



**NLDS**  
NICDC LOGISTICS DATA SERVICES LTD  
*Logistics Redefined*

# LOGISTICS DATA BANK

ANALYTICS REPORT

# NOVEMBER 2024

in X f | @nlDSL



# NATIONAL LOGISTICS POLICY

LAUNCHED BY  
**SHRI NARENDRA MODI**  
PRIME MINISTER

\* IN THE AUGUST PRESENCE OF \*

|   |   |
|---|---|
| <b>Shri Nitin Jairam Gadkari</b><br>Minister, Road Transport and Highways   | <b>Smt. Nirmala Sitharaman</b><br>Minister, Finance and Corporate Affairs                           |
| <b>Shri Piyush Goyal</b><br>Minister, Commerce & Industry,<br>Consumer Affairs, Food and<br>Public Distribution, and Textiles | <b>Shri Dharmendra Pradhan</b><br>Minister, Education and<br>Skill Development and Entrepreneurship |
| <b>Shri Sarbananda Sonowal</b><br>Minister, Port, Shipping and Waterways,<br>and AYUSH  | <b>Shri Jyotiraditya M. Scindia</b><br>Minister, Civil Aviation, and Steel                          |
| <b>Shri Ashwini Vaishnaw</b><br>Minister, Railways, Communications,<br>and Electronics and Information Technology             | <b>Shri Som Prakash</b><br>Minister of State for<br>Commerce & Industry                             |
| <b>Smt. Anupriya Patel</b><br>Minister of State for Commerce & Industry   |   |



## NATIONAL LOGISTICS POLICY

LAUNCHED BY HON'BLE PRIME MINISTER **SHRI NARENDRA MODI** ON 17<sup>th</sup> SEPTEMBER 2022

# 01 PAN INDIA PERFORMANCE



|  |              |  |                |
|--|--------------|--|----------------|
| <b>1. LDB AT A GLANCE</b>  | <b>05</b>    | <b>4. Southern Region Performance</b>                                      | <b>52-74</b>   |
| <b>2. PAN India Performance</b>  | <b>06-28</b> | ❖ Container Count  |                |
| ❖ Container Count  |              | ❖ Dwell Time Performance ( Import & Export)                                |                |
| ❖ PAN India EXIM Trade Distribution  |              | ❖ Container Turnaround Analysis  |                |
| ❖ Key Observation-Nov'24   |              | ❖ Region Performance   |                |
| ❖ Dwell Time Performance: Port-wise & Region-wise  |              | ❖ Performance Benchmarking-Terminal wise                                   |                |
| ❖ Port Performance Comparison (Import & Export cycle)  |              | ❖ Performance Benchmarking (previous year same month)-Terminal-wise        |                |
| ❖ Dwell Time Performance: (Entry & Exit Type), (Container Size wise ) & (Container State-wise) |              | ❖ Performance Benchmarking (based on capacity & dwell time)- Terminal-wise |                |
| ❖ Vessel Analysis  |              | ❖ CFS Performance Benchmarking   |                |
| ❖ Performance Benchmarking- Terminal wise  |              | ❖ Individual Port Performance  |                |
| ❖ Performance Benchmarking (previous year same month)- Terminal-wise                           |              | ❖ Toll Plaza Analysis  |                |
| ❖ Performance Benchmarking (based on capacity & dwell time) –Terminal-wise                     |              | <b>5. Eastern Region Performance</b>                                       | <b>74-90</b>   |
| ❖ CFS Dwell Time Performance (I & E Cycle)   |              | ❖ Container Count  |                |
| ❖ CFS Performance Benchmarking   |              | ❖ Dwell Time Performance (Import & Export)                                 |                |
| ❖ ICD Dwell Time Performance (I & E Cycle)   |              | ❖ Container Turnaround Analysis  |                |
| ❖ ICD Performance Benchmarking   |              | ❖ Region Performance   |                |
| ❖ Dwell Time Performance- Domestic Containers  |              | ❖ Performance Benchmarking- Terminal wise                                  |                |
| <b>3. Western Region Performance</b>   | <b>29-51</b> | ❖ Performance Benchmarking (previous year same month)-Terminal-wise        |                |
| ❖ Container Count  |              | ❖ Performance Benchmarking (based on capacity & dwell time)- Terminal-wise |                |
| ❖ Dwell Time Performance ( Import & Export)  |              | ❖ CFS Performance Benchmarking   |                |
| ❖ Container Turnaround Analysis  |              | ❖ Individual Port Performance  |                |
| ❖ Region Performance   |              | ❖ Toll Plaza Analysis  |                |
| ❖ Performance Benchmarking- Terminal wise  |              | <b>6. Congestion &amp; Transit Analysis</b>                                | <b>91-100</b>  |
| ❖ Performance Benchmarking (previous year same month)-Terminal-wise                            |              | <b>7. Annexure</b>   | <b>101-105</b> |
| ❖ Performance Benchmarking (based on capacity & dwell time)- Terminal-wise                     |              |  |                |
| ❖ CFS Performance Benchmarking   |              |  |                |
| ❖ Individual Port Performance  |              |  |                |
| ❖ Toll Plaza Analysis  |              |  |                |

# LDB AT A GLANCE

## 77 MILLION<sup>+</sup>

CONTAINERS HANDLED

184

Toll Plaza Coverage

558+

CFS/ICD/EY/ICP/IZ/  
PP/SEZ Coverage

600+

Operators  
deployed at ports

100%

EXIM Container  
Terminals covered

4150+

RFID readers  
deployed PAN India

EDI


with FOIS and  
28 Port Terminals


# PORT PERFORMANCE

(October'24 VS November'24)

## DWELL TIME


### WESTERN REGION


Import Cycle : 19.4%   
(22.7 hrs to 27.1 hrs)

Export Cycle : 1.5%   
(86.4 hrs to 87.7 hrs)

TOP-PERFORMER :  
Bharat Mumbai Container  
Terminals (PSA)


### EASTERN REGION


Import Cycle : 3.7%   
(57.3 hrs to 59.4 hrs)

Export Cycle : 12.6%   
(92.5 hrs to 104.1 hrs)

TOP-PERFORMER :  
Visakha Container Terminal

### SOUTHERN REGION

Import Cycle : 12.2%   
(43.6 hrs to 48.9 hrs)

Export Cycle : 21.0%   
(79.0 hrs to 95.6 hrs)

TOP-PERFORMER :  
Chennai International Terminals  
Pvt. Ltd. (CITPL)

## TOP PERFORMERS OF NOVEMBER 2024 PANDA



### TERMINAL

Bharat Mumbai Container  
Terminals (PSA)



### CFS

Sical CFS, Chennai  
Tiruvallur Tamil Nadu

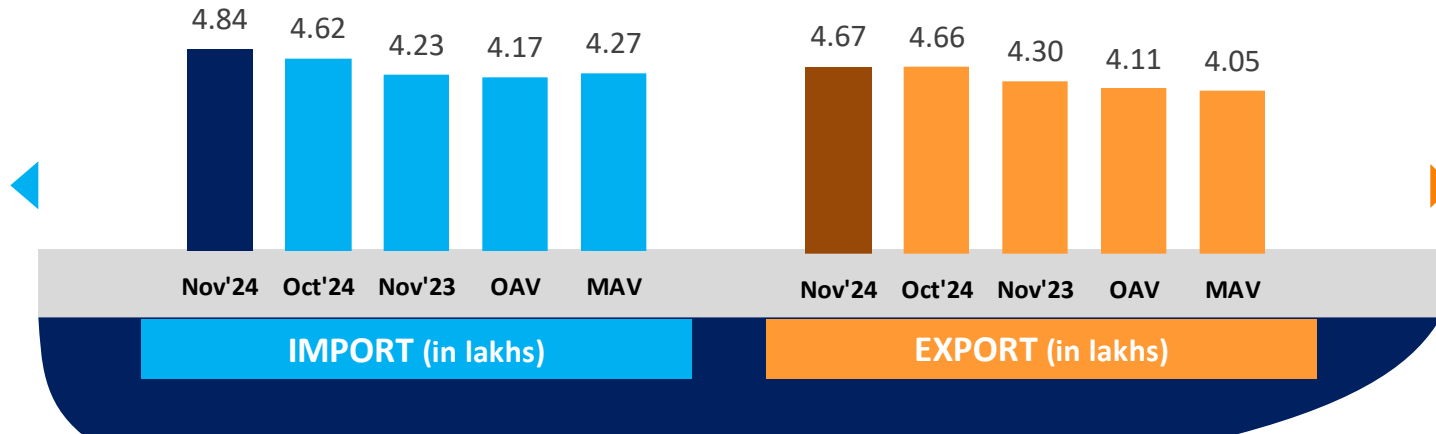


### ICD

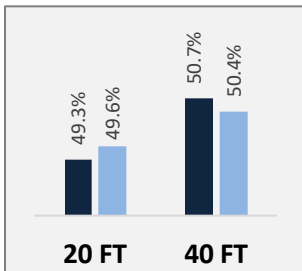
Dronagiri Rail Terminal  
CFS, Navi Mumbai



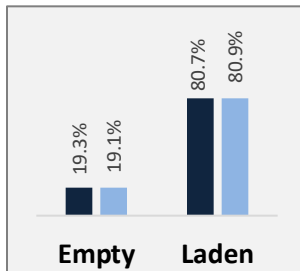
## PAN India



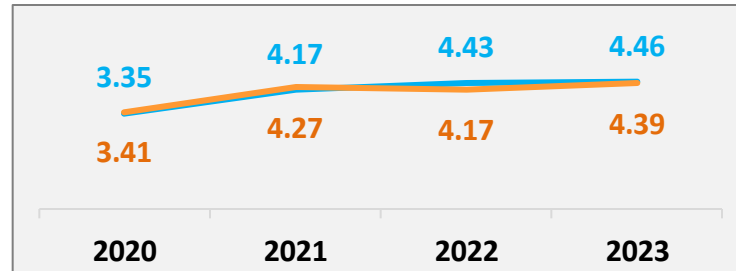
Container Size-wise (Import)



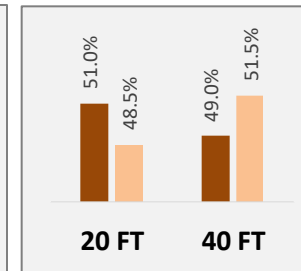
Container Type-wise (Import)



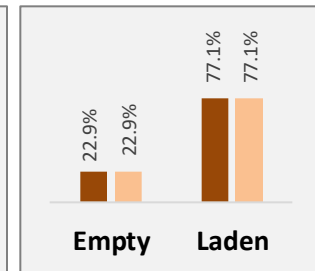
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



Container Type-wise (Export)



■ Nov'24 ■ Oct'24

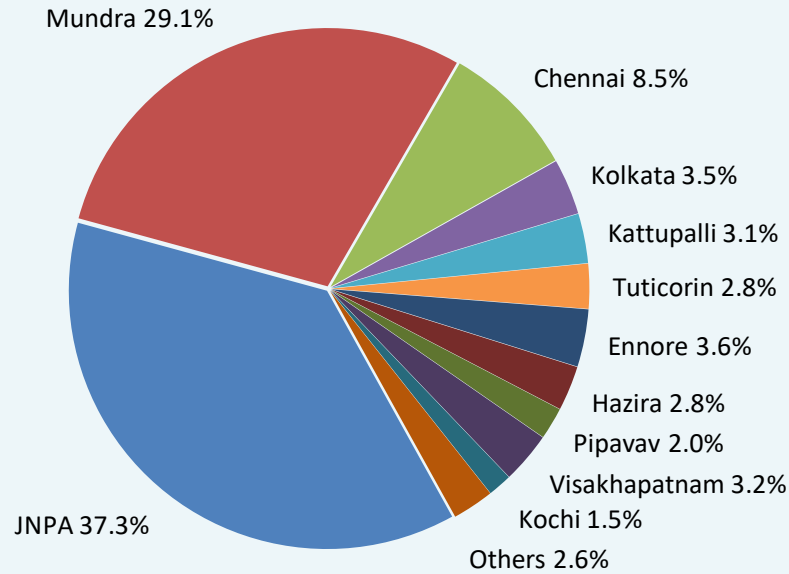
■ IMPORT ■ EXPORT

■ Nov'24 ■ Oct'24

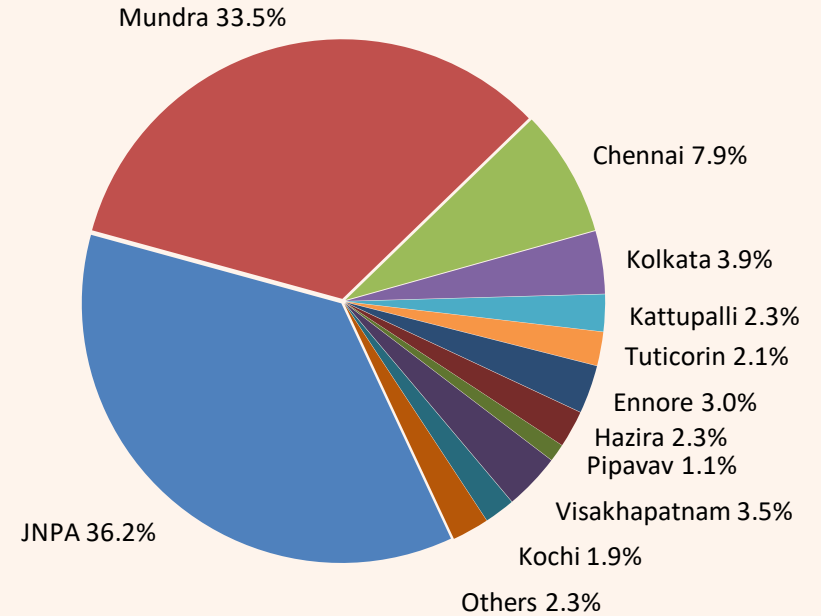
OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

Distribution of EXIM containers for the month of November 2024 across all ports:

## Import Containers Distribution (50.9%) (Container count in % for Nov'24)



## Export Containers Distribution (49.1%) (Container count in % for Nov'24)



In the previous month, container distribution in Import and Export cycle was 49.8% and 50.2% respectively.

Others include Kandla, Haldia, Paradip and New Mangalore

# Key Observations

In comparison with October 2024:

## Pan India

- Container count (no. of boxes) has **increased by 4.8%** in import cycle due to increase in all western, southern and eastern regions, where the volume handled has **increased by 5%, 4% and 6%**, respectively.
- Top performing terminal for this month is Bharat Mumbai Container Terminals (PSA).

## Western Region

- Mundra port dwell time **performance has reduced by 49%** in import cycle due to increase in container count resulting in shortage of space in CFS leading to higher container handling time.
- Kandla port dwell time **performance has improved by 29%** over the past two months as compared to Sep'24 in export cycle due to the construction of new lanes and gates, which has resulted in reduction in congestion near the terminal gates. New Gate is constructed to segregate the lanes for KICT terminal and Adani Terminal (operations not yet started).
- Pipavav port dwell time **performance has reduced by 28%** in import cycle due to 23% increase in container count compared to the previous month, causing a space shortage in the CFS, resulting in longer container handling time.

