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12th Annual Conference on

CONTAINER INFRASTRUCTURE AND LOGISTICS IN INDIA

July 3-4, 2018, ITC Maratha, Mumbai

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Indian Infrastructure

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CONTAINER INFRASTRUCTURE AND LOGISTICS IN INDIA

Mission

- The container segment in India is taking new strides. Container traffic now accounts for almost one sixth of the total traffic at Indian ports, primarily driven by non-major ports. Although the traffic is still dominated by west coast ports, east coast ports such as Krishnapatnam and Kattupalli have also been showing high growth figures. Coastal container traffic is also growing steadily, albeit at a slow rate.
- Growth in trade of containerised commodities such as automobile and associated components, engineering goods, textiles and capital goods is also driving the container traffic at ports.
- The government, in the recent past, has also been quite proactive in this area. New supportive measures to fast-track project implementation such as a revised model concession agreement (MCA), cabotage relaxation and the direct port delivery (DPD) scheme have been introduced.
- Over the past one year, significant container capacity has been added with the commencement of the fourth container terminal at the Jawaharlal Nehru Port Trust and the first terminal at Kamarajar. Ports are also introducing new technologies, installing new equipment, digitising operations, etc., to promote the ease of doing business and fast-track container movement.
- On the rail front, during the five-year period (2012-13 to 2016-17), the share of containers in total freight traffic remained almost stagnant at around 4 per cent, recording a CAGR of 3.70 per cent.
- The ministry has introduced a number of measures to boost container traffic. These include cancellation of the port congestion surcharge, withdrawal of the busy season surcharge, expansion of the freight basket, introduction of time-tabled freight trains, and opening up of the parcel sector to container train operators. However, competition from the road sector remains a key area of concern. Nevertheless, the dedicated freight corridor (DFC), which is targeted to be completed by 2019-20, is expected to boost container movement in railways.
- The increased container demand, in turn, is driving demand for one-stop solutions with specialised value-added services such as inland container depots (ICDs), container freight stations (CFSs), warehouses, multi-modal logistics parks (MMLPs) and free trade warehousing zones (FTWZs).
- However, there is still a long way to go. Issues such as fragmented container capacity, use of roads as the primary mode of transport, delays in project implementation and draught constraints need to be addressed. There is also a need to eliminate time-consuming and costly processes, and provide a level-playing field for container train operators. Largely unexplored modes of containerised cargo transportation such as coastal shipping and inland water transport (IWT) need to be considered for larger scale implementation.
- Besides capacity expansion, there is a need to improve efficiency and throughput. In this regard, technology can play a major role. Automation in different areas of container terminal operations can help in improving operational efficiency. GPS and RFID can provide increased visibility in container/vehicle tracking and greater control over terminal operations. Demand for container weighing equipment, scanners, ship-to-shore (STS) cranes, and modern refrigerated container technology is also growing steadily.
- **The mission of this conference is to provide an update on container 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 operators
- Container rail operators
- Container shipping lines
- ICD and CFS operators
- Container leasing/handling firms
- Equipment manufacturers
- Warehousing companies
- Consultancy organisations
- End-users (automobile, white goods, FMCG, steel, cement)
- Multimodal operators
- Logistics firms
- Logistics park developers
- Government agencies
- Freight forwarders
- Service providers
- Technology providers
- Insurance companies
- Financial institutions and banks, 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 market?
- What have been the recent developments in the market (in the past 12 months)?
- What are the key challenges and opportunities? What is the future outlook?

CONTAINER TRAIN OPERATORS' 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 OPERATORS' 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 container terminals' concession agreements?
- What are their future plans?
- What are the expectations from the government, ports and other stakeholders?

CUSTOMER PERSPECTIVE
- What is the outlook of key customers on the container and logistics 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 the DFC? What are the targeted timelines?
- What are the issues and challenges?
- What will be its implications for the container business in India?

CONTAINER DEVELOPMENT AT PORTS
- What is the status of container 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 SHIPPING
- What has been the experience of shipping companies in container movement in India?
- What are the key issues and challenges?
- What are the trends in the global container shipping market? What are the 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 are the key issues and challenges?
- What has been the impact on the CFS business?

OPPORTUNITIES IN COASTAL AND IWT
- What is the current scenario with regard to the movement of containers through coastal shipping and IWT?
- What are the measures that have been taken to promote container 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 TERMINAL PRODUCTIVITY
- What are the key challenges faced in the expansion of terminal productivity?
- What are the key technology solutions that are being deployed to increase terminal productivity?
- What are the global advancements?

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

FOCUS ON EQUIPMENT (WEIGHING EQUIPMENT, SCANNERS, CRANES, ETC.)
- What is the current level of mechanisation in container handling?
- What are the various types of equipment that are being deployed at container terminals?
- What are the most promising new equipment options? What are their costs/benefits?

DEVELOPMENT OF CFSs/ICDs/MMLPs/FTWZs
- 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 CONTAINER INFRASTRUCTURE
- What has been the experience with regard to financing of container infrastructure (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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Delegates	INR	GST@18%	Total INR	Total USD	INR	GST@18%	Total INR	Total USD
One delegate	20,000	3,600	23,600	393	25,000	4,500	29,500	492
Two delegates	32,000	5,760	37,760	629	40,000	7,200	47,200	787
Three delegates	44,000	7,920	51,920	865	55,000	9,900	64,900	1,082
Four delegates	56,000	10,080	66,080	1,101	70,000	12,600	82,600	1,377

- There is a 20 per cent "early bird" discount for those registering before June 14, 2018.
- GST @18 per cent is applicable on the registration fee.
- Registration will be confirmed on receipt of the payment.
- To register online, please log on to http://indiainfrastructure.com/conf.html

Payment Policy:

- Full payment must be received prior to the conference.
- Conference fee includes lunch, tea/coffee and conference materials.
- Payments for "early bird" registrations should come in before the last date of discount.
- Discount offers cannot be combined or substituted with any other offer.

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Organisers

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