11th Annual Conference on

CONTAINER INFRASTRUCTURE AND LOGISTICS IN INDIA

July 5-6, 2017, Shangri-La's Eros Hotel, New Delhi

Organiser:

Indian Infrastructure

30 per cent "SUPER Early Bird" discount ends on May 29, 2017

20 per cent "Early Bird" discount ends on June 19, 2017

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CONTAINER INFRASTRUCTURE AND LOGISTICS IN INDIA

Mission

- Container traffic at Indian ports is steadily increasing. In 2016-17, container traffic at major ports stood at 8.45 million TEUs, recording a year-on-year increase of about 3 per cent. Major ports have dominated the container traffic in India. However, their share has declined significantly in the past six years, from about 85 per cent in 2010-11 to 67 per cent in 2015-16.
- On the other hand, non-major ports, particularly private ones, have registered higher growth rates in the past five years or so, owing to their expanding container handling capacity, improved road and rail connectivity, better draft levels, etc.
- In the past two years, the government has taken various steps to increase port container traffic. The biggest development in the sector has been the launch of the Sagarmala programme. The programme aims to improve evacuation to and from the hinterland and promote the setting up of logistics hubs and manufacturing centres, among others. Other major steps taken by the government include relaxation of the cabotage law for some kinds of vessels and improvement in connectivity.
- Capacities at Indian ports are also being augmented to deal with the increasing traffic. Significant container capacity augmentation plans are in the pipeline. Some of the noteworthy projects that are expected to be commissioned in the next two to three years are the fourth container terminal at JNPT, the container terminal at Tuna-Tekra, Kandla Port, upgradation of the Inner Harbour - North Container Terminal at VOC Port, and reconfiguration of the existing offshore container terminal at Mumbai Port.
- With regard to rail container traffic, Indian Railways (IR) has been proactive and announced a slew of initiatives to resolve some of the long-pending issues of the industry. These include cancellation of the 10 per cent port congestion surcharge, withdrawal of the 15 per cent busy season surcharge and expanding freight basket, and introduction of time-tabled freight trains on a pilot basis. Notably, IR saw a recovery in terms of container handling, recording a year-on-year growth of about 3 per cent in 2016-17, after witnessing negative growth in 2015-16. The upcoming dedicated freight corridor is expected to further boost rail container traffic.
- The growth in container traffic has also resulted in increased demand for transit facilities such as multimodal logistics parks, free trade warehousing zones, inland container depots and container freight stations. However, at present, the majority of these facilities operate in silos. A lot needs to be done in terms of providing end-to-end integrated value-added services to achieve world-class standards.
- On the technology front, new players, primarily international logistics service providers, have brought in new technologies and standards for automated container handling. The use of advanced technology such as RFID, GPS, automated container terminals, tracking systems and yard management systems has increased over the years.
- Seamless last-mile connectivity to ports by road and rail is another major area that needs urgent attention. Container movement through coastal shipping, which is a cheaper and more environment-friendly mode of transport, also needs to be increased.
- In addition, there is a need to encourage private companies to invest in modernisation and upgradation of container infrastructure. Modern equipment like automatic stacking cranes, ship-to-shore cranes and straddle carriers need to be deployed. There is also a need to provide a level-playing field for container train operators. Improving efficiency and throughput, enabling faster evacuation, rationalising tariffs and fees, and modernising berths and port gates by deploying IT solutions are also necessary.
- **The mission of this conference is to highlight the key trends and recent developments in the container market in India, the key issues of various stakeholders, and the opportunities and outlook for the sector. The conference will also showcase new initiatives and projects, and the most relevant technologies and equipment solutions.**

Target Audience

- Port operators
- Container leasing/handling firms
- End-users (automobile, white goods, FMCG, steel, cement)
- Technology providers
- Container rail operators
- Equipment manufacturers
- Multimodal operators
- Government agencies
- Insurance companies
- Container shipping lines
- Warehousing companies
- Logistics firms
- Freight forwarders
- Financial institutions & Banks
- ICD and CFS operators
- Consultancy organisations
- Logistics park developers
- Service 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 have been the key trends and developments in the Indian container market?
- What are the main challenges?
- What are the opportunities? What is the future outlook?

GOVERNMENT PERSPECTIVE
- What is the government's perspective on container development in India?
- What are the recent initiatives and policy decisions taken to boost container transport?
- What are the key opportunities and future plans?
- What are the issues and challenges?