## Southern Region

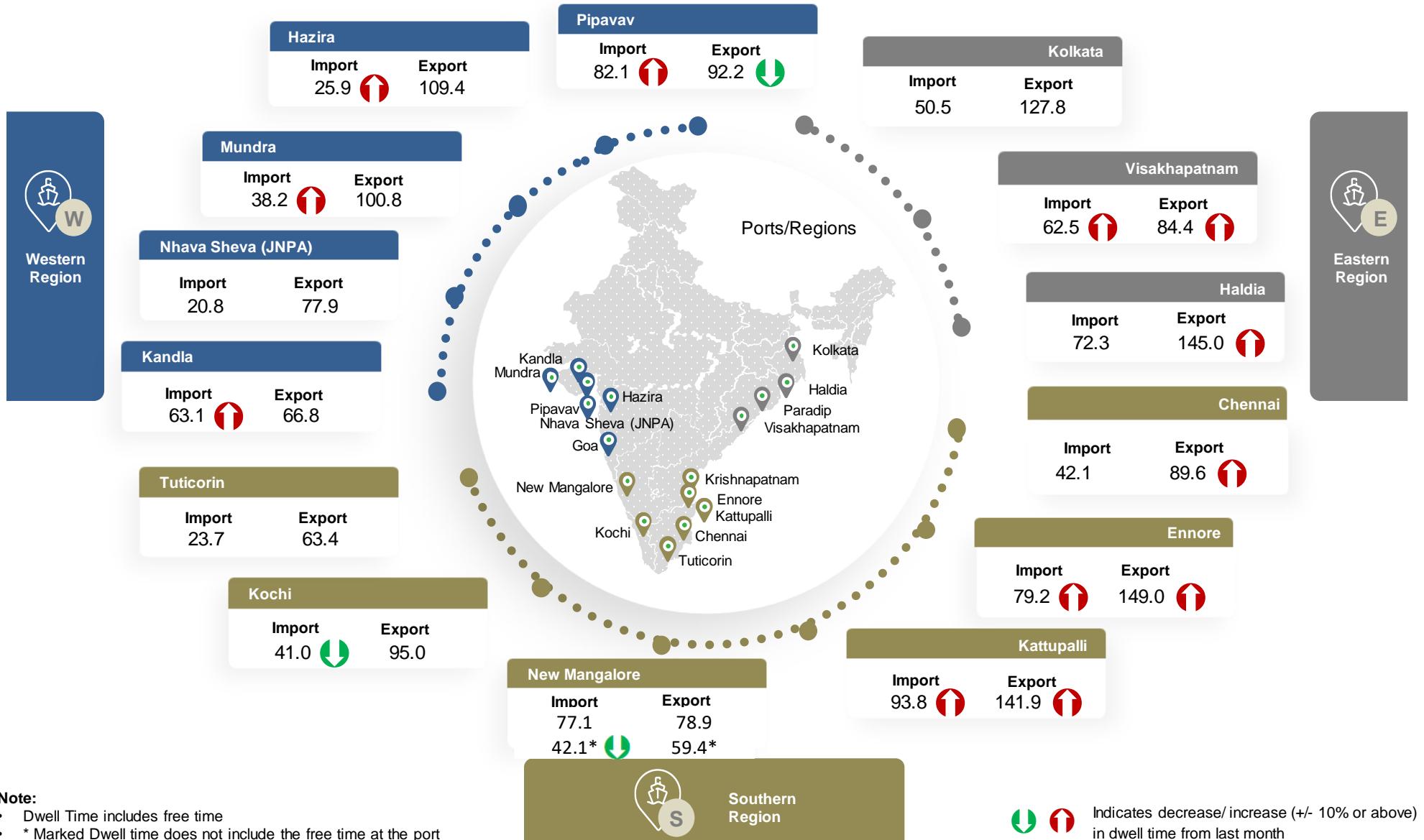
- Kattupalli port dwell time **performance has reduced by 61%** in import cycle and **reduced by 56%** in export cycle. This decline in performance is mainly due to the ongoing IT system migration of the Terminal Operating System (TOS), which has created operational challenges and congestion at the port resulting in high container handling time.
- Tuticorin CFS transit time **performance has improved by 26%** in export cycle due to completion of NHAI road widening work of 25 km stretch from VOC gate to Puthurpandiyapuram Toll Plaza, which has resulted in quicker transit of vehicles.
- Chennai Port to CFS and CFS to Port transit time **performance has improved by 21% and 53%** respectively due to improved traffic regulations by the state traffic police at critical junctions such as Ernavoor bridge, MFL bridge and Valloor junction where 70% of CFS are located, which has resulted in reduced congestion.

## Eastern Region

- Eastern region dwell time **performance has reduced by 13%** in export cycle which is majorly due to Haldia and Visakhapatnam port where the dwell time **performance has reduced by 14% and 15%** respectively in export cycle
- Haldia port dwell time **performance has reduced by 14%** in export cycle as there was high vessel calling after festive season, leading to delayed container clearance at the port.
- Visakhapatnam port dwell time **performance has reduced by 15%** in export cycle. This decline is attributed to a surge in rice exports, which has led to a 14% increase in container volume from previous month, resulting in longer container handling time.



# Dwell Time Performance (November 2024): PAN India



**Note:**

- Dwell Time includes free time
- \* Marked Dwell time does not include the free time at the port
- All values are in hours

↓ ↑ Indicates decrease/ increase (+/- 10% or above) in dwell time from last month

# Dwell Time Performance: Region-wise Port Import & Export Cycle

## Western Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|----------|----------------------------|----------------------------|
| Nov'24   | 27.1                       | 87.7                       |
| Oct'24   | 22.7                       | 86.4                       |
| Nov'23   | 22.3                       | 88.3                       |
| OADT     | 25.6                       | 91.7                       |
| MADT     | 24.5                       | 90.2                       |

## Southern Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|----------|----------------------------|----------------------------|
| Nov'24   | 48.9                       | 95.6                       |
| Oct'24   | 43.6                       | 79.0                       |
| Nov'23   | 41.1                       | 79.3                       |
| OADT     | 42.8                       | 86.6                       |
| MADT     | 43.3                       | 88.9                       |

## Eastern Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|----------|----------------------------|----------------------------|
| Nov'24   | 59.4                       | 104.1                      |
| Oct'24   | 57.3                       | 92.5                       |
| Nov'23   | 48.4                       | 81.3                       |
| OADT     | 49.4                       | 107.6                      |
| MADT     | 48.6                       | 104.0                      |

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

Indicates decrease/ increase in dwell time from last month

# Dwell Time Performance: Port Import Cycle

|                        | Nov'24<br>(in hrs) |   | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>  | <b>27.1</b>        |   | <b>22.7</b>        | <b>22.3</b>        | <b>25.6</b>      | <b>24.5</b>      |
| JNPA                   | 20.8               | ↑ | 20.3               | 18.2               | 22.1             | 20.4             |
| Mundra                 | 38.2               | ↑ | 25.7               | 25.7               | 28.7             | 28.3             |
| Pipavav                | 82.1               | ↑ | 64.1               | 57.0               | 54.2             | 66.1             |
| Kandla                 | 63.1               | ↑ | 41.2               | 46.3               | 46.7             | 48.0             |
| Hazira                 | 25.9               | ↑ | 20.9               | 27.1               | 31.2             | 30.0             |
| <b>Southern Region</b> | <b>48.9</b>        |   | <b>43.6</b>        | <b>41.1</b>        | <b>42.8</b>      | <b>43.3</b>      |
| Chennai                | 42.1               | ↓ | 42.8               | 42.3               | 45.3             | 44.7             |
| Kochi                  | 41.0               | ↓ | 46.6               | 37.2               | 42.0             | 38.3             |
| Kattupalli             | 93.8               | ↑ | 58.4               | 43.3               | 56.4             | 60.4             |
| Tuticorin              | 23.7               | ↑ | 21.6               | 23.7               | 22.3             | 20.9             |
| Ennore                 | 79.2               | ↑ | 67.7               | 45.5               | 44.3             | 50.2             |
| New Mangalore          | 42.1 *             | ↓ | 47.8 *             | 68.7               | 75.6             | 65.1             |
| <b>Eastern Region</b>  | <b>59.4</b>        |   | <b>57.3</b>        | <b>48.4</b>        | <b>49.4</b>      | <b>48.6</b>      |
| Visakhapatnam          | 62.5               | ↑ | 52.9               | 55.0               | 58.9             | 54.8             |
| Kolkata                | 50.5               | ↓ | 55.3               | 40.8               | 36.5             | 38.3             |
| Haldia                 | 72.3               | ↑ | 67.3               | 89.4               | 87.7             | 77.4             |

IMPORT

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**\*Note:** Marked months' New Mangalore dwell time does not include the free time at the port



Indicates decrease/ increase in dwell time from last month

# Dwell Time Performance: Port Export Cycle

|                        | Nov'24<br>(in hrs) |   | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>  | <b>87.7</b>        |   | <b>86.4</b>        | <b>88.3</b>        | <b>91.7</b>      | <b>90.2</b>      |
| JNPA                   | 77.9               | ↑ | 77.1               | 69.3               | 74.2             | 74.0             |
| Mundra                 | 100.8              | ↑ | 97.6               | 104.5              | 113.3            | 109.5            |
| Pipavav                | 92.2               | ↓ | 122.8              | 102.7              | 112.8            | 100.0            |
| Kandla                 | 66.8               | ↓ | 66.9               | 85.5               | 110.0            | 105.8            |
| Hazira                 | 109.4              | ↓ | 116.0              | 124.8              | 119.2            | 122.0            |
| <b>Southern Region</b> | <b>95.6</b>        |   | <b>79.0</b>        | <b>79.3</b>        | <b>86.6</b>      | <b>88.9</b>      |
| Chennai                | 89.6               | ↑ | 80.2               | 79.5               | 91.5             | 91.0             |
| Kochi                  | 95.0               | ↑ | 89.2               | 72.9               | 91.3             | 88.9             |
| Kattupalli             | 141.9              | ↑ | 90.7               | 72.1               | 94.9             | 95.3             |
| Tuticorin              | 63.4               | ↓ | 63.5               | 57.1               | 64.2             | 68.9             |
| Ennore                 | 149.0              | ↑ | 103.7              | 102.7              | 101.2            | 110.2            |
| New Mangalore          | 59.4*              | ↑ | 57.6*              | 97.4               | 87.0             | 80.2             |
| <b>Eastern Region</b>  | <b>104.1</b>       |   | <b>92.5</b>        | <b>81.3</b>        | <b>107.6</b>     | <b>104.0</b>     |
| Visakhapatnam          | 84.4               | ↑ | 73.6               | 82.3               | 93.1             | 91.4             |
| Kolkata                | 127.8              | ↑ | 118.6              | 70.6               | 124.3            | 118.2            |
| Haldia                 | 145.0              | ↑ | 126.7              | 225.0              | 127.7            | 124.8            |

EXPORT

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**\*Note:** Marked months' New Mangalore dwell time does not include the free time at the port

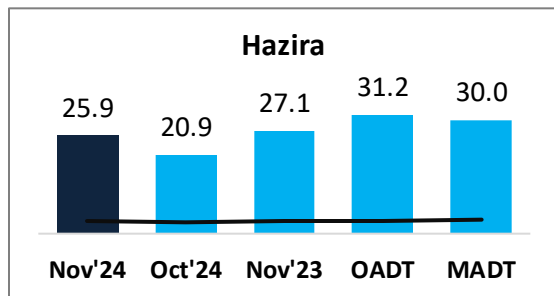
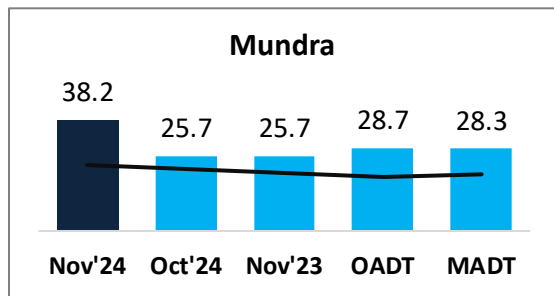
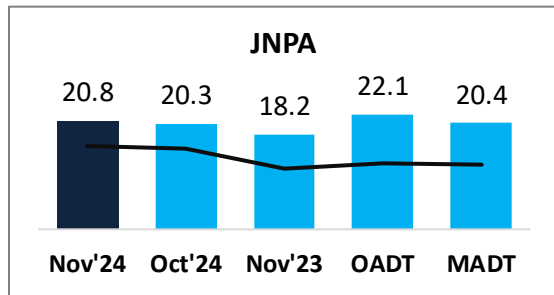


Indicates decrease/ increase in dwell time from last month

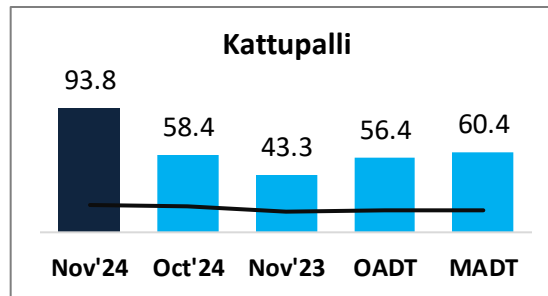
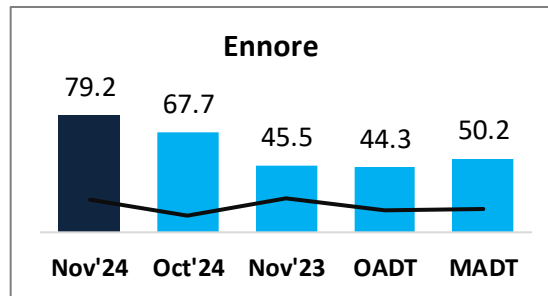
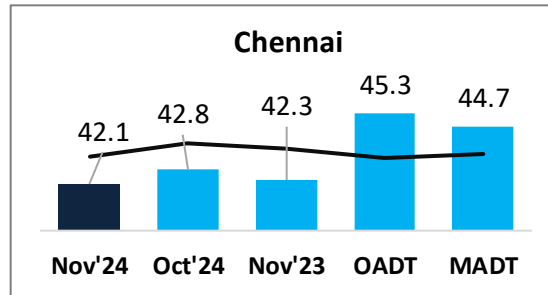
# Port Performance Comparison: Import Cycle

Port dwell time performance across various time frames:

