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Indian Infrastructure

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Ministry of Shipping
Government of India

SAGARMALA
PORT-LED PROSPERITY

12th Annual Conference on

CONTAINER & BULK CARGO: INFRASTRUCTURE & LOGISTICS REQUIREMENTS

July 3-4, 2018, ITC Maratha, Mumbai

Supporting Port:

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CONTAINER & BULK CARGO: INFRASTRUCTURE & LOGISTICS REQUIREMENTS

Mission

- The nature of cargo at Indian ports has become specialised, with petroleum-oil-lubricants (POL), dry bulk (primarily coal, iron ore and fertilisers) and containers accounting for more than 85 per cent of the traffic at ports.
- Over the past few years, the Indian port sector has witnessed significant commodity composition changes. Although POL still holds the highest share in the total traffic at Indian ports, the containerisation of cargo is growing steadily. In fact, container traffic now accounts for almost one sixth of the total traffic at Indian ports. Coal imports are affected by the increasing production of domestic coal, though increase in the coastal movement of such cargo has provided some relief. Iron ore traffic volumes fell significantly because of the ban on mining in major iron ore producing states, though recovery in traffic volumes is now being seen.
- Nevertheless, overall traffic volumes have been increasing. In the recent past, the government has also been quite proactive in this area. To fast-track project implementation, new supportive measures such as revised model concession agreement (MCA), new berthing policy for dry bulk cargo at major ports, sabotage relaxation and the direct port delivery (DPD) scheme have been introduced. Ports are also introducing new technologies, installing new equipment and digitalising operations to promote the ease-of-doing business and fast-track container and bulk movement.
- On the rail front, coal accounted for around 48 of the total traffic in 2017-18, while the share of POL and containers stood at around 4 per cent each. The Ministry of Railways has introduced a number of initiatives to rationalise tariffs and increase freight. Some of these are the withdrawal of port congestion charges, removal of busy surcharge, expansion of the freight basket, introduction of time-tabled freight trains and withdrawal of the dual freight policy for iron ore. The dedicated freight corridor (DFC), which is scheduled to be completed by 2020, is expected to significantly boost container and bulk movement through railways.
- Growing traffic volumes is driving demand for one-stop integrated solutions with specialised value-added services such as multi-modal logistics parks (MMLPs), free trade warehousing zones (FTWZs), inland container depots (ICDs), and container freight stations (CFSs).
- However, in terms of increasing operational efficiency, there is still a long way to go. Issues such as fragmented capacity creation, use of roads as the primary mode of transport, conventional handling of dry bulk cargo at ports, delays in project execution and draught constraints need to be addressed.
- Largely unexplored modes of transportation for containerised and bulk cargo such as coastal shipping and inland water transport (IWT) need to be explored for larger scale implementation. There is also a need to eliminate time-consuming and costly processes, and provide a level-playing field for operators.
- Going forward, technology can play a major role. Demand for container weighing equipment, scanners, ship-to-shore and mobile harbour cranes and modern refrigerated container technology is growing steadily. Automation in different areas of container and bulk cargo operations can help in improving operational efficiency. GPS and RFID can provide increased visibility in cargo/vehicle tracking and greater control over terminal and berth operations.
- **The mission of this conference is to provide an update on container and bulk infrastructure development in India, highlight the key trends and developments, identify future opportunities, discuss new initiatives and projects, and focus on the key issues and challenges. The conference will also showcase the most promising and relevant technologies and equipment.**

Target Audience

- Port & Terminals (Public/Private)
- Container & Bulk cargo operators
- ICDs, CFS, Warhousing companies, Logistics parks, etc.
- Shipping Lines
- Logistics firms
- Container Rail operators
- Road/Rail logistics solutions providers
- End users
- Technology providers
- Crane operators/manufactures
- Multimodal transport operators
- Equipment manufactures
- Consultants
- Financial institutions/investors
- Insurance providers, etc.

Previous Participants

Adani Kattupalli Port, Adani Ennore Container Terminal, Adani Logistics, Ameya Logistics, Amtek Railcar Industries, APL Logistics Vascor Automotive, ACTO, Avery India, Axis Capital, Balaji Mariline, Balmer Lawrie, Cargotec, Chennai Port Trust, Clasis Law, CLSA, CGM Logistics Park Dadri, CMA-CGM India, CNB Technologies, CONCOR, Container Rail Road Services, DFCCIL, DLI, DP World, Drewry Maritime Services, DSP Merrill Lynch, ELP, Flipkart Internet, Furrer+Frey AG, Gangavaram Port, Gateway Rail Freight, GATX India, Haitong Securities, Hella India Automotive, Hind Terminals, HPCL, Jubilant Life Sciences, Kale Logistics Solutions, KPMG, Kribhco Infrastructure, Krishnapatnam Port, L&T, Maruti Suzuki, Ministry of Commerce & Industry, Ministry of Shipping, Myntra Designs, Nomura Financial Advisory, NYK Line, Portrucks Equipments, PwC, Prime Investrade, Pristine Logistics & Infraprojects, Railway Board, Rewas Ports, RITES, RR Joshi (Shipping & Forwarding), Safire Capital Advisors, Seabird Marine Services, Tata Consulting Engineers, TCI Concor, TCI Seaways, Teva API India, Touax Texmaco Railcar Leasing, Vadinar Ports & Terminal, VMW Parking & Container Handling Systems, WMI Konecranes, Yes Bank, etc.

