

3<sup>rd</sup> International Conference

# REAL DRIVING EMISSIONS

27 - 29 October 2015 | Novotel Berlin am Tiergarten, Germany

## With contributions from the following companies and institutions:

- Aristotle University, Greece
- Association for Emissions Control by Catalyst (AECC), Belgium
- AVL List, Austria
- BOSMAL, Poland
- Control Sistem, Italy
- Emissions Analytics, United Kingdom
- Environmental Protection Agency, Ministry of the Environment, Denmark
- European Commission, Belgium
- The International Council on Clean Transportation, United States / Germany
- Ford Research & Advanced Engineering Europe, Germany
- IPG Automotive, Germany
- Joint Research Centre (JRC), European Commission, Italy
- Poznań University of Technology, Poland
- SEI University of York, United Kingdom
- Technical University Graz, Austria
- TÜV NORD, Germany
- University of Leeds, United Kingdom

## At this event you will have the chance to:

- Learn about latest developments in EU's **Real Driving Emissions regulations** and the **WLTP process**
- Meet some of the **leading industrial, governmental and academic professionals** in the field of RDE
- Discuss updated results of this year's **RDE test runs**
- Gain insight into **RDE data evaluation models** and learn how to make use of them
- Review current **PEMS technology** including **PN-PEMS** features
- Discover and discuss newest **RDE research projects** in Europe and worldwide

## With first-hand insights from these experts among others:

Jan Cortvriend, Policy Officer, DG Environment,  
**European Commission**, Belgium

Barouch Giechaskiel, Scientific Laboratory Manager, Institute for Energy and Transport,  
**Joint Research Centre (JRC), European Commission**, Italy

Rainer Vogt, Environment & Health,  
**Ford Research & Advanced Engineering Europe**, Germany

Zissis Samaras, Director, Lab of Applied Thermodynamics,  
Dept of Mechanical Engineering, **Aristotle University**, Greece

Dirk Bosteels, Executive Director,  
**Association for Emissions Control by Catalyst (AECC)**, Belgium

Stefan Hausberger, Institute for Combustion Engines and Thermodynamics,  
**Technical University Graz**, Austria

## Interactive Workshop Day | Thursday, 29 October 2015

Implementing PN-PEMS for RDE (I): Procedures and specifications

Implementing PN-PEMS for RDE (II): Test runs and evaluation

Designing effective RDE test cycles

Real-world test cycles and results

### Sponsors:

**HORIBA**  
Automotive Test Systems

**sensors**

Automotive  
Industry  
Products  
**AIP**  
**MALFA**

**Motech**  
Engineering & Consulting

**AVL**

# REAL DRIVING EMISSIONS

27 - 29 October 2015 | Novotel Berlin am Tiergarten, Germany

Dear Colleagues,

In the **environmentally conscious** world we live in, auto manufacturers are under **extreme pressure** to **reduce tailpipe emissions** from cars and trucks. The manufacturers have responded by creating **clean-burning engines** and **exhaust treatments** which mainly produce CO<sub>2</sub> and water vapor, along with trace emissions of pollutants such as CO, THC, NO and NO<sub>2</sub>. The trace emissions are regulated by law, and **testing** must be performed according to a **well-defined procedure** to provide proof that the vehicle can be classified as road legal.

On May 19th, the EU's Technical Committee on Motor Vehicles (TCMV) has made the decision on the **Real Driving Emission (RDE) legislation**, which is now expected to **come into force from September 2017**. In the light of many open questions remaining, this is a tough schedule! While lobbyist groups such as Transport & Environment are outspokenly positive about the timing, **ACEA** strongly urged the **EU Commission** to put **more effort** into **clarifying the conditions** and to agree upon a **two-step date framework** to ease the time pressure for the industry, allowing more time for preparation in order to ensure a **robust RDE regulation**.

