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13th Annual Conference on

CONTAINER INFRASTRUCTURE IN INDIA

July 9-10, 2019

Shangri-La's - Eros Hotel, New Delhi

3rd Conference on

BULK CARGO IN INDIA

July 9-10, 2019

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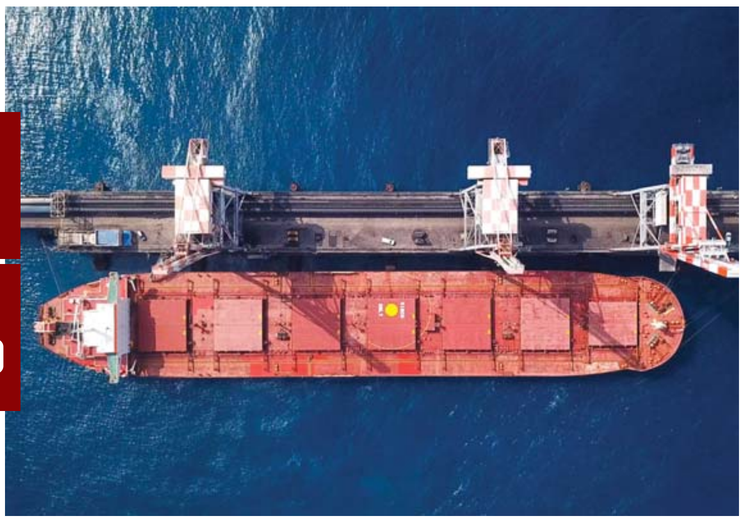

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CONTAINER INFRASTRUCTURE IN INDIA

Mission

- The evolving trade dynamics and commodity mix have fuelled growth in the container segment. Container traffic at ports has risen steadily to 15 million TEUs in 2017-18 as compared to about 10.4 million TEUs in 2013-14. Major ports have lost a significant share of their container traffic to non-major ports. The share of non-major ports stood at 39 per cent in 2017-18, up from 29 per cent in 2013-14.
- The segment has witnessed noteworthy developments in the recent past. The relaxation of the Cabotage Law to allow foreign flagship vessels to transport vessels between domestic ports is being seen as a major game changer. Meanwhile, the introduction of the Direct Port Delivery (DPD) Scheme, release of guidelines for chartering of ships by providing right of first refusal (RoFR) to ships built in India, movement of container vessels though national waterways, and priority berthing for coastal vessels at ports will lead to efficiency gains and increase the container traffic handled at ports.
- However, ports continue to grapple with issues related to high tariffs and transshipment costs, dependence on rail and road for cargo evacuation, inadequate draught, congestion, etc. In a bid to partially address these issues, port operators are introducing automation and new technologies to promote ease of doing business and fast-track container movement. The past one year has also witnessed significant container capacity addition at VOC, JNPT, Kamarajar and Deendayal ports.
- With the transition towards finished and semi-finished goods in the trade basket and the launch of a series of government initiatives, container traffic in India is expected to increase to 30 million TEUs by 2024-25. That said, there is a huge potential in the cost-effective modes of transport, such as coastal shipping and inland water transport (IWT).
- With regard to railways, the share of containers in total traffic is 4-5 per cent. Indian Railways (IR) has announced a number of initiatives to increase this share. These include the expansion of the freight basket, introduction of a double-stack dwarf container service for domestic cargo through a new delivery model, and cancellation of the port congestion surcharge. The commissioning of the dedicated freight corridor will further boost container movement on railways.
- Overall, the increased container demand will also drive the demand for specialised logistics infrastructure such as ICDs, CFSs, warehouses, multi-modal logistics parks and free trade warehousing zones (FTWZs).
- **The mission of this conference is to discuss the key trends and developments in the container infrastructure and logistics segments, analyse the impact of recent government initiatives, examine the key challenges and showcase new projects, relevant technologies and equipment solutions. The conference will also provide a platform to industry players and government officials to share their experience and exchange ideas.**

Target Audience

- Port and terminals (public/private)
- Container cargo operators
- ICDs, CFS, Warehousing companies, logistics parks, etc.
- Shipping lines
- Logistics firms
- Container train operators
- Road/Rail logistics solutions providers
- End-users
- Technology providers
- Crane operators/manufacturers
- Multimodal transport operators
- Equipment manufacturers
- 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.

