

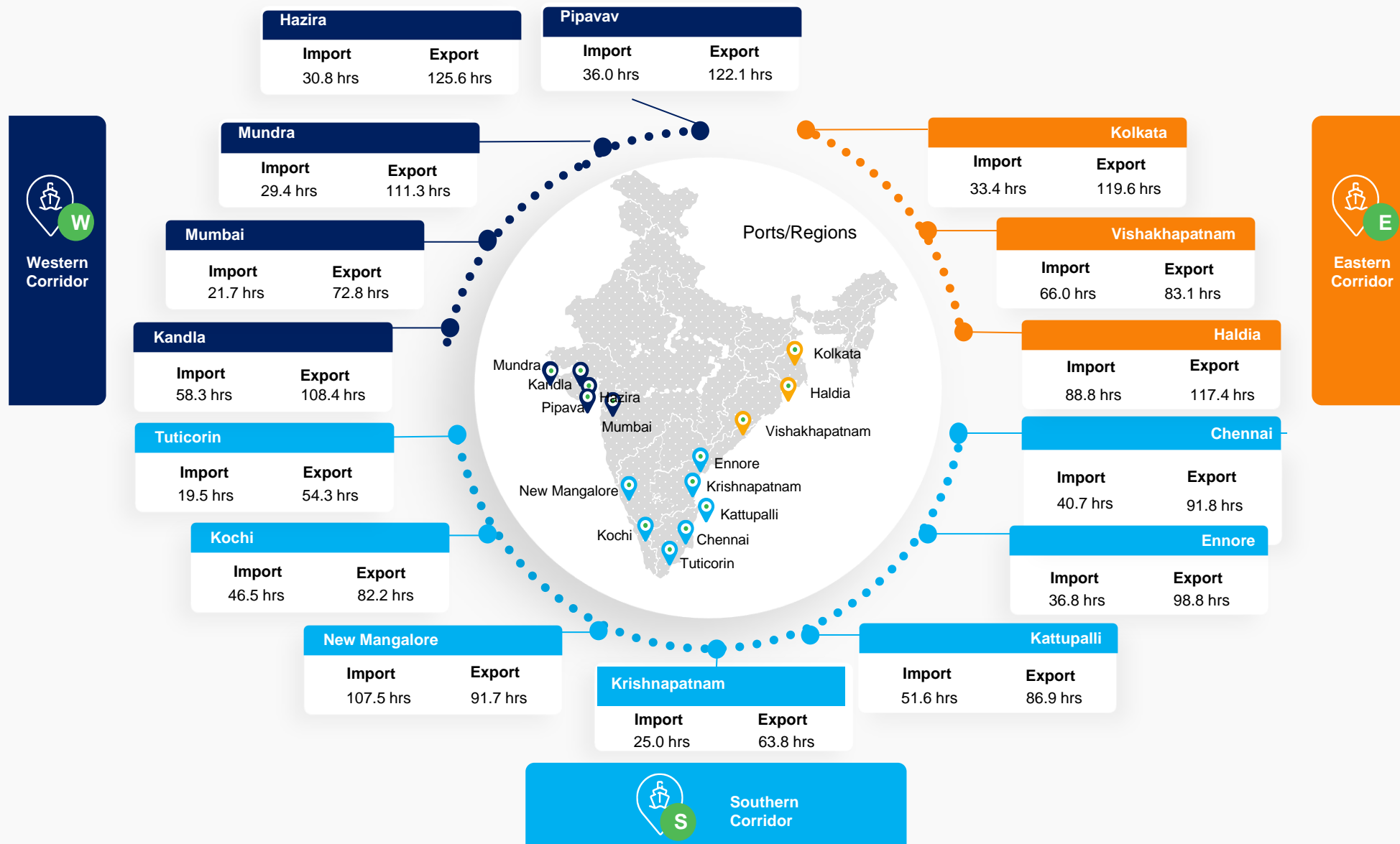


Logistics Databank Analytics Report

J A S 2 0 2 2

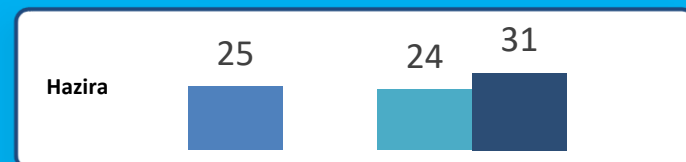
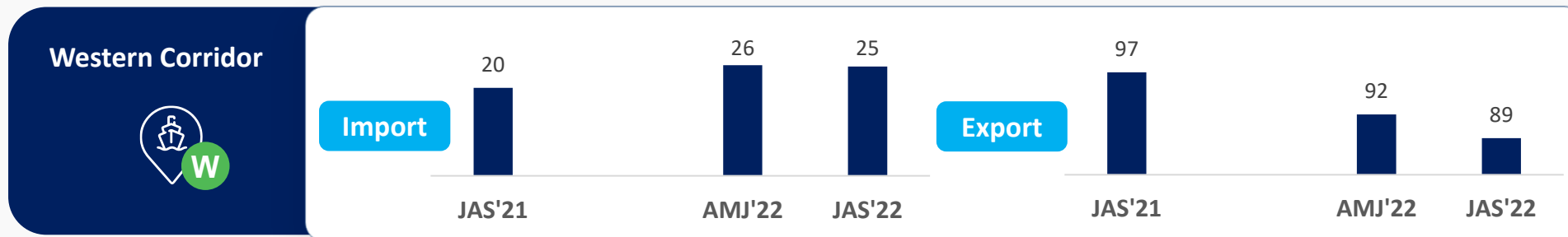


PAN INDIA Performance Snapshot: JAS 2022 (Dwell Time)

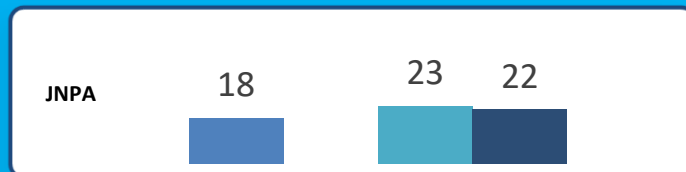


Port Dwell Time Performance – Western Corridor

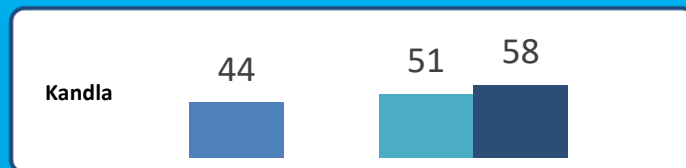
Import Cycle – Dwell Time Performance – Western Corridor (in hrs)



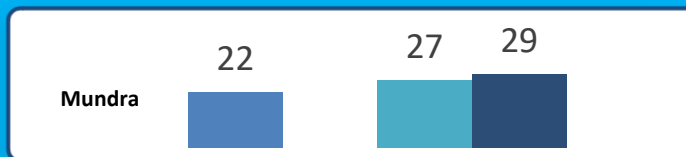
JAS'21 AMJ'22 JAS'22



JAS'21 AMJ'22 JAS'22



JAS'21 AMJ'22 JAS'22

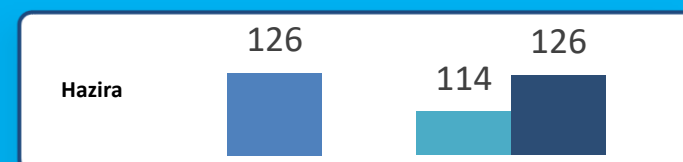


JAS'21 AMJ'22 JAS'22

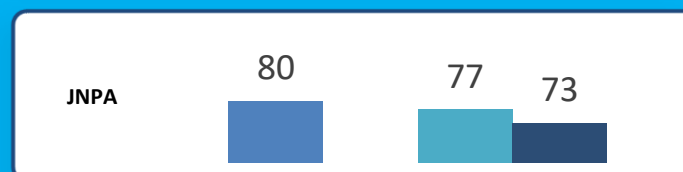
Import Port - Wise



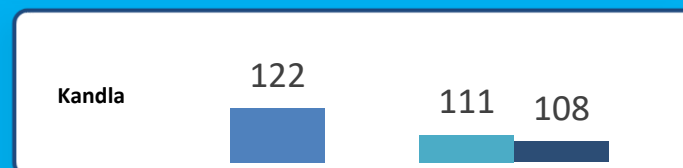
Export Port - Wise



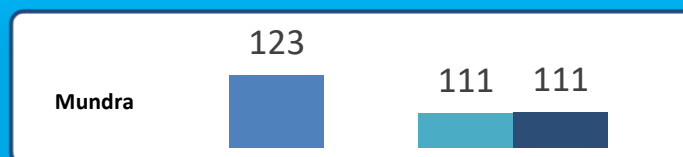
JAS'21 AMJ'22 JAS'22



JAS'21 AMJ'22 JAS'22



JAS'21 AMJ'22 JAS'22



JAS'21 AMJ'22 JAS'22

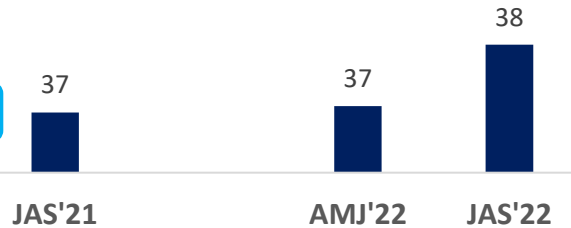
Port Dwell Time Performance – Southern Corridor

Import Cycle – Dwell Time Performance – Southern Corridor (in hrs)

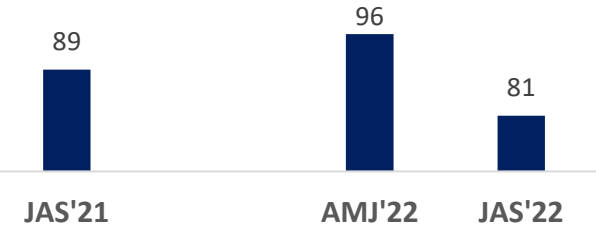
Southern Corridor



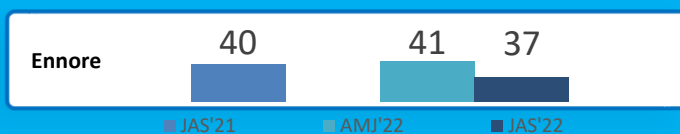
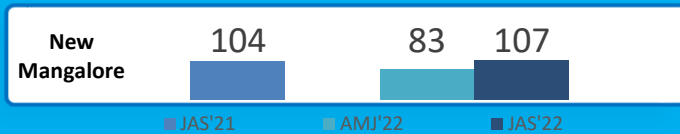
Import



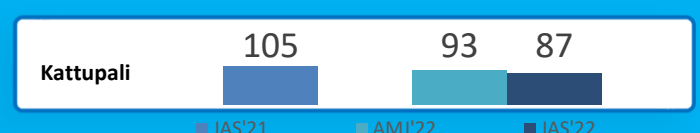
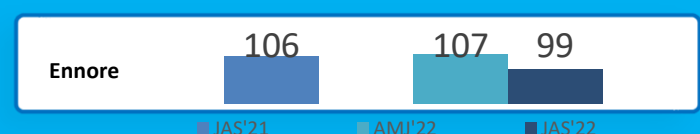
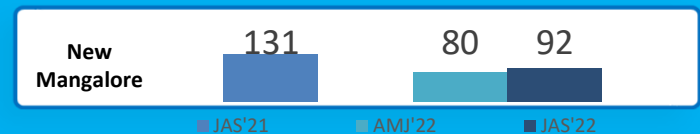
Export



Import Port - Wise



Export Port - Wise



Port Dwell Time Performance – Eastern Corridor

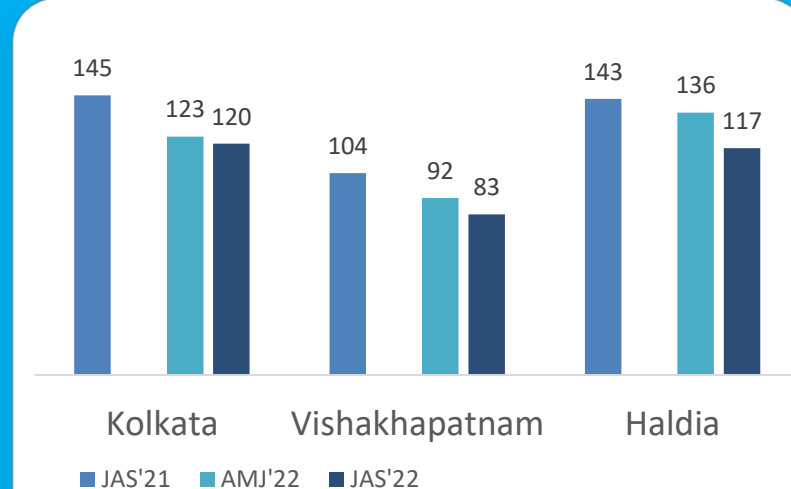
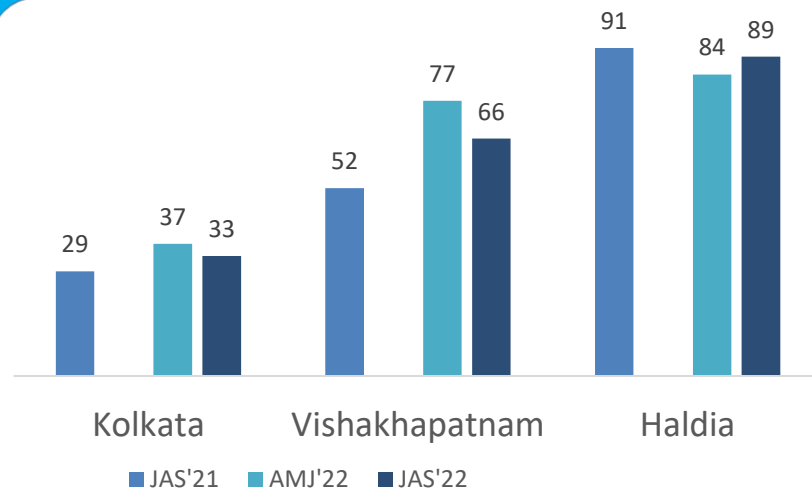
Import Cycle (in hrs)

Export Cycle (in hrs)

Eastern Corridor



Port - Wise



Critical Incident Summary

Western Corridor

- The Overall container handling performance in Western Corridor in Import Cycle has improved by 1.2% from last quarter and has deteriorated 23.9% from last year & Export Cycle improved by 3.0% from last quarter and 7.9% from last year.
- The container handling performance at CFS has improved by 0.9% from last quarter and has deteriorated 0.4% from last year. Also, ICD performance has improved by 0.2% from last quarter and has deteriorated 0.8% from last year.

Month	Import cycle – Dwell Time	Export cycle – Dwell Time	CFS Dwell Time	ICD Dwell Time
JAS'22	25.4 hrs	89.2 hrs	85.6 hrs	119.3 hrs
AMJ'22	25.7 hrs	92.0 hrs	86.4 hrs	119.5 hrs
JAS'21	20.5 hrs	96.9 hrs	85.3 hrs	118.4 hrs

Southern Corridor

- The Overall container handling performance in Southern Corridor in Import Cycle has deteriorated by 4.4% from last quarter and 4.9% from last year & in Export Cycle has improved by 16.2% from last quarter and 9.8% from last year.
- The container handling performance at CFS has improved by 3.4% from last quarter and 4.6% from last year.

Month	Import cycle – Dwell Time	Export cycle – Dwell Time	CFS Dwell Time
JAS'22	38.3 hrs	80.6 hrs	101.4 hrs
AMJ'22	36.7 hrs	96.2 hrs	105.0 hrs
JAS'21	36.5 hrs	89.4 hrs	106.3 hrs

Eastern Corridor

- The Overall container handling performance in Eastern Corridor for Import Cycle has improved by 12.3% from last quarter and deteriorated by 6.8% from last year & Export Cycle has improved by 6.3% from last quarter and 17.9% from last year.
- The container handling performance at CFS has deteriorated by 50.0% from last quarter and 1.6% from last year.