How to prepare for implementation under such circumstances? **Boundary conditions are yet unclear**. Data evaluation still includes many **open questions**. How can the development process be integrated? Modern engine and pollution control technology has moved so quickly toward zero pollutant emissions that the **testing technology** needs to be **adapted to find true values**. **Measurement devices for RDE** have undergone **significant improvements** in the past years, but **how accurate are the results?**

RDE is now a frequent topic in exhibitions and seminars, but **this event is unique**, because it is entirely dedicated to the topic. This conference matches a wide range of attending personnel with an equally wide range of presentation topics and workshops, to find answers and **open a space for debate**. As in the past years, it is a **central meeting point for decision makers, researchers** and **application specialists** from the industry, associations and regulatory bodies to discuss the latest **state of affairs** around the **implementation** of RDE testing procedures in Europe.

Join the discussion on this 3<sup>rd</sup> International Conference REAL DRIVING EMISSIONS. I'm looking forward to meeting you in Berlin!

Yours sincerely,



Wolfgang Thiel  
Chairman

*"The conference helped me a lot to get up to speed with what is currently discussed in RDE legislation"*

Dr. Michael Becker, BorgWarner Inc.  
(Participant 2013 and Speaker 2014)

## Sponsors:



**AVL LIST GmbH**  
Hans-List Platz 1  
8020 Graz  
Austria  
[www.avl.com](http://www.avl.com)



**Sensors Europe GmbH**  
Feldheider Str 60  
40699 Erkrath  
Germany  
+49 21041418823  
[www.sensors-europe.eu](http://www.sensors-europe.eu)



**Horiba Europe GmbH**  
Hans-Mess-Str. 6  
61440 Oberursel, Germany  
Phone : + 49 (0)6172 1396 0  
[www.horiba.com](http://www.horiba.com)

**HORIBA** is the world's leading supplier of engine exhaust analyzers and instrumentation. The company's portfolio encompasses core emissions technology as well as a broad range of engine and powertrain capabilities. HORIBA offers comprehensive products and systems in the fields of engine test systems, driveline test systems, hybrid test systems, brake test systems, wind tunnel balances and emissions test systems. HORIBA is able to provide total solutions to its customers, with full turnkey capability for engine, powertrain and vehicle testing



**V-Motech,**  
1 Allee d'Effiat,  
91160 LONGJUMEAU  
[www.v-motech.com/en/](http://www.v-motech.com/en/)

**V-MOTECH** is an innovative company specialized in engineering and powertrain testing. Expert in the fields of mechanics, electronics and embedded systems, it offers a new process to reach unprecedented means. Thanks to a corporate culture based on mobility, flexibility and modularity of their resources V-MOTECH follows a pooling approach by sharing skills and test solutions. The company stand as a true partner for the maturation of their client's expectations, from the development to the marketing of their products.



**MAHA-AIP GmbH & Co. KG**  
Hoyen 3  
D-87490 Haldenwang  
Germany  
[www.maha.de](http://www.maha.de)

**MAHA-AIP (Automotive Industry Products)**, Germany, designs and manufactures individual vehicle test systems for renowned vehicle manufacturers, their tier suppliers and certification laboratories (CARB, EPA, JRC, NIER, etc.). Test drives can be simulated indoors with reproducible results on rolling roads to improve product quality and optimize costs. MAHA-AIP produces e.g. chassis dynamometer for emissions testing, endurance applications, NVH, EMC, wind tunnel facilities. Emissions measurement systems and test cell automation software for use mainly in R&D and quality management test departments as well as powertrain dynamometer (hub mount) are also part of the MAHA-AIP product portfolio.

