

4th Edition

Modernisation & Digitalisation of Ports, Terminals & Logistics

A VIRTUAL CONFERENCE

July 6-7, 2020



Organiser:



Supported by:*



*Lead and Co-sponsorship slots are available

MODERNISATION & DIGITALISATION OF PORTS, TERMINALS & LOGISTICS

Mission

- Over the past two years, India has witnessed a significant jump in the World Bank's Ease of Doing Business Index under the "Trading across Border" head. The country's ranking has improved from 146 in 2017 to 68 in 2019. This can be attributed to the various initiatives taken for port modernisation, mechanisation and digitalisation.
- The introduction of direct port delivery/direct port entry, installation of container scanners and RFID-based systems for gate automation, promotion of paperless transactions, digitalisation of land records, automation of issuance of delivery orders, and launch of a single-window interface for facilitating trade (SWIFT) and ICEDASH are some of the major initiatives taken. Several more customs facilitation measures are on the anvil.
- Launched in 2015, the government's flagship programme, Sagarmala ranks modernisation and ease of doing business as its key components. Overall, 208 projects worth Rs 790 billion have been identified to be taken up under the port modernisation component of the programme.
- However, when compared to the global scenario, Indian ports are at a nascent stage of technology adoption. Foreign ports are extensively using cloud computing, internet of things, big data, robotics, blockchain, artificial intelligence, drones, sensor technologies, among others.
- Going forward, India can learn from global advancements. The government can also take measures such as standardisation of technology implementation at Indian ports, both major and non-major. Further, the ease of doing business measures must be timely reviewed to adapt to the changing industry requirements.
- Issues that have restricted technology deployment in the past such as shortage of trained and skilled manpower, a general reluctance towards technology adoption, strict labour laws, and old and obsolete equipment need concrete action. Meanwhile, the operational challenges brought to light with the outbreak of the COVID-19 pandemic are likely to result in greater technology adoption at the Indian ports. In order to abide by the government norms, ports will have to switch to remote operations and automated solutions. This highlights significant opportunities for various stakeholders.
- **The mission of this conference is to provide a platform to discuss the needs, benefits, drivers and challenges associated with modernisation, mechanisation and digitalisation of the Indian port, terminal and logistics sector. It will also showcase the latest innovations, and the most promising and relevant technologies for Indian ports.**

Target Audience

- Ports and terminals (Port Trusts, Private and Terminal Operators)
- Maritime boards/ State ports departments
- Captive port and jetty operators
- Logistic Companies
- Shipping Lines
- Container train operators
- Port and terminal equipment manufacturers and technology service providers
- Cargo handling equipment companies
- Consultancy organisations
- IT Service Companies
- Multi Modal Operators

TECHNOLOGY PROVIDERS

The conference will also be useful for companies offering solutions such as Artificial Intelligence | Big Data | Block Chain Technology | Cargo Tracking & Management | Control & Instrumentation | Communication / Connectivity | CRM | Cyber Security Providers/System Integrators | Drones | ERP | Gate Automation | IOT | Mobile Data and Apps | Remote Sensing & GIS | SCADA | Security & Surveillance Solution Providers | Sensor Technologies | Virtual Simulation | VTMS | Yard Management | etc.