Month	Import Cycle – Dwell Time	Export Cycle – Dwell Time	CFS Dwell Time
JAS'22	47.1 hrs	100.2 hrs	129.6 hrs
AMJ'22	53.7 hrs	106.9 hrs	86.4 hrs
JAS'21	44.1 hrs	122.1 hrs	127.5 hrs

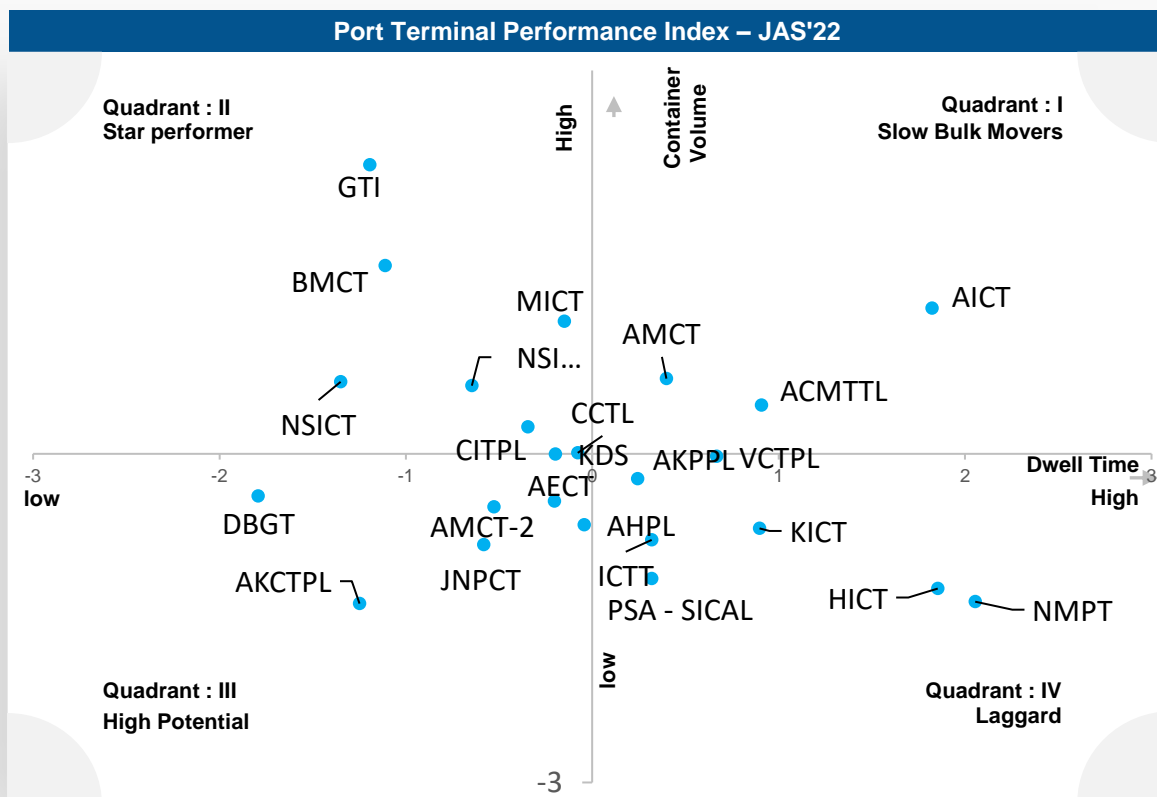


Port Performance

Pan India - Port Performance Benchmarking & Performance Index

Performance Benchmarking - Port Terminals

The benchmarking showcase the individual terminal's performance w.r.t Pan India



Performance benchmarking for Port Terminals covered under LDB project for JAS'22

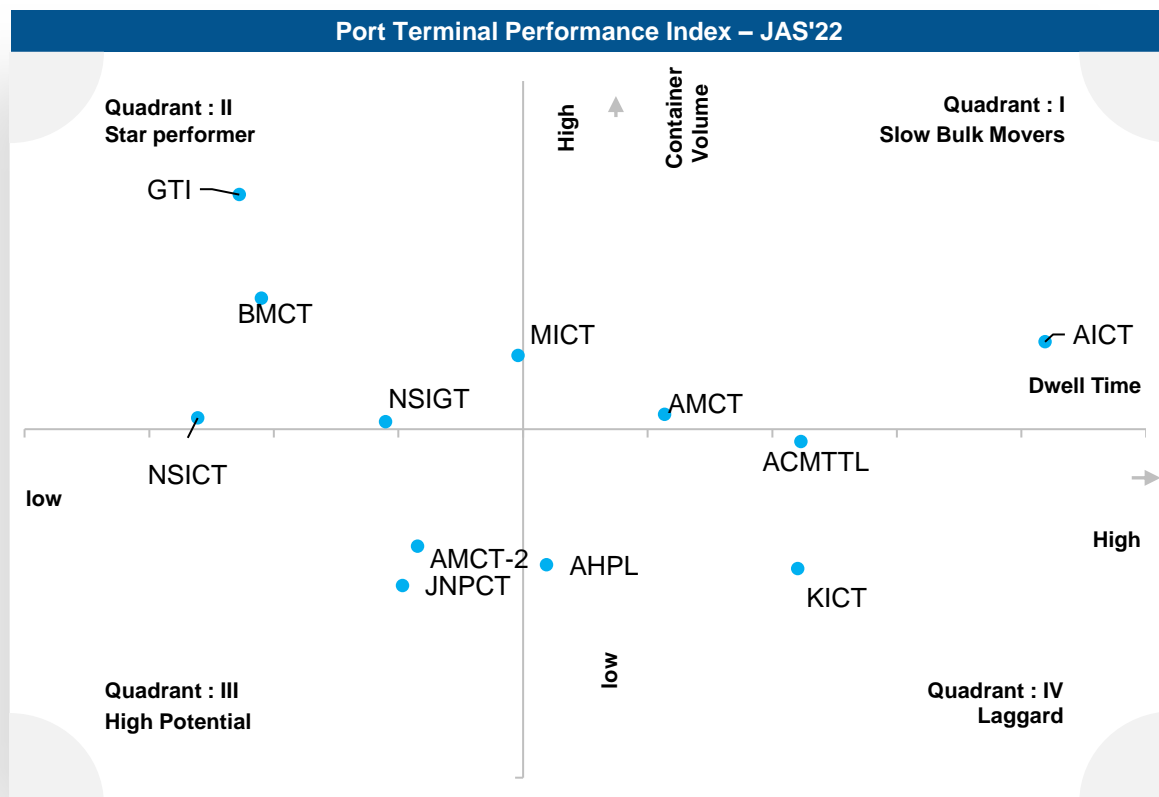
Top Performing Terminal	
Gateway Terminals India (GTI)	
JAS'22	
41.0 hrs	
Low Performing Terminal	
New Manglore Port Trust (NMPT)	
JAS'22	
101.2 hrs	

Note: The performance benchmarking is based on performance index

Performance Index - Summary	
In order to assess the relative performance of various entities like Port terminals, CFS(s) and ICD(s), the relative Dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors i.e. Dwell time and Volume	
Star Performer Consist of entities which have catered relatively high container volume in lower dwell time	Slow Bulk Movers Consist of entities which have catered higher container volume in higher dwell time
High Potential Consist of entities which have catered relatively lower container volume in lower dwell time	Laggard Consist of entities which have catered relatively lower container volume at higher dwell time

Performance Benchmarking - Port Terminals

The benchmarking showcase the individual terminal's performance w.r.t Western Region



Performance benchmarking for Port Terminals covered under LDB project for JAS'22

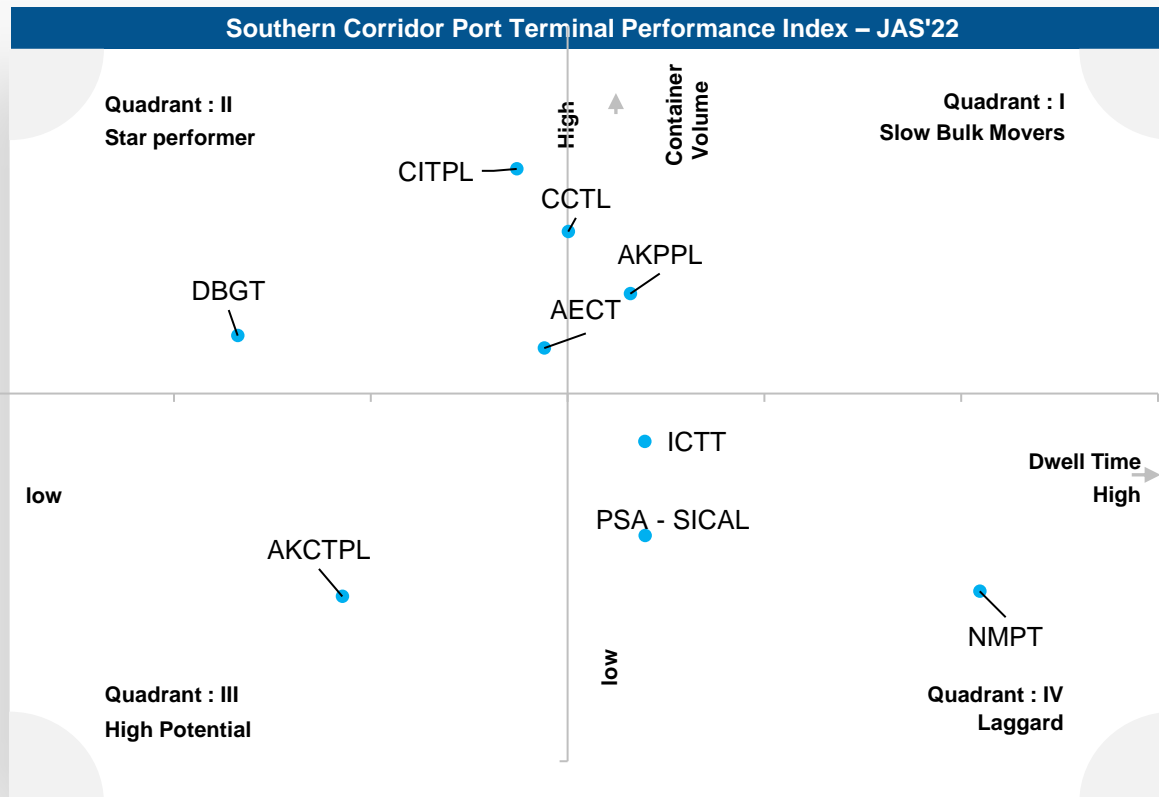
Top Performing Terminal	
Gateway Terminals India (GTI)	
JAS'22	41.0 hrs
Low Performing Terminal	
Kandla International Container Terminal (KICT)	
JAS'22	79.7 hrs

Note: The performance benchmarking is based on performance index

Performance Index - Summary	
In order to assess the relative performance of various entities like Port terminals, CFS(s) and ICD(s), the relative Dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors i.e. Dwell time and Volume	
Star Performer Consist of entities which have catered relatively high container volume in lower dwell time	Slow Bulk Movers Consist of entities which have catered higher container volume in higher dwell time
High Potential Consist of entities which have catered relatively lower container volume in lower dwell time	Laggard Consist of entities which have catered relatively lower container volume at higher dwell time

Performance Benchmarking – Port Terminals

The benchmarking showcase the individual terminal's performance w.r.t Southern Region



Performance benchmarking for Port Terminals covered under LDB project for JAS'22

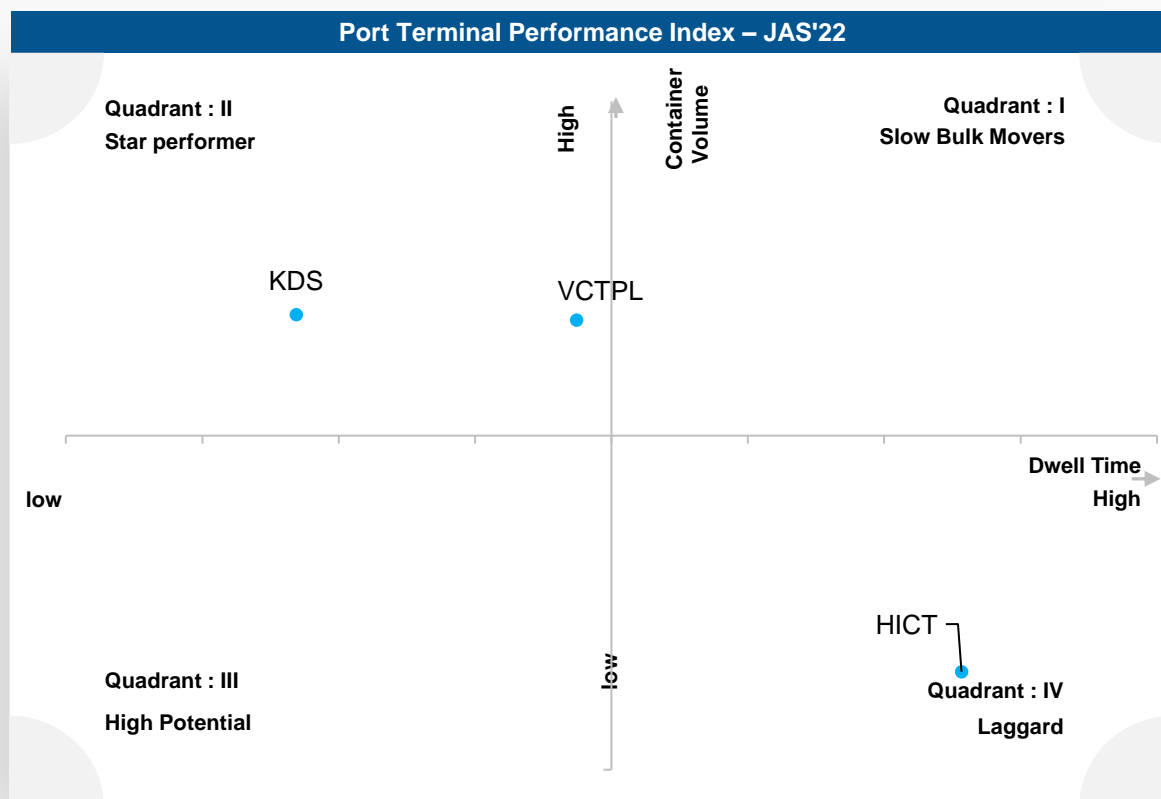
Top Performing Terminal
Chennai International Terminals Pvt Ltd (CITPL)
JAS'22
56.7 hrs
Low Performing Terminal
New Mangalore Port Trust (NMPT)
JAS'22
101.2 hrs

Note: The performance benchmarking is based on performance index

Performance Index - Summary	
In order to assess the relative performance of various entities like Port terminals, CFS(s) and ICD(s), the relative Dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors i.e. Dwell time and Volume	
Star Performer Consist of entities which have catered relatively high container volume in lower dwell time	Slow Bulk Movers Consist of entities which have catered higher container volume in higher dwell time
High Potential Consist of entities which have catered relatively lower container volume in lower dwell time	Laggard Consist of entities which have catered relatively lower container volume at higher dwell time

Performance Benchmarking - Port Terminals

The benchmarking showcase the individual terminal's performance w.r.t Eastern Region



Performance benchmarking for Port Terminals covered under LDB project for JAS'22

Top Performing Terminal
Kolkata Dock System (KDS) , Kolkata Port
JAS'22
59.5 hrs
Low Performing Terminal
Haldia International Container Terminal (HICT)
JAS'22
97.5 hrs

Note: The performance benchmarking is based on performance index

Performance Index - Summary	
In order to assess the relative performance of various entities like Port terminals, CFS(s) and ICD(s), the relative Dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors i.e. Dwell time and Volume	
Star Performer Consist of entities which have catered relatively high container volume in lower dwell time	Slow Bulk Movers Consist of entities which have catered higher container volume in higher dwell time
High Potential Consist of entities which have catered relatively lower container volume in lower dwell time	Laggard Consist of entities which have catered relatively lower container volume at higher dwell time