8:30 Registration &amp; welcome coffee

### Who is who wall



Discover who else is participating in the conference. The match-making picture wall will help you identify who you want to meet at the conference. In cooperation with **FUJ:FILM**

9:20 Welcome &amp; opening address by chairman Wolfgang Thiel

### REGULATION UPDATE

#### 9:30 Completing European emission targets: RDE for light-duty vehicles

- Euro 6 and real-world emissions - current status of implementation
- Understanding PEMS testing and data evaluation
- Monitoring results and latest decisions
- Long-term consequences for light-duty vehicles and type-approval procedures

Jan Cortvriend, Policy Officer, DG Environment,  
**European Commission, Belgium**

#### 10:00 A comparison of RDE testing and the WLTP as evaluation tools for emissions and fuel consumption

- Is the laboratory coming to the road or is the road coming to the laboratory?
- Comparison of WLTP and PEMS RDE: Background, similarities and differences, results for gaseous and solid pollutants
- Conclusion and further considerations

Piotr Bielaczyc, Department Manager, **Engine Research Department, BOSMAL, Poland**

#### 10:30 Speed Networking



The perfect opportunity to speak directly with your peers and network effectively. Maximise your time at this event by participating in this interactive networking session. *Don't forget your business cards.*

11:00 Coffee break and networking

### INDUSTRY INSIGHTS AND LATEST TEST RUNS

#### 11:30 Real-Driving Emissions from light-duty vehicles

- Air quality and prediction of road transport emissions
- Impact of driving style and definition of dynamic boundary conditions
- Detection and characterization of intentionally extreme driven tests
- On-road PN emission measurements

Rainer Vogt, Environment & Health, **Ford Research & Advanced Engineering Europe, Germany**  
Co-authors: J. Gallus, U. Kirchner

#### 12:00 New results from Real-Driving Emission testing campaigns on Diesel and Gasoline Euro 6b vehicles

- Discussion of the Euro 6b vehicles tested and their emissions control systems
- Cycle and Real-World emissions measurements
- Key findings from the PEMS measurements
- Conclusions for the Euro 6 RDE discussions

Dirk Bosteels, Executive Director, **Association for Emissions Control by Catalyst (AECC), Belgium**

#### 12:30 Selected investigations on exhaust emission measurements in vehicle real operating conditions and their practical implications

- Introduction: Polish vs. European automotive market analysis, Modeling of vehicle environmental performance
- Proposal to define the exhaust emissions indexes
- On-road passenger vehicle tests: On-road tests of passenger vehicles fitted with alternative and hybrid powertrains, Proposal of an emission test for passenger vehicles
- On-road tests of heavy-duty trucks and buses
- The application of the test results
- Conclusions

Jerzy Merkisz, Director, Institute of Combustion Engines and Transport, **Poznan' University of Technology, Poland**  
Co-authors: J. Pielecha, P. Fuc'

13:00 Lunch break and networking

#### 14:30 RDE – Latest testing results and state of discussion

- Testing activities and measurement equipment for LDV
  - Data interpretation and results
  - Further considerations on legislation and testing procedures
- Helge Schmidt, Institute for Automotive Technology and Mobility,  
**TÜV NORD, Germany**

#### 15:00 Does the real-world performance of the latest diesel cars meet Euro 6 standards?

- Different real-world test methods
  - Latest real-world NOx results
  - Cold start and DPF effects
  - Importance of fraction of NO<sub>2</sub>
- Nick Molden, Founder & CEO,  
**Emissions Analytics, United Kingdom**

15:30 Coffee break and networking

#### 16:00 PANEL DISCUSSION



##### Europe on the road to RDE implementation: Ensuring a robust RDE legislation

- The current RDE legislation and its gaps: How to continue?
- September 2017: Time enough for preparation?
- PEMS technology and data evaluation: Accuracy guaranteed?
- The VW scandal and its aftermath: Lessons for the future?

