Chairman,
Highway and Transportation Engineering Technical division
The Institution of Engineers Malaysia,
Lots 60 & 62, Jalan 52/4, P.O. Box 223 (Jalan Sultan),
46720 PetalingJaya, Selangor Darul Ehsan
Tel: 03-7968 4001/2 Fax to 03-7957 7678 (Email : suriani@iem.org.my)

REGISTRATION FORM

HALF-DAY ON DESIGNING STABILISED PAVEMENTS WITH EMPIRICAL METHODS (AASHTO 1993)

Date : 13 October 2020 | 2.00 pm to 7.00 pm

No	Name(s)	M'ship No.	Grade	Fee (RM)*
			SUB TOTAL	
			ADD SST @6%	
			Total Payable	

PAYMENT DETAILS :

Cash RM _____

Cheque no._____for the amount of RM_____(non refundable) and made payable to "**THE INSTITUTION OF ENGINEERS, MALAYSIA**" and crossed '**A/C Payee Only**
Bank Account No. : 640320010020215, Bank Name: Alliance Bank Malaysia Berhad
(Should payment is made, kindly email the 'bank-in-slip' to IEM for verification before the event)
FULL PAYMENT must be settled before commencement of the seminar, otherwise participants will not be allowed to enter the hall. If a place is reserved and the intended participant fails to attend the course, the fee is to be settled in full. If the participant failed to attend the course, the fee paid is non refundable. The Registration Fee includes lecture notes, refreshment and lunch.
For **ONLINE REGISTRATIONS**, please note that payment **MUST** be made **BEFORE the closing date**. If payment is not received within the stipulated time, the registration fee will be reverted to the normal registration fee.

The Institution of Engineers, Malaysia

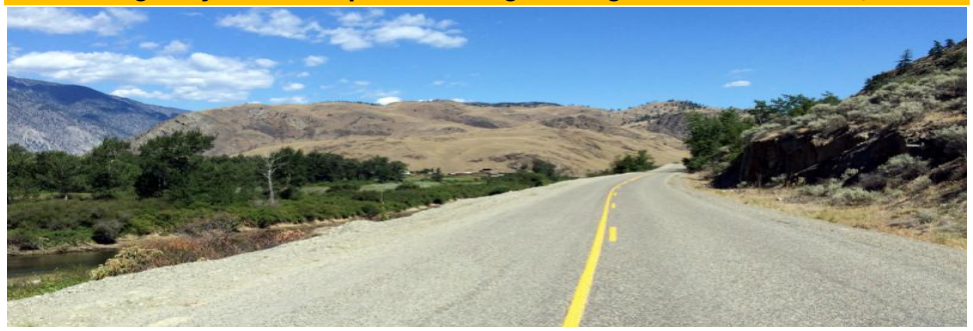
WEBINAR:

HALF-DAY COURSE ON DESIGNING STABILISED PAVEMENTS WITH THE MECHANISTIC-EMPIRICAL METHODS

13 October 2020 (Tuesday) | 2.00 PM TO 7.00PM

By Dr. Mahesa Bhawanin & Mr. Piotr Mazurowski

Organised by:
Highway and Transportation Engineering Technical Division,



REGISTRATION FEES (SST NOT INCLUDED)

	ONLINE	NORMAL
STUDENT MEMBER	40.00	50.00
GRADUATE MEMBER	75.00	90.00
CORPORATE MEMBER	125.00	150.00
NON-IEM MEMBER	240.00	300.00

BEM Approved
CPD/PDP Hours: 4.5
IEM20/HQ/191/C(w)

HRDF REGISTERED TRAINING PROVIDER

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Contact Person: _____ Designation: _____

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Signature & Stamp Date

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- PAYMENT VIA CASH / CHEQUE / BANK-IN TRANSMISSION / BANK DRAFT / MONEY ORDER / POSTAL ORDER / LO / WALK -IN WILL BE CONSIDERED AS NORMAL REGISTRATION
- THE ORGANISING COMMITTEE RESERVES THE RIGHT TO CANCEL, ALTER, OR CHANGE THE PROGRAM DUE TO UNFORESEEN CIRCUMSTANCES. EVERY EFFORT WILL BE MADE TO INFORM THE REGISTERED PARTICIPANTS OF ANY CHANGES. IN VIEW OF THE LIMITED PLACES AVAILABLE, INTENDING PARTICIPANTS ARE ADVISED TO SEND THEIR REGISTRATIONS AS EARLY AS POSSIBLE SO AS TO AVOID DISAPPOINTMENT.

Cancellation Policy

No cancellation will be accepted prior to the date of the event. However, replacement or substitute may be made at any time with 7 days prior notification and substitute will be charged according to membership status.

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Speaker 1 – Mahesa Bhawanin is a graduate from the School of Engineering of the University of Aberdeen, where he obtained both his bachelor's degrees (Civil & Environmental) and post-graduate qualification in 1973 and 2010.

Joining the Tensar regional office in Malaysia in mid-2016 as a Design Engineer, his main responsibilities centred around design and technical support for the Asia Pacific region. Since then, the role has expanded into a technology-centric role, raising the awareness of geosynthetic applications for the purposes of ground improvement, soil stabilisation and soil reinforcement. His expertise lie in the design of stabilised temporary platforms, access roads for heavy plant operations in soft-ground as well pavement optimisation with empirical and mechanistic-empirical design methods.

Speaker 2 – Piotr Mazurowski – A Professional Civil Engineer specialized in road technology.

In 1999, he graduated Technical University of Gdańsk, Poland, gaining a degree of M. Sc. Eng. in Highway Engineering specialty. For 17 years, he worked for DROTEST Road Engineering Office, a partner of Tensar International in Poland, first as an Area Civil Engineer and then as a Technical Director. Since September 2016, he works for Tensar International as an Application Technology Manager for Pavement Optimisation for Europe, Middle-East and Africa.

Synopsis

Pavements are unique structures; as these structures are designed to fail within a certain time frame. Unlike other structures which are designed to a particular load capacity, pavements are instead required to function within a particular time-frame. Geogrids have been used for decades to stabilise unbound pavement materials and improve the trafficking capacity and indirectly the pavement life.

Geogrid stabilised pavements have been shown to improve pavement life in the order of three to six times compared to pavement of equal thickness, which has obvious economical and practical benefits. This presentation provides an introduction to designing pavements incorporating stabilisation benefits and the background research used to develop our understanding of stabilisation mechanisms.

Programme

2:00 pm – 2:10 pm	**Introduction of speaker and topics of discussion**
2:10 pm – 3:45 pm	**Geosynthetics in Pavements**
3:45 pm – 4:00 pm	**Break Session**
4:00 pm – 6:30 pm	**Mechanistic Empirical Design and Case Studies**
6:30 pm – 7:00 pm	**Q & A Session**