



15th Edition

A VIRTUAL CONFERENCE

# CONTAINER AND LOGISTICS INFRASTRUCTURE IN INDIA

Trends and Requirements; New Technologies and Opportunities

November 11-12, 2021

Organiser:

**Indian  
Infrastructure**

30 per cent "Early Bird" discount ends on October 20, 2021

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# MISSION

- Container movement in India is on the rise. According to the Ministry of Shipping's estimates, container traffic in the country is expected to reach 30.4 million TEUs by 2024-25.
- Indian ports currently handle around 9 per cent of global container traffic and the domestic containerisation level stands at around 40 per cent, as compared to 44 per cent globally.
- At the ports, container traffic has risen from 13.1 million TEUs to 17.6 million TEUs in the past five years. Major ports have lost a significant share of container traffic to non-major ports during the past decade primarily due to the rapid expansion of private terminal operators at non-major ports. Initiatives such as direct port delivery, cabotage relaxation and a push towards container movement through coastal shipping and inland waterways have had a sizeable contribution in the surging volumes.
- Railways too have reported an increase of 3.5 per cent in container traffic between 2016-17 and 2020-21. The share of containers in the total rail traffic is around 8 per cent. This increase has been a result of initiatives such as the expansion of freight basket, cancellation of port congestion surcharge, and introduction of double-stack dwarf container services for domestic cargo.
- Overall, about Rs 3-4 trillion is expected to be invested in the development of logistics infrastructure under Bharatmala, Sagarmala, DFCs and DMIC. Further, development of MMLPs is expected to be a game changer for the sector. Recently, National Highways Authority of India created the National Highways Logistics Management Company to oversee multimodal logistics parks and port connectivity projects. This will certainly facilitate creation of robust infrastructure for efficient container movement across different modes. Container manufacturing will also offer significant opportunities in light of the shortage being faced on account of the pandemic.
- Growth in international trade, particularly containerised commodities such as textile, automobile, auto components, engineering and capital goods will drive up the demand for containers. The use of advanced and automated container handling equipment and tracking technologies is expected to gain traction in the near to medium term.
- The mission of this conference is to discuss the emerging trends and developments in the container infrastructure segment, identify the new requirements, and highlight the key challenges and potential solutions. The conference will also showcase new projects, relevant technologies and infrastructure solutions.

# TARGET AUDIENCE

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

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

# TENTATIVE CONFERENCE PROGRAM

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## CURRENT SCENARIO, KEY TRENDS AND OUTLOOK

- ❖ What are the key trends and growth drivers in the container infrastructure market?
- ❖ What have been the recent developments and how has Covid impacted the segment?
- ❖ How is the industry adjusting to the new normal in light of the pandemic?
- ❖ What are the key challenges and new opportunities?

## INDIAN RAILWAYS' PERSPECTIVE

- ❖ What are the key initiatives being taken by the ministry to increase the share of container traffic in the overall rail 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?

## MINISTRY OF SHIPPING'S VIEWPOINT

- ❖ What are the key initiatives being taken by the ministry to facilitate efficient movement of containers at ports?
- ❖ What is the progress of container handling berths and terminals under the Sagarmala programme? What are the opportunities?
- ❖ What are the steps being taken to improve hinterland connectivity?
- ❖ What are the key issues and challenges? What are the future plans and targets?

## CONTAINER TRAIN OPERATORS' PERSPECTIVE

- ❖ What is the perspective of container train operators about 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?

## CONCOR'S VIEWPOINT

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

## PORT PERSPECTIVE

- ❖ What is the perspective of port 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 port operators?

## CUSTOMERS' PERSPECTIVE

- ❖ What are the emerging needs and requirements of key customers?
  - ❖ What are the key issues and concerns?
  - ❖ What are their expectations from container train and terminal operators?
- \*This session will include representatives from freight forwarders, container freight stations, shipping lines, terminal operators, stevedores, transporters, customs house agents, exporters and importers, etc.*

## SHIPPING LINES' PERSPECTIVE

- ❖ What has been the experience of shipping companies in container and bulk cargo movement?
- ❖ What has been the impact of cabotage relaxation on the container transshipment scenario?
- ❖ What are the key issues and how are they being addressed?

## CONTAINER MOVEMENT THROUGH INLAND WATERWAYS AND COASTAL SHIPPING

- ❖ What 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?

## DIRECT PORT DELIVERY: IMPACT AND FUTURE POTENTIAL

- ❖ What has been the impact of DPD on container handling and movement at Indian ports?
- ❖ What has been the impact on the business of container freight station?
- ❖ What are the key issues and challenges? What steps are being undertaken to increase DPD cargo handling at Indian ports?

