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

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.
Day One  
Tuesday 22nd January 2013

DELIVERING ROLLING STOCK MAINTENANCE AS TIME EFFICIENTLY AND COST EFFECTIVELY AS POSSIBLE THROUGH APPLICATION OF INNOVATIVE PROCESSES, MAINTENANCE MANAGEMENT SYSTEMS AND CONDITION MONITORING TECHNOLOGIES

8.50 Chair’s Opening Remarks

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 Barnford, Director Of Engineering, London Midland
Terry Schindler, Deputy Chief Mechanic Officer - Main Facilities, Amtrak

9.40 Question & Answer Session

WEB TECHNOLOGIES FOR MAINTENANCE MANAGEMENT SYSTEMS

10.00 Revealing Successes In The Implementation And Best Use Of Maintenance Management Systems To Support Improved Access And Availability, Reduced 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 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 efficiency
• 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

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 Mechanic 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 & WAYWARD DIAGNOSTICS:
EXPLORING BEST USE OF CONDITION MONITORING TECHNOLOGIES AS PART OF A ROBUST MAINTENANCE REGIME THAT SIGNIFICANTLY IMPROVES FLEET RELIABILITY

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 on-board 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 Moorzen, Per & Project Manager - Needit

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 in 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 terms 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
Day Two Wednesday 23rd January 2013

OPTIMISING MAINTENANCE PLANS, EXTENDING COMPONENT LIFESPAN AND STRETCHING OVERHAUL PERIODICITIES TO INCREASE AVAILABILITY AND SIGNIFICANTLY REDUCE WHOLE LIFE-CYCLE COSTS

8.50 Chair's Opening Remarks

OPENING KEYNOTE PANEL: OPTIMISING MAINTENANCE PLANS

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

• Outlining the basic strategies being implemented for optimising service inspection and 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 casual 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

9.30 New Fleet Procurement: Balancing LCC, Customer Perception And Determining Feasibility Between End Of Life Overhaul vs New Build

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 contextual benefits and drawbacks for negotiating component warranties to immediately start optimising examination periodicities on new trains

Christian Roth, Director Of Engineering, South West Trains

9.50 Question & Answer Session

2.00 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?

11.20 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

Christian Daniel, Maintenance Organisation Director - Rolling Stock Maintenance 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

12.40 Demonstrating the cost benefits and drawbacks for negotiating component warranties to immediately start optimising examination periodicities on new trains

Ben Craze, Head Of Engineering Improvements, National Express

12.40 Question & Answer Session

1.00 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

Ben Craze, Head Of Engineering Improvements, National Express

2.40 Question & Answer Session

3.00 Afternoon Refreshments In Exhibition Showcase Area

COST OF OBSOLESCENCE

3.50 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

John Reddyhoff, Head Of Engineering, Eversholt Rail UK Ltd

3.50 Question & Answer Session

CLOSING PANEL: COMPONENT SUPPLY CHAIN

5.00 Exploring Train Manufacturers Perspectives And Strategic Plans For Managing Obsolescence Of Electrical Components To Ensure That Sparring 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 for the industry: What happens when the spares run out?

Speakers From Train Manufacturers To Be Announced

5.30 Question & Answer Session

SPEECH: NATIONAL TRAIN OPERATOR'S PERSPECTIVE

5.40 Revealing the logistical challenges experienced, how the challenges were overcome, and the decision making process behind the choices made

Ben Craze, Head Of Engineering Improvements, National Express

5.40 Question & Answer Session

TRAiN MANUFACTURERS PANEL: MANAGING OBSOLESCENCE

6.00 Closing Remarks & End Of Congress

Stefano Mastropietro, Head Of Fleet Maintenance, TPG
Daniel Smith, Head Of Engineering, Heathrow Express

6.00 Question & Answer Session
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.

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

**Steve Thomas**

+44 (0)20 7033 4970 or email steve@london-business-conferences.co.uk

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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
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

[Image of floor plan with room numbers and buffet stations]
I would like to register the delegate(s) below for the 2 day conference Fleet Maintenance Optimisation Congress 2013

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We have team discounts so you can involve your whole organisation or team

DELEGATE FEES

(Guests are responsible for their own travel and accommodation arrangements)

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