Previous participants

Some of the companies that participated in our previous conference include: ABB India, Abrao Group-Omega Shipping, Acqua Metro Oil Marine, Adani Hazira Port, Adani Kattupalli Port, Adani Ports & SEZ, AIWTD Society, Allcargo Logistics, Anupam Industries, APM Terminals, Bar Code India, Beckett Rankine, BMT Consultants, Bothra Shipping, Cargotec India, Carrier UTC, Cavotec, Central Warehousing Corp, Cisco Systems, Cochin Port Trust, Conceptia Software Technologies, Container Corporation of India, Dakshin Bharat Gateway Terminal, Deendayal Port Trust, DFCCIL, Directorate General of Lighthouses and Lightships, Directorate General of Shipping, DNV-GL, DP World, DP World-Nhava Sheva International Container Terminal, Eka Consultants, Elecon EPC Projects, Electromech, Envecon IT, ESRI, Essar Ports, Fugro Survey, Gateway Rail, GreyM Marine, Gujarat Maritime Board, HOWE Engineering, HR Wallingford, Igus India, IIC Technologies, IL&FS Maritime Infrastructure Company, I-Maritime Consultancy, Indian Port Rail Association, Inland Waterways Authority of India, Intech Creative Services, Jawaharlal Nehru Custom House, Jindal Steel & Power, JM Baxi Group, Jawaharlal Nehru Port Trust, Kalmar Middle East JLT, Kale Logistics, Kamarajar Port, Kandla International Container Terminal & Cargo Shipping, Kandla Port Trust, Kariakal Port Trust, Kamar Automation, Ketiot, Kolkata Port Trust, KPMG, Larsen & Toubro, Liebherr, Lloyds Register, Logstar ERP, Maersk Line, Ministry of Shipping, Mormugao Port Trust, Mumbai Port Trust, Navayuga Container Terminal, NEC Technologies, Oiltech Engineering, Omnia Tags, Pentacle Consultants, Petronet LNG, Planys Technologies, Porttrucks Equipments, Praja Controls & System, Premier Tech Chronos, Pristine Logistics&infraprojects, PSTS Logistics, PwC, Rapiscan Systems, Sany Heavy Machinery, Sick India, Siemens, Smag Piener, Strata Geosystems, Suraj Informatics, Tata Consulting Engineers, Tata Projects, TIL, TMEIC, TRF, Transin Logistics, Trimble, UltraTech Cement, Unison Insurance, Vedanta, Vizag General Cargo Berth, WBIDC, Sebra Technologies, Zephyr and many more.

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AGENDA/STRUCTURE

STAKEHOLDER PERSPECTIVE

KEY TRENDS AND OUTLOOK

- ❖ What have been the key trends and developments in the port sector?
- ❖ What are the key issues and challenges?
- ❖ What is the future outlook? What are the new opportunities?

GOVERNMENT PERSPECTIVE

- ❖ What are the key requirements for the modernisation, mechanisation and digital transformation of ports under the Sagaramala programme?
- ❖ What has been the progress so far? What are the new requirements that have emerged during the Covid-19 outbreak?
- ❖ What are the opportunities for technology and equipment providers?
- ❖ What are the likely challenges? How can these be addressed?

PORT DEVELOPERS/OPERATORS' PERSPECTIVE ON MODERNISATION AND DIGITALISATION

- ❖ What are the new technologies being explored by port operators?
- ❖ What has been the experience in the adoption of these technologies?
- ❖ What are the key issues and challenges faced in technology adoption?
- ❖ What are the emerging requirements?

PORT COMMUNITY SYSTEM 1X: IMPACT ON EASE OF DOING BUSINESS V

- ❖ What are the key characteristics of PCS 1x?
- ❖ How is it facilitating the ease of doing business at Indian ports?
- ❖ How is PCS 1x different from the PCS launched earlier?
- ❖ What are the key areas of concern?

AUTOMATION & REMOTE OPERATIONS: SOLUTIONS FOR COVID-19 CHALLENGES

- ❖ What are the kind of automation solutions available to deal with challenges posed by the COVID-19 crisis?
- ❖ What have been the latest innovations?
- ❖ What are the global advancements?

DEVELOPING SMART PORT CITIES

- ❖ What are the key characteristics of a smart port city?
- ❖ What is the update on smart port cities in India?
- ❖ What are the key issues and concerns?
- ❖ What are the global advancements? What lessons can be learnt?

FOCUS ON GATE AUTOMATION, CARGO TRACKING AND MANAGEMENT

- ❖ What are the issues and concerns associated with gate automation, cargo tracking and management?
- ❖ What are the new and emerging solutions?
- ❖ What are the global advancements? What lessons can be learnt for India?

FOCUS ON PORT CALL OPTIMISATION

- ❖ What is the trend in the vessel waiting time and turnaround times at Indian ports?
- ❖ What are the issues and concerns associated with port call optimisation?
- ❖ How can the efficiency of vessels arriving at port terminals be improved?
- ❖ What are the global advancements? What lessons can be learnt for India?

CUSTOMS CLEARANCES: NEW INITIATIVES, FUTURE NEEDS AND STRATEGIES

- ❖ What are the various customs-related issues and concerns?
- ❖ What are the various IT reforms taken for improving customs procedures at Indian ports (ICEDASH, SWIFT, risk management system, etc.)?
- ❖ What has been the impact of such measures?
- ❖ What new initiatives or IT reforms can be expected in the next few years?

CYBER SECURITY AND DATA PRIVACY

- ❖ What are the issues and concerns associated with data security and protection?
- ❖ What are the new and emerging solutions for managing cybersecurity risks?
- ❖ What has been the port operators' experience? What are the lessons learnt?