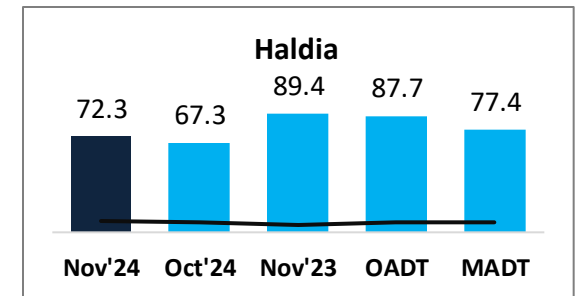
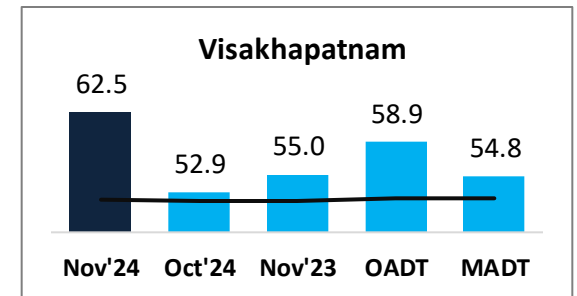
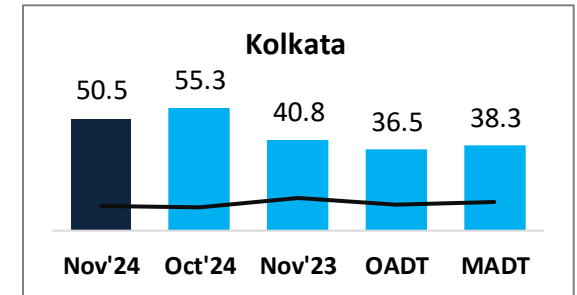
## Western Region (Container count share 72.1%)



## Southern Region (Container count share 20.2%)



## Eastern Region (Container count share 7.7%)



— Represents the trend of container count (no. of boxes)

OADT – Overall Avg Dwell Time

MADT – Monthly Avg Dwell Time

**Note:**

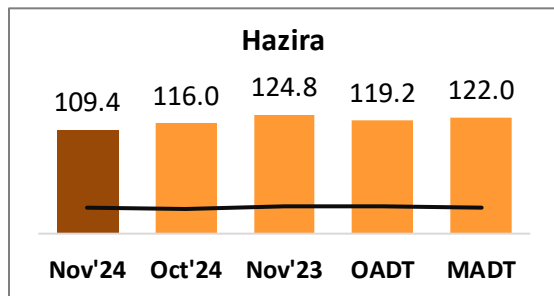
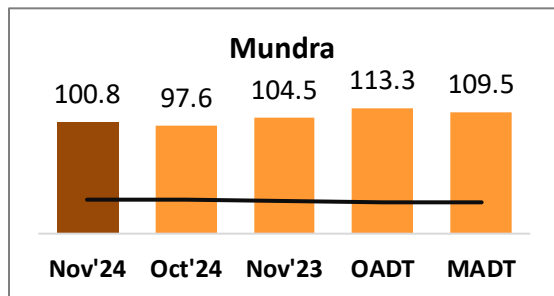
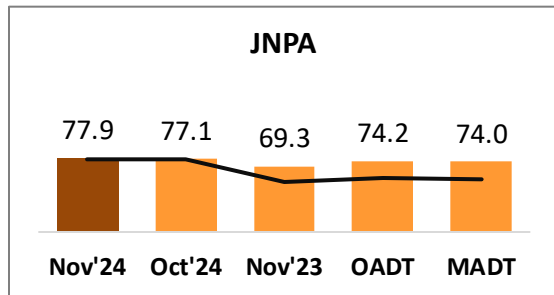
All values are in hours

Top 3 ports of the region based on container count are showcased

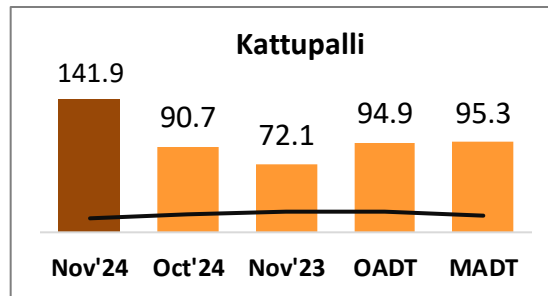
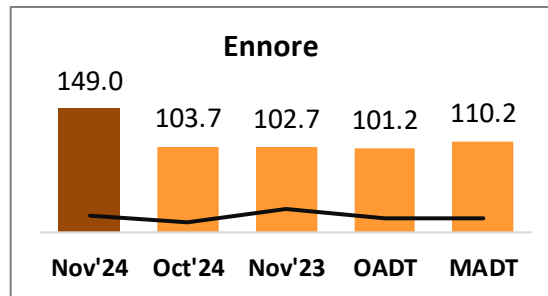
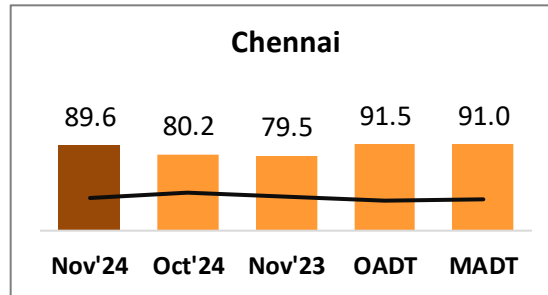
# Port Performance Comparison: Export Cycle

Port dwell time performance across various time frames:

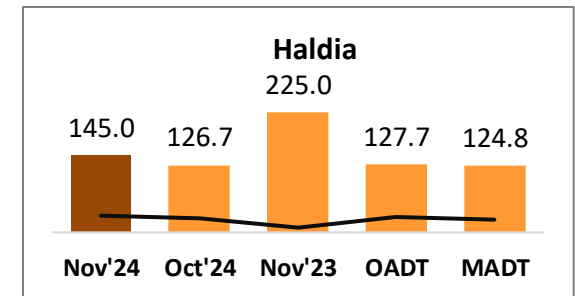
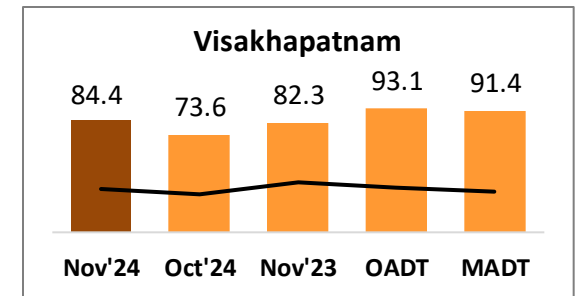
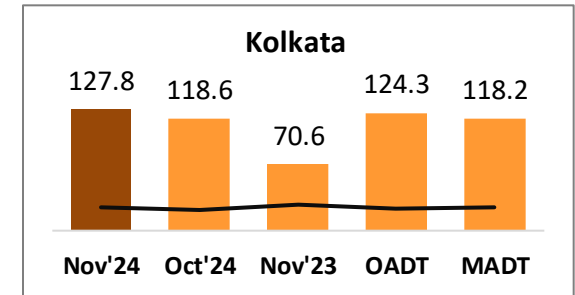
## Western Region (Container count share 73.4%)



## Southern Region (Container count share 18.2%)



## Eastern Region (Container count share 8.4%)



— Represents the trend of container count (no. of boxes)

OADT – Overall Avg Dwell Time

MADT – Monthly Avg Dwell Time

**Note:**

All values are in hours

Top 3 ports of the region based on container count are showcased

# Dwell Time Performance: Entry & Exit Type – Region wise

Port dwell time of containers based on container entry and exit type:

## DPD

| IMPORT   |         | Nov'24<br>(in hrs) |       | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|-------|--------------------|--------------------|------------------|------------------|
|          | Western | 24.5               | ↑     | 22.4               | 22.1               | 29.8             | 27.5             |
| Southern | 79.2    | ↑                  | 71.4  | 71.0               | 51.0               | 52.1             |                  |
| Eastern  | 113.8   | ↓                  | 115.6 | 92.9               | 81.9               | 86.5             |                  |

## Non DPD

| IMPORT   |         | Nov'24<br>(in hrs) |      | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 27.3               | ↑    | 22.7               | 22.3               | 24.3             | 23.9             |
| Southern | 48.3    | ↑                  | 42.4 | 39.3               | 38.0               | 39.1             |                  |
| Eastern  | 53.9    | ↑                  | 51.7 | 42.8               | 47.2               | 45.4             |                  |

## DPE

| EXPORT   |         | Nov'24<br>(in hrs) |       | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|-------|--------------------|--------------------|------------------|------------------|
|          | Western | 75.4               | ↑     | 70.5               | 76.1               | 77.6             | 77.0             |
| Southern | -       | -                  | -     | 80.8               | 90.9               | 90.0             |                  |
| Eastern  | 122.2   | ↑                  | 116.5 | 125.6              | 122.3              | 121.3            |                  |

## Non DPE

| EXPORT   |         | Nov'24<br>(in hrs) |      | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 89.4               | ↑    | 88.9               | 90.9               | 82.7             | 84.0             |
| Southern | 99.9    | ↑                  | 77.2 | 78.6               | 83.7               | 89.8             |                  |
| Eastern  | 95.8    | ↑                  | 76.0 | 55.6               | 92.4               | 83.8             |                  |

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

↓ ↑ Indicates decrease/ increase in dwell time from last month

# Dwell Time Performance: Container Size – Region wise

Port dwell time of containers based on container size:

## 40 FT

| IMPORT   |         | Nov'24<br>(in hrs) | ↑    | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 26.7               | ↑    | 23.2               | 22.2               | 25.7             | 24.3             |
| Southern | 48.1    | ↑                  | 42.8 | 42.6               | 40.7               | 41.2             |                  |
| Eastern  | 57.1    | ↑                  | 53.2 | 46.6               | 44.2               | 43.6             |                  |

## 20 FT

| IMPORT   |         | Nov'24<br>(in hrs) | ↑    | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 27.6               | ↑    | 22.2               | 22.3               | 25.6             | 24.7             |
| Southern | 49.9    | ↑                  | 44.5 | 39.8               | 44.4               | 44.9             |                  |
| Eastern  | 60.3    | ↑                  | 59.4 | 49.3               | 52.7               | 51.2             |                  |

## 40 FT

| EXPORT   |         | Nov'24<br>(in hrs) | ↑     | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|-------|--------------------|--------------------|------------------|------------------|
|          | Western | 89.1               | ↑     | 88.3               | 88.2               | 91.3             | 90.5             |
| Southern | 98.7    | ↑                  | 84.2  | 83.2               | 89.7               | 92.5             |                  |
| Eastern  | 105.7   | ↑                  | 101.5 | 76.8               | 108.3              | 103.9            |                  |

## 20 FT

| EXPORT   |         | Nov'24<br>(in hrs) | ↑    | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 86.4               | ↑    | 84.5               | 88.5               | 92.1             | 90.0             |
| Southern | 94.8    | ↑                  | 73.2 | 75.6               | 83.6               | 86.0             |                  |
| Eastern  | 103.5   | ↑                  | 87.8 | 83.2               | 107.1              | 103.8            |                  |

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

↓ ↑ Indicates decrease/ increase in dwell time from last month



# Dwell Time Performance: Container State – Region wise

Port dwell time of containers based on container state:

## Empty

| IMPORT   |         | Nov'24<br>(in hrs) |      | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 29.6               | ↑    | 25.4               | 21.7               | 31.1             | 28.2             |
| Southern | 38.2    | ↓                  | 45.2 | 43.0               | 35.8               | 37.5             |                  |
| Eastern  | 99.6    | ↑                  | 71.6 | 101.2              | 62.3               | 56.4             |                  |

## Laden

| IMPORT   |         | Nov'24<br>(in hrs) |      | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 26.3               | ↑    | 21.9               | 22.4               | 23.6             | 23.6             |
| Southern | 37.5    | ↓                  | 38.3 | 39.7               | 41.7               | 39.8             |                  |
| Eastern  | 56.1    | ↑                  | 55.8 | 47.1               | 49.9               | 48.6             |                  |

## Empty

| EXPORT   |         | Nov'24<br>(in hrs) |      | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|------|--------------------|--------------------|------------------|------------------|
|          | Western | 77.4               | ↓    | 79.1               | 71.7               | 68.5             | 70.4             |
| Southern | 98.8    | ↑                  | 83.1 | 84.4               | 77.0               | 79.4             |                  |
| Eastern  | 61.7    | ↑                  | 60.0 | 35.6               | 56.0               | 50.4             |                  |

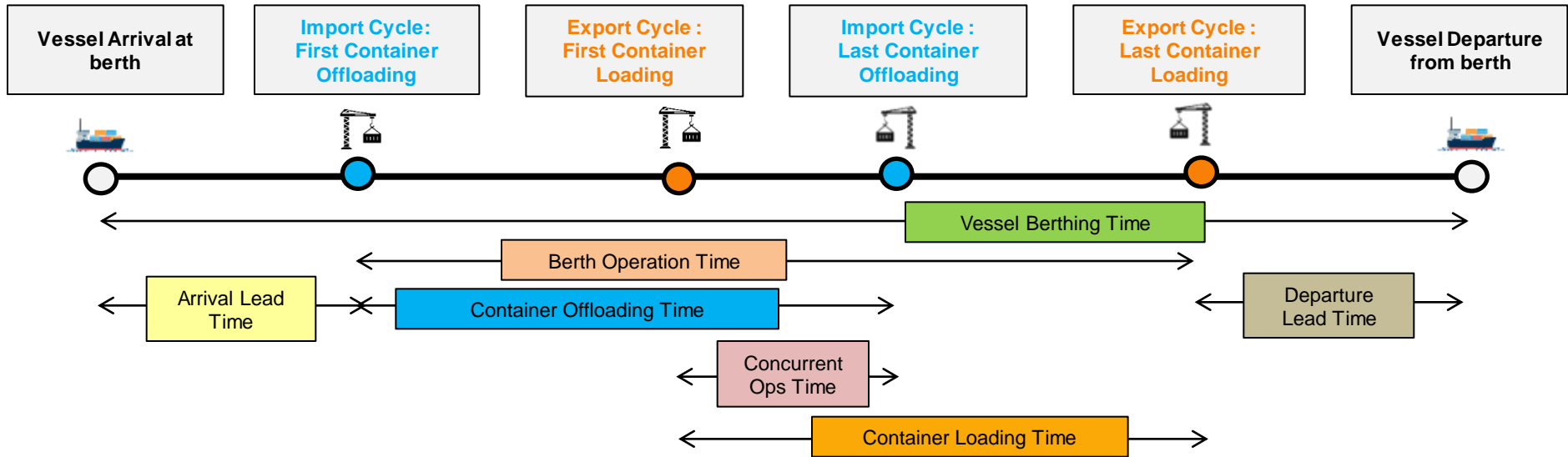
## Laden

| EXPORT   |         | Nov'24<br>(in hrs) |       | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|----------|---------|--------------------|-------|--------------------|--------------------|------------------|------------------|
|          | Western | 91.1               | ↑     | 88.5               | 93.4               | 92.6             | 92.0             |
| Southern | 76.0    | ↑                  | 73.4  | 75.9               | 87.2               | 84.6             |                  |
| Eastern  | 117.7   | ↑                  | 104.5 | 114.5              | 115.6              | 115.3            |                  |