Joint Plenary Sessions

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 segments in the country?
- What are the key challenges and opportunities?
- What is the future outlook?

MINISTRY OF SHIPPING PERSPECTIVE: FOCUS ON SAGARMALA

- What is the Ministry of Shipping (MoS) perspective on the container and bulk cargo in India?
- What have been the recent developments in the container and bulk cargo?
- What are the key challenges and opportunities?
- What is the future outlook?

FOCUS ON DEDICATED FREIGHT CORRIDOR

- What will be the likely impact of the dedicated freight corridor (DFC) project on the container and bulk cargo movement in India?
- What is the current status of the DFC project? What are the likely timelines?
- What are the opportunities?

CUSTOMS FACILITATION: EXPERIENCE AND THE WAY FORWARD

- What steps have been taken for customs procedures facilitation at Indian ports (ICEGATE, SWIFT, etc.)?
- What are the key issues and challenges?
- What new initiatives or developments can be expected in the next few years?

FOCUS ON INLAND WATER TRANSPORT

- How has been the experience with regard to movement of bulk and container cargo through inland waterways?
- What is the progress under the Jal Marg Vikas Project?
- What measures have been taken to promote container and bulk movement through inland waterways?
- What is the future potential?

HINTERLAND CONNECTIVITY: EXPERIENCE, ISSUES AND FUTURE PLANS

The session will feature perspectives of:

- Port operators
- Road transporters
- Shipping lines
- Container train operators
- ICD, CFS, logistics park and FTWZ operators
- Freight forwarders

AGENDA/STRUCTURE

CONTAINER TERMINAL OPERATORS' PERSPECTIVE

- What is the perspective 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 and Draft Tariff Guidelines 2019 on container terminals?
- What are the future plans of container terminal operators?

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 the expectations from the government?

OPPORTUNITIES IN COASTAL CONTAINER SHIPPING

- What is the current scenario with regard to the movement of containers through coastal shipping?
- What steps have been taken to promote container movement through coastal shipping?
- What will be the expected impact of cabotage relaxation on container movement?
- What is the future outlook?

CUSTOMER PERSPECTIVE

- What is the perspective of key customers on the container and logistics business?
- What are the key challenges and concerns?
- What are their expectations from the government and other stakeholders?

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?

EQUIPMENT AND TECHNOLOGY SHOWCASE

- What are the kinds of equipment being procured to improve efficiency in container handling operations (RMQCs, RTGCs, weighing equipment, container scanners, etc.)?
- What are some of the recent innovations?
- What are the most promising new equipment options? What are their costs/benefits?
- What are the global best practices?

DIRECT PORT DELIVERY: EXPERIENCE AND IMPACT

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

IMPACT OF GST

- What is the impact of GST on the container segment in India?
- What are the key concerns and unresolved issues?
- What are some of the steps being taken to address these issues?

INCREASING TERMINAL PRODUCTIVITY

- What are the key challenges faced in expanding container berths and enhancing terminal productivity?
- What are the key technology solutions being deployed to increase productivity?
- What are the global advancements?

DEVELOPMENT OF PRIVATE FREIGHT TERMINALS, WAREHOUSES, LOGISTICS PARKS, FTWZs, ICDs & CFSs

- What has been the experience so far in developing private freight terminals, warehouses, logistics parks, ICDs and CFSs?
- What are the key needs and requirements?
- What are the expectations from the government going forward?

BULK CARGO IN INDIA

Mission

- Bulk cargo, dry and liquid, continues to form a large part of Indian ports' overall traffic volumes, accounting for over 75 per cent share. New bulk terminals have been added at major and non-major ports. Non-major ports developed in the past decade, such as Krishnapatnam and Dhamra, are already handling significant volumes of bulk cargo. Connectivity too has improved at some ports.
- In the past three to four years, there have been significant fluctuations in traffic with regard to individual bulk commodities, especially coal and iron ore. Nevertheless, the long-term traffic outlook for the bulk segment remains strong.
- Growth in bulk traffic can be achieved only if there is a corresponding increase in port capacity and the development of port infrastructure.
- At present, around 45 per cent of the total dry bulk traffic at major ports is handled through conventional means. The turnaround time at ports, though improving, is still nowhere close to international ports. Most Indian ports have a poor draft. Cargo evacuation from ports takes a long time due to poor connectivity. Port charges are higher, despite the fact that service levels need a major improvement.
- There is a need for greater focus on port connectivity and integration between different modes of transport. Coastal shipping and inland water transport routes need to be promoted. The ports must also modernise and mechanise their operations for efficient handling of bulk cargo.
- Bulk freight constitutes a major part of the total freight traffic handled by Indian Railways (IR). Coal alone accounts for over 42 per cent of the total freight traffic handled by IR.
- Over the past few years, IR has been taking a number of initiatives to improve the share of revenue from the freight business. Two new dedicated freight corridors are being set up to ease congestion on key corridors. More liberal policies have been formulated. Time-tabled freight services have been introduced. Long-term tariff agreements have been signed with industrial players. In addition, a number of new IT solutions have been deployed for making train bookings and payments easier for freight companies.
- The mission of this conference is to discuss the key trends and developments in the bulk infrastructure and logistics segments, analyse the impact of recent government initiatives, examine the key challenges and showcase new projects, relevant technologies and equipment solutions. The conference will also provide a platform to industry players and government officials to share their experience and exchange ideas.