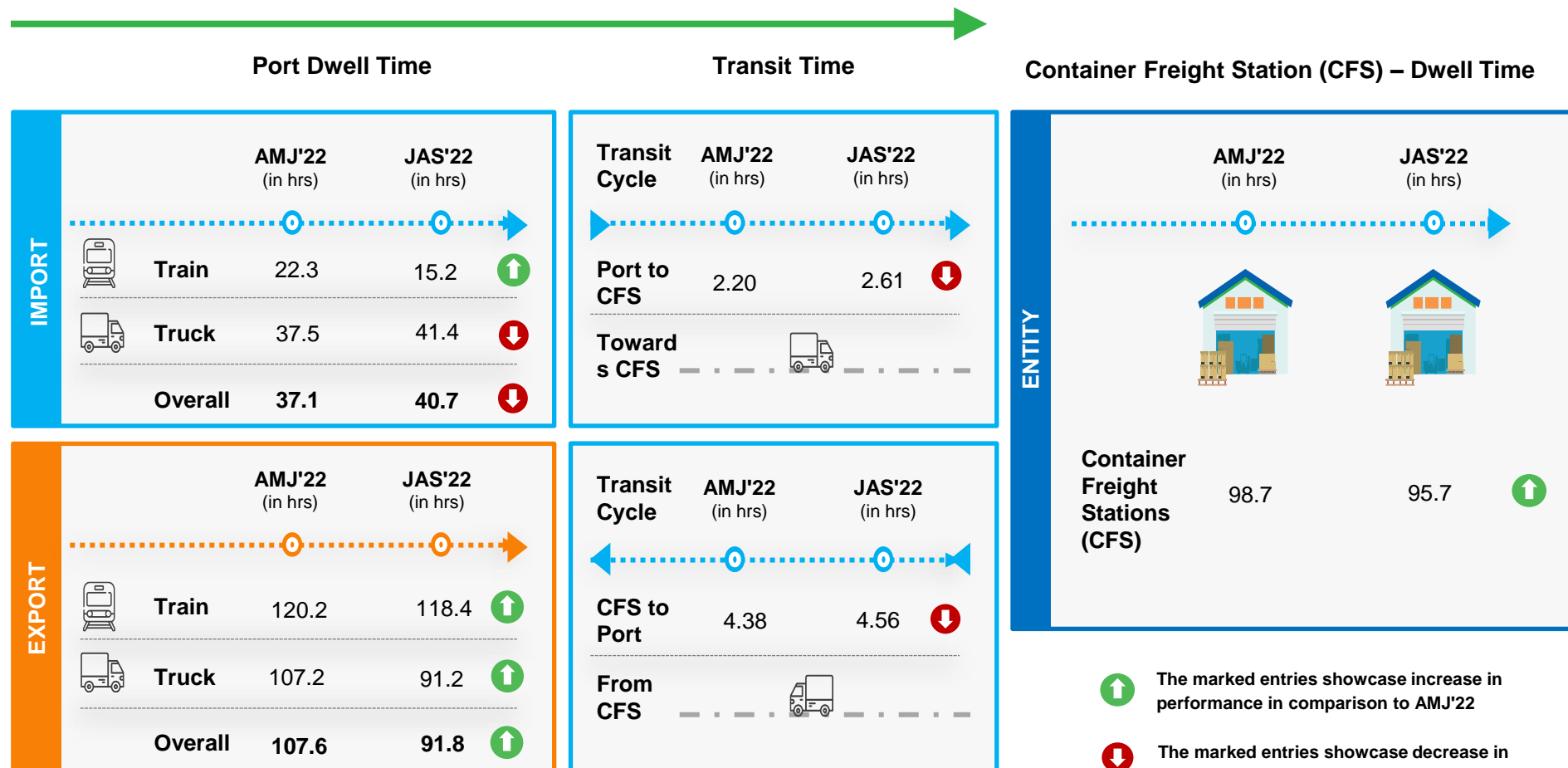
Annexure



Individual Terminal Performance In Southern Corridor

Chennai Port Terminals: Container Transportation

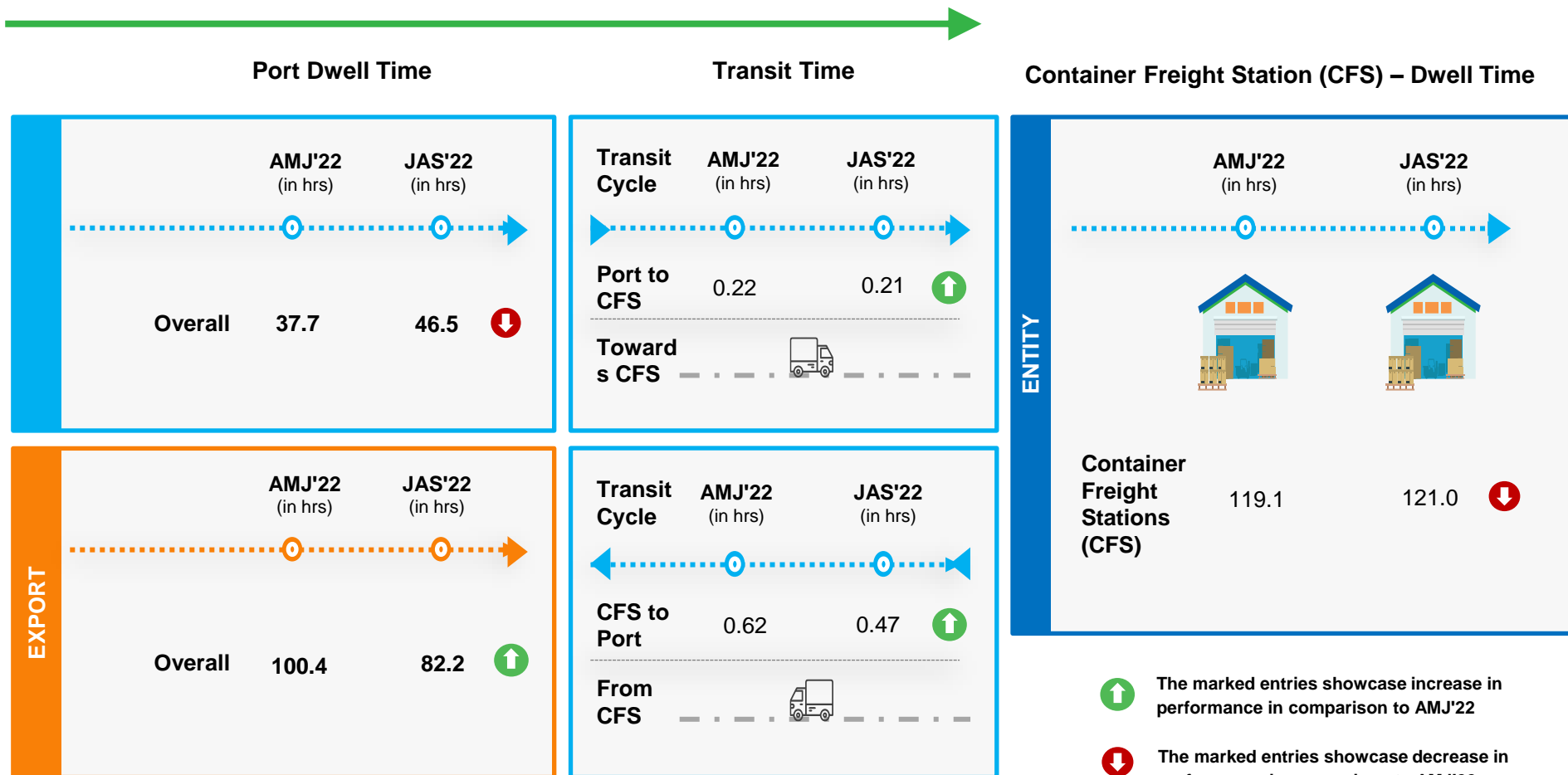
Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Kochi Port Terminal: Container Transportation

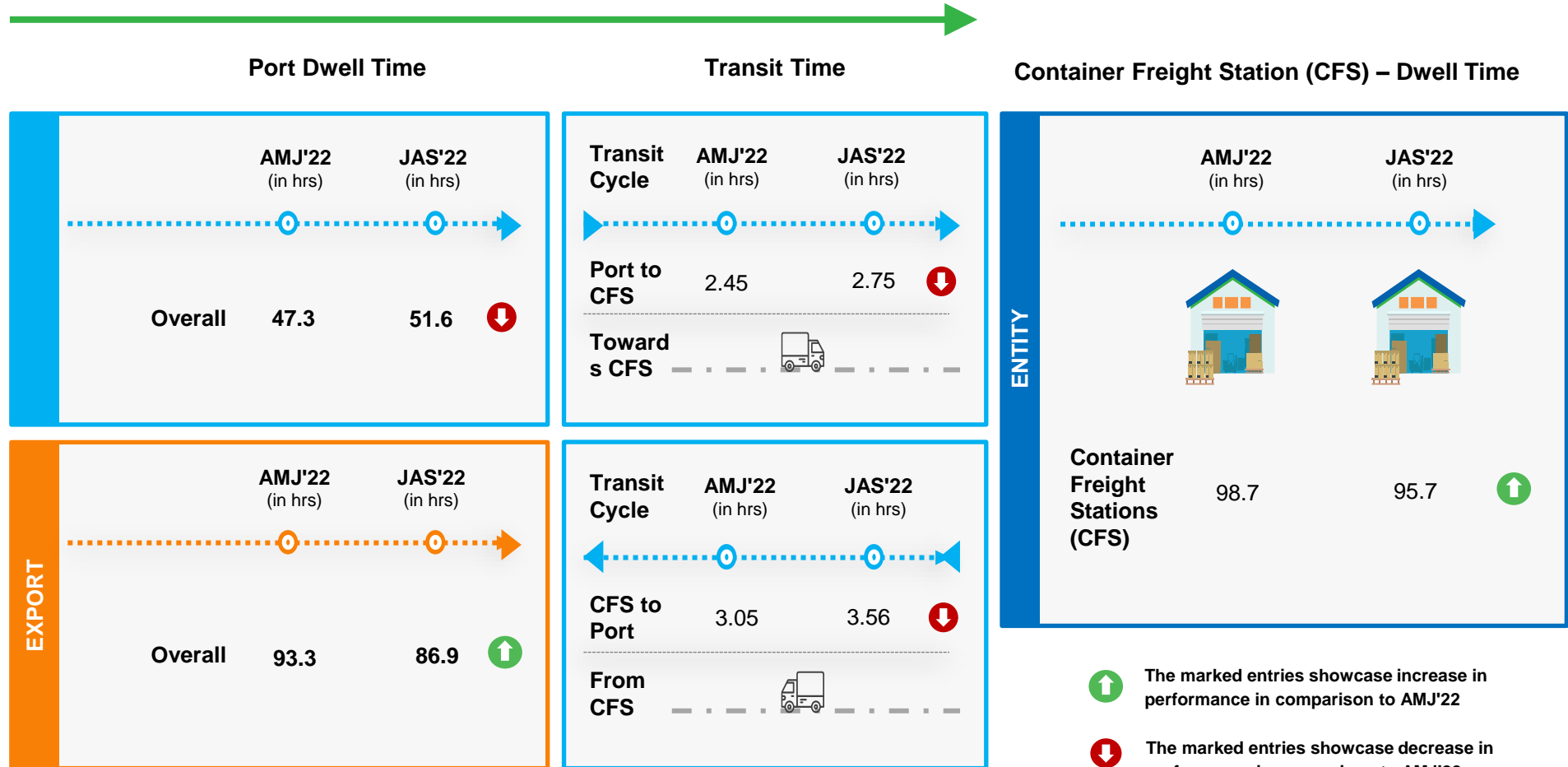
Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Kattupalli Port Terminal: Container Transportation

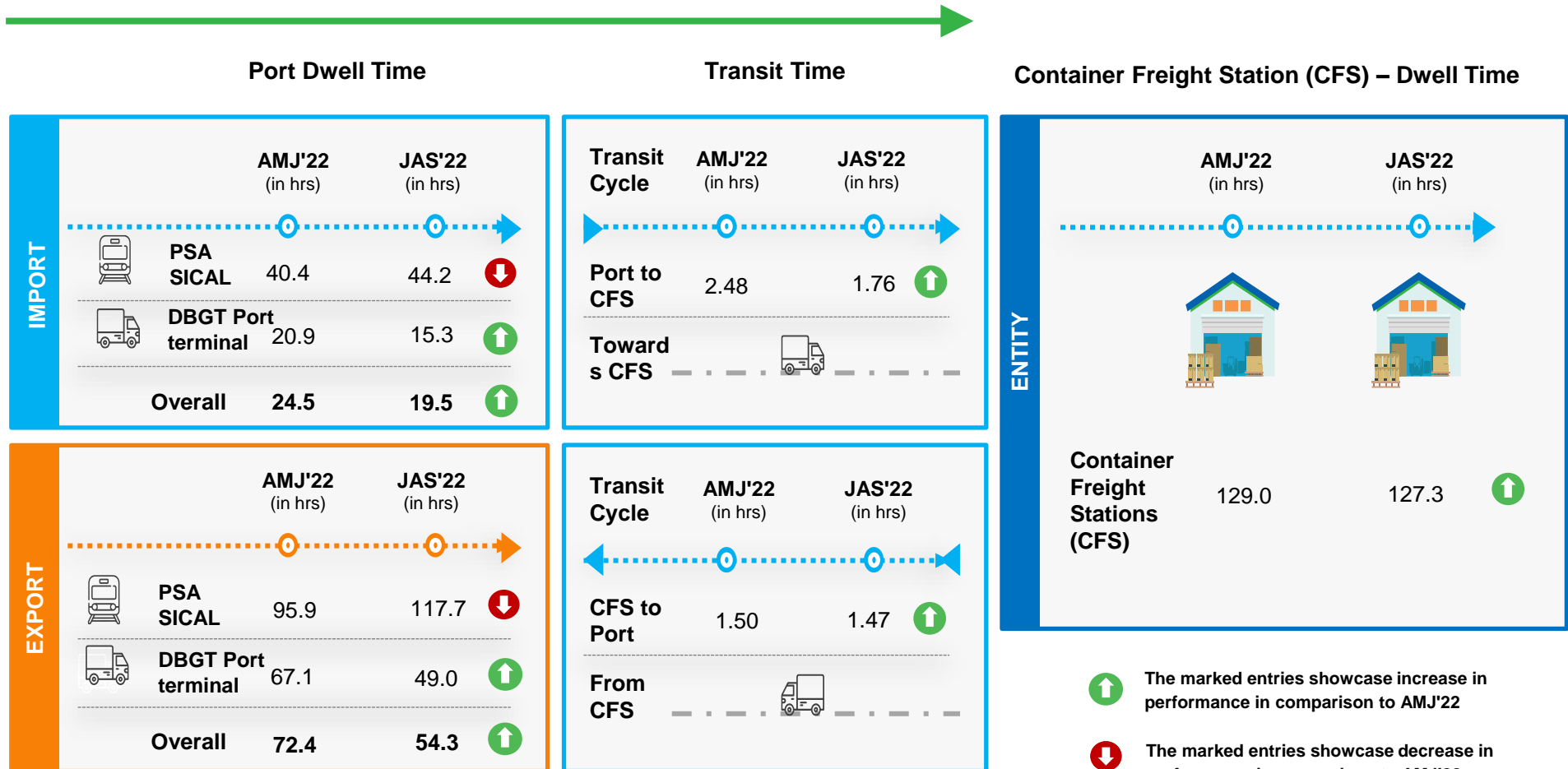
Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Tuticorin Port Terminal: Container Transportation

Container Lifecycle (Import Cycle)



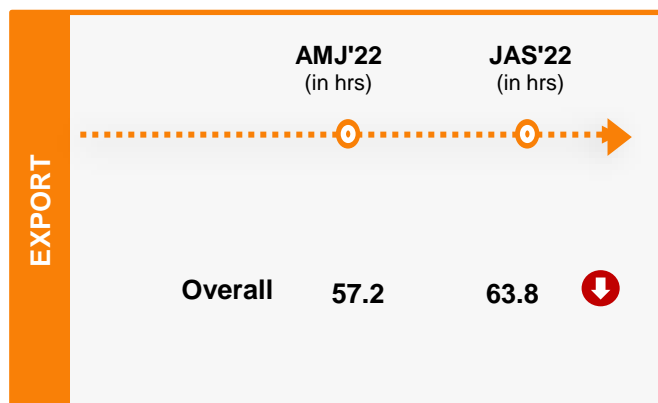
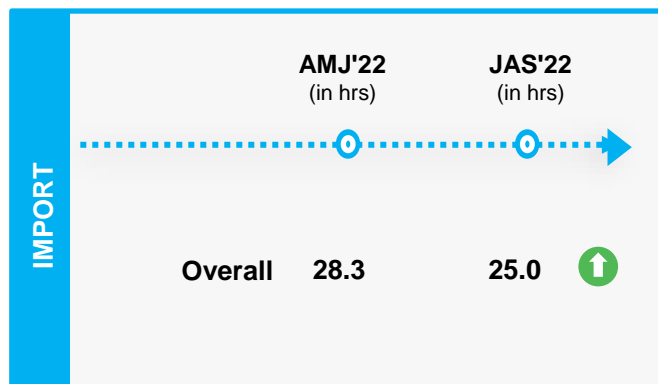
Container Lifecycle (Export Cycle)

Krishnapatnam Port Terminal: Container Transportation

Container Lifecycle (Import Cycle)