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

↓ ↑ Indicates decrease/ increase in dwell time from last month

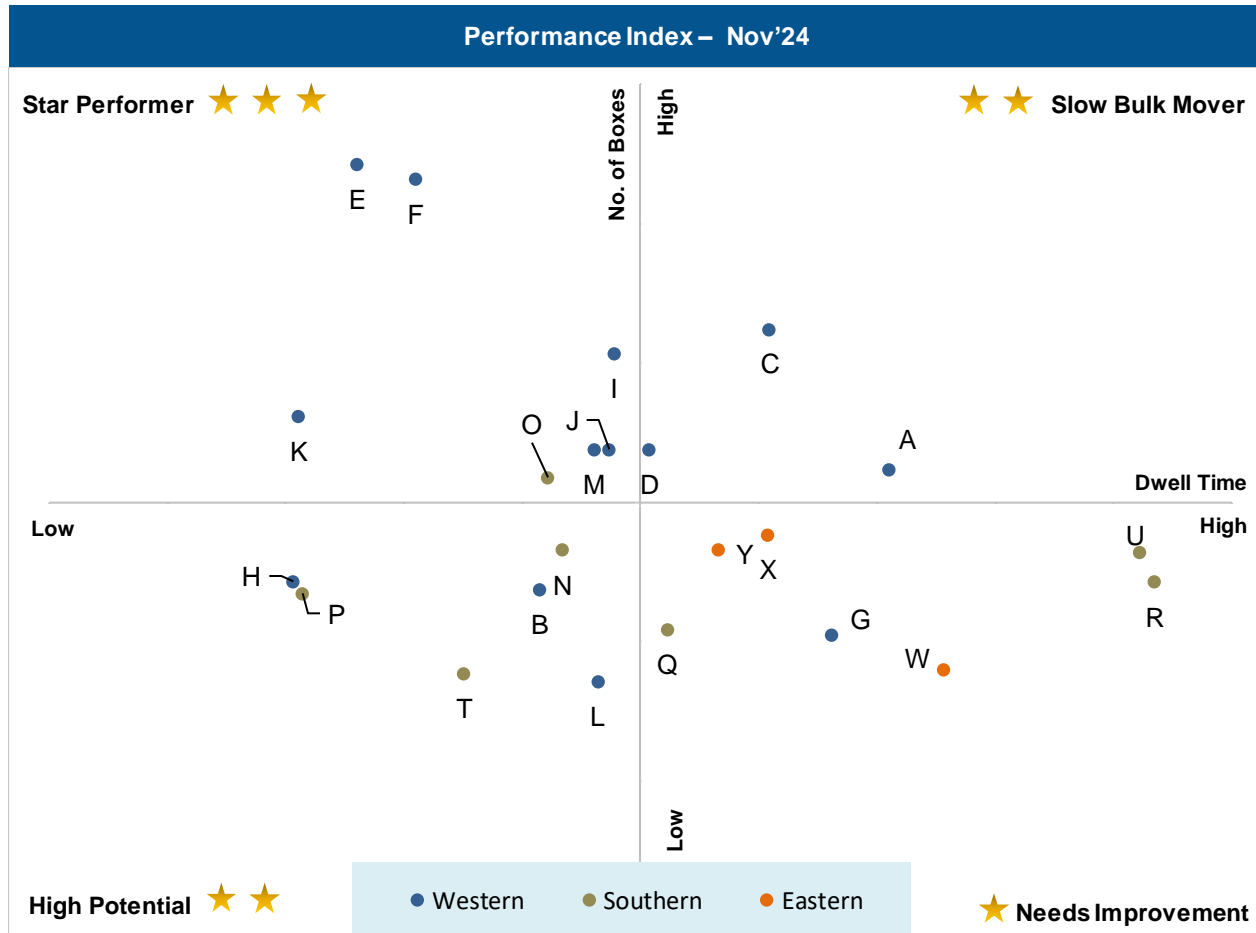
# Vessel Analysis: PAN India



| Nov'24        | Vessel Berthing Time (in Hrs.) | Arrival Lead Time (in Hrs.) | Offloading Time (Minutes/ Cntr) | Berth Productivity (Minutes/ Cntr) | Loading Time (Minutes/ Cntr) | Concurrent Operations Time (%) | Departure Lead Time (in Hrs.) |
|---------------|--------------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------|--------------------------------|-------------------------------|
| PAN India     | 20.0                           | 1.9                         | 3.0                             | 1.8                                | 2.2                          | 53.1%                          | 1.4                           |
| Mundra        | 22.8                           | 2.4                         | 3.0                             | 1.6                                | 1.9                          | 52.3%                          | 1.4                           |
| JNPA          | 19.6                           | 1.1                         | 1.7                             | 1.5                                | 1.8                          | 54.8%                          | 1.2                           |
| Other Western | 23.4                           | 2.2                         | 2.1                             | 1.2                                | 2.9                          | 69.5%                          | 0.8                           |
| Southern      | 18.0                           | 1.4                         | 2.8                             | 1.9                                | 2.3                          | -                              | 1.6                           |
| Eastern       | 18.8                           | 1.9                         | 8.0                             | 5.0                                | 5.9                          | 40.9%                          | 2.8                           |

# Performance Benchmarking: PAN India Terminals

Performance benchmarking of terminals based on dwell time vis-à-vis container count (no. of boxes) handled:



X-Axis: Dwell Time

\*Note: For MCTPL the free time is not included in the calculations

Y-Axis: No. of Boxes

**Star Performer** ★★ ★

Entities with high container count and low dwell time

**High Potential** ★★

Entities with low container count and low dwell time

**Slow Bulk Mover** ★★

Entities with high container count and high dwell time

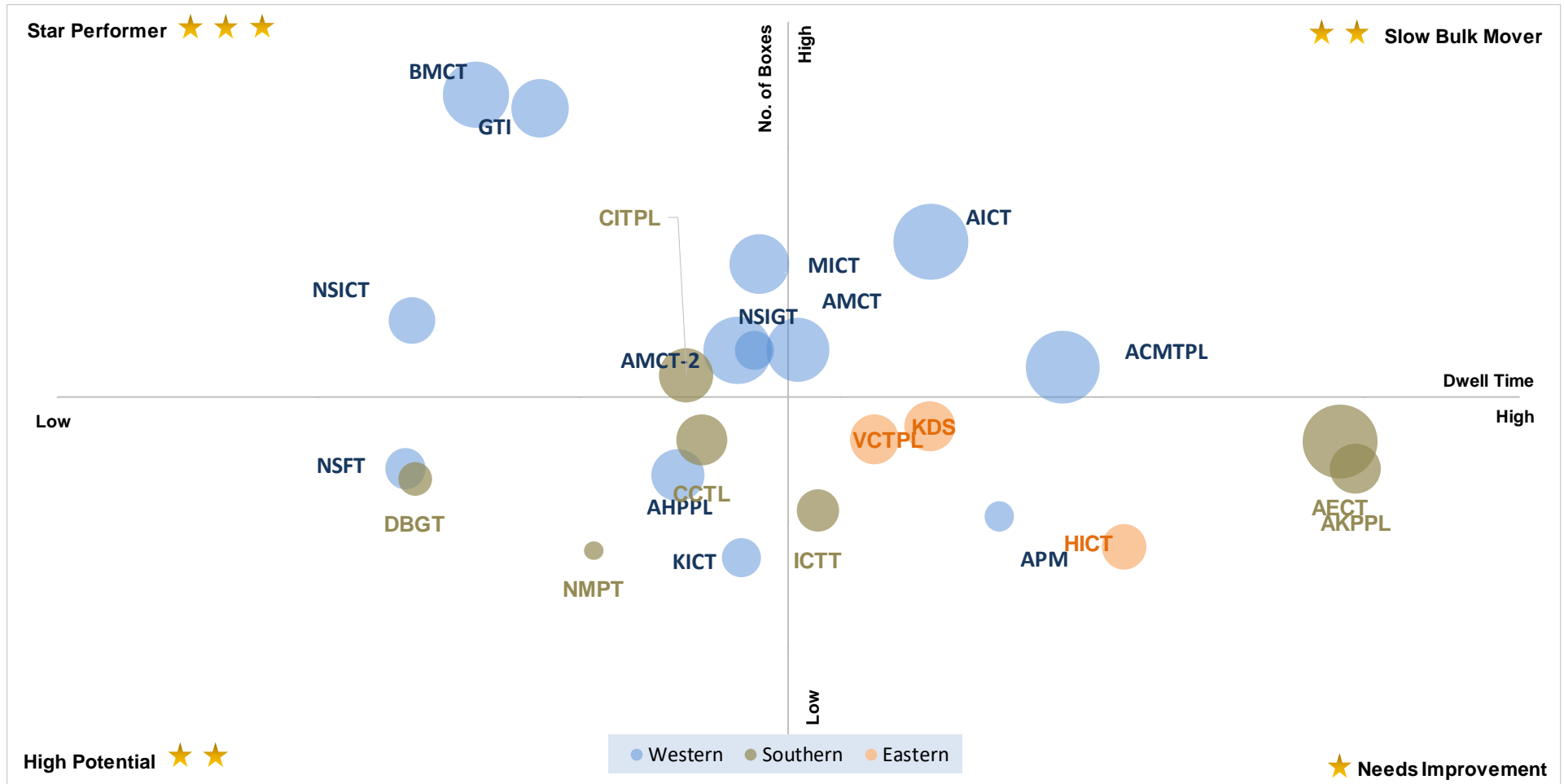
**Needs Improvement** ★

Entities with low container count and high dwell time

| Abb. | Terminals   | Container count |
|------|---|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 5.04%           |
| B    | Adani Hazira Port Private Limited (AHPPL)               | 2.55%           |
| C    | Adani International Container Terminal (AICTPL)         | 7.96%           |
| D    | Adani Mundra Container Terminal (AMCT)                  | 5.45%           |
| E    | Bharat Mumbai Container Terminals(PSA)                  | 11.37%          |
| F    | Gateway Terminals India (GTI)                           | 11.06%          |
| G    | APM Terminals Pipavav, Gujarat                          | 1.59%           |
| H    | Nhava Sheva Freeport Terminal (NSFT)                    | 2.70%           |
| I    | Mundra International Container Terminal (MICT)          | 7.45%           |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)              | 5.45%           |
| K    | Nhava Sheva International Container Terminal (NSICT)    | 6.13%           |
| L    | Kandla International Container Terminal (KICT)          | 0.63%           |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)              | 5.44%           |
| N    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 3.36%           |
| O    | Chennai International Terminals Pvt Ltd (CITPL)         | 4.88%           |
| P    | Dakshin Bharat Gateway Terminal (DBGT)                  | 2.46%           |
| Q    | International Container Transhipment Terminal, Kochi    | 1.72%           |
| R    | Adani Kattupalli Port Private Limited (AKPPL)           | 2.70%           |
| S    | PSA SICAL Terminals                                     | -               |
| T    | Mangalore Container Terminal Private Limited (MCTPL)*   | 0.79%           |
| U    | Adani Ennore Container Terminal                         | 3.33%           |
| V    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| W    | Haldia International Container Terminal (HICT)          | 0.88%           |
| X    | Kolkata Dock System (KDS) , Kolkata Port                | 3.68%           |
| Y    | Visakha Container Terminal                              | 3.38%           |

# Performance Benchmarking: PAN India Terminals

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Nov'24:



X-Axis: Dwell Time

Y-Axis: No. of Boxes

**Star Performer** ★★ ★

Entities with high container count and low dwell time

**High Potential** ★★

Entities with low container count and low dwell time

**Slow Bulk Mover** ★★

Entities with high container count and high dwell time

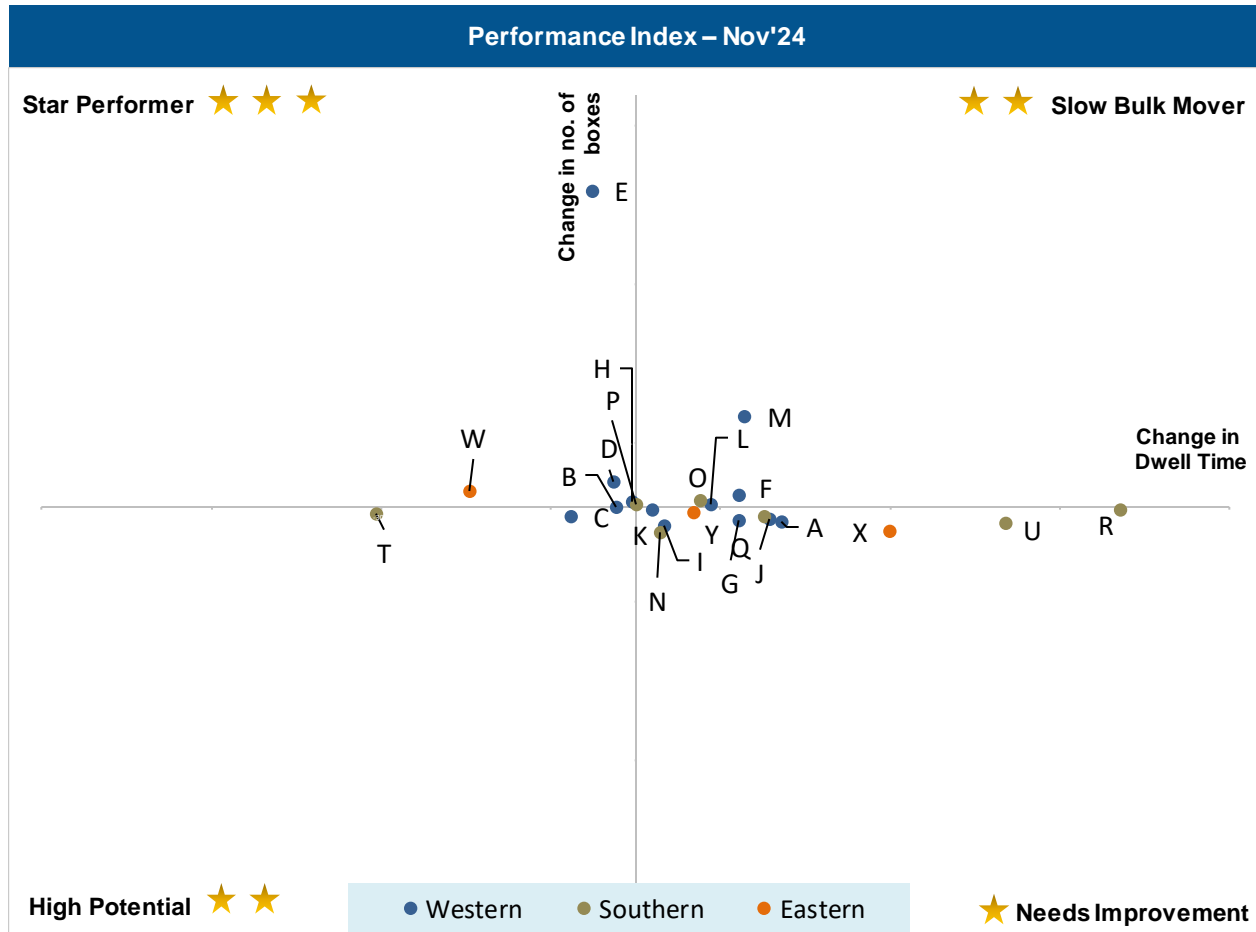
**Needs Improvement** ★

Entities with low container count and high dwell time

**Note:** Terminal abbreviation details are mentioned in annexure

# Performance Benchmarking (Previous year same month): PAN India Terminals

Performance benchmarking of terminals based on the change from previous year same month in dwell time vis-a-vis container count (no. of boxes) handled:



| Abb. | Terminals   | Container count |
|------|---|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 5.04%           |
| B    | Adani Hazira Port Private Limited (AHPPL)               | 2.55%           |
| C    | Adani International Container Terminal (AICTPL)         | 7.96%           |
| D    | Adani Mundra Container Terminal (AMCT)                  | 5.45%           |
| E    | Bharat Mumbai Container Terminals(PSA)                  | 11.37%          |
| F    | Gateway Terminals India (GTI)                           | 11.06%          |
| G    | APM Terminals Pipavav, Gujarat                          | 1.59%           |
| H    | Nhava Sheva Freeport Terminal (NSFT)                    | 2.70%           |
| I    | Mundra International Container Terminal (MICT)          | 7.45%           |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)              | 5.45%           |
| K    | Nhava Sheva International Container Terminal (NSICT)    | 6.13%           |
| L    | Kandla International Container Terminal (KICT)          | 0.63%           |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)              | 5.44%           |
| N    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 3.36%           |
| O    | Chennai International Terminals Pvt Ltd (CITPL)         | 4.88%           |
| P    | Dakshin Bharat Gateway Terminal (DBGT)                  | 2.46%           |
| Q    | International Container Transhipment Terminal, Kochi    | 1.72%           |
| R    | Adani Kattupalli Port Private Limited (AKPPL)           | 2.70%           |
| S    | PSA SICAL Terminals                                     | -               |
| T    | Mangalore Container Terminal Private Limited (MCTPL)*   | 0.79%           |
| U    | Adani Ennore Container Terminal                         | 3.33%           |
| V    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| W    | Haldia International Container Terminal (HICT)          | 0.88%           |
| X    | Kolkata Dock System (KDS) , Kolkata Port                | 3.68%           |
| Y    | Visakha Container Terminal                              | 3.38%           |

