Optimisation Congress 2013:

DEMONSTRATE THOUGHT LEADERSHIP

Reducing the cost of maintenance and increasing reliability of rolling stock is increasingly important to TOCs and ROSCOs, and solutions for achieving this are the focus of careful investment decisions. Whether it is consultation, contracting, components or IT management systems, you may be pioneering these solutions, but do your customers know what differentiates you from your competitors? Use targeted, editorially reviewed keynotes and case studies to demonstrate thought leadership to your target audience.

RAISE BRAND AWARENESS AND INCREASE YOUR PROFILE

Any investments selected by TOCs and ROSCOs must be subjected to careful comparative cost-benefit analysis. Of course Engineering Directors & Chief Engineers take into account, profile, credibility and market leadership when selecting suppliers to support their maintenance strategies. Your organisation must be at the forefront when these decisions are made. Cement your leadership position with targeted branding and profiling campaigns directed at the major TOCs and ROSCOs as they search for solutions to reduce operating costs and improve rolling stock reliability.

MEET AND NETWORK WITH DECISION MAKERS

Thought leadership, branding and profiling are converted into contracts through extensive face-to-face relationship building. As an event dedicated to rolling stock maintenance, this intimate forum enables you to meet specific job titles in one place at one time, giving you the best possible chance of influencing key decision makers.



To secure your booth or discuss tailor-made sponsorship packages, contact:

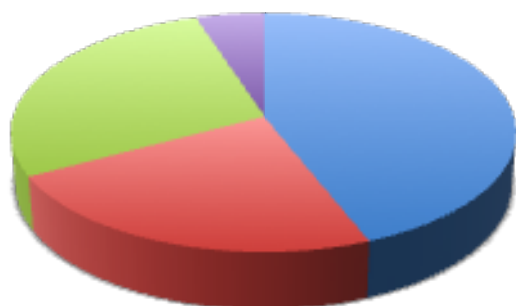
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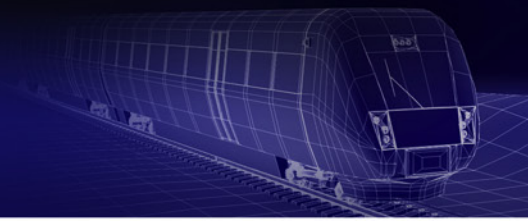
Who Will You Meet?

Attendees By Organisation Type:



- 44% TOCs & ROSCOs
- 23% Vehicle Maintenance Contractors & Consultants
- 28% Train Manufacturers & Component Suppliers
- 5% Government, Academic & Associations

Congress Information



2013 Speaker Faculty

- ✓ **Christian Daniel**, Maintenance Organisation Director - Rolling Stock Business Unit, **SNCF**
- ✓ **Gerry McFadden**, Director Of Engineering, **Southern Railway Ltd**
- ✓ **Christian Roth**, Director Of Engineering, **South West Trains**
- ✓ **Nuno Freitas**, Director Of High-Speed Maintenance Business Unit, **EMEF**
- ✓ **Iain Flynn**, Lead Sponsor - Train Systems And Upgrades, **London Underground**
- ✓ **John Reddyhoff**, Head Of Engineering, **Eversholt RailUK Ltd**
- ✓ **Terry Schindler**, Deputy Chief Mechanical Officer - Main Facilities, **Amtrak**
- ✓ **Sergio Barcena**, Fleet Solutions Manager, **Eurostar**
- ✓ **Falco Mooren**, Fleet & Project Manager, **Nedtrain**
- ✓ **Wayne Jenner**, Director Of Engineering, **Southeastern**
- ✓ **Neil Bamford**, Director Of Engineering, **London Midland**
- ✓ **David Hatfield**, Director Of Engineering, **Grand Central Railways**
- ✓ **Hans Moser**, Head Of Rolling Stock Management & Light Maintenance, **SBB**
- ✓ **Andrew Slater**, Head Of International Fleet, **Eurostar**
- ✓ **Daniel Smith**, Head Of Engineering, **Heathrow Express**
- ✓ **Stefano Mastropietro**, Head Of Fleet Maintenance, **TPG Geneva**
- ✓ **Ben Craze**, Head Of Engineering Improvements, **National Express**
- ✓ **Phil Hinde**, Rolling Stock & Depots Manager, **Crossrail**
- ✓ **Iain Nairne**, Fleet Overhaul Manager, **Southern Railways**
- ✓ **Arvid Fredman**, Fleet Manager SJ2000, **SJ AB**

Venue Info

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Floor Plan

