

SMART LOGISTICS SUMMIT & AWARDS

BHUBANESWAR 2019 

WHERE SHIPPERS MEET SERVICE PROVIDERS

21ST 2019
JUNE
 THE HHI
 BHUBANESWAR

THEME
FAST-TRACKING
LOGISTICS INFRA



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Odisha's growth story is yet to reach its peak. Steel and power are considered as the core industries in any country, and Odisha has the largest base of these industries in India. About one third of country's iron ore, a quarter of coal resources, 50 per cent of bauxite reserve, and 90 per cent of nickel and chromite reserves are present in Odisha. Presence of these natural resources along with availability of a sea front offers investors a perfect combination. But still these natural resource are not fully exploited: In spite of availability of huge Bauxite reserves in Odisha, Vedanta imports it from West Africa.

Odisha is expected to produce about 100 million tonnes of steel annually. For instance, JSW Group has got approval to set up a steel production unit at a cost of ₹20,000 crore near Paradip Port which will contribute 20 million tonnes of traffic. The company aims to create 100 million tonnes capacity on the east coast. The only concern is connectivity, especially the Haridaspur-Paradip rail project is still pending completion. A cord line which will provide last mile connectivity to Paradip Port to tap coal from Mahanadi Coal Fields Ltd is another important linkage that is pending.

The Tata Steel SEZ at Gopalpur is poised for environmental clearance upto red category. The SEZ is well connected by rail, road and port. But absence of container handling facilities at Gopalpur Port creates logistics complexities for manufacturers. SAIL has a capacity to produce 21 million tonnes of steel which requires 80 million tonnes of raw material to be moved through ports in spite of congestion

and shortage of rakes. Further Paradip and Dhamra Ports have pre-berthing delays of 7 days in addition to evacuation and storage issues. The company imports limestone from far off ports like Haldia.

The upcoming coastal highway connecting all the three ports in Odisha is expected to ensure equitable distribution of cargo to them. But the import cost of raw material will remain high due to infrastructure issues, paucity of transportation services and unionisation of truck owners.

Coming to liquid bulk, the oil industry had so far avoided Paradip Port due to adverse sea conditions, but Indian Oil Corporation has taken the lead as all the requirements of refineries on the eastern part of India is fed by Paradip Port.

Paradip Port is the 3rd port in India and first on the east coast to handle 100 million tonnes of cargo in a financial year. Cargo volume is growing at a rate of 16-17% Y-o-Y at the port that handled 102.01 million tonnes of cargo in FY18.

Dhamra Port is in the middle of its second phase ramp-up to scale up cargo handling capacity four-fold from 25 mtpa to 100 mtpa. This phase will see the port's LNG terminal going on stream and the handling of containerised cargo as well.

The third edition of SLS Bhubaneswar will bring together shippers, government representatives and logistics service providers to explore opportunities for streamlining cargo generation and movement, while discussing pertinent logistics and regulatory issues.

PROGRAMME

10:30 hrs onwards	: Registrations
11:30 – 13:00hrs	: Business Session - One Leadership Panel: EXIM Growth and Logistics Infra
13:00 – 14:00hrs	: Lunch Break
14:00 – 15:30hrs	: Business Session - Two Cargo Panel: Steel Logistics: Challenges and Opportunities
15:30 – 16:00hrs	: Coffee Break
16:00 – 17:30hrs	: Business Session - Three Shippers Panel: Road map for Efficient Logistics in Odisha
17:30 – 18:30hrs	: Interactive Session Transformation in Shipping and Logistics
18:30 – 19:00hrs	: Networking Over Cocktails
19:00 – 20:30hrs	: Smart Logistics Awards
20:30 hrs onwards	: Cocktails & Dinner

DISCUSSION POINTS

- Is the pace of infra development in line with exim growth?
- Optimum road and rail connectivity to the hinterland
- Shortage of rolling stock and congestion at seaports
- Absence of container handling facility at ports complicates containerised cargo movement
- Using far off ports for moving containerised cargo increases logistics cost
- Expansion of steel production capacities and growth in exports from Odisha
- Logistics challenges in raw material import and export of steel
- Issues with storage and handling of steel at seaports
- High cost of domestic coal and iron ore
- Delay in completion of infrastructure projects adds to logistics cost
- Pre-berthing delays at ports, storage and evacuation issues
- Lack of adequate transport services adds to high logistics cost

Our Other Events



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