

Second Annual Conference on

Developing Container Infrastructure

Progress & Plans, Approaches & Solutions

July 28-29, 2008, Hyatt Regency, New Delhi



Hosted by:



In collaboration with:



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Mission

- The Indian container market continues to grow rapidly, at 15-20 per cent per year. In the next five years, container traffic is expected to double in volume to 12.5 million TEUs per year.
- The growth in container traffic is being fuelled by a host of factors. These include high GDP growth, big increases in imports and exports, rising share of finished goods (such as cars, garments and electronics), growth in agricultural products trade, etc., etc.
- It is important to note that this growth is occurring despite the bottlenecks caused by inadequacies in port capacity, rail infrastructure, road capacity, multimodal connectivity, warehousing/storage, customs efficiency and use of information technology.
- This level of growth, however, will continue only if we address and remove these bottlenecks.
- We will need to develop more container terminals and increase draft levels to allow bigger ships to ply. We will have to increase rail capacity by adding more container trains, high-speed trains, double-stack trains, dedicated freight corridors, etc. We will have to improve road connectivity as well as road quality. We will have to upgrade warehousing/storage facilities with more ICDs, CFSs and full-fledged logistics parks and centres. We will have to introduce a wide range of value-added services that define modern logistics. We will have to increase the level of automation and use of IT to make this a true e-business. We will have to improve multimodal connectivity. And we will need a more efficient, modern and simpler customs process.
- These are ambitious tasks, to say the least. But the good news is that steps are already being taken in some of these directions. The container capacity at ports will more than double in the next five years. We have seen a big increase in container trains and also some progress on the freight corridor. Road transport is also improving with greater width, higher quality and better-managed fleets. A number of state-of-the-art logistics parks are being developed. Major rail-port and road-port connectivity projects are finally getting off the ground. All of this progress is being hastened by more rational policies and greater private participation.
- **The mission of this conference is to evaluate the current state of container infrastructure, highlight the key development needs, and to showcase promising approaches, strategies, projects and solutions. Specifically, the conference will seek answers to questions such as:**
 - What are the key trends in the container segment?
 - What is the status of container infrastructure?
 - What are the key needs and requirements?
 - What is the status of container capacity development initiatives at Indian ports?
 - How is rail infrastructure being improved with respect to the container business?
 - What has been the experience with private rail container operators?
 - What can we expect in terms of road capacity, quality and transport services?
 - What is the progress on the development of new ICDs, CFSs and logistics parks?
 - What are the new value-added services that are needed and can be expected?
 - What role can IT play in this business?
 - What are the most promising and relevant IT applications/solutions?
 - What is the current status of the major connectivity projects?
 - What new initiatives can we expect on the customs front?
 - What are the unresolved policy and regulatory issues?
 - Etc., etc.

Structure

- The conference will have at least seven distinct sessions: **Key Trends & Issues; Container Capacity at Ports; Rail Infrastructure & Container Trains; Outlook on Road Transport; ICDs, CFSs & Logistics Parks; Promise of Information Technology;** and **Multimodal Connectivity**.
- Each session will have two parts. The first part will feature presentations by speakers. The second part will be devoted to Q&A and floor discussions.
- The conference will feature, as appropriate, presentations from all the major stakeholders and participants, including port operators, rail operators, developers of ICDs, CFSs and logistics parks, road transport operators, government agencies, key customers, private players and service providers.

Target Audience

- The conference is targeted at officials and managers from:
 - Rail companies
 - Logistics companies
 - Shipping lines
 - Port operators
 - Freight forwarders
 - ICD/CFS operators
 - Warehousing companies
 - Road transport operators
 - Container leasing and handling companies
 - Rail/container handling equipment companies
 - Multimodal operators
 - Service providers
 - Financial institutions and banks
 - Government agencies
 - Consultancy organisations
 - IT solution providers, etc.

Organisers

- The conference is being organised by **Indian Infrastructure magazine** in collaboration with the **Centre for Infrastructure Policy and Regulation** of the **Indian Institute of Management (IIM), Ahmedabad**.
- **Indian Infrastructure** is a magazine devoted to infrastructure policy and finance, published by **India Infrastructure Publishing**, a company dedicated to providing information on the infrastructure sector through magazines, newsletters, reports and conferences. The group also publishes the **Ports in India** report, the **Shipping in India** report, the **Railways in India** report, and the **Ports & Shipping** newsletter.
- **IIM Ahmedabad** is a premier business school in India. The objective of the Centre for Infrastructure Policy and Regulation is to promote research, training and consultancy in the field of infrastructure development, at the institute as well as outside, through teaching, conducting training programmes, undertaking project consultancy, and publication of books, journals, working papers, articles, case studies, etc.

Delegate Fee

- The delegate fee is Rs 22,500 for one participant, Rs 35,000 for two, Rs 47,500 for three and Rs 60,000 for four. **There is also a 20 per cent "early bird discount" for those registering before June 20, 2008 and a 10 per cent discount for those registering before June 30, 2008.**

Previous Participants

The organisations that have participated in our previous conference on "**Developing Container Infrastructure**" include **Adani Logistics, Albatross CFS, All Cargo Global, Balmer Lawrie, Boxtrans, Chennai Port Trust, CONCOR, Delhi Assam Roadways, Dynamic Logistics, Essel Mining, ETA Engineering, Gammon, Gateway Terminals, Gati, GE Transportation Finance, GMR, Goldman Sachs, Haldia Dock Complex, Hazira Port, ICICI, IDFC, IL&FS Maritime, India Infrastructure Logistics, Inland Conware, IRCON, ITNL, Jacobs Engineering, Kakinada Seaports, Kale Consultants, Kolkata Port Trust, KRIBHCO, Kutch Railways, L&T, LCL Agencies, Maersk, Marubeni, McLarens Containers, MIDC, NM Rothschild, Paradeep Phosphates, Pondicherry Port, Railway Board, Reliance, RITES, RVNL, SBI Caps, SKIL Infrastructure, SREI, TCI Supply Chain Solutions, Tiger Logistics, Touax, Transafe Services, Transcare Logistics, Transport Corporation of India, United Arab Shipping Agency, ULA, United Shippers, Vijeta Projects, Visakha Container Terminal, Vizhinjam International Seaports, Voltas, Zoom Developers, etc.**

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Registration Form

I would like to register for the conference. I am enclosing Rs _____
vide cheque/demand draft no. : _____ drawn on _____
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Registration Fee

Delegates	One	Two	Three	Four
INR	22,500	35,000	47,500	60,000
USD	575	875	1,175	1,475

- There is also a 20 per cent "early bird discount" for those registering before June 20, 2008 and a 10 per cent discount for those registering before June 30, 2008.
- Registration will be confirmed on receipt of the payment.

Contact

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