COMMUNICATION TECHNOLOGIES

- ❖ What are the new and emerging challenges related to the port sector?
- ❖ What are the technologies & solutions most suited to meet Indian ports' requirements?
- ❖ What are the key issues and concerns?

IMPROVING PRODUCTIVITY AND ENHANCING LOGISTICS EFFICIENCY

- ❖ What are the key challenges faced in terms of improving productivity? How are ports dealing with this issue?
- ❖ What are the technology solutions that can be deployed to improve productivity?
- ❖ What are the global advancements?
- ❖ What lessons can be learnt?

NEXT GEN DIGITALISATION TECHNOLOGIES FOR PORTS AND TERMINALS

Technologies covered include Artificial Intelligence (AI), Big Data and Cloud Computing, Blockchain, Machine Learning (ML), Drones, Automation and Robotics, Remote Sensing and GIS

- ❖ What are the key digitalisation requirements for terminal operations?
- ❖ What are the various digital solutions and technologies available?
- ❖ What are the costs and benefits of such solutions?
- ❖ What are the required strategies and roadmap for technology adoption?

ERP IMPLEMENTATION AT PORTS

- ❖ What are the emerging ERP requirements of the Indian port sector?
- ❖ What are the new enhancements offered by vendors?
- ❖ What are the key issues and challenges?
- ❖ What are the global advancements?
- ❖ What lessons can be learnt?

MODERNISATION & DIGITALISATION OF PORTS, TERMINALS & LOGISTICS

What differentiates our conferences?

- The **agenda** is developed by our researchers, who track the sector round the year. It is thus **relevant** and **topical**. It is not driven by a particular organisation and does not have a particular slant.
- The **speakers** are **professionals** and **experts** involved in the sector, not a mix of ambassadors, ministers, celebrities and business owners.
- The conferences do not just comprise panels and speeches; they provide a good mix of **expert presentations** and **case histories**, and of course **panel discussions**.
- We have **representation** from **across the country**, as is the case at our physical conferences too.
- Each **stakeholder group** – **policymakers**, **developers**, **financiers**, **consultants** and **relevant NGOs** – is represented at our conferences.
- The moderators merely ask the questions. The **stars** are the **speakers** themselves.
- The **sessions begin and end on time**.
- There is adequate time for a **Q&A session** with **each speaker**. These are not “hit and run” speeches.
- The **delegates** are **professionals** who are vested in the sector, and are not just assembled through social media.
- The **participants** in each conference receive a **concise report outlining the key facts, trends and issues** in the sector.
- A **recap** of the conference is also made available to reinforce the key takeaways.

Delegate benefits (Virtual Conference)

- Direct interaction with senior speakers (Q&A facility)
- Easy connectivity to geographically dispersed delegates (click of a mouse)
- Concise report offered as a backgrounder
- Cost effective (lower ticket price as compared to a physical conference)
- Offers flexibility and convenience
- Access to conference recording
- Recap of conference sessions
- Contributes to sustainability and lower carbon footprint

Benefits of sponsorship (Virtual Conference)

- E-Meet influencers and decision-makers/
- Reach out to and engage with new or active prospects
- Generate high quality sales leads
- Increase brand recognition
- Target a captive and engaged audience
- Drive website traffic through social media promotions
- Position your company as the thought-leader in your industry

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Registration Fee

	INR	GST@18%	Total INR	Total USD
1 Login	9,000	1,620	10,620	150
2 - 3 Logins	15,000	2,700	17,700	250
4 - 5 Logins	21,000	3,780	24,780	350
6 - 9 Logins	27,000	4,860	31,860	450
10 - 20 Logins	33,000	5,940	38,940	550

- 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 <https://indiainfrastructure.com/events/4rth-annual-conference-on-modernisation-and-digitalisation-of-ports-terminals-and-logistics/>

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- Payments for "early bird" registrations should come in before the last date of discount. Discount offers cannot be combined with any other offer.
- Conference fees cannot be substituted for any other product or service being extended by India Infrastructure Publishing Pvt. Ltd.

Organisers

The conference is being organised by **India Infrastructure Publishing**, the leading provider of information on the infrastructure sectors in India through magazines, newsletters, reports and conferences. The company publishes **Indian Infrastructure** magazine and **Ports Directory and Yearbook**. It also publishes **Ports & Shipping News** (a weekly newsletter) and a series of reports on the sector **Ports in India, Dredging in India and Logistics in India**.

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