



19th Edition | A Virtual Conference

PORTS IN INDIA

Progress, Challenges, Vision and Reforms

January 31-February 1, 2022

Organiser:



Supported by:



Ports in India

Mission

- The traffic handled at Indian ports increased at a compound annual growth rate of about 3 per cent during 2016-17 to 2020-21. While the pandemic-induced disruptions led to a decline in traffic, during April-October 2021-22, the major ports handled 407 mt of traffic, compared to 355 mt in the corresponding period of 2020-21, registering an increase of around 15 per cent.
- Over the years, Indian ports have shown significant improvements in terms of increased draught levels, better utilisation of IT infrastructure, improvement in efficiency through enhanced mechanisation and digitalisation, and reduction in congestion and waiting period at ports. In addition, substantial emphasis has been laid on the movement of containers, resulting in dwell time reduction from around 200 hours to less than 40 hours.
- Capacity augmentation continues to be a key focus area under the Sagarmala programme. Overall, 373 projects entailing an investment of Rs 3.94 trillion are being implemented under the programme.
- In addition, the recently launched Maritime India Vision 2030 (MIV 2030) is a ten-year blueprint for the sector. It aims to boost waterways, give a fillip to the shipbuilding industry and encourage cruise tourism in India. As part of MIV 2030, major ports need to undertake capacity addition of 423 mtpa at an investment of over Rs 334 billion. Of this capacity addition, 95 per cent is planned to be executed under the PPP/captive mode by major ports, thus providing impetus to private participation.
- The government has also put in place plans to increase private participation in the sector. Plans are underway to develop seven port projects worth more than Rs 20 billion on a PPP basis. As part of the National Monetisation Pipeline, 31 projects have been identified for private sector participation, aimed at improving operational efficiency and capacity utilisation of the existing assets of nine major ports. The estimated capex for these projects is around Rs 144 billion.
- The government has also been promoting the use of coastal shipping and inland waterways to reduce dependence on road and rail.
- Meanwhile, the Major Port Authorities Act, 2021 received the President's assent in February 2021. The Act repeals the Major Port Trusts Act, 1963. It will introduce an Adjudicatory Board, which will replace the Tariff Authority for Major Ports (TAMP). The Board would perform the functions carried out by TAMP (except tariff fixation), adjudicate disputes, review stressed PPP projects and look into complaints.
- With increasing volumes, the sector urgently needs to focus on reducing logistics cost, improve last mile connectivity, shifting cargo movement towards coastal shipping and inland waterways, and enhancing digitalisation of operations.
- **The mission of this conference is to discuss the emerging trends and developments in the port sector, highlight the upcoming opportunities in the sector, and discuss the issues and challenges. The conference will also showcase the best practices, and emerging technology and equipment solutions.**

Target Audience

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

- Major and minor ports
- State port departments
- Dredging companies
- Consultancy organisations
- Surveyors and investigators
- Investors/Private equity firms
- Industry analysts
- Financial institutions
- Private and public port operators
- Captive port and jetty operators
- Technology providers
- Renewable energy developers
- Insurance and pension fund companies
- Legal firms
- Commercial banks
- Maritime boards
- Contractors
- Shipping companies
- Equipment manufacturers
- Logistics companies
- Tax advisory firms
- Management consultants, etc.

AGENDA/STRUCTURE

TRENDS AND OUTLOOK

- ❖ What have been the key trends in the ports sector?
- ❖ What have been some of the recent developments?
- ❖ What are the key issues and challenges?
- ❖ What are the new opportunities? What is the outlook?

GOVERNMENT PERSPECTIVE: PROGRESS AND PLANS UNDER SAGARMALA

- ❖ What have been the key achievements of the government in the past one year? What are the plans and targets under the Maritime Vision for 2030?
- ❖ What has been the progress under the Sagarmala programme?
- ❖ What are the key challenges? What are the new focus areas/priorities in a post-Covid world?

DEVELOPER/OPERATOR PERSPECTIVE: EXPERIENCE, CONCERNS AND FUTURE STRATEGIES

- ❖ What has been the experience of developers/operators so far?
- ❖ How keen are private players to invest in the sector? What are the opportunities under the National Monetisation Pipeline?
- ❖ What are the unresolved issues?
- ❖ What are their expectations from the government and port trusts?