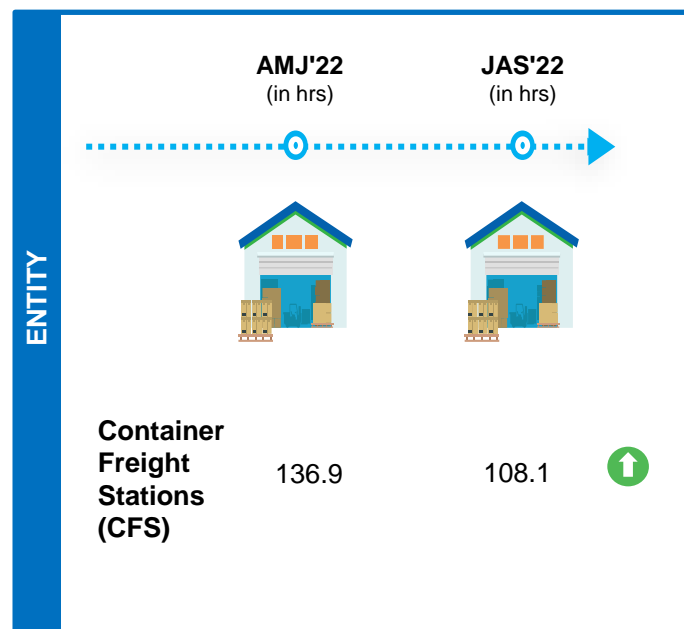
Port Dwell Time





Container Lifecycle (Export Cycle)



Container Freight Station (CFS) – Dwell Time



-  The marked entries showcase increase in performance in comparison to AMJ'22
-  The marked entries showcase decrease in performance in comparison to AMJ'22

Container Lifecycle (Import Cycle)

Port Dwell Time

IMPORT		AMJ'22 (in hrs)	JAS'22 (in hrs)	
	Train	22.3	18.9	↑
	Truck	37.5	37.8	↓
	Overall	40.9	36.8	↑

EXPORT		AMJ'22 (in hrs)	JAS'22 (in hrs)	
	Train	120.2	119.1	↑
	Truck	107.2	98.4	↑
	Overall	107.3	98.8	↑

Container Lifecycle (Export Cycle)

Container Freight Stations(CFS)– Dwell Time

	AMJ'22 (in hrs)	JAS'22 (in hrs)	
Container Freight Stations (CFS)	98.7	95.7	↑

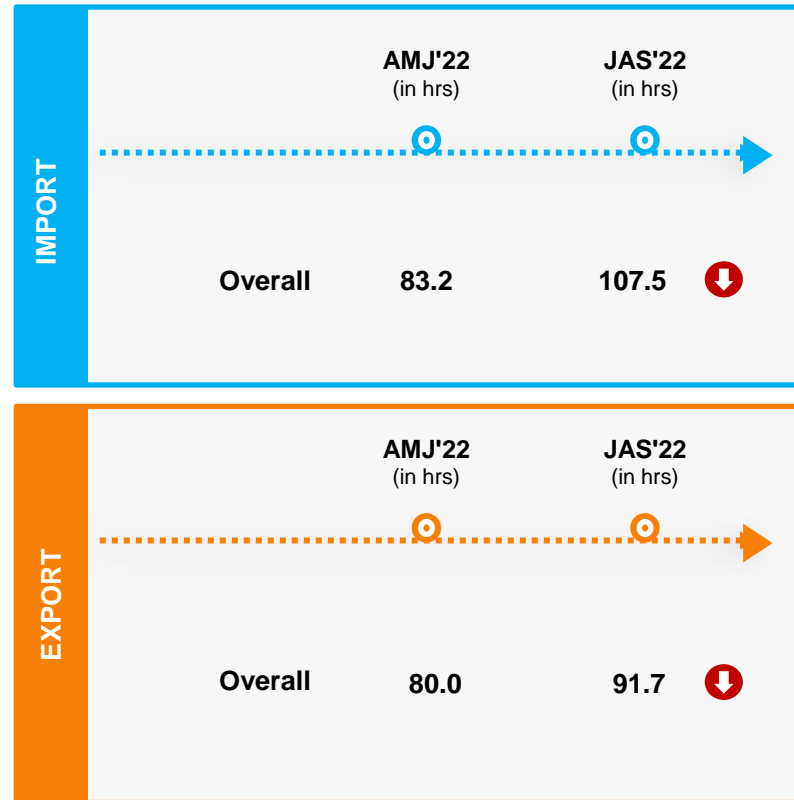


The marked entries showcase increase in performance in comparison to AMJ'22



The marked entries showcase decrease in performance in comparison to AMJ'22

Port Dwell Time



The marked entries showcase increase in performance in comparison to AMJ'22



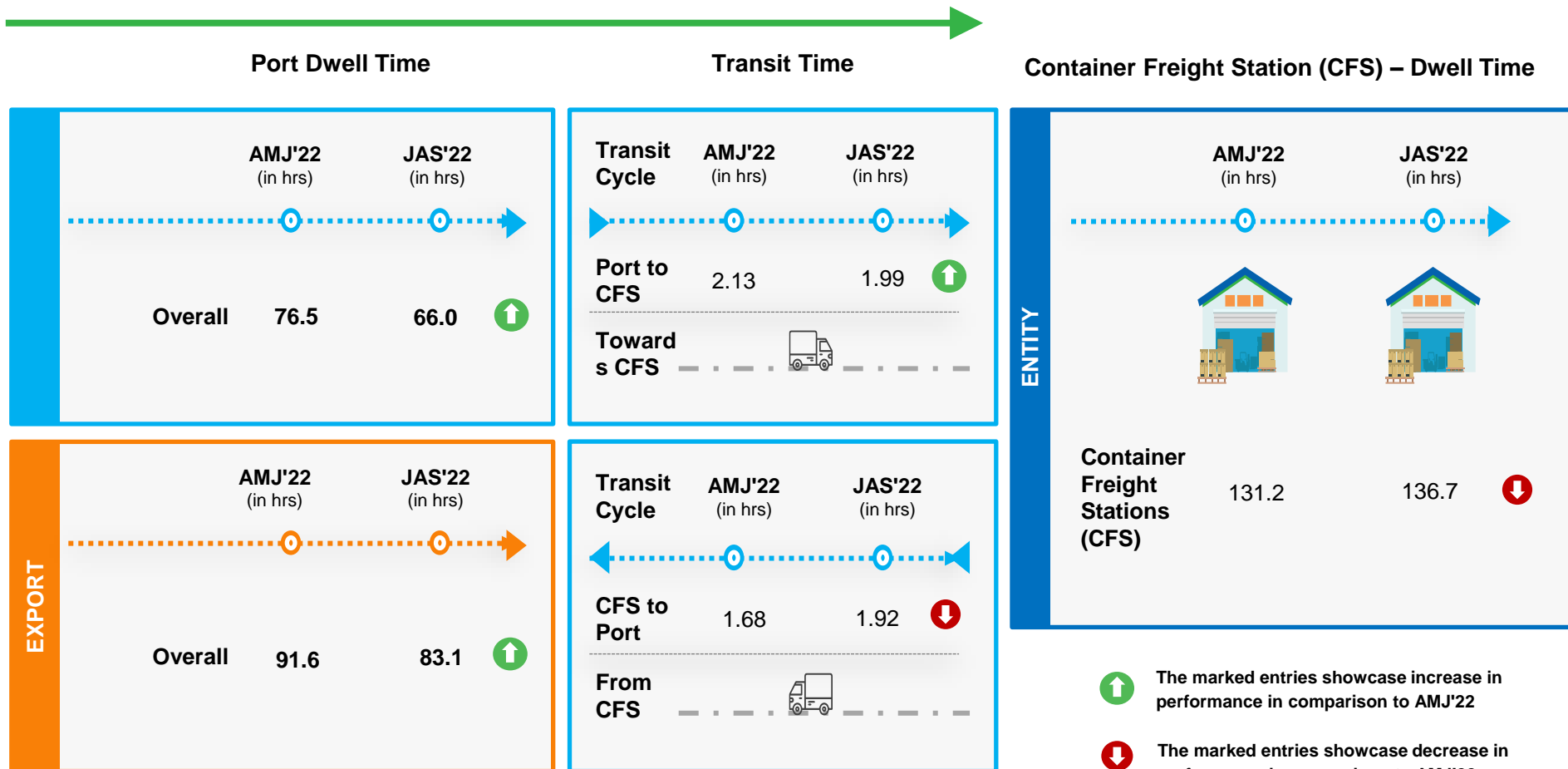
The marked entries showcase decrease in performance in comparison to AMJ'22



Individual Terminal Performance In Eastern Corridor

Vishakhapatnam Port Terminal: Container Transportation

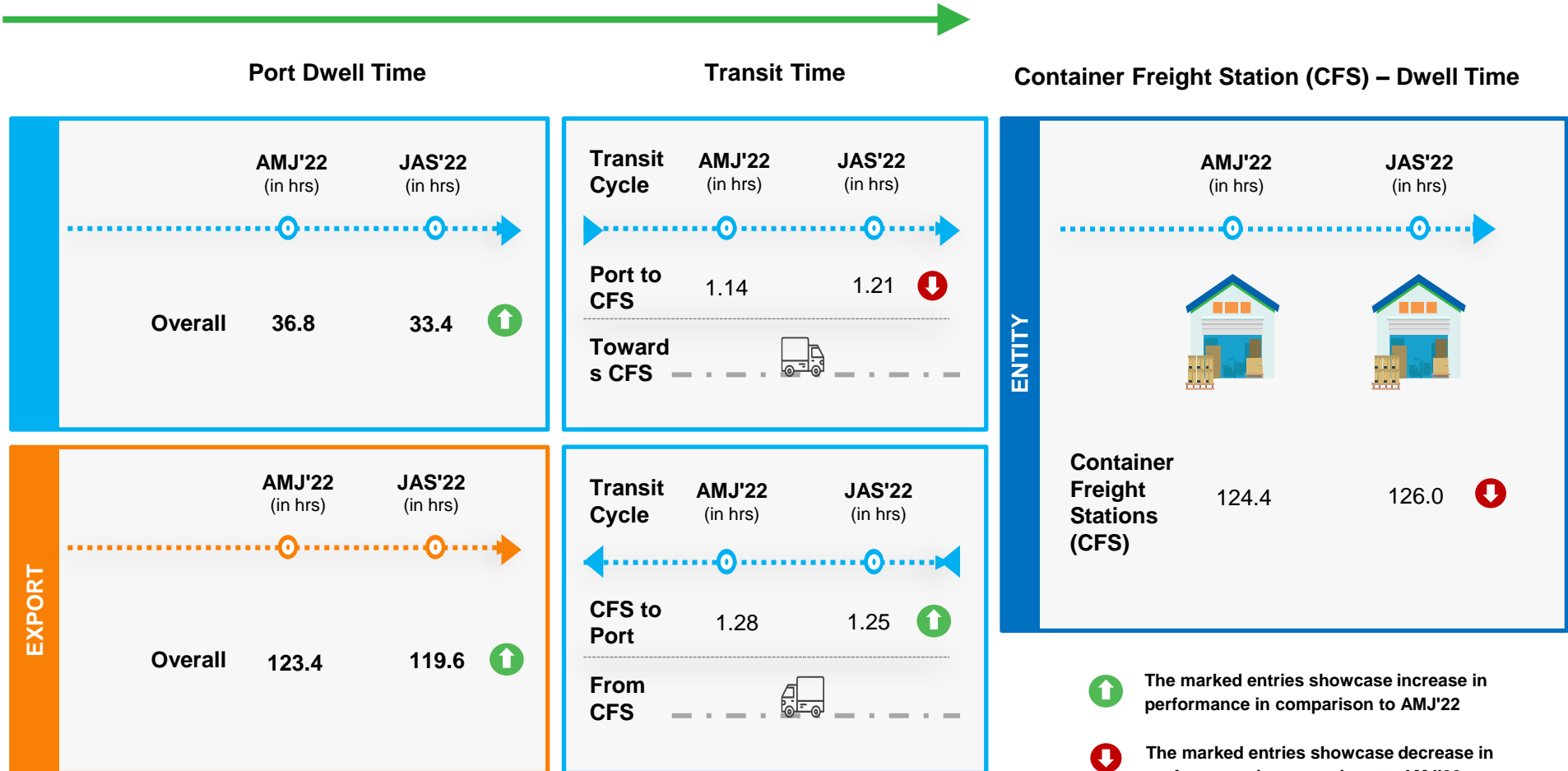
Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Kolkata Port Terminal: Container Transportation

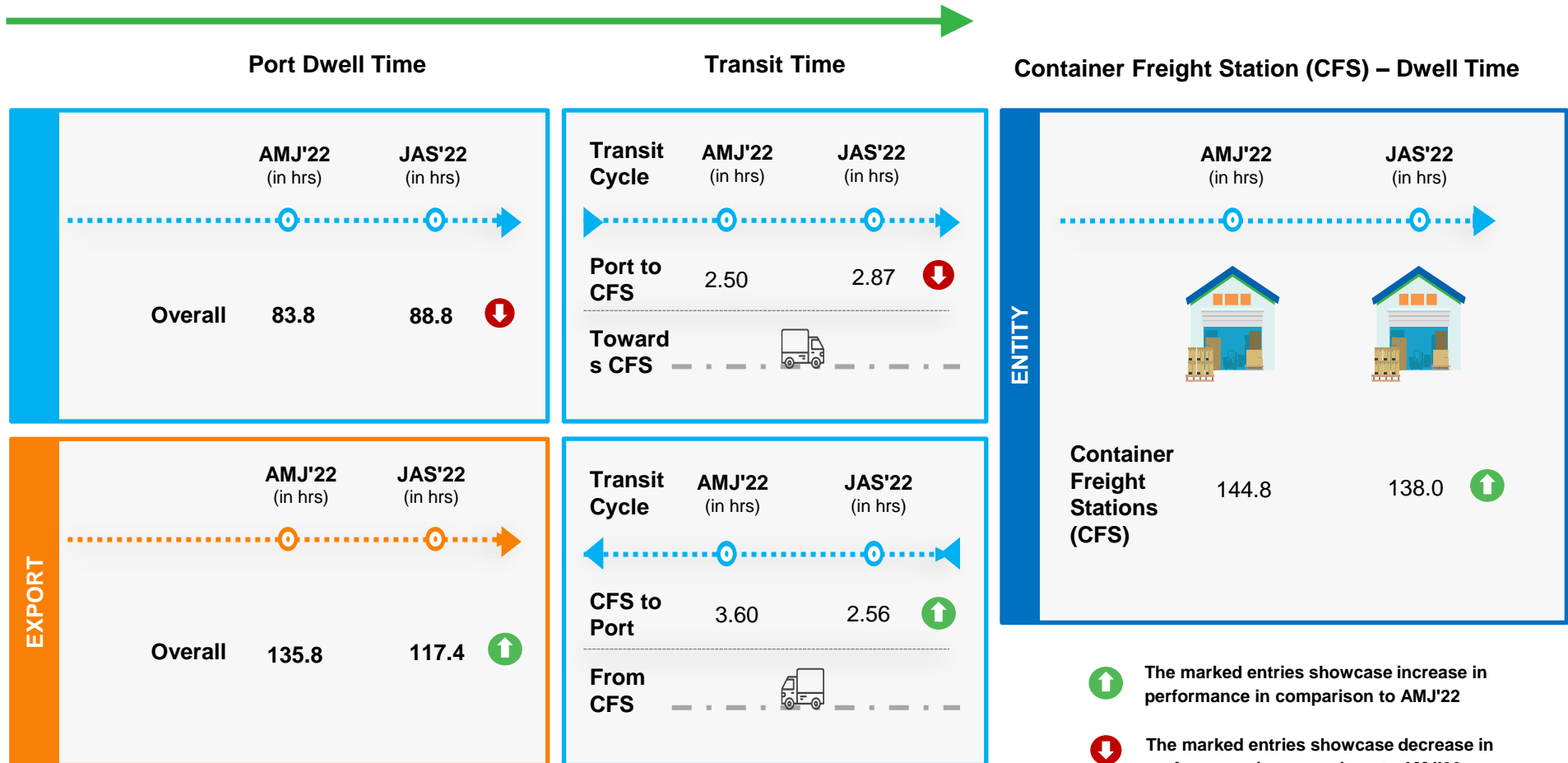
Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Haldia Port Terminal: Container Transportation

Container Lifecycle (Import Cycle)