X-Axis: Change in dwell time

\*Note: For MCTPL the free time is not included in the calculations for current month

Y-Axis: Change in no. of boxes

Star Performer ★★ ★

Entities with improved dwell time performance and an increase in containers (no. of boxes) handled

High Potential ★★

Entities with improved dwell time performance and a decrease in containers (no. of boxes) handled

Slow Bulk Mover ★★

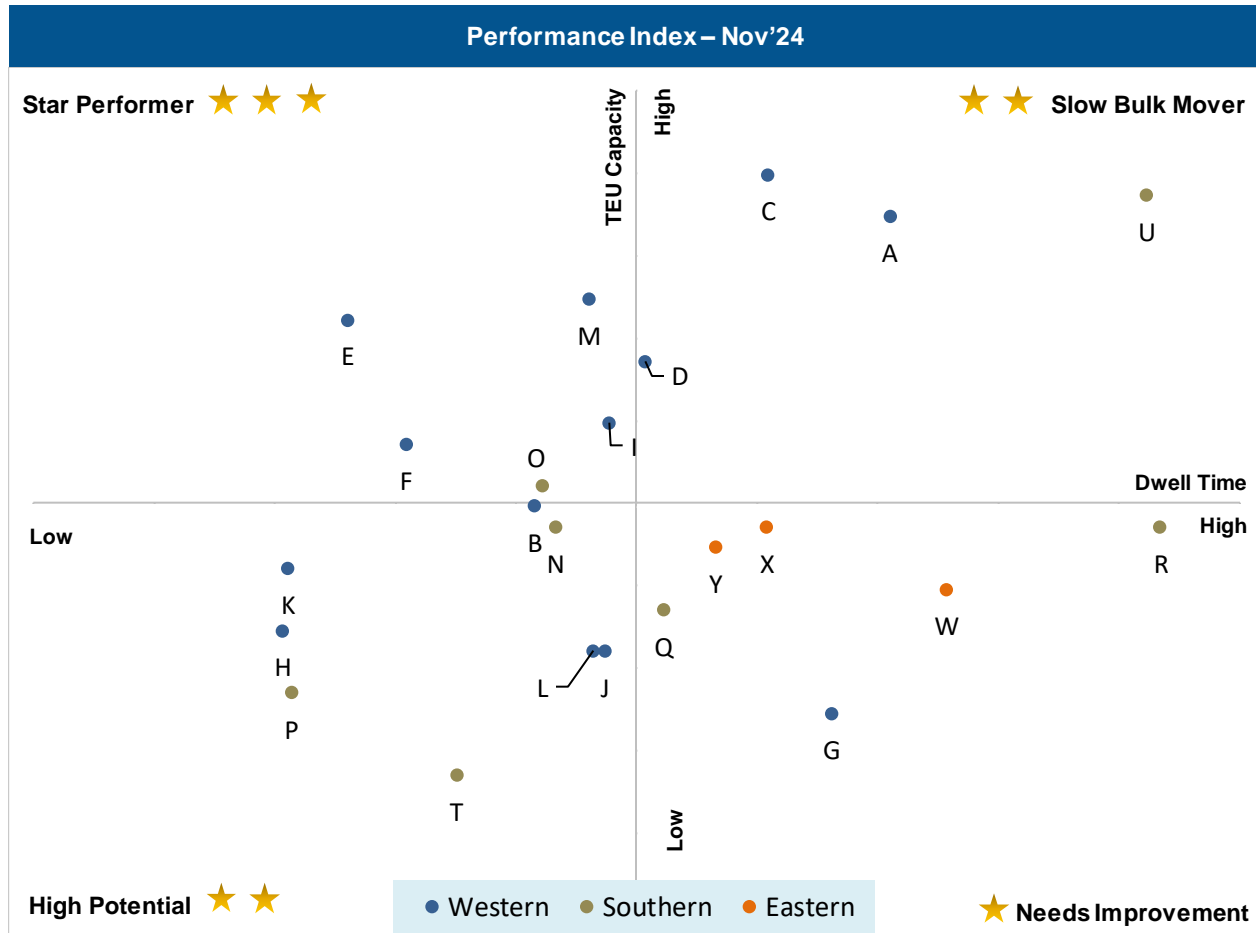
Entities with a decline in dwell time performance and an increase in containers (no. of boxes) handled

Needs Improvement ★

Entities with a decline in dwell time performance and decrease in containers (no. of boxes) handled

# Performance Benchmarking (Capacity & Dwell time): PAN India Terminals

Performance benchmarking of terminals based on dwell time vis-a-vis capacity (in TEU):



X-Axis: Dwell Time

\*Note: For MCTPL the free time is not included in the calculations

Y-Axis: TEU Capacity

**Star Performer** ★★ ★

Entities with high TEU capacity and low dwell time

**High Potential** ★★

Entities with low TEU capacity and low dwell time

**Slow Bulk Mover** ★★

Entities with high TEU capacity and high dwell time

**Needs Improvement** ★

Entities with low TEU capacity and high dwell time

| Abb. | Terminals   | Container count |
|------|---|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 5.04%           |
| B    | Adani Hazira Port Private Limited (AHPPL)               | 2.55%           |
| C    | Adani International Container Terminal (AICTPL)         | 7.96%           |
| D    | Adani Mundra Container Terminal (AMCT)                  | 5.45%           |
| E    | Bharat Mumbai Container Terminals(PSA)                  | 11.37%          |
| F    | Gateway Terminals India (GTI)                           | 11.06%          |
| G    | APM Terminals Pipavav, Gujarat                          | 1.59%           |
| H    | Nhava Sheva Freeport Terminal (NSFT)                    | 2.70%           |
| I    | Mundra International Container Terminal (MICT)          | 7.45%           |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)              | 5.45%           |
| K    | Nhava Sheva International Container Terminal (NSICT)    | 6.13%           |
| L    | Kandla International Container Terminal (KICT)          | 0.63%           |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)              | 5.44%           |
| N    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 3.36%           |
| O    | Chennai International Terminals Pvt Ltd (CITPL)         | 4.88%           |
| P    | Dakshin Bharat Gateway Terminal (DBGT)                  | 2.46%           |
| Q    | International Container Transhipment Terminal, Kochi    | 1.72%           |
| R    | Adani Kattupalli Port Private Limited (AKPPL)           | 2.70%           |
| S    | PSA SICAL Terminals                                     | -               |
| T    | Mangalore Container Terminal Private Limited (MCTPL)*   | 0.79%           |
| U    | Adani Ennore Container Terminal                         | 3.33%           |
| V    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| W    | Haldia International Container Terminal (HICT)          | 0.88%           |
| X    | Kolkata Dock System (KDS) , Kolkata Port                | 3.68%           |
| Y    | Visakha Container Terminal                              | 3.38%           |

# Dwell Time Performance: CFS Import Cycle

| IMPORT                |                             | Nov'24<br>(in hrs) |       | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|-----------------------|-----------------------------|--------------------|-------|--------------------|--------------------|------------------|------------------|
|                       | <b>Western Region</b>       | 96.1               |       | 88.8               | 102.9              | 92.2             | 97.8             |
|                       | JNPA                        | 90.3               | ↑     | 80.1               | 97.6               | 85.2             | 90.3             |
|                       | Mundra                      | 107.6              | ↑     | 106.9              | 114.8              | 101.7            | 108.5            |
|                       | Pipavav                     | -                  |       | -                  | 80.5               | 85.5             | 78.9             |
|                       | Hazira                      | 119.2              | ↑     | 98.8               | 120.0              | 104.7            | 113.4            |
|                       | <b>Southern Region</b>      | 142.5              |       | 138.3              | 141.1              | 128.6            | 136.5            |
|                       | Chennai, Ennore, Kattupalli | 139.1              | ↑     | 126.4              | 132.9              | 120.0            | 131.2            |
|                       | Kochi                       | 127.1              | ↓     | 128.9              | 148.9              | 124.2            | 126.9            |
|                       | Tuticorin                   | 188.9              | ↑     | 188.8              | 169.2              | 166.7            | 167.4            |
| <b>Eastern Region</b> | 154.7                       |                    | 151.9 | 154.2              | 147.6              | 147.6            |                  |
| Visakhapatnam         | 185.4                       | ↑                  | 168.2 | 185.1              | 170.2              | 175.6            |                  |
| Kolkata               | 145.0                       | ↓                  | 147.5 | 144.5              | 140.0              | 138.7            |                  |
| Haldia                | 153.6                       | ↑                  | 153.0 | 163.1              | 143.4              | 146.2            |                  |

Below are number of CFSs across various ports:

| JNPA | Mundra | Pipavav | Hazira | Chennai, Ennore, Kattupalli | Kochi | Tuticorin | Visakhapatnam | Kolkata | Haldia |
|------|--------|---------|--------|-----------------------------|-------|-----------|---------------|---------|--------|
| 34   | 15     | 3       | 5      | 32                          | 5     | 17        | 9             | 7       | 4      |

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

↓ ↑ Indicates decrease/ increase in dwell time from last month

# Dwell Time Performance: CFS Export Cycle

| EXPORT  |                             | Nov'24<br>(in hrs) |       | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|---------|-----------------------------|--------------------|-------|--------------------|--------------------|------------------|------------------|
|         | <b>Western Region</b>       | <b>63.8</b>        |       | <b>59.3</b>        | <b>57.8</b>        | <b>67.5</b>      | <b>60.8</b>      |
|         | JNPA                        | 67.4               | ↑     | 64.5               | 61.7               | 74.7             | 67.8             |
|         | Mundra                      | 59.0               | ↑     | 55.8               | 53.8               | 58.6             | 55.1             |
|         | Pipavav                     | -                  |       | -                  | 90.2               | 70.5             | 66.7             |
|         | <b>Southern Region</b>      | <b>51.4</b>        |       | <b>47.7</b>        | <b>34.1</b>        | <b>39.1</b>      | <b>40.6</b>      |
|         | Chennai, Ennore, Kattupalli | 59.2               | ↑     | 53.2               | 37.5               | 44.8             | 45.5             |
|         | Tuticorin                   | 27.3               | ↑     | 26.8               | 24.0               | 25.1             | 25.0             |
|         | <b>Eastern Region</b>       | <b>113.2</b>       |       | <b>96.6</b>        | <b>89.2</b>        | <b>96.4</b>      | <b>99.7</b>      |
|         | Visakhapatnam               | 83.4               | ↑     | 69.9               | 71.7               | 83.0             | 82.1             |
| Kolkata | 130.8                       | ↑                  | 118.4 | 115.1              | 106.2              | 116.1            |                  |

Below are number of CFSs across various ports:

| JNPA | Mundra | Pipavav | Hazira | Chennai, Ennore, Kattupalli | Kochi | Tuticorin | Visakhapatnam | Kolkata | Haldia |
|------|--------|---------|--------|-----------------------------|-------|-----------|---------------|---------|--------|
| 34   | 15     | 3       | 5      | 32                          | 5     | 17        | 9             | 7       | 4      |

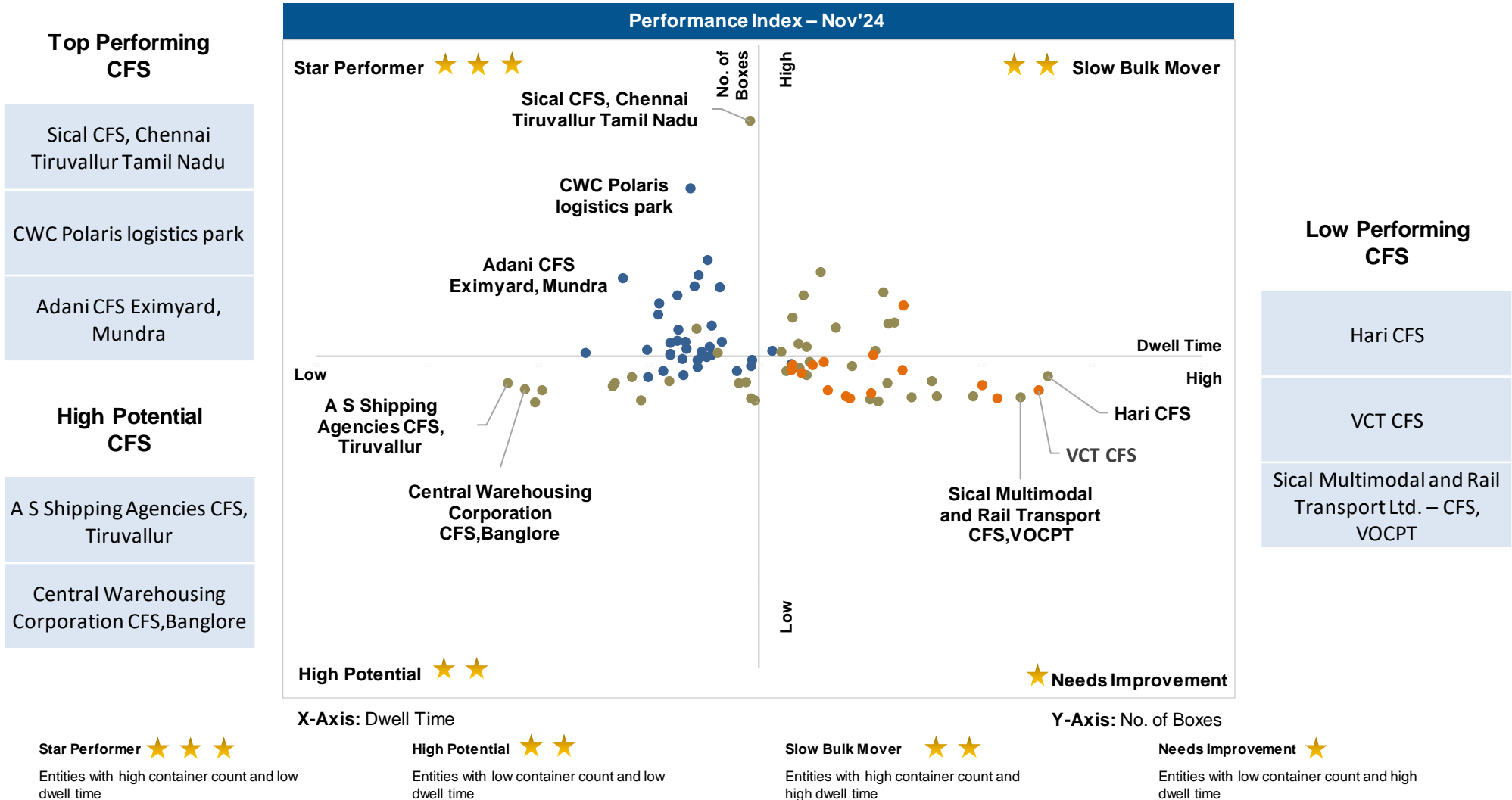
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