CONTAINER TRAIN OPERATORS
- What is the perspective of container train operators (CTOs) on the sector?
- What are the key issues faced by them? What are some of the recent initiatives taken to address these issues?
- What are their future plans?
- What are the expectations from the government/Indian Railways?

PROGRESS ON DFC
- What is the current status of the DFC?
- What are the key milestones and targets?
- What are its implications for the container business in India?
- What are the issues and challenges?

CONTAINER DEVELOPMENT AT PORTS
- What is the status of container infrastructure development at Indian ports?
- What are the recent trends and developments in the segment?
- What are some of the noteworthy projects?
- What are the issues and challenges? What are the future plans?

FOCUS ON COASTAL CONTAINER SHIPPING AND IWT
- What is the current scenario? What are the prospects for coastal shipping and IWT in container shipping?
- What initiatives have been taken to promote container movement through these modes?
- What are the key challenges and opportunities?

SPOTLIGHT ON CONTAINER SHIPPING
- What has been the experience of shipping companies in container movement?
- What are the key issues and how are they being addressed?
- What are the key trends and developments in the global container shipping space?
- What is the future outlook?

FOCUS ON ROAD TRANSPORTATION
- What is the current scenario of container movement by road?
- What are the recent trends and developments in the segment?
- What are the key issues and concerns?

REFRIGERATED CONTAINER MOVEMENT
- What is the current market size?
- What are the issues and challenges being faced?
- What are the initiatives being taken to promote refrigerated container movement?

CUSTOMER PERSPECTIVE
- What is the perspective of key customers on the container and logistics business?
- What are the key issues and challenges?
- What are their expectations from the government and container/logistics service providers?

DEVELOPMENT OF LOGISTICS PARKS, FTWZS, ICDS AND CFSS
- What has been the experience in developing logistics parks, FTWZs, ICDs and CFSs?
- What are the key needs and requirements?
- What are the future plans?

IMPACT OF GST
- What is the current taxation structure in the container industry?
- What are the key features of GST? What are its key positives and potential benefits for the container industry?
- Which segments will be the most impacted (ports, railways, IWT, roads, shipping, etc.)?
- What are the key concerns and unresolved issues?

FINANCING CONTAINER INFRASTRUCTURE
- What have been the recent trends and developments in financing container infrastructure (terminals at ports, rail container terminals, ICDs/CFSs, warehouses, logistics parks, etc.)?
- What are the expectations of lenders/investors?
- What are the new funding options being explored?
- What are the key issues and challenges?

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

ROLE OF IT AND AUTOMATION IN TERMINAL OPERATIONS AND MANAGEMENT
- What is the role of IT and automation in terminal operations and management?
- What is the current state of IT adoption in the container industry?
- What are the emerging requirements? What are the key issues and challenges?

TECHNOLOGY AND EQUIPMENT SHOWCASE
- What are the key trends in the technology and equipment market?
- What are the recent developments and innovations in India and globally?
- What are the key issues and challenges? What are the market opportunities?

FOCUS ON IMPROVING TERMINAL PRODUCTIVITY
- What are the various technologies used for improving terminal productivity (container terminal management systems, RFID, electronic data interchange, real-time locating systems, etc.)?
- What are the emerging needs and requirements? What are the recent global advances?
- What are the key issues and challenges?

CONTAINER LEASING SERVICES
- What are the needs and requirements? What are the container leasing and rental options?
- What has been the experience so far?
- What are the key issues and challenges?

NEED FOR DIRECT PORT DELIVERY
- What are the key benefits of direct port delivery?
- What has been the experience so far?
- What are the key issues and challenges? What is the way forward?

FOCUS ON INSURANCE IN CONTAINER SECTOR
- What has been the insurers' experience with respect to the container industry? What is the current portfolio of services offered?
- What are the terms and structures?
- What are the key issues and challenges?

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Registration Form

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1	20,125	335	23,000	383	25,000	3,750	28,750	479
2	32,200	537	36,800	613	40,000	6,000	46,000	767
3	44,275	739	50,600	843	55,000	8,250	63,250	1,055
4	56,350	941	64,400	1,073	70,000	10,500	80,500	1,343

- There is a 30 per cent "SUPER Early Bird" discount for those registering before May 29, 2017.
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- Registration will be confirmed on receipt of the payment.

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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