NEW OPPORTUNITIES: PROGRESS AND PLANS

- ❖ GREENFIELD PORTS
 - ❖ CONTAINER TERMINALS
 - ❖ SMART PORT CITIES
 - ❖ DREDGING
 - ❖ MULTI-MODAL LOGISTICS PARKS (MMLPs)
 - ❖ PORT CONNECTIVITY AND FREE TRADE WAREHOUSING ZONES (FTWZs)
 - ❖ OTHERS
- What are some of the noteworthy projects and initiatives in the sector (under implementation/awarded)?
 - What are the targets and timelines? What are the new opportunities and investment requirements?
 - What are the key issues and challenges?

FOCUS ON PORT CHARGES AND TARIFFS

- ❖ What have been the trends in tariffs and charges at ports?
- ❖ What is the expected impact of the Major Port Authorities Bill, 2020?
- ❖ How were port charges and tariff rates impacted due to Covid-19? What tariff revisions were announced to lessen the pandemic's impact?
- ❖ What are the steps being taken to improve the competitiveness of Indian ports vis-a-vis the neighbouring ports?

CUSTOM EXPERIENCE, DEVELOPMENTS AND CHALLENGES

- ❖ What steps have been taken to facilitate customs procedures at Indian ports?
- ❖ What are the key issues and challenges?
- ❖ What are the new and upcoming initiatives?

OPPORTUNITIES UNDER COASTAL SHIPPING

- ❖ What is the current scenario with regard to the movement of goods through coastal shipping?
- ❖ What steps have been taken to promote coastal shipping?
- ❖ What is the future outlook?

FOCUS ON INLAND WATERWAYS

- ❖ What is the current scenario with regard to the movement of goods through inland waterways?
- ❖ What has been the progress of the Jal Marg Vikas Project? What are the targets and timelines?
- ❖ What are the key steps undertaken to promote the transportation of cargo through inland waterways, both intra-country and inter-country (Bangladesh, Bhutan, Myanmar)?
- ❖ What are the issues and challenges? What is the future outlook?

DIGITAL TRANSFORMATION OF PORTS: NEXT GEN TECHNOLOGIES AND AUTOMATION SOLUTIONS

- ❖ AUTOMATED GATES WITH OPTICAL CHARACTER RECOGNITION
 - ❖ ARTIFICIAL INTELLIGENCE (AI)
 - ❖ BIG DATA AND CLOUD COMPUTING
 - ❖ BLOCKCHAIN AND MACHINE LEARNING
 - ❖ DRONES AND ROBOTICS
 - ❖ REMOTE SENSING AND GIS
- What kind of automation solutions are relevant for the post-Covid era?
 - What have been the latest innovations?
 - What are the global advancements and best practices?

PORT USERS' AND CUSTOMERS' PERSPECTIVE: EXPERIENCE AND EXPECTATIONS

- ❖ How has the customer experience at the Indian ports evolved overtime?
- ❖ What are the new and emerging requirements? What are the key issues and concerns?
- ❖ What are their expectations from the port operators?

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Ports in India

AGENDA/STRUCTURE (contd...)

MECHANISATION AT PORTS: FOCUS ON EQUIPMENT PRODUCTIVITY

- ❖ What has been the experience with regard to mechanisation of port operations?
- ❖ What are the current gaps? What solutions are the ports adopting to improve equipment productivity?
- ❖ What are the global advancements?

EMERGING AREAS: CRUISE TOURISM, ROLL-ON/ROLL-OFF, SHIPBUILDING AND SHIP REPAIR

- ❖ What are the new and emerging areas of growth for Indian ports (roll-on, roll-off, cruise shipping, shipbuilding and ship repair)?
- ❖ What are the upcoming projects and opportunities?
- ❖ What are the key issues and challenges?