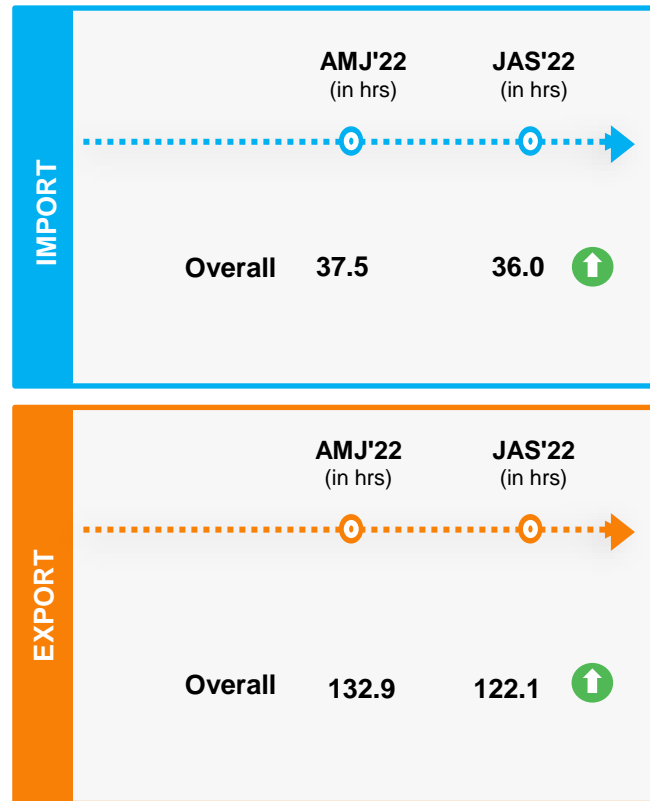
Container Lifecycle (Export Cycle)

- ↑ The marked entries showcase increase in performance in comparison to AMJ'22
- ↓ The marked entries showcase decrease in performance in comparison to AMJ'22



Individual Terminal Performance In Western Corridor

Port Dwell Time



The marked entries showcase increase in performance in comparison to AMJ'22



The marked entries showcase decrease in performance in comparison to AMJ'22

Port Dwell Time



The marked entries showcase increase in performance in comparison to AMJ'22



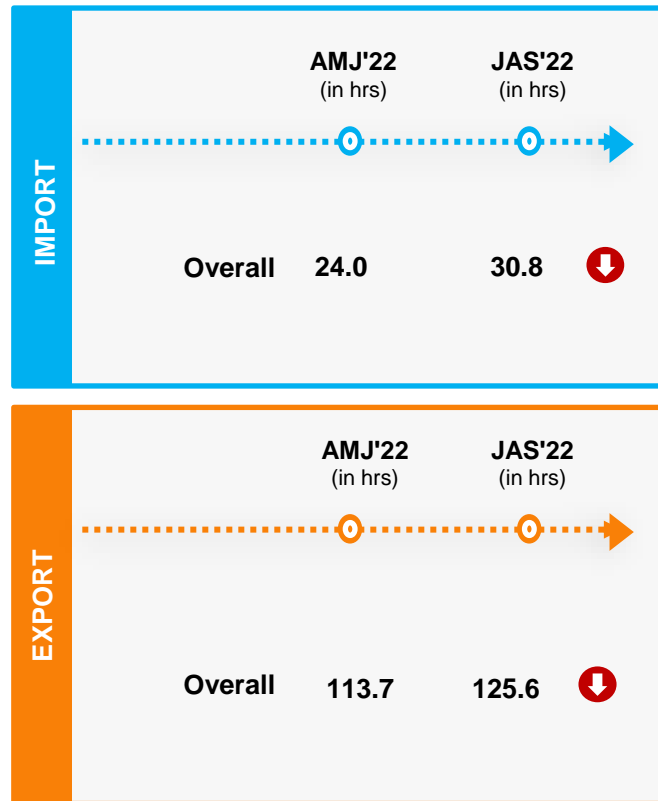
The marked entries showcase decrease in performance in comparison to AMJ'22

Hazira Port Terminal: Container Transportation

Container Lifecycle (Import Cycle)



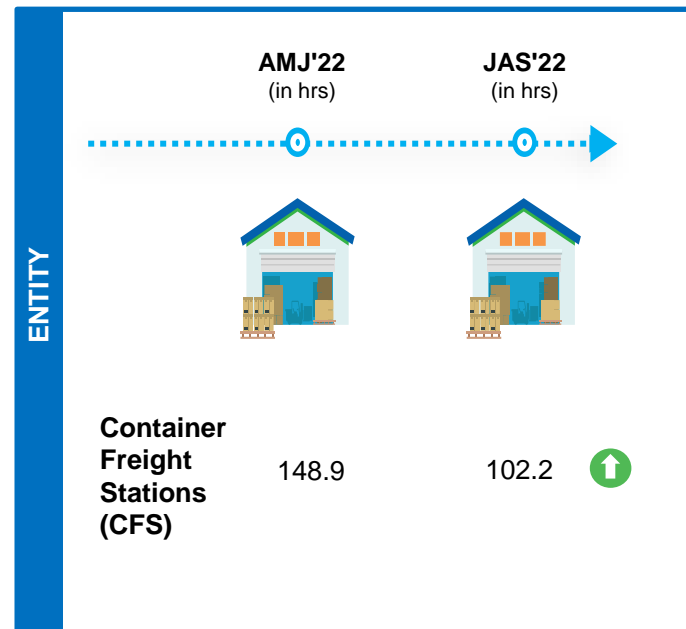
Port Dwell Time



Container Lifecycle (Export Cycle)



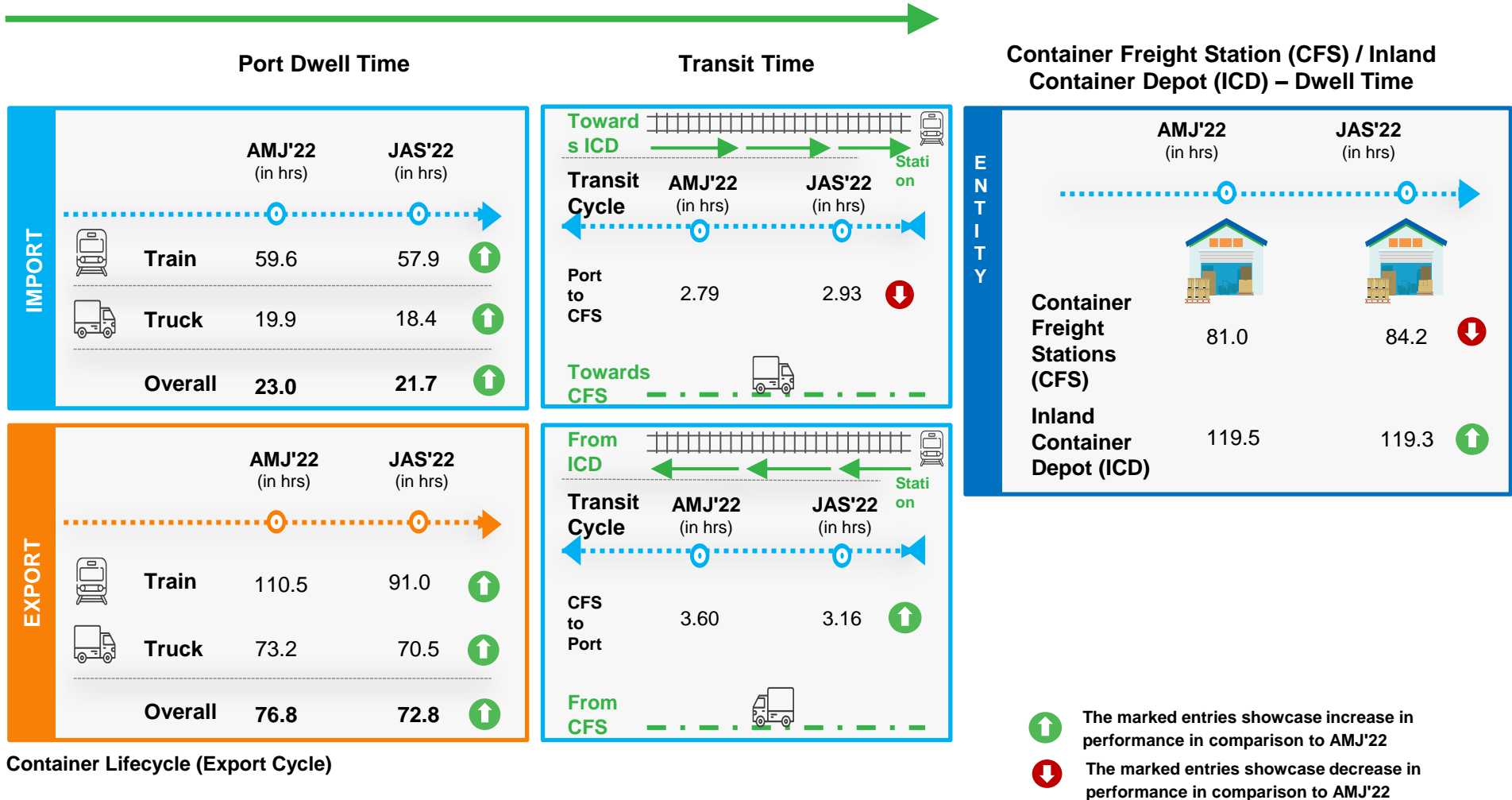
Container Freight Station (CFS) – Dwell Time



- ↑ The marked entries showcase increase in performance in comparison to AMJ'22
- ↓ The marked entries showcase decrease in performance in comparison to AMJ'22

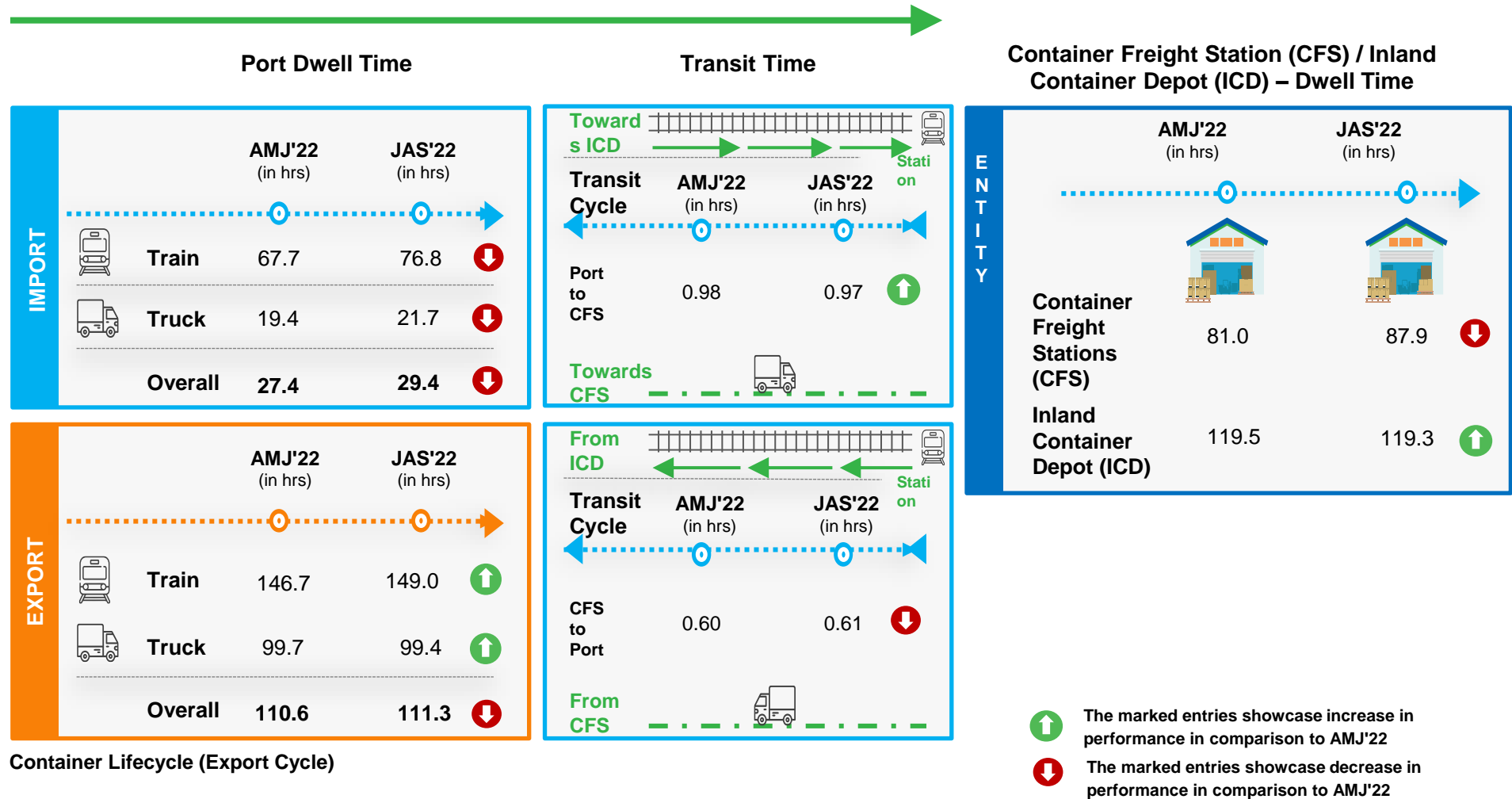
Container Transportation- JNPA Port Terminals

Container Lifecycle (Import Cycle)

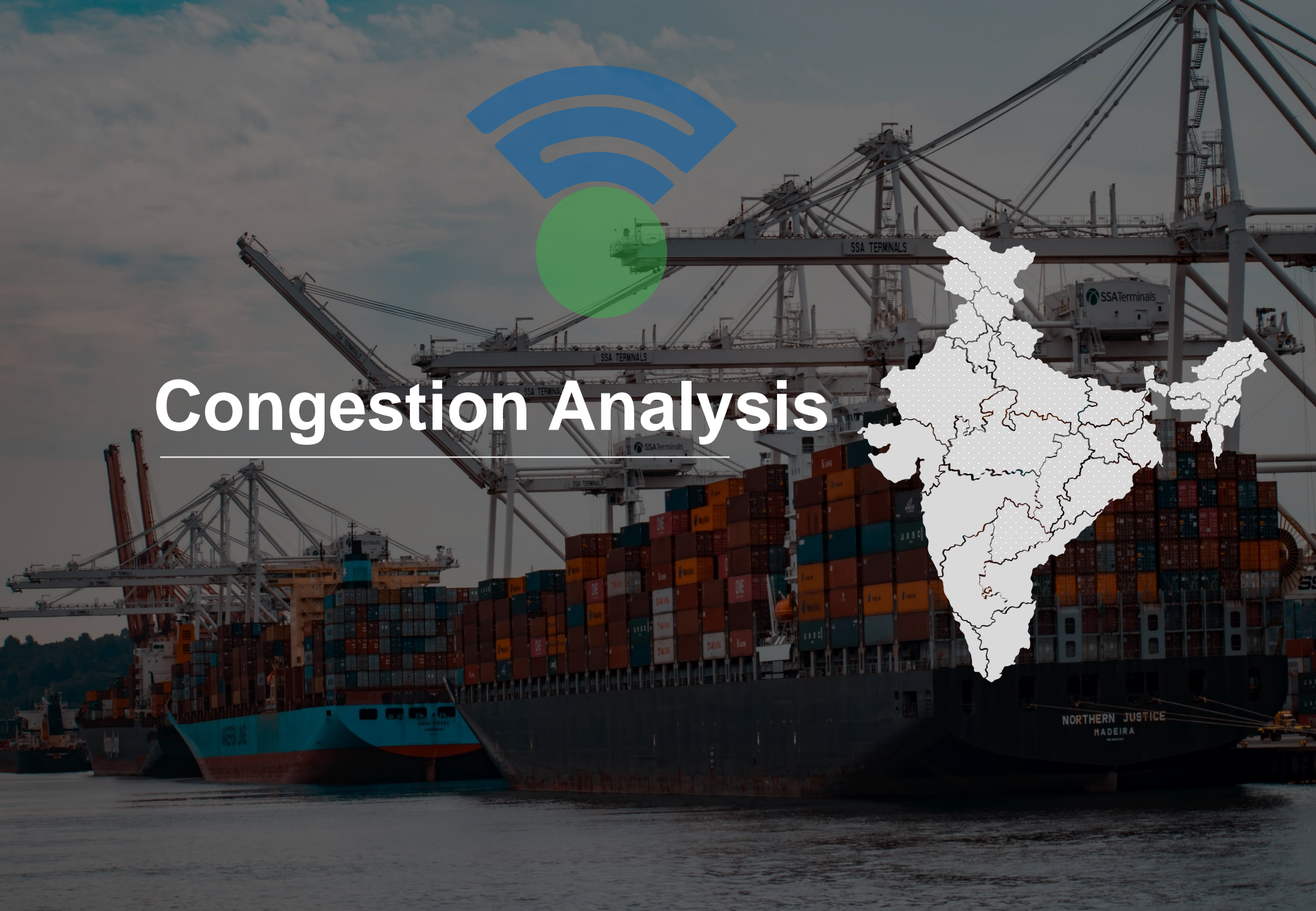


Mundra Port Terminal : Container Transportation

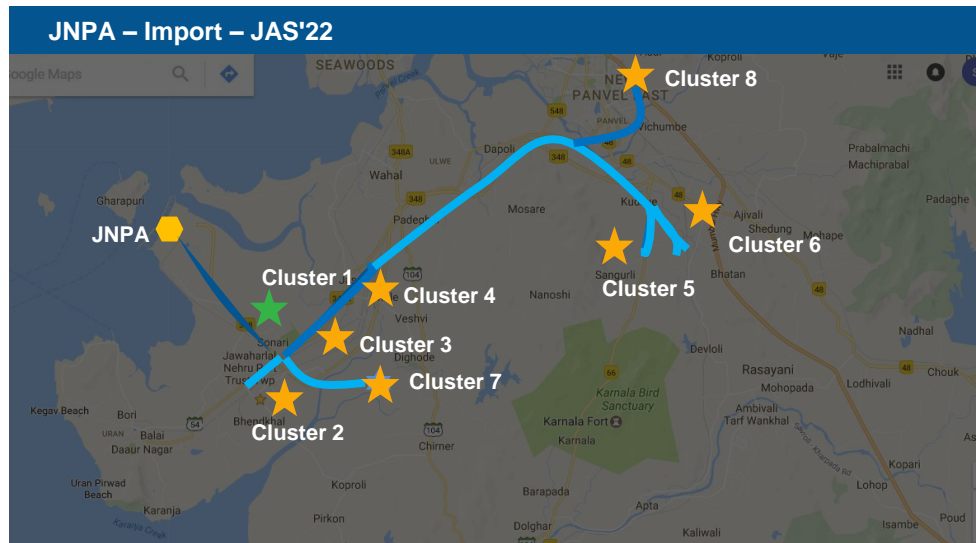
Container Lifecycle (Import Cycle)