Indicates decrease/ increase in dwell time from last month








# Performance Benchmarking: PAN India CFSs

Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:





# Dwell Time Performance: ICD Import & Export Cycle

| IMPORT |                 | Nov'24<br>(in hrs) |   | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western Region  | 134.7              |  | 143.7              | 139.9              | 128.8            | 135.7            |
|        | Southern Region | 165.5              |  | 147.6              | 130.1              | 123.7            | 154.1            |
|        | Eastern Region  | -                  |   | -                  | 92.0               | 107.7            | 87.9             |
|        | Northern Region | 125.8              |  | 126.5              | 125.0              | 129.2            | 131.3            |

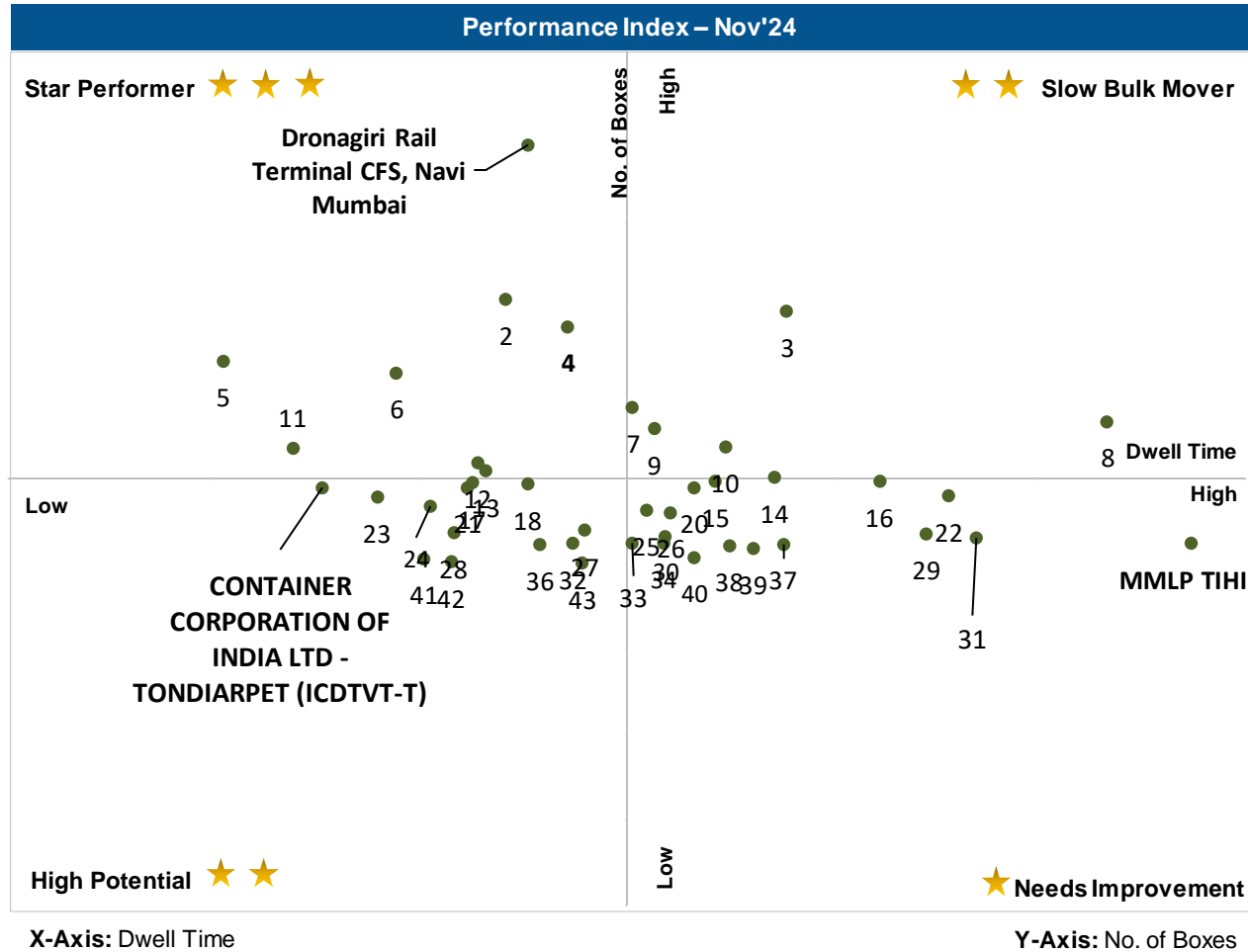
| EXPORT |                 | Nov'24<br>(in hrs) |   | Oct'24<br>(in hrs) | Nov'23<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western Region  | 110.4              |  | 107.4              | 97.2               | 99.9             | 103.2            |
|        | Northern Region | 111.7              |  | 100.1              | 103.3              | 100.0            | 100.0            |

OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

  Indicates decrease/ increase in dwell time from last month

# ICD Performance Benchmarking: PAN India

Performance benchmarking of ICDs based on dwell time vis-a-vis container count (no. of boxes) handled:



**Note:**  
Please refer annexure for ICD names

# Dwell Time Performance: Domestic Containers

Terminal dwell time performance for handling domestic containers:

|   | Dwell time for handling domestic containers |   |                 | Overall domestic containers distribution among terminals |            |
|---|---|---|-----------------|--|------------|
|   | Nov'24 (in hrs)                             |   | Oct'24 (in hrs) | Nov'24 (%)   | Oct'24 (%) |
| International Container Transshipment Terminal, Kochi | 65.4  | ↑ | 59.1            | 25.30%   | 31.00%     |
| PSA SICAL Terminals                                   | 70.3  | ↓ | 83.7            | 7.90%  | 10.30%     |
| Visakha Container Terminal                            | 43.6  | ↑ | 27.0            | 13.40%   | 8.80%      |
| Bharat Mumbai Container Terminals(PSA)                | 15.4  | ↑ | 9.4             | 11.20%   | 10.00%     |
| Nhava Sheva Freeport Terminal (NSFT)                  | 9.9   | ↓ | 20.3            | 6.70%  | 9.90%      |
| Mangalore Container Terminal Private Limited (MCTPL)  | 79.6  | ↑ | 69.0            | 7.10%  | 3.50%      |
| Kandla International Container Terminal (KICT)        | 135.0                                       | ↓ | 167.9           | 4.50%  | 5.60%      |
| Chennai Container Terminal Pvt. Ltd. (CCTL)           | 111.1                                       | ↑ | 104.0           | 6.30%  | 4.80%      |
| Dakshin Bharat Gateway Terminal (DBGT)                | 20.8  | ↓ | 53.8            | 3.30%  | 4.90%      |
| Haldia International Container Terminal (HICT)        | 96.0  |   | 96.0            | 2.20%  | 2.20%      |
| Kolkata Dock System (KDS) , Kolkata Port              | 72.3  | ↑ | 59.1            | 2.70%  | 2.30%      |
| Nhava Sheva India Gateway Terminal (NSIGT)            | 47.3  | ↓ | 60.3            | 6.70%  | 3.30%      |
| Nhava Sheva International Container Terminal (NSICT)  | 39.7  | ↓ | 43.0            | 2.00%  | 2.80%      |
| Paradip International Cargo Terminal                  | 58.5  | ↑ | 28.6            | 0.70%  | 0.60%      |

Terminals

Terminal handling highest domestic containers

↓ ↑ Indicates decrease/ increase in dwell time from last month

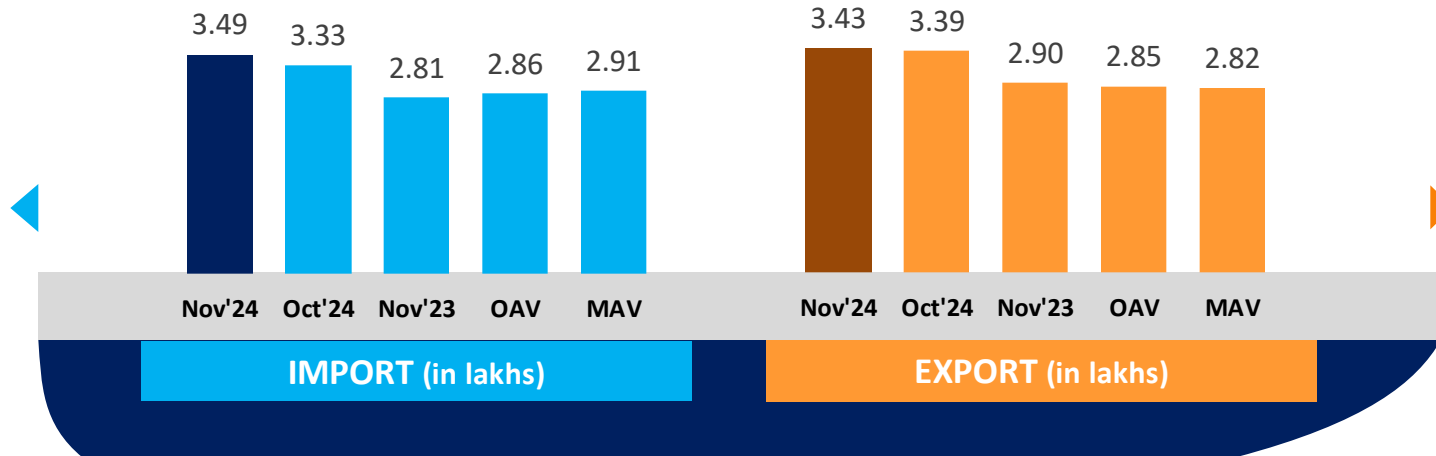
02

# WESTERN REGION PERFORMANCE

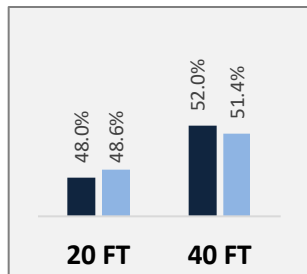


# Container Count: Western Region

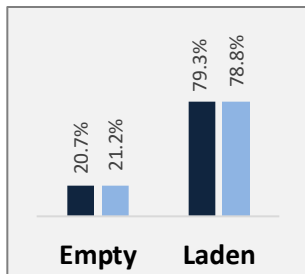
## Western Region



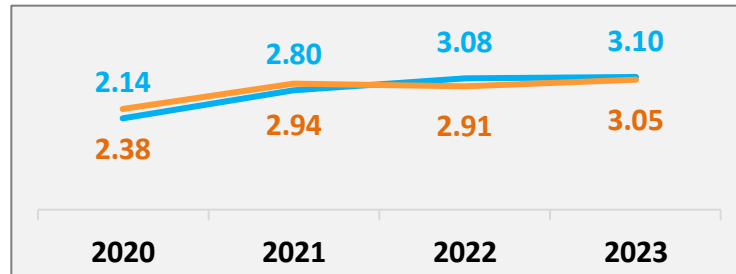
Container Size-wise (Import)



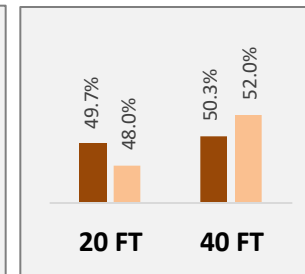
Container Type-wise (Import)



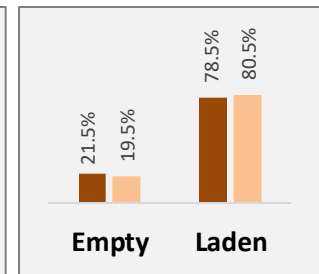
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



Container Type-wise (Export)