Confirmed participation by:

- Jan Cortvriend, DG Environment, **European Commission, Belgium**
- Vicente Franco, Researcher, **ICCT, Germany**
- Zissis Samaras, Director, Lab of Applied Thermodynamics, Dept of Mechanical Engineering, **Aristotle University, Greece**

Moderated by:

- Michail Hengstenberg, Head of Automobile Section  
**SPIEGEL ONLINE, Germany**

### RDE AND EXHAUST AFTERTREATMENT

#### 16:40 Emission effects of retrofitting SCR and DPF systems on buses

- SCR and DPF was fitted on nine urban Euro IV and V busses (both as completely new systems and as upgrades)
- 3 different suppliers mounted 3 systems each
- 2 reference busses were fitted with data loggers for continuous monitoring of on-board sensors
- 10 mio. € project in Copenhagen to upgrade busses to Euro 6 emission level

Christian Lange Fogh, Chief Advisor, Environmental Protection Agency, **Ministry of the Environment, Denmark**

#### 17:10 RDE in congested traffic with cold start

- Congested traffic cold start increases the period of cold start
  - GHG during cold start are enhanced including N<sub>2</sub>O and CH<sub>4</sub>
  - Diesel oxidation catalyst in RDE show de-light off in congested traffic after a period of hot catalyst driving
  - TWC have a significant ammonia emissions problem in RDE
- Gordon Andrews,  
Energy Research Institute, School of Chemical and Process Engineering, **University of Leeds, United Kingdom**  
Co-authors: A. Hadavi, A. Khalfan, H. Li

17:40 Concluding comments by conference chairman Wolfgang Thiel

17:50 End of conference day one

#### 18:30 Evening Get-together



IQPC cordially invites you for dinner to the restaurant WARTESAAL. This is an excellent opportunity to meet the other attendees and to make new business contacts – or simply to enjoy the evening after a long conference day!

Restaurant WARTESAAL | Kantstrasse 10 | 10623 Berlin

8:15 Registration &amp; welcome coffee

8:50 Welcome &amp; opening address by chairman Wolfgang Thiel

### RDE AND DIESEL HYBRID

#### 9:00 RDE challenges for diesel hybrid vehicles

- What are the emissions of Euro 5 or 6 diesel hybrid cars under the NEDC and under the real driving emissions test?
- What emission control technologies are needed to make Euro 5 diesel hybrids Euro 6 compliant (both NEDC and RDE)?
- Can model based development lead to optimized emissions performance?

Zissis Samaras,  
Director, Lab of Applied Thermodynamics, Dept of Mechanical Engineering, [Aristotle University, Greece](#)

### PEMS DATA EVALUATION

#### 9:30 Experiences with current RDE legislation

- Overview of testing activities
- Impacts of different evaluation methods and boundary conditions
- Comparison with laboratory tests

Stefan Hausberger, Institute for Combustion Engines and Thermodynamics, [Technical University Graz, Austria](#)

### SIMULATION SOLUTIONS

#### 10:00 New approach for RDE analysis and testing – Reproducible RDE investigation with virtual test driving on test benches

- Model-based development approach using a full vehicle model running in real time on the test bench offers completely new ways of testing
- Real powertrain components (engine, transmission, drive-train or even the entire powertrain) can be integrated as “Hardware-in-the-Loop” within the simulation environment consisting of vehicle, driver, road and environment
- Combining the strengths of simulation and testing allows for reproducible RDE measurements in real live scenarios on different types of test benches
- Advantages of this approach in comparison to PEMS (among others): No entire prototype car and real driver necessary, independency of “boundary” conditions (e.g. weather, traffic, driver behavior), reproducibility

Christian Donn, Business Development Powertrain Applications, [IPG Automotive, Germany](#)

10:30 Coffee break and networking

#### 11:00 Altitude simulation for engine test cells and chassis-dynos

- Effect of altitude on emissions
- Real data obtained using altitude simulation
- Altitude simulation technology and performances
- Possibility to simulate altitude in standard laboratories

Daniele Testa, CS Testing Center Director,  
[Control Sistem, Italy](#)