## DEDICATED FREIGHT CORRIDORS: PROGRESS SO FAR, IMPACT AND FUTURE POTENTIAL

- ❖ What will be the likely impact of dedicated freight corridors (DFCs) on the container segment?
- ❖ What is the progress under the upcoming freight corridors?
- ❖ What are the key milestones achieved? What are the targets and timelines?

## NHMML'S PERSPECTIVE: FOCUS ON DEVELOPMENT OF MULTIMODAL LOGISTICS PARKS

- ❖ What has been the progress with regard to the development of MMLPs? What is the role of the National Highways Logistics Management Company in this segment?
- ❖ What are the targets and timelines?
- ❖ What will be the likely impact of the upcoming MMLPs on container movement?

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## OTHER LOGISTICS AND CONTAINER HANDLING INFRASTRUCTURE: INDUSTRIAL PARKS FTWZS, ICDS AND CFSs

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

## REEFER CONTAINER MOVEMENT

- ❖ What have been the recent trends in the refrigerated container market?
- ❖ What are the emerging needs and requirements? What has been the impact of Covid on reefer movement?
- ❖ What is the future outlook?

## SPOTLIGHT ON CONTAINER MANUFACTURING

- ❖ What is the scope for container production in India?
- ❖ What are some of the recent initiatives taken in this direction?
- ❖ How is the Make in India initiative expected to give a boost to container manufacturing?

## FOCUS ON CONTAINER TRACKING AND TRACING

- ❖ What have been the recent advancements in this area?
- ❖ How has been the adoption of tracking services across Indian ports and terminals? What has been the impact of Covid-19?
- ❖ What are the key issues and challenges? What are the future plans and targets in terms of the adoption of advanced technologies?

## TECHNOLOGY SHOWCASE

- ❖ What are the key trends in technology adoption for container movement?
- ❖ What are some of the most promising applications in the container business?
- ❖ What are the global innovations? What lessons can India learn?

### *This session will cover technologies such as:*

- Artificial Intelligence
- Robotics
- ERP
- Big Data
- Blockchain
- GIS
- IoT
- Etc.

# PREVIOUS PARTICIPANTS

The participating organisations in our previous conferences on “**Container Infrastructure in India**” include Adani Kattupalli Port, Adani Ennore Container Terminal, Adani Logistics, Ameya Logistics, Amtek Railcar Industries, APL Logistics Vascor Automotive, APM Terminals Pipavav, Association of Container Train Operators, 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, Crystal Logistics, IL, CRWC, CWC, Dedicated Freight Corridor Corporation of India, DCM Hyundai, DLI, DP World, Drewry Maritime Services, DSP Merrill Lynch, Eka Infra, ELP, Encephalon Solutions, 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, Infrastructure & Logistics (IndiaLinx), Inlogistics, IWAI, JM Baxi, 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, Nilkamal, Nomura Financial Advisory, NYK Line, Omega Shipping, Philip Capital, Portrucks Equipments, PwC, Premji Invest, Prime Investrade, Pristine Logistics & Infraprojects, Railway Board, Reliance Industries, Reliance Mutual Fund, Rewas Ports, RITES, RR Joshi (Shipping & Forwarding), Safire Capital Advisors, Sany, Seabird Marine Services, Spark Capital, Suraj Informatics, 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, Zydus Group, 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

## DELEGATE FEE

Logins	INR	GST @ 18%	Total INR	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

- There is a 30 per cent discount before October 20, 2021.
- GST @18 per cent is applicable on the registration fee.
- Registration will be confirmed on receipt of the payment.

Sponsorship opportunities are available

## TERMS AND CONDITIONS

### Payment Policy

- ❖ Full payment must be received prior to the conference. For discounted rates, the payment must be received on or before the discount expires.
- ❖ Substitution and name changes are welcome at no extra charge.

### Disclaimer

- ❖ Indian Infrastructure shall assume no liability whatsoever in case the event is postponed or cancelled due to a fortuitous event or unforeseen occurrence that renders the performance of this conference impracticable, illegal or impossible. For purpose of this clause, a fortuitous event shall include, but not be limited to: war, fire, labour strike, extreme weather or other emergency.
- ❖ Please note that it may become necessary for reasons beyond the control of the organisers to make alterations to the content and timing of the programme or speakers.

### GET IN TOUCH

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## 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**, **Logistics in India**, **Ports in India**, **Railways in India** and **Storage Infrastructure in India**. It also publishes directories and yearbooks including **Logistics in India** and **Ports in India**.