Congestion Analysis



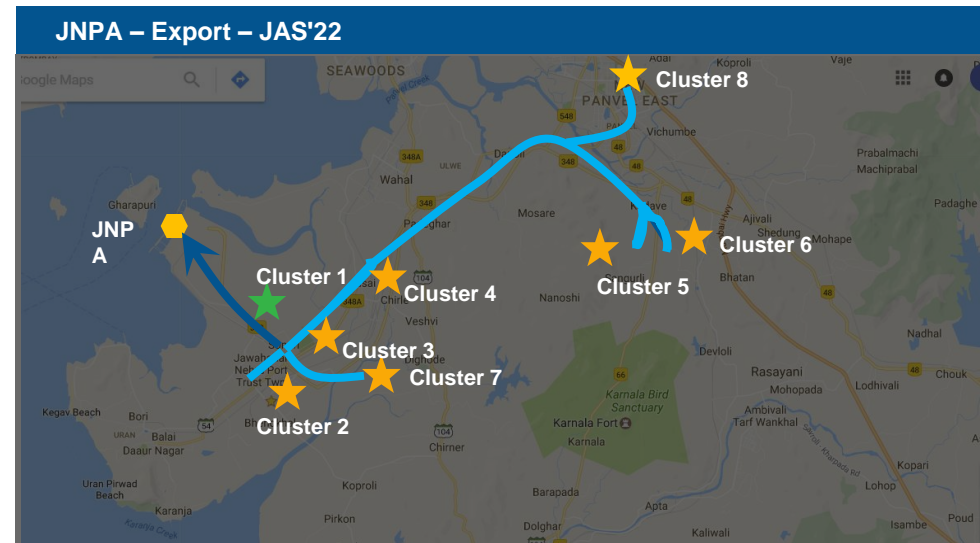
JNPA Region: Congestion Analysis



Clusters with bottleneck	
Cluster 1	JNPA area
Clusters without bottleneck	
Cluster 2	Bhendkhal area, khopate road
Cluster 3	Sonari area, JNPA road
Cluster 4	Chirle area, JNPA road
Cluster 5	Plaspa area, coach kanyakumari highway
Cluster 6	Salva apta rd area, bangalore highway
Cluster 7	Patilpada area, khopate JNPA road
Cluster 8	Taloja, navi mumbai

Legends

- High Congestion
- Medium Congestion
- Low Congestion
- Cluster with bottleneck
- Cluster without bottleneck



Clusters with bottleneck	
Cluster 1	JNPA area
Clusters without bottleneck	
Cluster 2	Bhendkhal area, khopate road
Cluster 3	Sonari area, JNPA road
Cluster 4	Chirle area, JNPA road
Cluster 5	Plaspa area, coach kanyakumari highway
Cluster 6	Salva apta rd area, bangalore highway
Cluster 7	Patilpada area, khopate JNPA road
Cluster 8	Taloja, navi mumbai

Mundra Region: Congestion Analysis



Clusters with bottleneck	
Clusters without bottleneck	
Cluster 1	APSEZ area
Cluster 2	Hind circle
Cluster 3	Motakapaya

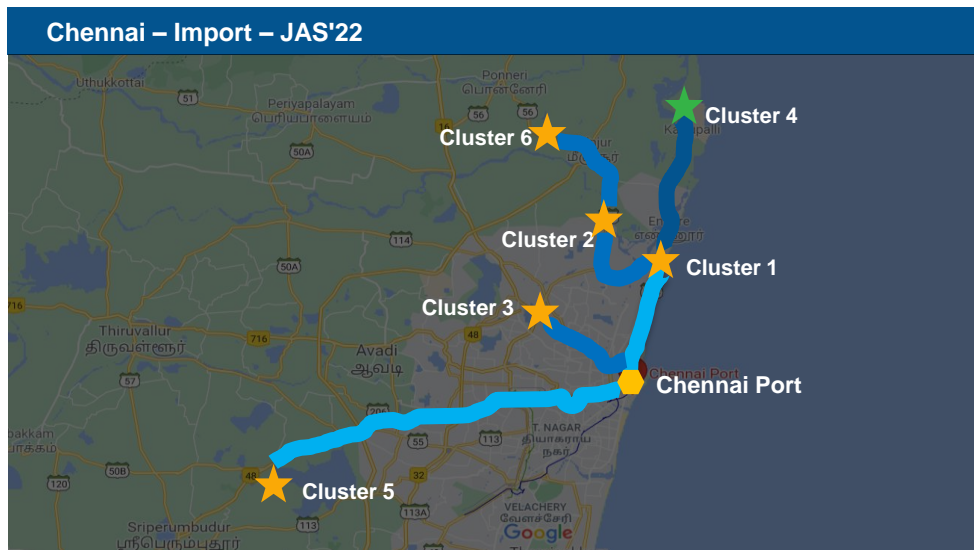


Clusters with bottleneck	
Clusters without bottleneck	
Cluster 1	APSEZ area
Cluster 2	Hind circle
Cluster 3	Motakapaya

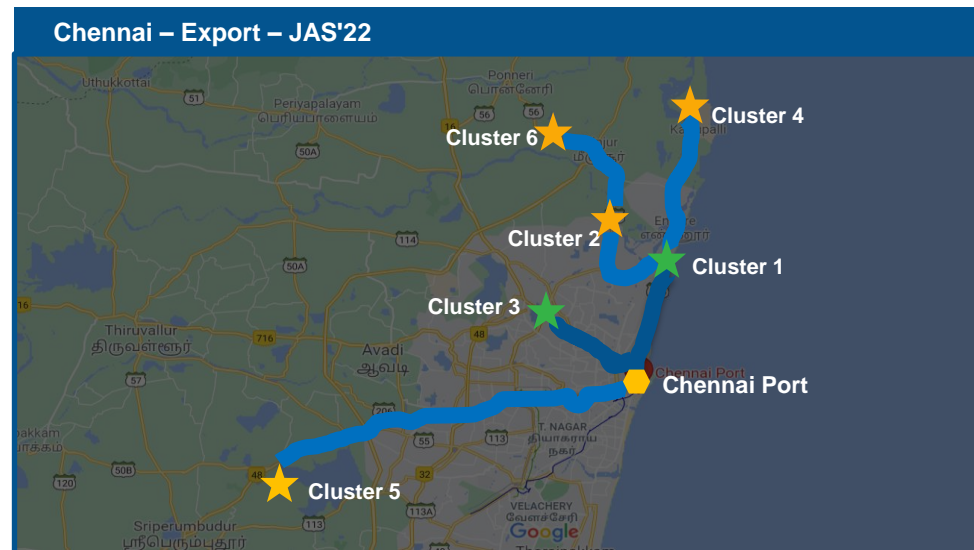
Legends

■ High Congestion
 ■ Medium Congestion
 ■ Low Congestion
 ★ Cluster with bottleneck
 ★ Cluster without bottleneck

Chennai Region: Congestion Analysis



Clusters with bottleneck	
Cluster 4	Kattupalli port bound area
Clusters without bottleneck	
Cluster 1	Chennai port bound area
Cluster 2	Ennore port bound area
Cluster 3	Chennai central area
Cluster 5	Chennai automotive industry area (Irungatukottai)
Cluster 6	Thiruvallur Outer city bound area

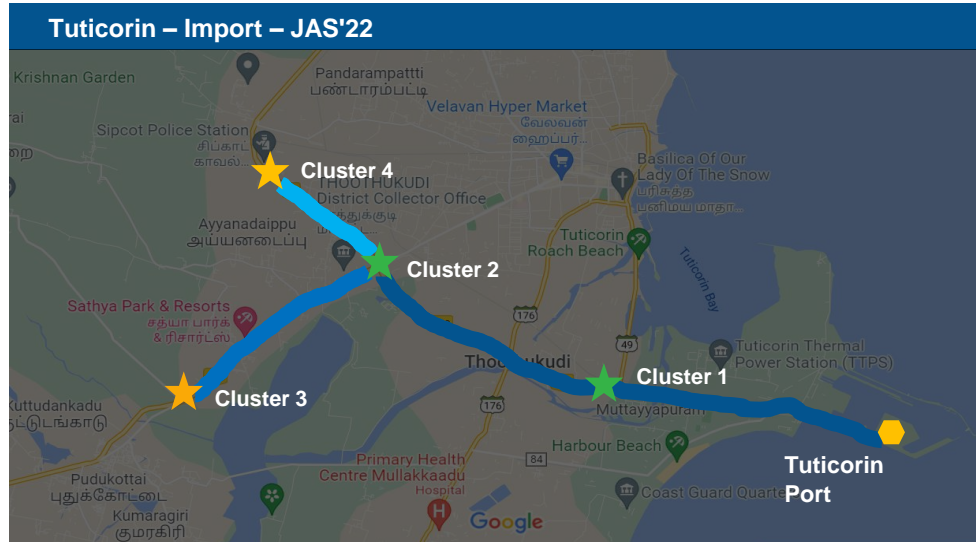


Clusters with bottleneck	
Cluster 1	Chennai port bound area
Cluster 3	Chennai central area
Clusters without bottleneck	
Cluster 2	Ennore port bound area
Cluster 4	Kattupalli port bound area
Cluster 5	Chennai automotive industry area (Irungatukottai)
Cluster 6	Thiruvallur Outer city bound area

Legends

- High Congestion (thick blue line)
- Medium Congestion (medium blue line)
- Low Congestion (thin blue line)
- Cluster with bottleneck (green star)
- Cluster without bottleneck (yellow star)

Tuticorin Region: Congestion Analysis



Clusters with bottleneck	
Cluster 1	Near by VOC road
Cluster 2	Periyanayagapuram, Thoothukudi near by Madurai road
Clusters without bottleneck	
Cluster 3	Tirunelveli road near by Podukottai
Cluster 4	Sipcot area near by Madurai road

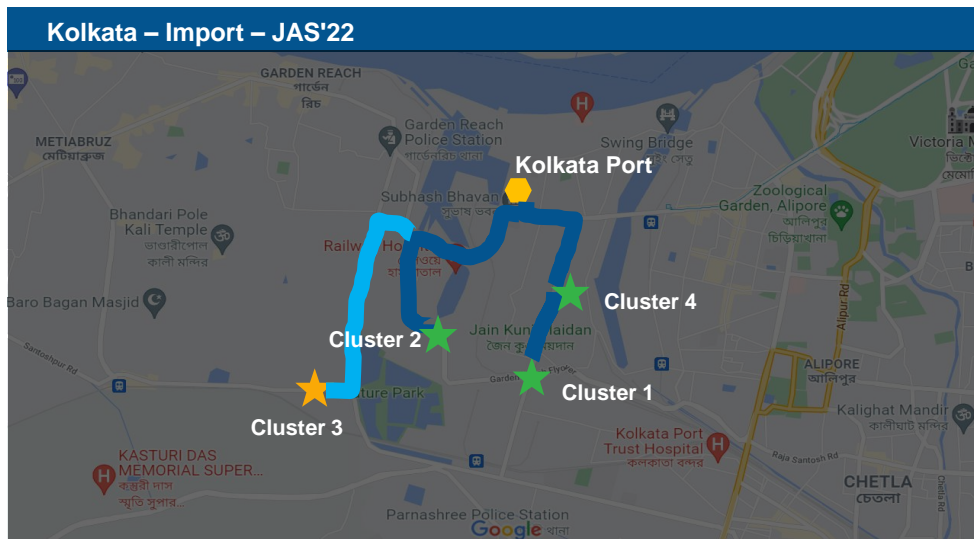


Clusters with bottleneck	
Cluster 1	Near by VOC road
Clusters without bottleneck	
Cluster 2	Periyanayagapuram, Thoothukudi near by Madurai road
Cluster 3	Tirunelveli road near by Podukottai
Cluster 4	Sipcot area near by Madurai road

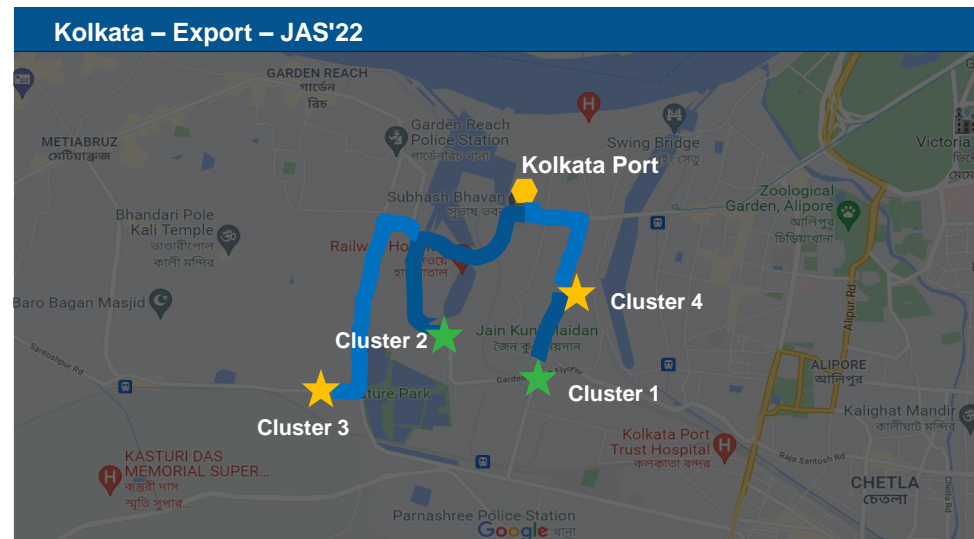
Legends

- High Congestion (Dark Blue line)
- Medium Congestion (Medium Blue line)
- Low Congestion (Light Blue line)
- Cluster with bottleneck (Green Star)
- Cluster without bottleneck (Yellow Star)

Kolkata Region: Congestion Analysis



Clusters with bottleneck	
Cluster 1	Base bridge area
Cluster 2	Sonapur road area
Cluster 4	Babu bazar area
Clusters without bottleneck	
Cluster 3	Nature park area

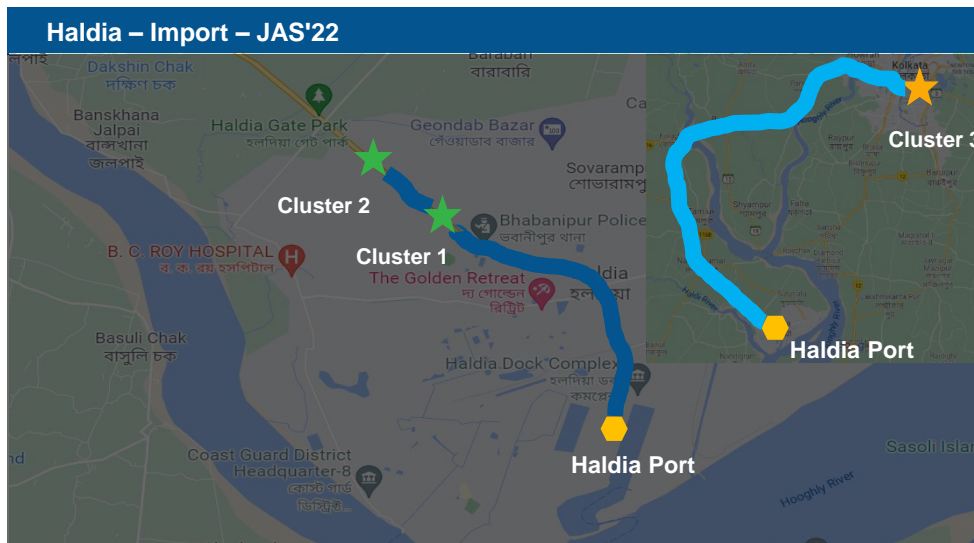


Clusters with bottleneck	
Cluster 1	Base bridge area
Cluster 2	Sonapur road area
Clusters without bottleneck	
Cluster 4	Babu bazar area
Cluster 3	Nature park area