Nov'24 Oct'24

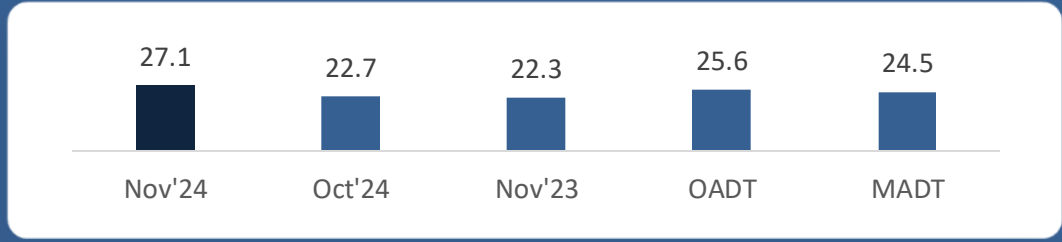
IMPORT EXPORT

Nov'24 Oct'24

OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

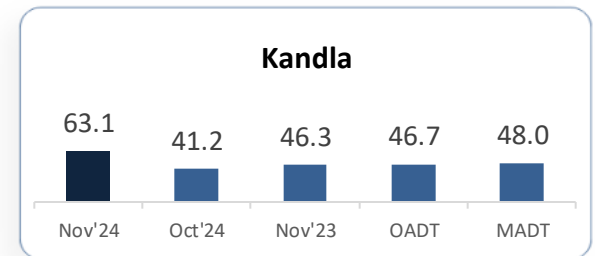
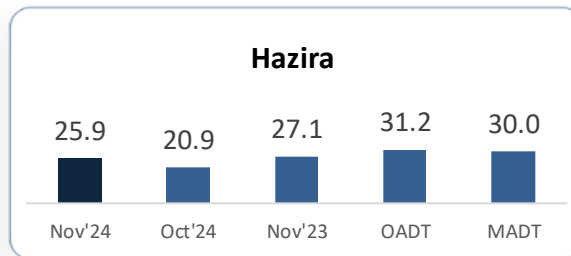
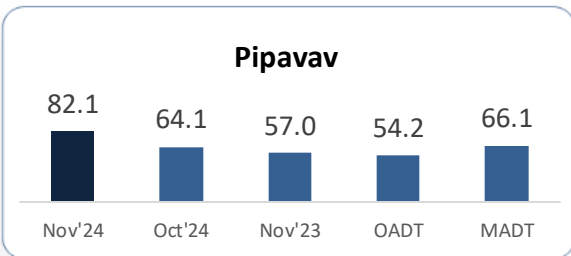
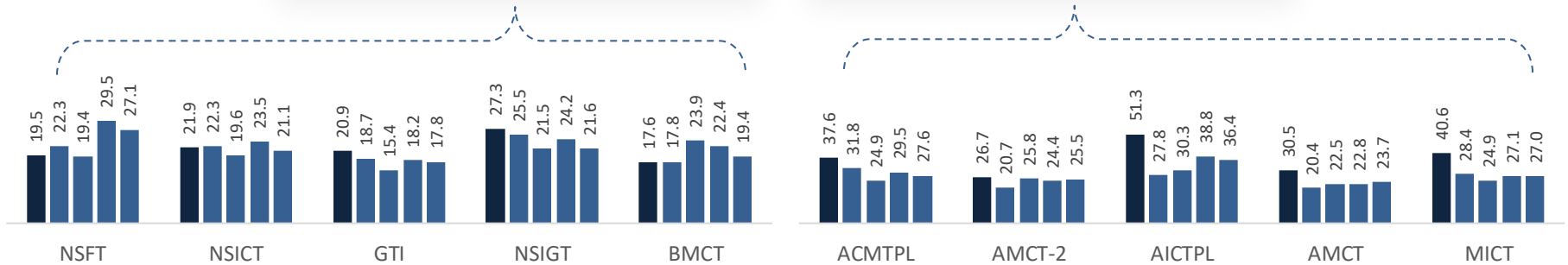
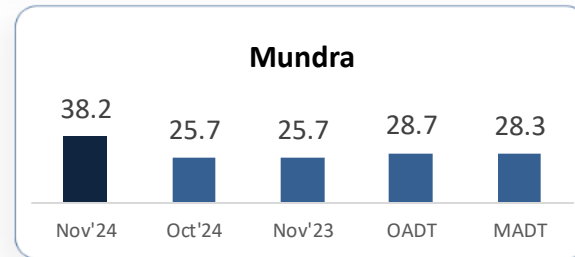
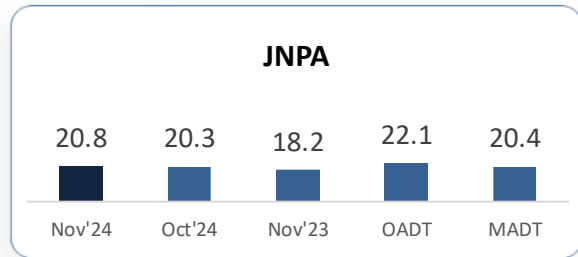
# Dwell Time Performance: Western Region Import Cycle

## Western Region



PAN India  
Import Dwell Time  
**33.2 Hrs.**  
(Nov'24)

IMPORT

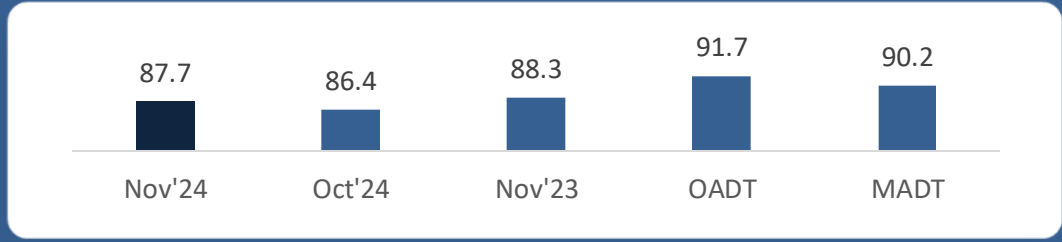


OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**Note:**  
All values are in hours

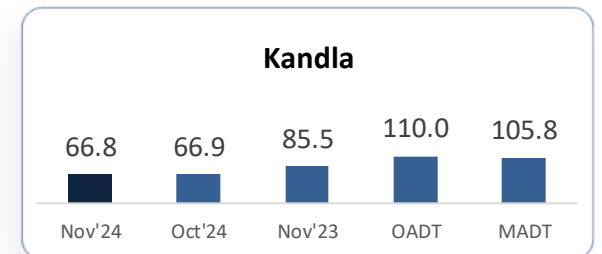
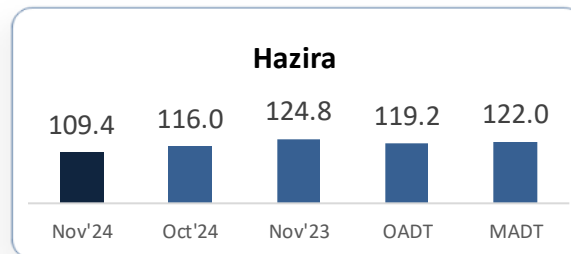
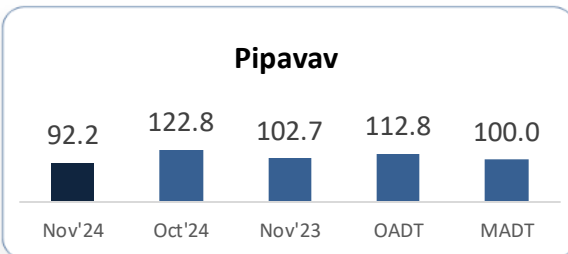
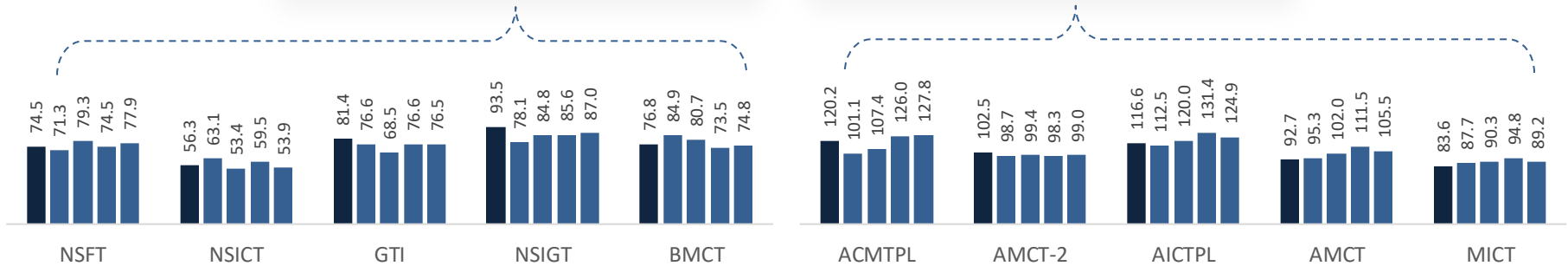
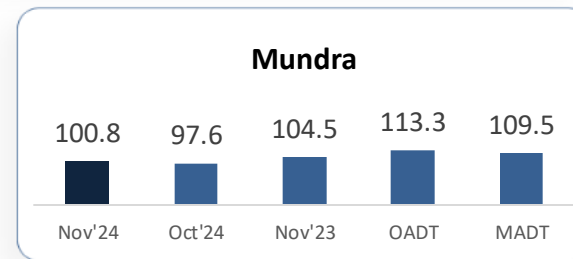
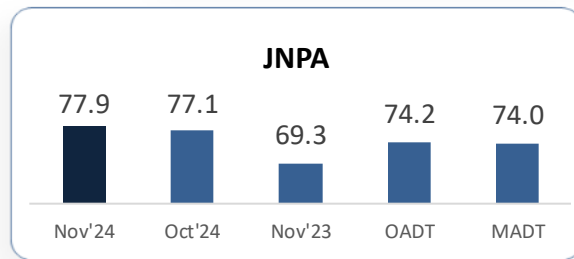
# Dwell Time Performance: Western Region Export Cycle

## Western Region



PAN India  
Export Dwell Time  
**89.8 Hrs.**  
(Nov'24)

EXPORT



OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**Note:**  
All values are in hours



# Container Turnaround Analysis: Western Region

Container turnaround analysis showcases the percentage of container count (no. of boxes) retained by respective ports. This analyzes the number of containers getting imported and exported from same port along with the time taken by them to complete the cycle.

| Port In<br>(Import Cycle) | Port Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|---------------------------|----------------------------|---|--------|--------|------------------------------|--------|--------|
|                           |                            | Nov'24                                  | Oct'24 | Nov'23 | Nov'24                       | Oct'24 | Nov'23 |
| JNPA                      | JNPA                       | 96%                                     | 96%    | 95%    | 28.5                         | 28.3   | 28.7   |
|                           | Other Ports                | 4%                                      | 4%     | 5%     | 53.7                         | 52.4   | 55.9   |
| Mundra                    | Mundra                     | 95%                                     | 94%    | 94%    | 34.2                         | 35.3   | 37.7   |
|                           | Other Ports                | 5%                                      | 6%     | 6%     | 45.7                         | 45.3   | 53.5   |
| Hazira                    | Hazira                     | 93%                                     | 92%    | 97%    | 34.4                         | 35.0   | 38.4   |
|                           | Other Ports                | 7%                                      | 8%     | 3%     | 52.1                         | 51.6   | 79.6   |
| Kandla                    | Kandla                     | 81%                                     | 77%    | 84%    | 24.7                         | 30.5   | 49.1   |
|                           | Mundra                     | 19%                                     | 23%    | 16%    | 39.2                         | 51.3   | 54.3   |
|                           | Other Ports                | -                                       | -      | -      | -                            | -      | -      |
| Pipavav                   | Mundra                     | 48%                                     | 52%    | 51%    | 41.0                         | 43.7   | 45.1   |
|                           | Pipavav                    | 49%                                     | 44%    | 45%    | 32.9                         | 33.5   | 29.1   |
|                           | Other Ports                | 3%                                      | 4%     | 4%     | 38.7                         | 45.4   | 43.4   |

# Container Turnaround Analysis: JNPA Port

Container turnaround analysis showcases the percentage of container count (no. of boxes) retained by respective terminals of the port. This analyzes the number of containers getting imported and exported from same terminal along with the time taken by them to complete the cycle.

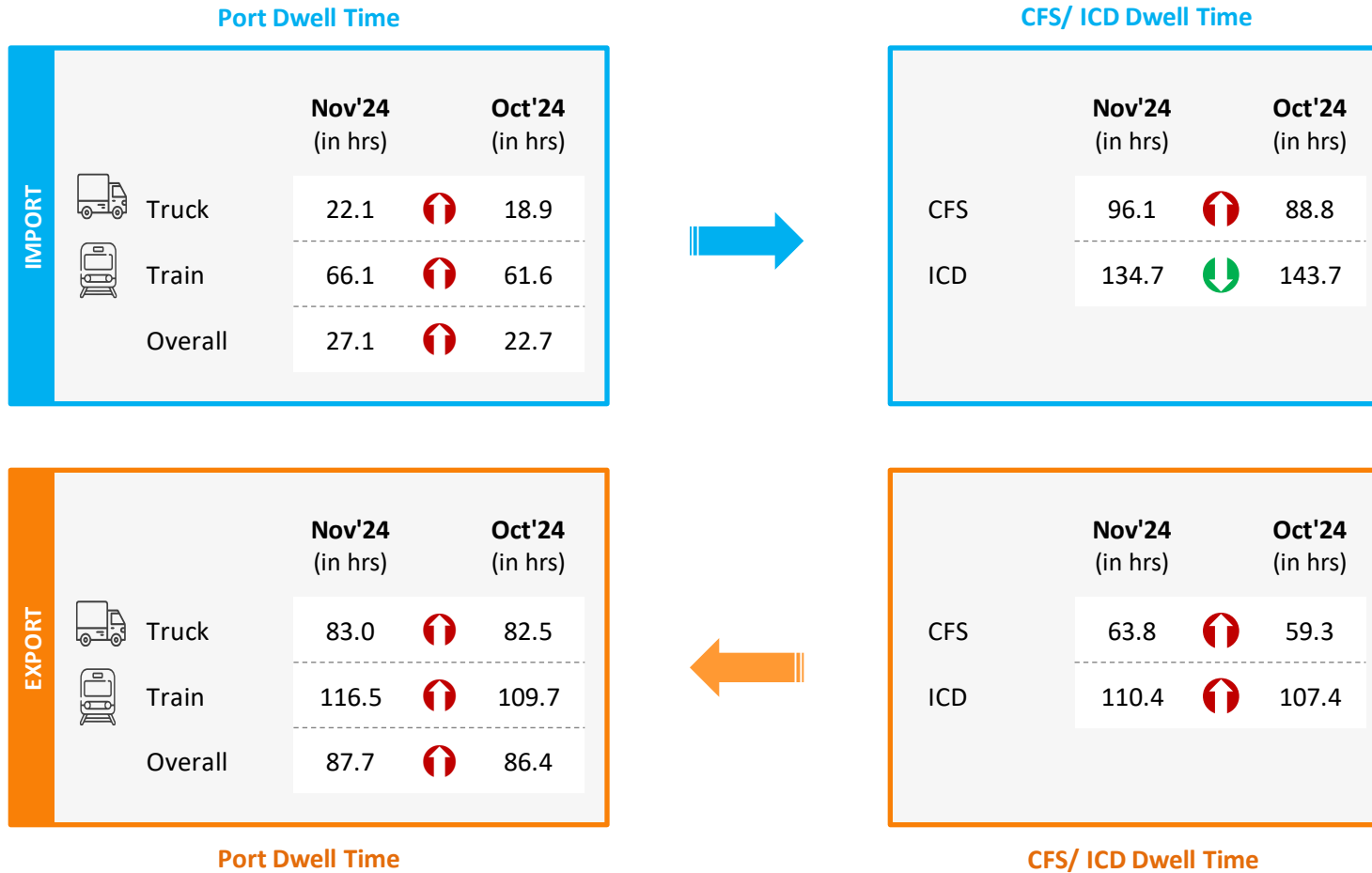
| Port Terminal In<br>(Import Cycle)                   | Port Terminal Out<br>(Export Cycle)                  | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|--|--|---|--------|--------|------------------------------|--------|--------|
|  |  | Nov'24                                  | Oct'24 | Nov'23 | Nov'24                       | Oct'24 | Nov'23 |
| Bharat Mumbai Container Terminals(PSA)               | Bharat Mumbai Container Terminals(PSA)               | 40%                                     | 40%    | 34%    | 31.2                         | 27.1   | 36.7   |
|  | Gateway Terminals India (GTI)                        | 29%                                     | 26%    | 23%    | 28.1                         | 25.6   | 34.4   |
|  | Nhava Sheva Freeport Terminal (NSFT)                 | 6%                                      | 7%     | 5%     | 31.0                         | 33.1   | 37.2   |
|  | Nhava Sheva India Gateway Terminal (NSIGT)           | 11%                                     | 13%    | 16%    | 34.4                         | 28.5   | 34.5   |
|  | Nhava Sheva International Container Terminal (NSICT) | 14%                                     | 14%    | 22%    | 29.8                         | 27.3   | 37.4   |
| Gateway Terminals India (GTI)                        | Bharat Mumbai Container Terminals(PSA)               | 25%                                     | 34%    | 22%    | 24.9                         | 28.0   | 24.1   |
|  | Gateway Terminals India (GTI)                        | 45%                                     | 38%    | 50%    | 25.2                         | 30.0   | 21.6   |
|  | Nhava Sheva Freeport Terminal (NSFT)                 | 5%                                      | 6%     | 6%     | 30.1                         | 32.7   | 24.7   |
|  | Nhava Sheva India Gateway Terminal (NSIGT)           | 9%                                      | 7%     | 8%     | 25.8                         | 31.0   | 24.3   |
|  | Nhava Sheva International Container Terminal (NSICT) | 16%                                     | 15%    | 14%    | 24.9                         | 32.6   | 25.7   |
| Nhava Sheva Freeport Terminal (NSFT)                 | Bharat Mumbai Container Terminals(PSA)               | 27%                                     | 35%    | 22%    | 28.6                         | 27.5   | 32.2   |
|  | Gateway Terminals India (GTI)                        | 24%                                     | 20%    | 33%    | 28.0                         | 26.6   | 33.0   |
|  | Nhava Sheva Freeport Terminal (NSFT)                 | 22%                                     | 23%    | 20%    | 30.5                         | 30.3   | 30.8   |
|  | Nhava Sheva India Gateway Terminal (NSIGT)           | 14%                                     | 11%    | 10%    | 25.8                         | 25.6   | 28.3   |
|  | Nhava Sheva International Container Terminal (NSICT) | 13%                                     | 11%    | 15%    | 29.0                         | 31.2   | 45.5   |
| Nhava Sheva India Gateway Terminal (NSIGT)           | Bharat Mumbai Container Terminals(PSA)               | 18%                                     | 15%    | 21%    | 31.7                         | 26.7   | 30.9   |
|  | Gateway Terminals India (GTI)                        | 14%                                     | 17%    | 19%    | 23.9                         | 25.9   | 26.6   |
|  | Nhava Sheva Freeport Terminal (NSFT)                 | 7%                                      | 8%     | 6%     | 31.2                         | 29.7   | 29.7   |
|  | Nhava Sheva India Gateway Terminal (NSIGT)           | 51%                                     | 47%    | 43%    | 30.2                         | 27.2   | 27.5   |
|  | Nhava Sheva International Container Terminal (NSICT) | 10%                                     | 13%    | 11%    | 32.5                         | 28.6   | 37.2   |
| Nhava Sheva International Container Terminal (NSICT) | Bharat Mumbai Container Terminals(PSA)               | 24%                                     | 23%    | 30%    | 34.2                         | 34.1   | 32.9   |
|  | Gateway Terminals India (GTI)                        | 29%                                     | 26%    | 21%    | 28.8                         | 25.9   | 31.3   |
|  | Nhava Sheva Freeport Terminal (NSFT)                 | 4%                                      | 5%     | 4%     | 36.2                         | 36.0   | 38.3   |
|  | Nhava Sheva India Gateway Terminal (NSIGT)           | 5%                                      | 10%    | 8%     | 38.4                         | 26.9   | 33.4   |
|  | Nhava Sheva International Container Terminal (NSICT) | 38%                                     | 36%    | 37%    | 28.4                         | 29.7   | 32.2   |