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- Etc.

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AGENDA/STRUCTURE

BULK PORTS AND TERMINAL OPERATORS' PERSPECTIVE

- What is the perspective of bulk (dry and liquid) ports and terminal operators on the bulk cargo market in India?
- What are the key issues and challenges?
- What are future plans of terminal operators?

INLAND TRANSPORTATION OF BULK CARGO (FOCUS ON RAIL AND ROAD)

- What are the major issues relating to road and rail transportation of bulk materials?
- What are the key trends and major initiatives?
- What improvements can we expect from the railways? What is the potential associated with the road segment?

FOCUS ON BULK SHIPPING

- What are the key trends in the bulk shipping market?
- What have been the recent developments?
- What is the future outlook? What are the key opportunities and challenges?

OPPORTUNITIES IN COASTAL SHIPPING

- What is the current scenario with regard to the movement of bulk cargo through coastal shipping?
- What measures have been taken to promote the movement of bulk cargo through coastal shipping?
- What is the future outlook?

BULK INFRASTRUCTURE DEVELOPMENT AT PORTS

- What is the status of bulk (dry and liquid) cargo infrastructure development at Indian ports?
- What are some of the noteworthy projects?
- What are the issues and challenges? What are the future plans?

EQUIPMENT AND TECHNOLOGY: NEEDS AND SOLUTIONS

- What are the most promising technologies and equipment for bulk cargo handling (cranes, marine loading arms, loaders, conveyors, etc.)?
- What are some of the recent innovations?
- What are the most promising new equipment options? What are their costs/benefits?
- What are the global best practices?

CUSTOMER PERPSECTIVE

- What is the perspective of key customers on the dry and liquid bulk cargo and logistics business?
- What are the key challenges and concerns?
- What are their expectations from the government and other stakeholders?

DEVELOPMENT OF WAREHOUSES, LOGISTICS PARKS, FTWZs, etc.

- What has been the experience in developing warehouses, logistics parks, etc.?
- What are the key needs and requirements?
- What are the expectations from the government going forward?

REGISTRATION FORM

☐ I would like to register for the **"CONTAINER INFRASTRUCTURE IN INDIA"** conference **(July 9-10, 2019, Shangri-La's - Eros Hotel, New Delhi)**

☐ I would like to register for the **"BULK CARGO IN INDIA"** conference **(July 9-10, 2019, Shangri-La's - Eros Hotel, New Delhi)**

☐ I would like to register for **both the conferences**

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Delegates	INR	GST @18%	Total INR	Total USD	INR	GST @18%	Total INR	Total USD
One delegate	18,000	3,240	21,240	354	22,500	4,050	26,550	443
Two delegates	30,000	5,400	35,400	590	37,500	6,750	44,250	738
Three delegates	42,000	7,560	49,560	826	52,500	9,450	61,950	1,033

BOTH CONFERENCES

	Discounted fee (before June 18, 2019)				Fee without discount (after June 18, 2019)			
Delegates	INR	GST @18%	Total INR	Total USD	INR	GST @18%	Total INR	Total USD
One delegate	32,000	5,760	37,760	629	40,000	7,200	47,200	786
Two delegates	48,000	8,640	56,640	944	60,000	10,800	70,800	1,180
Three delegates	64,000	11,520	75,520	1,259	80,000	14,400	94,400	1,573

- There is a 20 per cent "early bird" discount for those registering before June 18, 2019
- 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

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