### PEMS TECHNOLOGY PERSPECTIVES

#### 11:30 Implementing PN-PEMS for RDE procedures

- Current status of legislation
  - Calibration and validation of PN-PEMS
  - On-road PN emissions and comparison with lab tests
  - Outlook: Future considerations for research and testing
- Barouch Giechaskiel, Scientific Laboratory Manager, Institute for Energy and Transport, Joint Research Centre (JRC), [European Commission, Italy](#)

#### 12:00 Extension of PEMS to PN

- The challenges and opportunities of on-board PN
  - Test-cell correlation: accuracy, repeatability, reproducibility
  - Real-World PN data from both diesel and GDI vehicles
- David Booker, Chief Technology Officer,  
[Sensors Inc., United States](#)

12:30 Lunch break and networking

#### 14:00 HORIBA PEMS PN - a state-of-the-art solution for RDE legislation

- Results of PEMS PN test programs, including JRC’s Interlaboratory Correlation Exercise
- Response of HORIBA solutions to RDE legislation and market requirements
- Outlook and further development

Joel Danzer, European Product Manager,  
[Horiba Europe GmbH, Germany](#)

#### 14:30 Instrumentation for Real Driving Emission Measurement by MAHA-AIP

- Gaseous emission measurement
- Particle number emission measurement
- Exhaust flow rate measurement
- Data evaluation and post processing of PEMS measurement data
- Application examples and measurement data of various tests

Benedikt Grob, Project Management,  
[MAHA-AIP, Germany](#)

15:00 Coffee break and networking

#### 15:30 RDE Ready – The AVL solution for onboard PN measurement

- How to handle the changed requirements for PN PEMS instrumentation
- The challenges of the correlation to PMP reference systems
- PN PEMS data within the development process for Euro 6c RDE

Günter Winkler, Group Product Manager, Particle Measurement, Instrumentation & Test Systems,  
[AVL LIST GmbH, Austria](#)

### RDE PROJECTS IN EUROPE AND WORLDWIDE

#### 16:00 Real time emission measurement of heavy polluting vehicles in sub-Saharan Africa (SSA) cities

- Status of air quality in SSA cities- road transport emission inventories and emission factors
- Road transport in SSA-road and vehicle conditions and challenges in measurement
- Type of vehicles: Vehicle category, age and technology
- Fuel quality in SSA: Influence of the fuel quality on pollutants to be monitored
- Vehicle standards and testing in SSA: Status of vehicle regulations and standards
- PM testing using PEMS in Nairobi: Methodology developed and provisional results
- Way forward-recommendations

Andriannah Mbandi,  
Researcher, [SEI University of York, United Kingdom](#)

16:30 Concluding comments by conference chairman Wolfgang Thiel

16:40 End of conference day two

# REAL DRIVING EMISSIONS

Interactive Workshop Day | Thursday, 29 October 2015

The schedule of two days conference is fast paced. On day three, these workshop sessions are intended to give additional space for intense learning and in-depth discussions of important issues around RDE. The sessions are each chaired by an expert and designed as interactive. So you are welcome to bring your own questions, perspectives and materials into the discussion.

08:00 Registration and coffee

08:30 **Implementing PN-PEMS for RDE (I): Procedures and specifications**

- Understanding measurement principles
- Overview of instruments and technology
- Determining calibration method and ensuring accuracy

David Booker,  
Chief Technology Officer,  
**Sensors Inc., United States**



10:00 Coffee break and networking

10:30 **Implementing PN-PEMS for RDE (II): Test runs and evaluation**

- Application to vehicle exhaust
- Validation in the laboratory
- Test run design and boundary conditions
- Interpreting data results and evaluation methods

Barouch Giechaskiel,  
Scientific Laboratory Manager,  
Institute for Energy and Transport, Joint Research Centre (JRC),  
**European Commission, Italy**



12:00 Lunch break and networking

13:30 **Designing effective RDE test cycles**

- Route design within boundary conditions
- IntMaking sense of EMROAD and CLEAR applying real-world datasets
- Examples of real-world data processed through each system
- Similarities and differences between results
- Issues arising and implications for test cycle design