Previous Participants

ABB, ABC Dubash, ACO, Adani Dahej Port, Adani Hazira Port, Adani Ports, Addvalutech Services, Adel Shipping & Logistics, Aditya Birla/Dahej Harbour and Infrastructure, Aeromarine, Afcons, Alar Infrastructure, Ambuja Cement, Angre Port, Anvil Attachments, Apollo Tyres, Arcelor Mittal, Arya Offshore Services, ASB Systems, Aurotrans, Avendus Capital, Axis Capital, BAM Higgs & Hill LLC, Baumer, Beckett Rankine, Beumer, Bharat Petroleum Corporation, BMT Consultants, Boskalis, Bothra Shipping Services, Sarat Chatterjee & Co. (VSP), Buhler, C and B Electronics, Cargo Partner Logistics India, Cargotec India, Cavotec, Central Warehousing Corporation, Chennai Port Trust, Chettinad Mangalore Coal Terminal, Cochin Shipyard, Conceptia Software Technologies, Coresonant Systems, COWI, CRISIL Risk and Infrastructure Solutions (CRIS), Dedicated Freight Corridor Corporation of India, Dassault Systemes, Deepak Fertilisers and Petrochemicals Corporation, Deloitte, Detox Group, DHI, DKC International Solutions LLP, Dow Chemicals, Dredging Solutions, ElectroMech, EMG Automation India M, ESRI, Essar Ports, Excelsource International, Fabritech Engineers, FLSmidth, Fugro, Gandhi Automations, GE, Glencore, Gmmco, Gopalpur Port, H SA Legal, Haitong Securities, Hargreaves, Hill International Project Management, Hindalco, Hindustan Petroleum Corporation, HOCHTIEF, Horizon Geosciences, HPCL-Mittal Pipelines, HR Wallingford, ICICI Bank, ICRA, IDBI, IHC Parts & Services (India), IL&FS Maritime, IMS Shipping, India Futuristic Marine, Indian Oil, Indian Port Rai Corporation, Infinium Solutionz, International Seaport Dredging, IOT, IRM Offshore and Marine Engineers, ISDPL, ITD Cementation, J.M. Baxi & Co, Jan De Nul, JCB India, JM Baxi, JSW (Dharamtar Port), Kale Logistics, Kanon Loading Equipment B.V., Kargwal Construction, KCT, Keller India, KFW Ipex-Bank, KNK Ship Management, Kolkata Port Trust, Konecranes, Kongsberg Geoacoustics, Kongsberg Maritime India, L&T Financial, L&T Geostructure, L&T Heavy Civil Infra, L&T Infrastructure Engineering, Laxyo Energy, Lion Rubber, Logix ITS, Maharashtra Maritime Board, Magnetic AutoControls, Mantrana Maritime Advisory, Marine and Coastal Construction Service, McElroy Sales and Service India, Means Infrastructure, Mitsubishi, Morgan Stanley, Mormugao Port Trust, Mumbai Port Trust, National Instruments, National Marine And Infrastructure India, NEC Technologies, Norinco, NYK Line, Odfjell, Oiltech Engineering, Paradip Port Trust, Petronet LNG, Phillip Capital, PortAll, Portrucks Equipments, Pradhan Engineering, Prudent Insurance Brokers, PTC Financial, PwC, Reach Dredging, Reinforced Earth India, Rites, Rolls Royce Marine, Royal IHC, Saab Technologies, Sagta, SBI Capital Markets, Seapole, Seaport OPX Pty/DHI, Shapoorji Pallonji And Company, Shardul Amarchand Mangaldas & Co, Shoft Shipyard, Siemens, Smag Peiner Grabs India, Smiths Detection Veecon Systems, Sogreah Gulf, Sojitz India, South Asia Gateway Terminals, SREI Finance, Sterling and Wilson, Strata, Sungrow, Sunil Chemical, Supra Engineering, Takraf, Tata Steel, TCS, TIL, Touax Texmaco Railcar Leasing, Tramin Research & Consulting, Transin Logistics, Trelleborg, Tuticorin Port, Ultra Tech Environmental Consultancy & Laboratory, Unison Insurance Broking Service, V&V Comptech, V.O. Chidambaranar Port Trust, Van Oord, VE Commercial, Vedanta, Volvo Group India, Volvo Penta, Vopak, Wartsila, WSP Group, etc.

Organisers

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	INR	GST@18%	Total INR	Total USD
One delegate	15,000	2,700	17,700	250
Two delegates	25,000	4,500	29,500	400
Three delegates	35,000	6,300	41,300	550
Four delegates	45,000	8,100	53,100	750

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Harshita Wadehra | Evita Dsouza
Tel: +91-9871976468 | Email: harshita.wadehra@indiainfrastructure.com | Tel: +91-9167434939 | Email: evita.dsouza@indiainfrastructure.com

India Infrastructure Publishing Pvt. Ltd., B-17, Qutab Institutional Area, New Delhi 110016.

Fax: +91-11-26531196, 46038149. E-mail: conferencecell@indiainfrastructure.com