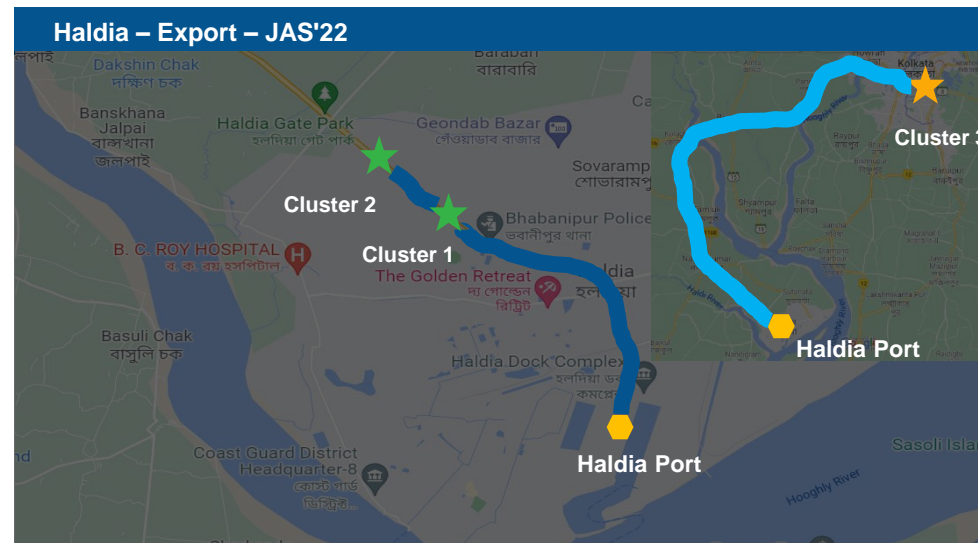
Legends

- High Congestion
- Medium Congestion
- Low Congestion
- Cluster with bottleneck
- Cluster without bottleneck

Haldia Region: Congestion Analysis



Clusters with bottleneck	
Cluster 1	Talpukur area, Kolkata highway
Cluster 2	City centre area, Kolkata highway
Clusters without bottleneck	
Cluster 3	Silpodanga area

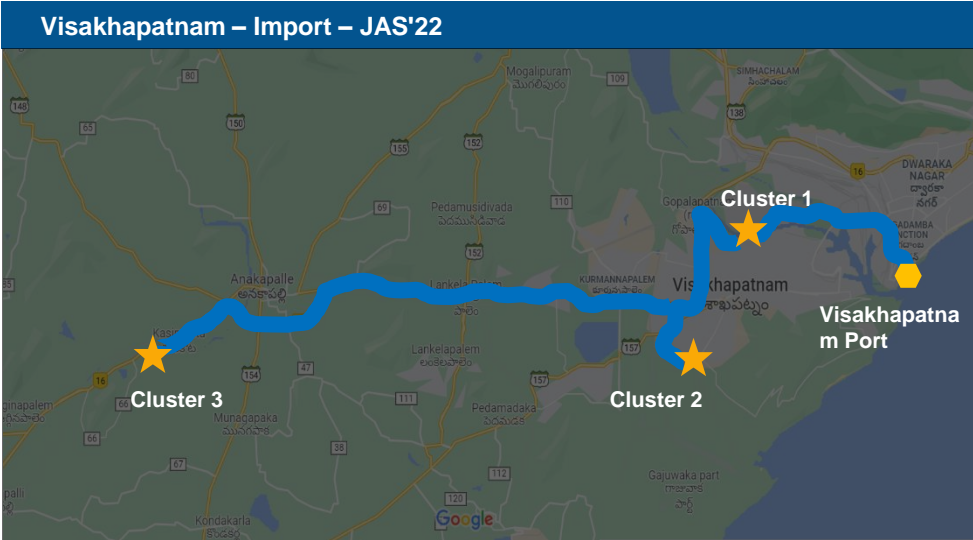


Clusters with bottleneck	
Cluster 1	Talpukur area, Kolkata highway
Cluster 2	City centre area, Kolkata highway
Clusters without bottleneck	
Cluster 3	Silpodanga area

Legends

- High Congestion
- Medium Congestion
- Low Congestion
- Cluster with bottleneck
- Cluster without bottleneck

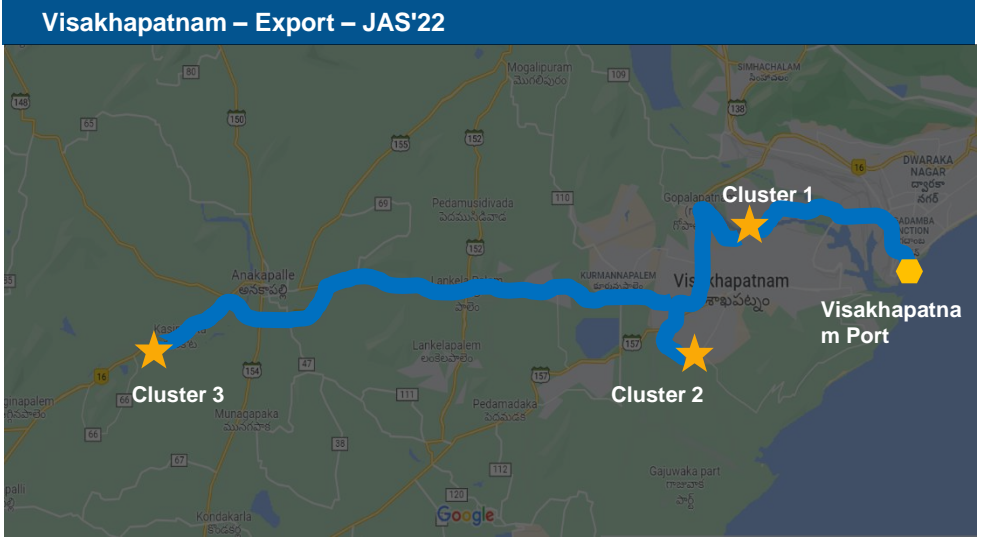
Visakhapatnam Region: Congestion Analysis



Clusters with bottleneck

Clusters without bottleneck

Cluster 1	Port road, Gopalapatnam area
Cluster 2	Autonagar, Gajuwaka area
Cluster 3	Chennai – Kolkata highway, Bayyavaram area



Clusters with bottleneck

Clusters without bottleneck

Cluster 1	Port road, Gopalapatnam area
Cluster 2	Autonagar, Gajuwaka area
Cluster 3	Chennai – Kolkata highway, Bayyavaram area

Legends

High Congestion

Medium Congestion

Low Congestion



Cluster with bottleneck



Cluster without bottleneck

Container Movement across India

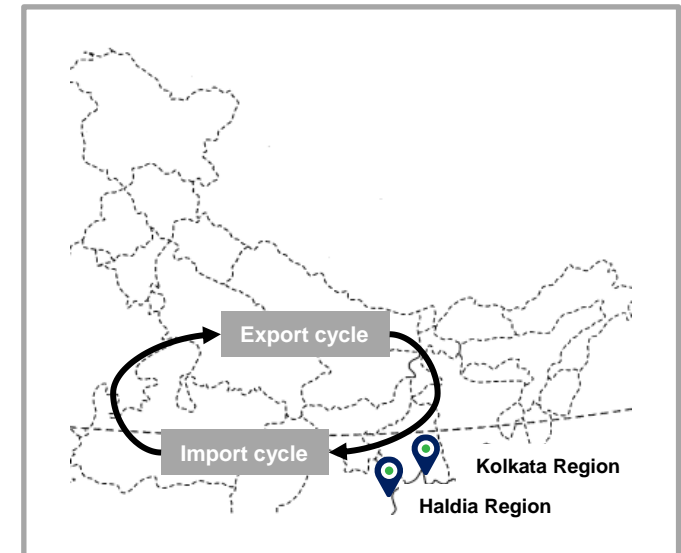


Transit Movement Across ICPs

Below is the analysis of the transit movement across ICPs from Kolkata Port Terminal or Haldia Port Terminal both Import and Export cycle

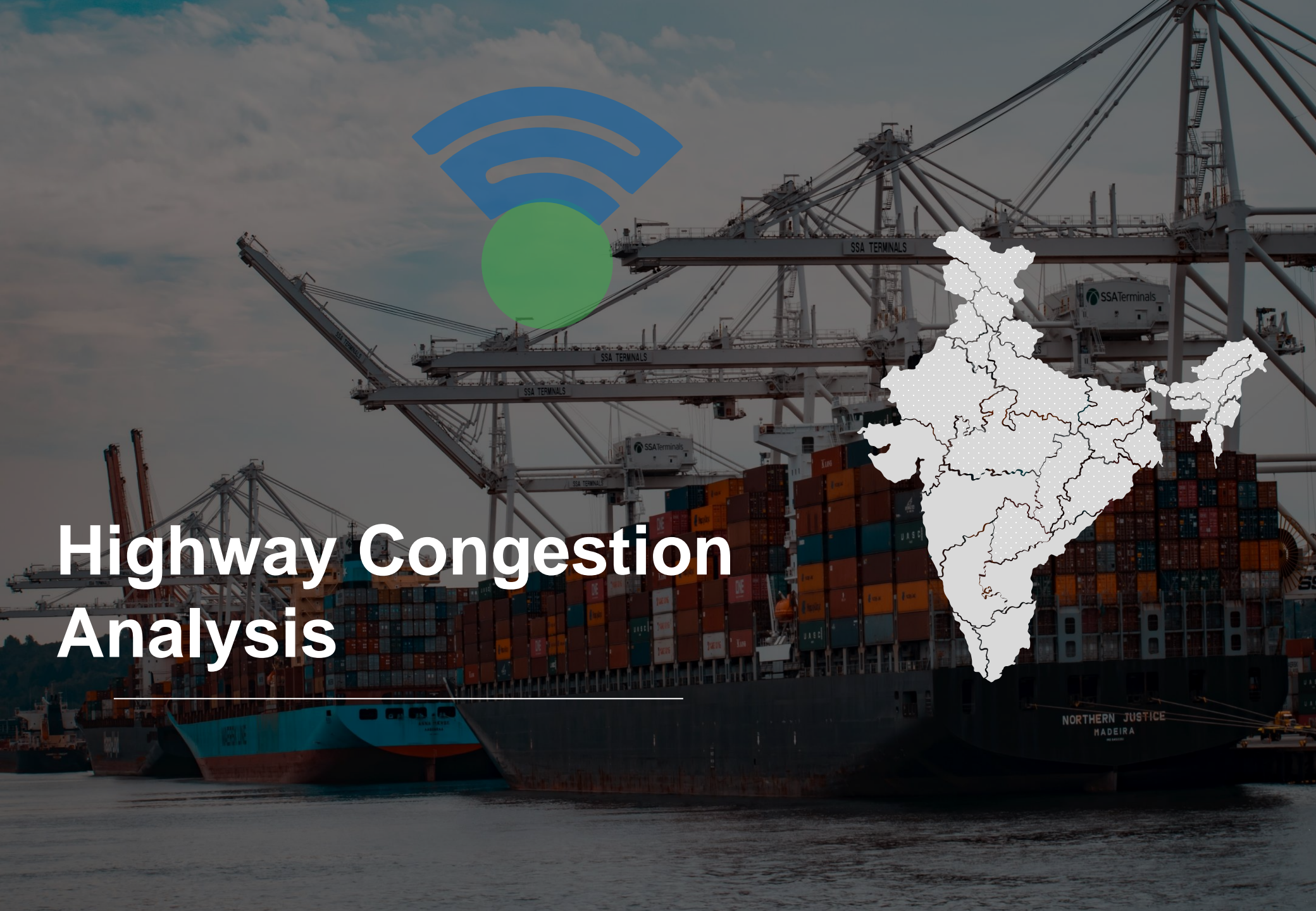
Import Cycle	Kolkata Port Terminal	
	Mode	ICP Raxaul
	Overall	84.4 hrs
	Road	118.5 hrs
	Rail	73.8 hrs
	Haldia Port Terminal	
	Mode	ICP Raxaul
	Overall	119.0 hrs

Export Cycle	Kolkata Port Terminal	
	Mode	ICP Raxaul
	Overall	370.7 hrs
	Road	294.7 hrs
	Rail	374.3 hrs
	Haldia Port Terminal	
	Mode	ICP Raxaul
	Overall	436.7 hrs

