



14th Annual Conference on

A VIRTUAL CONFERENCE

# CONTAINER INFRASTRUCTURE IN INDIA

Emerging Trends, New Developments and Future Potential

February 2-3, 2021

Organiser:



Co-sponsors:



# Container Infrastructure in India

## Mission

- Container movement through railways and ports in India continues to present a huge untapped opportunity. The share of containers in the total rail traffic is around 5 per cent while that in port traffic is about 21 per cent.
- Railways have witnessed a gradual increase in the share of containers in total traffic. Container traffic carried by Indian Railways (IR) has grown at a CAGR of 7 per cent from 2015-16 to 2019-20.
- Over the years, IR has announced a number of initiatives to attract container traffic. 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 port congestion surcharge. Further, round trip charging for container traffic has been introduced for a distance of less than 50 km on each way. In June 2020, IR became the first railway to run double stack container train with the first high rise overhead equipment.
- The shortage of trucks and manpower during the Covid-19 induced lockdown resulted in a steep increase in the movement of containers through rail. The development of dedicated freight corridors (DFCs) is further expected to improve IR's prospects of increasing its share in the overall container volume.
- Meanwhile, container traffic at major ports has grown at a CAGR of about 5 per cent from 2015-16 to 2019-20. The non-major ports have reported a CAGR of about 16 per cent during the 2014-15 to 2018-19 period. Over time, major ports have lost a significant share of their container traffic to non-major ports.
- The Covid-19 pandemic has adversely impacted port container traffic. During April-October 2020, major ports handled 74 mt of container volume, a 14 per cent decline over April-October 2019. The non-major ports reported a decline of about 11 per cent in container traffic during the same period.
- While a number of initiatives such as the relaxation of the cabotage law, introduction of the direct port delivery (DPD) scheme, duty exemption for Indian-flagged container vessels, and reduction of GST on bunker fuels from 18 per cent to 5 per cent have contributed substantially towards an increase in the volumes. The focus has also been on attracting more traffic through coastal shipping and IWT routes. In June 2020, the maiden containerised movement from Haldia to Pangaon, Dhaka, Bangladesh, through NW-1 and the Indo-Bangladesh protocol route was commenced from the Haldia international container terminal.
- Lack of sufficient hinterland connectivity, complex regulatory framework, limited use of technology, inadequate cargo evacuation facilities, and lack of integrated planning are some of the challenges being faced by the segment.
- 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. Stakeholders are also actively using NICDC Logistics Data Services' (NLDS) tracking service, which is a single window visibility tool to track the movement of containers.
- The overall slowdown in the economy and trade volumes will continue to weigh down container volumes for both ports and railways in the short-term. While easing of lockdown restrictions led to a gradual rise in volumes, complete recovery will take time. Nonetheless, upcoming infrastructure under programmes such as Sagarmala, DFC, DMIC, and Jal Marg Vikas will provide ample opportunities for the growth of container traffic and capacity.
- **The mission of this conference is to discuss the emerging trends, new requirements and developments in the container infrastructure segment, analyse the impact of recent government initiatives, and identify the key challenges and potential solutions. The conference will also showcase new projects, relevant technologies and equipment solutions.**

## Target Audience

The event is expected to draw participation from executives, managers and decision-makers from:

- ❖ 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.

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## AGENDA/STRUCTURE

### TRENDS, DEVELOPMENTS AND OUTLOOK

- ❖ What are the key trends and growth drivers in the container infrastructure segment?
- ❖ What have been the recent developments in the container market? What has been the impact of Covid-19 on operations?
- ❖ What are the key challenges and opportunities? What is the future outlook?

### MINISTRY OF SHIPPING'S PERSPECTIVE: PROSPECTS UNDER SAGARMALA

- ❖ What are the key initiatives being taken by the ministry to facilitate greater movement of containers at Indian ports?
- ❖ What are the opportunities under the Sagarmala programme?
- ❖ What are the steps being taken to improve hinterland connectivity?
- ❖ What are the key issues and challenges? What are the future plans and targets?

### INDIAN RAILWAYS' PERSPECTIVE: PROGRESS, CHALLENGES AND FUTURE POTENTIAL

- ❖ What are the key initiatives being taken by the ministry to attract a greater share of container traffic?
- ❖ What has been the experience with double stack container operations?
- ❖ What are the key issues and challenges? What are the future plans and targets?

### CONCOR'S PERSPECTIVE

- ❖ What is CONCOR's perspective on container development in India?
- ❖ What are the recent initiatives that have been taken to improve container transport?
- ❖ What are the challenges and future plans?