Nick Molden,  
Founder & CEO,  
**Emissions Analytics, United Kingdom**



15:00 Coffee break and networking

15:30 **Real-world test cycles and results**

- Implications for RDE and CF
- Interaction between NOx and CO2
- Latest competitor performance (in light of VW)

Nick Molden,  
Founder & CEO,  
**Emissions Analytics, United Kingdom**



17:00 End of workshop day

## Sponsorship

We have a variety of packages available to suit your requirements. For all Sponsorship and Exhibition opportunities call us on: +49 (0)30 20 91 32 75 or email [sponsorship@iqpc.de](mailto:sponsorship@iqpc.de)

# REAL DRIVING EMISSIONS

27 - 29 October 2015 | Novotel Berlin am Tiergarten, Germany

## 4 Ways to Register

Fax: +49 (0)30 20 91 32 10  
 Post: IQPC Gesellschaft für Management Konferenzen mbH  
 Friedrichstraße 94  
 10117 Berlin, Germany

Online: [www.real-driving-emissions.eu/MM](http://www.real-driving-emissions.eu/MM)  
 Email: [silva.certan-mallmann@iqpc.de](mailto:silva.certan-mallmann@iqpc.de)

### For further information

Phone: +49 (0)30 20 91 34 17

Conference Packages	Standard Price
<input type="checkbox"/> <b>Gold Package</b> 2 day conference + workshop day	€ 3.399,- + VAT
<input type="checkbox"/> <b>Bronze Package</b> 2 day conference	€ 2.599,- + VAT

Only one discount applicable per person.

**CAN'T MAKE IT TO THE CONFERENCE? PURCHASE THE 2-DAY DOCUMENTATION FOR € 990,- +VAT.**  
 Documentation will be sent 6 weeks after the event



Looking to gain more insight into the topic of this conference? Want to stay on top of developments and the latest trends in the automotive industry?



Then become a member of Automotive IQ.  
[www.automotive-iq.com](http://www.automotive-iq.com)

**Membership is free.** By becoming a member you gain access to a plethora of industry-relevant information through expert interviews, white papers, our blog, presentations and podcasts.

Take advantage of our free content and network with your peers. Learn about our automotive conferences and benefit from early-bird savings.



BOOKINGCODE

SP

## Venue and Accommodation

### Novotel Berlin am Tiergarten

Strasse des 17. Juni 106-108  
 10623 Berlin,  
 Germany

Phone: +49 30 600350  
 Fax: +49 30 60035666  
 E-mail: [h3649@accor.com](mailto:h3649@accor.com)

**Accommodation:** A limited number of reduced rate rooms are available at the conference hotel. Accommodation can be booked by calling the central reservation number. Please always quote the booking reference **IQPC-Berlin**.

## Sponsorship

We have a variety of packages available to suit your requirements. For all Sponsorship and Exhibition opportunities call us on: +49 (0)30 20 91 32 75 or email [sponsorship@iqpc.de](mailto:sponsorship@iqpc.de)

## Delegate Details

Please fill out in Capitals!

DELEGATE  Mr  Mrs  Ms  Dr

Family Name ..... First Name .....

Position ..... Email .....

Telephone ..... Fax .....

Organisation .....

Address .....

Postcode/Town .....

Approving Manager: .....

Signature .....

I agree to IQPC Gesellschaft für Management Konferenzen mbH payment terms.

Yes, I would like to receive information about products and services via email.

## Payment Methods

### PAY BY BANK TRANSFER QUOTING REFERENCE DE23065.003:

IQPC Gesellschaft für Management Konferenzen mbH,  
 HSBC Trinkaus & Burkhardt AG,  
 IBAN: DE32 30030880 0430076019, SWIFT-BIC: TUBDDEDD

BY CREDIT CARD: Please debit my credit card



Card No ..... Security code .....