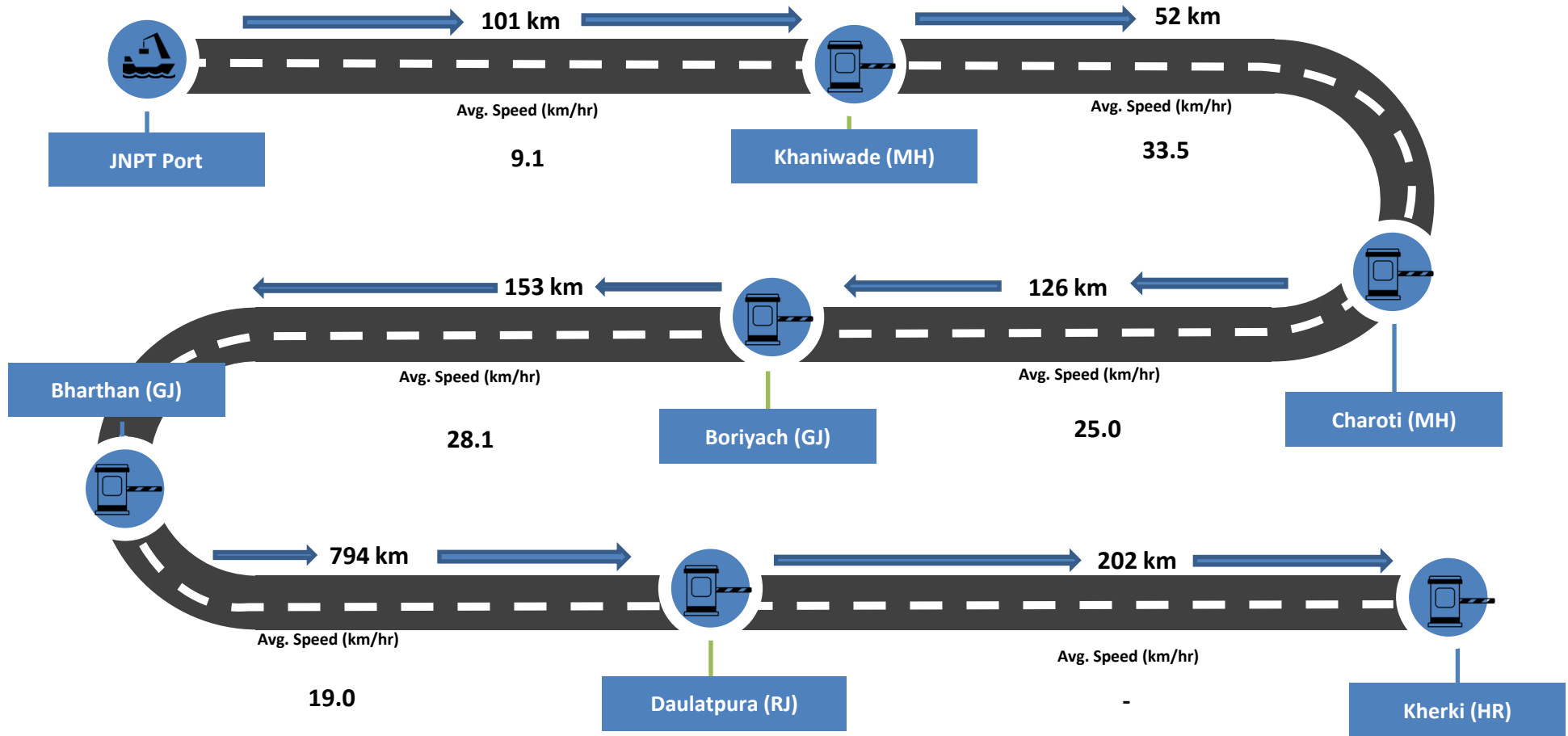




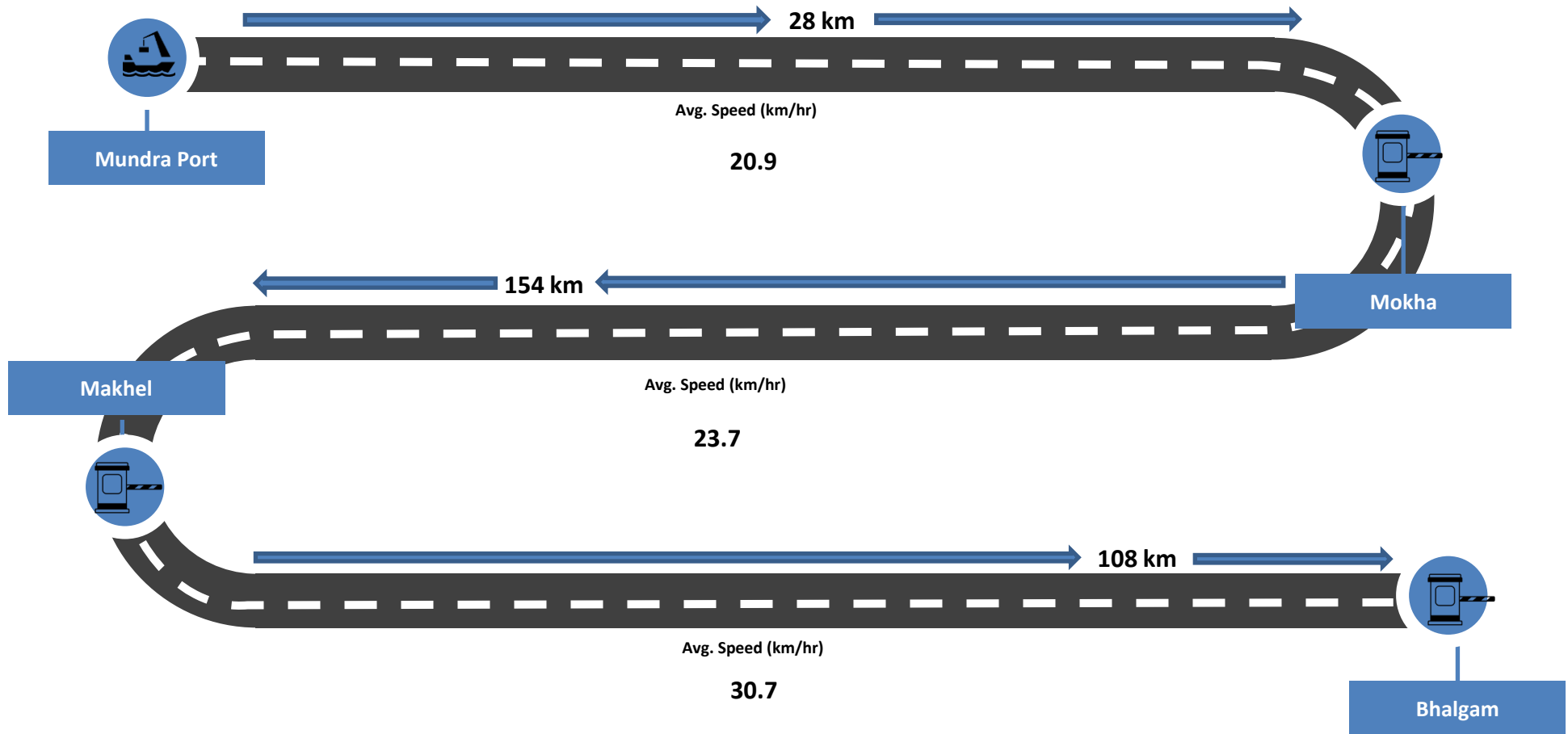
Highway Congestion Analysis



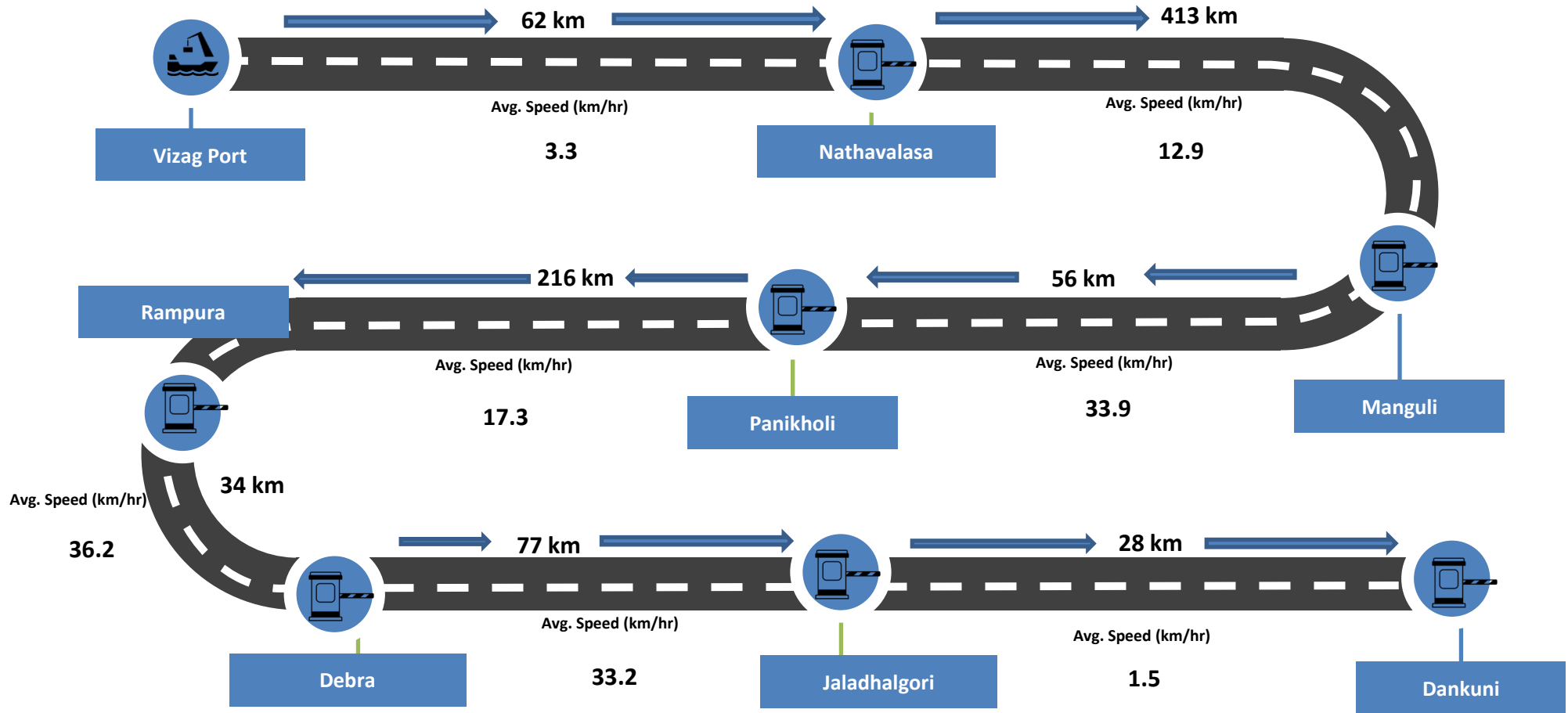
JNPT – Delhi Route: Hourly Speed Analysis



Mundra – Delhi Route: Hourly Speed Analysis



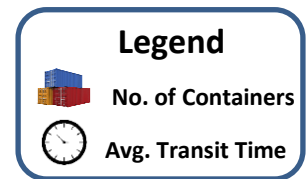
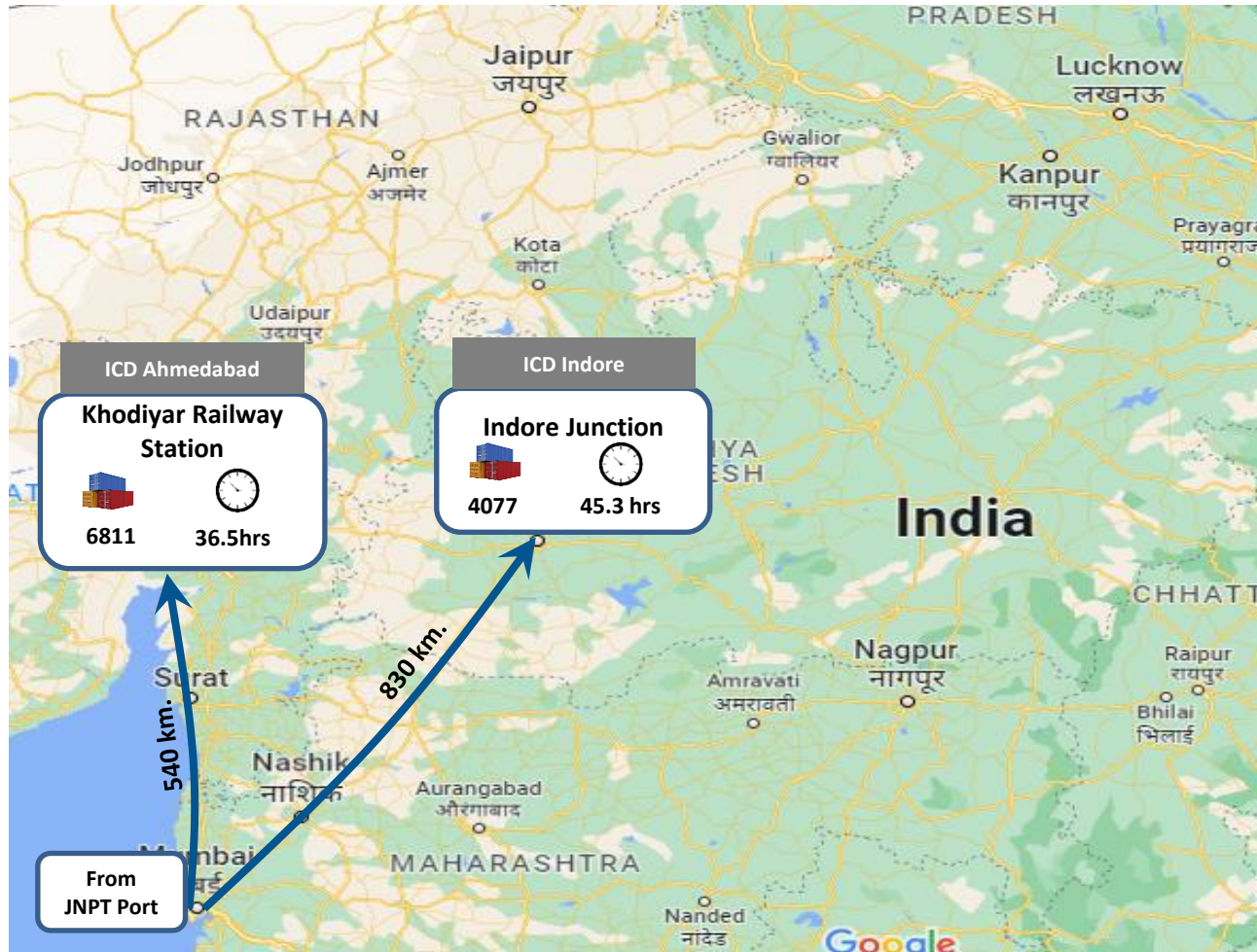
Vizag – Kolkata Route: Hourly Speed Analysis



Port To ICD

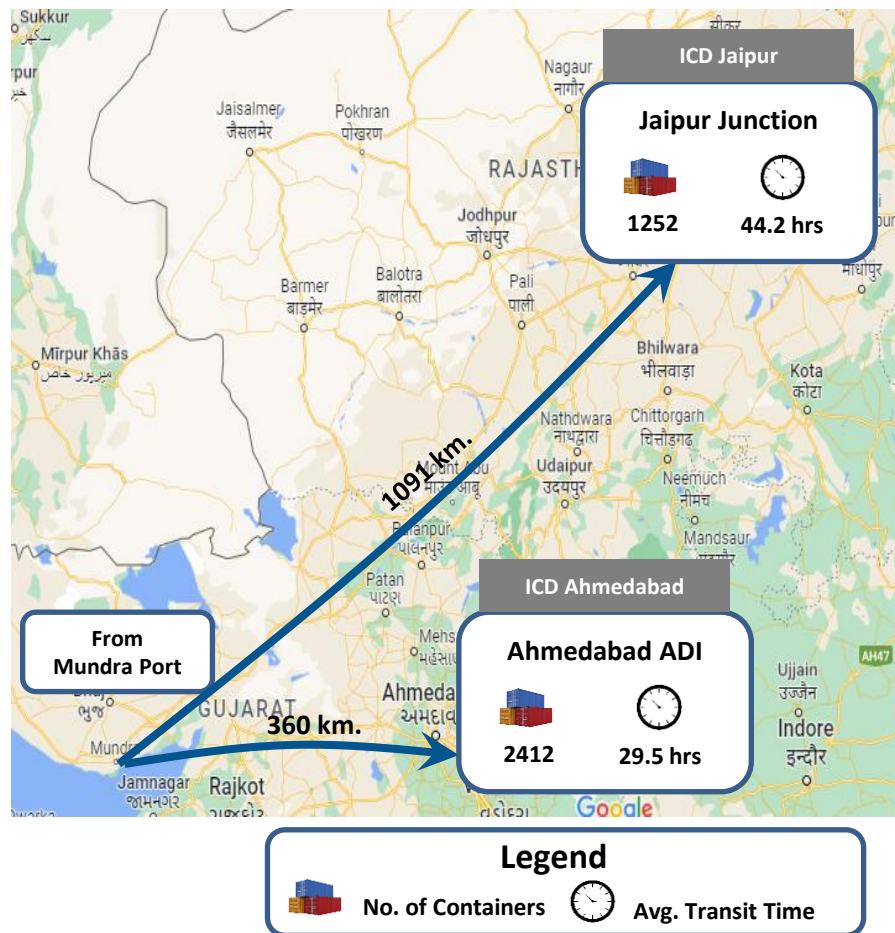


JNPT Port to ICD

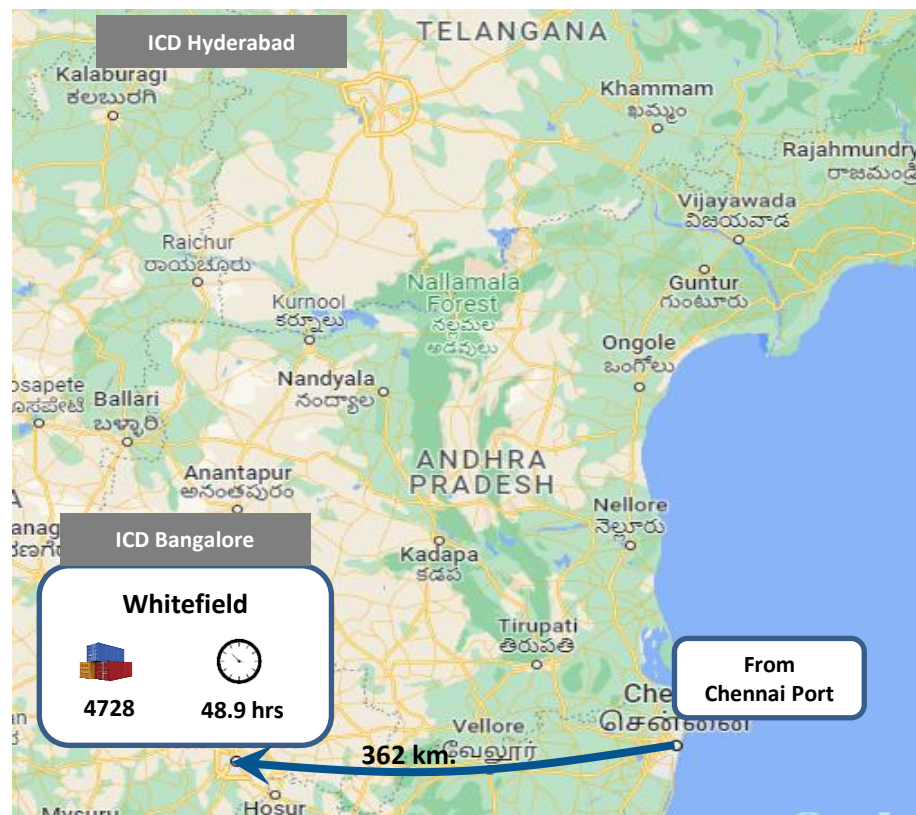


Note: Due to data discrepancy, ICD Kanpur and ICD Jaipur have been removed.

Mundra Port to ICD



Chennai Port to ICD



Note: Due to data discrepancy, ICD Hyderabad (Sanat Nagar) has been removed.



THANK YOU