### CONTAINER MOVEMENT THROUGH INLAND WATERWAYS AND COASTAL SHIPPING

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

### DEDICATED FREIGHT CORRIDORS: IMPACT, CHALLENGES AND FUTURE POTENTIAL

- ❖ What will be the likely impact of dedicated freight corridors (DFCs) on the container segment?
- ❖ What is the current status of the project?
- ❖ What are the likely timelines? What are the opportunities?

### 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, railways and other stakeholders?

### 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 has been the impact of Covid-19 on operations?
- ❖ What are the future plans of container terminal operators?

### ENHANCING TRADE AND LOGISTICS COMPETITIVENESS

- ❖ What are the government's plans with regard to the enhancement of trade and logistics competitiveness?
- ❖ What has been the experience so far?
- ❖ What are the key issues and challenges?

### REEFER CONTAINER MOVEMENT

- ❖ What is the role and potential of refrigerated containers in the Indian market?
- ❖ What are the emerging needs and requirements?
- ❖ What is the future outlook?

### DIRECT PORT DELIVERY: IMPACT AND POTENTIAL

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

# Container Infrastructure in India

## AGENDA/STRUCTURE (contd...)

### FOCUS ON CONTAINER HANDLING INFRASTRUCTURE

- ❖ INLAND CONTAINER DEPOTS
- ❖ CONTAINER FREIGHT STATIONS
- ❖ PRIVATE FREIGHT TERMINALS
- ❖ WAREHOUSING INFRASTRUCTURE
- ❖ MULTI-MODAL LOGISTICS PARKS, LOGISTICS PARKS AND FREE TRADE WAREHOUSING ZONES (FTWZs)

- What has been the experience in the development of container handling infrastructure?
- What are the key needs and requirements?
- What are the expectations from the government going forward?
- What are the issues and challenges? What are the future plans?

### INNOVATIONS IN TECHNOLOGY, AUTOMATION AND CONTAINER HANDLING EQUIPMENT

- ❖ DIGITAL TRANSFORMATION IN BERTHS AND TERMINALS
- ❖ BERTH AND TERMINAL PRODUCTIVITY
- ❖ CONTAINER TRACKING AND MANAGEMENT
- ❖ CUSTOMS FACILITATION SOLUTIONS
- ❖ OTHERS

- What are the key areas of automation in container berth/terminals (tracking and management, container weighing, etc.)?
- What are the different technology options and the most promising applications?
- What has been the experience so far? What are the key issues and challenges?

## 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, Bothra Shipping, Cargotec, Chennai Port Trust, Clasis Law, CLSA, CGM Logistics Park Dadri, CMA-CGM India, CNB Technologies, CONCOR, Container Rail Road Services, CRISIL, CRWC, CWC, DFCCIL, DLI, DP World, Drewry Maritime Services, DSP Merrill Lynch, ELP, Fam India, Flipkart Internet, Furrer + Frey AG, Gangavaram Port, Gateway Rail Freight, GATI Kintetsu, GATX India, Glencore, Haitong Securities, Hella India Automotive, Hind Terminals, HPCL, HSBC, ICICI, Inlogistics, Jotun, Jubilant Life Sciences, Kale Logistics Solutions, KPMG, Kribhco Infrastructure, Krishnapatnam Port, L&T, Lucky Investment, Maruti Suzuki, McKinsey, Ministry of Commerce & Industry, Ministry of Shipping, Myntra Designs, Nomura Financial Advisory, NYK Line, Omega Shipping, Philip Capital, Portrucks Equipments, PwC, Premji Invest, Prime Investrade, Pristine Logistics & Infraprojects, Railway Board, Reliance Mutual Fund, Rewas Ports, RITES, RR Joshi (Shipping & Forwarding), Safire Capital Advisors, Sany, Seabird Marine Services, Spark Capital, Suraj Informatics, Tata Consulting Engineers, TCI Concor, TCI Seaways, Teva API India, Touax Texmaco Railcar Leasing, Tristar Container, Vadinar Ports & Terminal, Vedanta, VMW Parking & Container Handling Systems, Western Railways, WMI Konecranes, Yes Bank, etc.

### 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.
- 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)
- 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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Growth Strategies, Promising Technologies and Market Outlook

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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.

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opportunities are  
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### Payment Policy:

- Full payment must be received prior to the conference.
- 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 through magazines, newsletters, reports, directories and conferences. It publishes Indian Infrastructure and tele.net magazines, Ports & Shipping (a weekly newsletter), and a series of reports including Container Market in India, Ports in India, Railways in India and Freight Market & Storage Market in India. It also publishes directories and yearbooks including Logistics in India and Ports in India.

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