Expiry date ..... / .....

Cardholder's name .....

Signature .....

Card billing address (if different from Company address) .....

BY CHEQUE: Made payable to IQPC Gesellschaft für Management Konferenzen mbH

## Payment Terms

Payment is due on receipt of the invoice.

## Cancellations and Substitutions

**CANCELLATIONS AND SUBSTITUTIONS**  
 DELEGATES MAY BE SUBSTITUTED AT ANY TIME. IQPC GESELLSCHAFT FÜR MANAGEMENT KONFERENZEN MBH DOES NOT PROVIDE REFUNDS FOR CANCELLATIONS. HOWEVER, SAVE WHERE WRITTEN NOTICE OF CANCELLATION IS RECEIVED MORE THAN SEVEN (7) DAYS PRIOR TO THE CONGRESS, A CREDIT TO THE VALUE PAID AT THAT DATE WILL BE ISSUED, WHICH MAY BE USED AGAINST ANOTHER IQPC GMBH CONGRESS FOR UP TO ONE YEAR FROM ITS DATE OF ISSUE. FOR CANCELLATIONS RECEIVED SEVEN (7) DAYS OR LESS PRIOR TO AN EVENT (INCLUDING DAY SEVEN), NO CREDIT WILL BE ISSUED. IN THE EVENT THAT IQPC GMBH CANCELS AN EVENT, PAYMENTS RECEIVED AT THE CANCELLATION DATE WILL BE CREDITED TOWARDS ATTENDANCE AT A FUTURE IQPC GMBH CONGRESS OR, IN THE EVENT OF A POSTPONEMENT BY IQPC GMBH, A RESCHEDULED DATE. IF THE DELEGATE IS UNABLE TO ATTEND THE RESCHEDULED EVENT, THE DELEGATE WILL RECEIVE A CREDIT IN LIEU OF PAYMENTS MADE TOWARDS A FUTURE IQPC GMBH EVENT, VALID FOR ONE YEAR FROM THE DATE OF ISSUE. IQPC GMBH IS NOT RESPONSIBLE FOR ANY LOSS OR DAMAGE AS A RESULT OF A SUBSTITUTION, ALTERATION, POSTPONEMENT OR CANCELLATION OF AN EVENT DUE TO CAUSES BEYOND ITS CONTROL INCLUDING, WITHOUT LIMITATION, NATURAL DISASTERS, SABOTAGE, ACCIDENT, TRADE OR INDUSTRIAL DISPUTES OR HOSTILITIES.

**YOUR DETAILS**  
 PLEASE CONTACT OUR CUSTOMER SERVICE MANAGER (TEL: +49 (0)30 20913330 OR [VERTEILER@IQPC.DE](mailto:VERTEILER@IQPC.DE)) AND INFORM THEM OF ANY INCORRECT DETAILS WHICH WILL BE AMENDED ACCORDINGLY OR IF YOU PREFER NOT TO GET INFORMATION PER FAX  EMAIL  OR PHONE  ANYMORE.

**SPEAKER CHANGES**  
 OCCASIONALLY IT IS NECESSARY FOR REASONS BEYOND OUR CONTROL TO ALTER THE CONTENTS AND TIMING OF THE PROGRAMME OR THE IDENTITY OF THE SPEAKERS.

**DATA PROTECTION**  
 PERSONAL DATA IS GATHERED IN ACCORDANCE WITH THE DATA PROTECTION ACT 1998. YOUR DETAILS MAY BE PASSED TO OTHER COMPANIES WHO WISH TO COMMUNICATE WITH YOU OFFERS RELATED TO YOUR BUSINESS ACTIVITIES. IF YOU DO NOT WISH TO RECEIVE THESE OFFERS, PLEASE TICK THE BOX BELOW.  
 PLEASE DO NOT PASS MY INFORMATION TO ANY THIRD PARTY.