AGENDA/STRUCTURE

KEY TRENDS AND OUTLOOK

- What are the key trends and growth drivers in the container and bulk cargo markets?
- What have been the recent developments in the container and bulk cargo markets (in the past 12 months)?
- What are the key challenges and opportunities? What is the future outlook?

CONTAINER TRAIN OPERATOR PERSPECTIVE

- What is the perspective of container train operators on the container market in India?
- What are the key issues and challenges?
- What are their future plans?
- What are their expectations from the government, the Railways and other stakeholders?

CONTAINER TERMINAL OPERATOR PERSPECTIVE

- What is the outlook of container terminal operators on the container market in India? What are the key issues and challenges?
- What will be the impact of the new MCA on the existing concession agreements for container terminals?
- What are the future plans of container terminal operators?
- What are their expectations from the government, ports and other stakeholders?

CUSTOMER PERSPECTIVE

- What is the outlook of key customers on the container and bulk cargo business in India?
- What are the key issues and concerns?
- What are their expectations from the government and other stakeholders?

PROGRESS ON DFC

- What is the progress on DFC? What are the targeted timelines?
- What are the issues and challenges?
- What will be the implications of DFC for the container business in India?
- What will be its implications for the bulk cargo business in India?

CONTAINER AND BULK DEVELOPMENT AT PORTS

- What is the status of container and bulk infrastructure development at Indian ports?
- What are some of the noteworthy projects?
- What are the issues and challenges? What are the future plans?

CUSTOMS FACILITATION: EXPERIENCE AND THE WAY FORWARD

- What steps have been taken for the facilitation of customs procedures at Indian ports?
- What are the key issues and challenges?
- What new initiatives and developments can be expected in the next few years?

CONTAINER AND BULK SHIPPING

- What has been the experience of shipping companies in the transportation of containers and bulk cargo in India?
- What are the key issues and challenges?
- What are the trends in the global shipping market? What are its implications for India?

DIRECT PORT DELIVERY: EXPERIENCE AND IMPACT

- What has been the impact of DPD on container handling and movement at Indian ports?
- What has been the impact on the CFS business?
- What are the key issues and challenges?

OPPORTUNITIES IN COASTAL AND IWT

- What is the current scenario with regard to the movement of containers and bulk cargo through coastal shipping and IWT?
- What are the measures that have been taken to promote container and bulk movement through these modes?
- What are the issues and challenges?
- What is the way forward?

REEFER CONTAINER TRANSPORT: EXPERIENCE AND OPPORTUNITIES

- What is the role and potential of refrigerated containers in the Indian market?
- What are the key needs and requirements?
- What is the future outlook?

INCREASING BERTH AND TERMINAL PRODUCTIVITY

- What are the key challenges faced in the expansion of container and bulk cargo berths, and terminal productivity?
- What are the key technology solutions being deployed to increase productivity?
- What are the global advancements?

IT AND AUTOMATION, AND DIGITAL TRANSFORMATION IN BERTHS AND TERMINALS

- What are the key areas of automation in bulk cargo and container berth/terminals (tracking and management, container weighing, etc.)?
- What are the different technology options and the most promising applications (GPS, RFID, LPWAN technology, etc.)?
- What are their costs/benefits? What has been the experience so far?

FOCUS ON EQUIPMENT (CRANES, MARINE LOADING ARMS, CONTAINER WEIGHING EQUIPMENT, SCANNERS, ETC.)

- What is the current level of mechanisation in container and bulk handling?
- What are the various types of equipment being deployed at berths and container terminals?
- What are the most promising new equipment options? What are their costs/benefits?

DEVELOPMENT OF MMLPs/FTWZs/CFSs/ICDs

- What has been the experience in the development of logistics parks, warehouses, ICDs and CFSs?
- What are the key needs and requirements?
- What are the expectations from the government going forward?

FINANCING INFRASTRUCTURE

- What has been the experience with regard to financing of container and bulk cargo infrastructure (berths and terminals at ports, ICDs/CFSs, warehouses, logistics parks, etc.)?
- What are the expectations of lenders from developers?
- What are the key issues and challenges?

FOCUS ON HINTERLAND CONNECTIVITY

- What is the status of the major rail and road-port connectivity projects?
- What are the key issues and challenges?
- What are the plans for improving hinterland connectivity?

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Two delegates	40,000	7,200	47,200	787
Three delegates	55,000	9,900	64,900	1,082
Four delegates	70,000	12,600	82,600	1,377

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