# Container Turnaround Analysis: Mundra Port

Container turnaround analysis showcases the percentage of container count (no. of boxes) retained by respective terminals of the port. This analyzes the number of containers getting imported and exported from same terminal along with the time taken by them to complete the cycle.

| Port Terminal In<br>(Import Cycle)              | Port Terminal Out<br>(Export Cycle)             | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|---|---|---|--------|--------|------------------------------|--------|--------|
|   |   | Nov'24                                  | Oct'24 | Nov'23 | Nov'24                       | Oct'24 | Nov'23 |
| Adani CMA Mundra Terminal (ACMTPL)              | Adani CMA Mundra Terminal (ACMTPL)              | 59%                                     | 57%    | 59%    | 35.6                         | 30.5   | 40.6   |
|   | Adani International Container Terminal (AICTPL) | 1%                                      | 1%     | 3%     | 33.4                         | 28.3   | 37.9   |
|   | Adani Mundra Container Terminal (AMCT)          | 27%                                     | 27%    | 25%    | 33.5                         | 29.3   | 40.1   |
|   | Adani Mundra Container Terminal -2              | 6%                                      | 9%     | 4%     | 37.1                         | 35.8   | 42.1   |
|   | Mundra International Container Terminal (MICT)  | 7%                                      | 6%     | 9%     | 27.6                         | 33.7   | 24.5   |
| Adani International Container Terminal (AICTPL) | Adani CMA Mundra Terminal (ACMTPL)              | 6%                                      | 2%     | 3%     | 31.1                         | 30.7   | 44.1   |
|   | Adani International Container Terminal (AICTPL) | 77%                                     | 80%    | 85%    | 46.0                         | 47.4   | 43.5   |
|   | Adani Mundra Container Terminal (AMCT)          | 8%                                      | 6%     | 5%     | 31.5                         | 30.3   | 31.7   |
|   | Adani Mundra Container Terminal -2              | 5%                                      | 6%     | 2%     | 30.8                         | 35.5   | 42.1   |
|   | Mundra International Container Terminal (MICT)  | 4%                                      | 6%     | 5%     | 33.0                         | 30.4   | 46.5   |
| Adani Mundra Container Terminal (AMCT)          | Adani CMA Mundra Terminal (ACMTPL)              | 17%                                     | 19%    | 29%    | 38.4                         | 35.9   | 44.1   |
|   | Adani International Container Terminal (AICTPL) | 6%                                      | 4%     | 10%    | 26.8                         | 29.5   | 39.0   |
|   | Adani Mundra Container Terminal (AMCT)          | 41%                                     | 38%    | 37%    | 33.3                         | 32.4   | 34.7   |
|   | Adani Mundra Container Terminal -2              | 25%                                     | 26%    | 13%    | 35.1                         | 35.2   | 36.2   |
|   | Mundra International Container Terminal (MICT)  | 11%                                     | 13%    | 11%    | 31.6                         | 32.7   | 36.2   |
| Adani Mundra Container Terminal -2              | Adani CMA Mundra Terminal (ACMTPL)              | 13%                                     | 10%    | 19%    | 29.4                         | 32.8   | 36.5   |
|   | Adani International Container Terminal (AICTPL) | 7%                                      | 5%     | 10%    | 33.2                         | 33.1   | 41.8   |
|   | Adani Mundra Container Terminal (AMCT)          | 25%                                     | 27%    | 28%    | 31.4                         | 33.0   | 34.3   |
|   | Adani Mundra Container Terminal -2              | 40%                                     | 41%    | 27%    | 32.7                         | 35.6   | 34.3   |
|   | Mundra International Container Terminal (MICT)  | 15%                                     | 17%    | 16%    | 31.7                         | 30.5   | 37.5   |
| Mundra International Container Terminal (MICT)  | Adani CMA Mundra Terminal (ACMTPL)              | 9%                                      | 7%     | 8%     | 35.8                         | 31.1   | 40.9   |
|   | Adani International Container Terminal (AICTPL) | 4%                                      | 4%     | 7%     | 34.1                         | 31.1   | 52.3   |
|   | Adani Mundra Container Terminal (AMCT)          | 12%                                     | 12%    | 10%    | 33.5                         | 34.4   | 34.8   |
|   | Adani Mundra Container Terminal -2              | 9%                                      | 10%    | 3%     | 30.3                         | 33.2   | 45.2   |
|   | Mundra International Container Terminal (MICT)  | 66%                                     | 67%    | 72%    | 29.8                         | 34.0   | 29.4   |

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month

# Port Performance Benchmarking: Western Region

Performance benchmarking of terminals based on dwell time vis-à-vis container count (no. of boxes) handled:



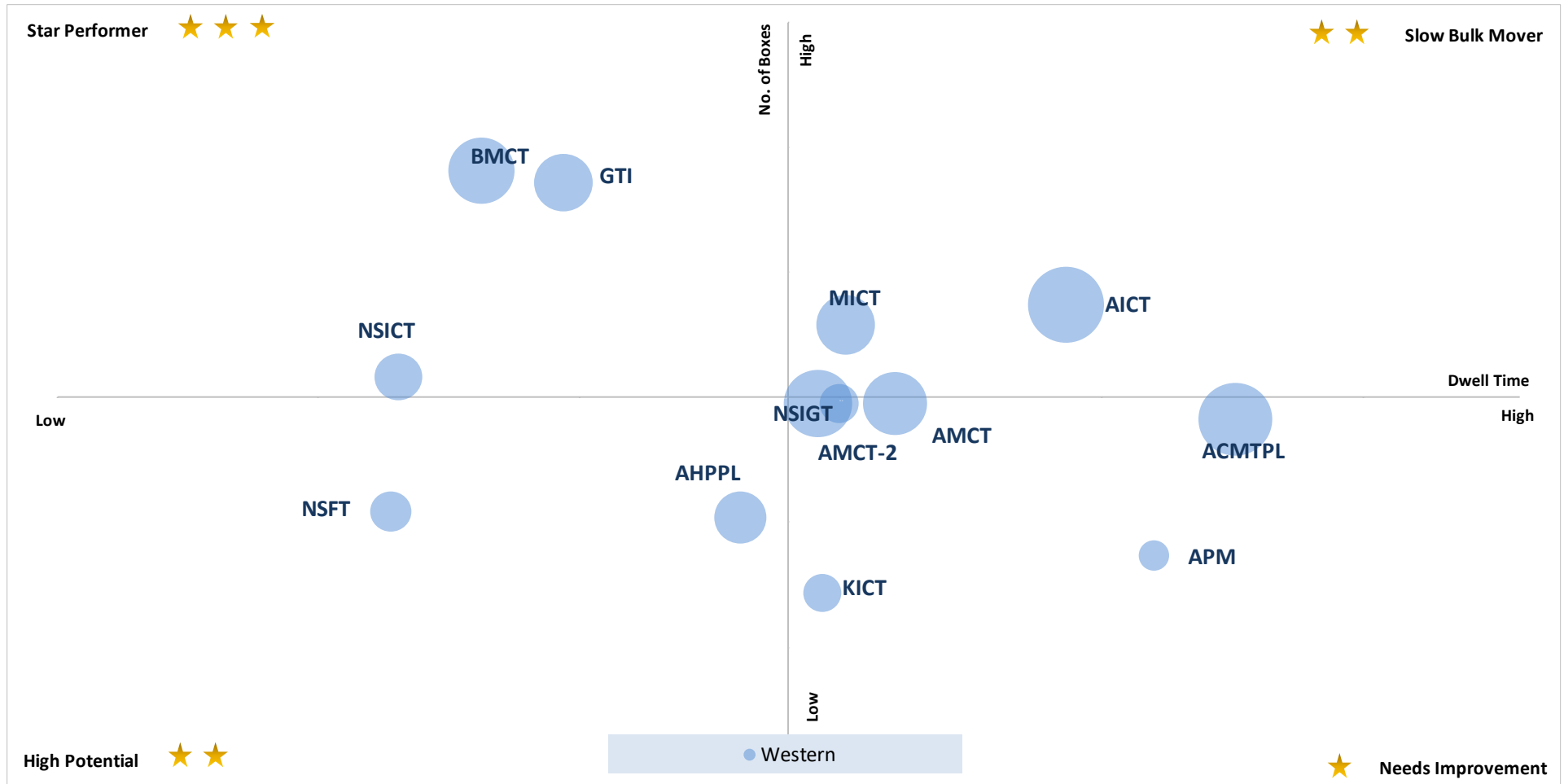
| Abb. | Name of Terminal                                     |
|------|--|
| A    | Adani CMA Mundra Terminal (ACMTPL)                   |
| B    | Adani Hazira Port Private Limited (AHPPL)            |
| C    | Adani International Container Terminal (AICTPL)      |
| D    | Adani Mundra Container Terminal (AMCT)               |
| E    | Bharat Mumbai Container Terminals(PSA)               |
| F    | Gateway Terminals India (GTI)                        |
| G    | APM Terminals Pipavav, Gujarat                       |
| H    | Nhava Sheva Freeport Terminal (NSFT)                 |
| I    | Mundra International Container Terminal (MICT)       |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)           |
| K    | Nhava Sheva International Container Terminal (NSICT) |
| L    | Kandla International Container Terminal (KICT)       |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)           |

X-Axis: Dwell Time

Y-Axis: No. of Boxes

# Performance Benchmarking: Western Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Nov'24:



X-Axis: Dwell Time

○ Bubble size represents the terminal capacity

Y-Axis: No. of Boxes

Star Performer ★★ ★

Entities with high container count and low dwell time

High Potential ★★

Entities with low container count and low dwell time

Slow Bulk Mover ★★

Entities with high container count and high dwell time

Needs Improvement ★

Entities with low container count and high dwell time

Note: Terminal abbreviation details are mentioned in annexure

# Port Performance Benchmarking (Previous year same month): **Western Region**

Performance benchmarking of terminals based on the change from previous year same month in dwell time vis-a-vis container count (no. of boxes) handled:



| Abb. | Name of Terminal                                     |
|------|--|
| A    | Adani CMA Mundra Terminal (ACMTPL)                   |
| B    | Adani Hazira Port Private Limited (AHPPL)            |
| C    | Adani International Container Terminal (AICTPL)      |
| D    | Adani Mundra Container Terminal (AMCT)               |
| E    | Bharat Mumbai Container Terminals(PSA)               |
| F    | Gateway Terminals India (GTI)                        |
| G    | APM Terminals Pipavav, Gujarat                       |
| H    | Nhava Sheva Freeport Terminal (NSFT)                 |
| I    | Mundra International Container Terminal (MICT)       |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)           |
| K    | Nhava Sheva International Container Terminal (NSICT) |
| L    | Kandla International Container Terminal (KICT)       |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)           |

X-Axis: Change in dwell time

Y-Axis: Change in no. of boxes

# Port Performance Benchmarking (Capacity & Dwell time): Western Region

Performance benchmarking of terminals based on dwell time vis-a-vis capacity (in TEU):



| Abb. | Name of Terminal                                     |
|------|--|
| A    | Adani CMA Mundra Terminal (ACMTPL)                   |
| B    | Adani Hazira Port Private Limited (AHPPL)            |
| C    | Adani International Container Terminal (AICTPL)      |
| D    | Adani Mundra Container Terminal (AMCT)               |
| E    | Bharat Mumbai Container Terminals(PSA)               |
| F    | Gateway Terminals India (GTI)                        |
| G    | APM Terminals Pipavav, Gujarat                       |
| H    | Nhava Sheva Freeport Terminal (NSFT)                 |
| I    | Mundra International Container Terminal (MICT)       |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)           |
| K    | Nhava Sheva International Container Terminal (NSICT) |
| L    | Kandla International Container Terminal (KICT)       |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)           |

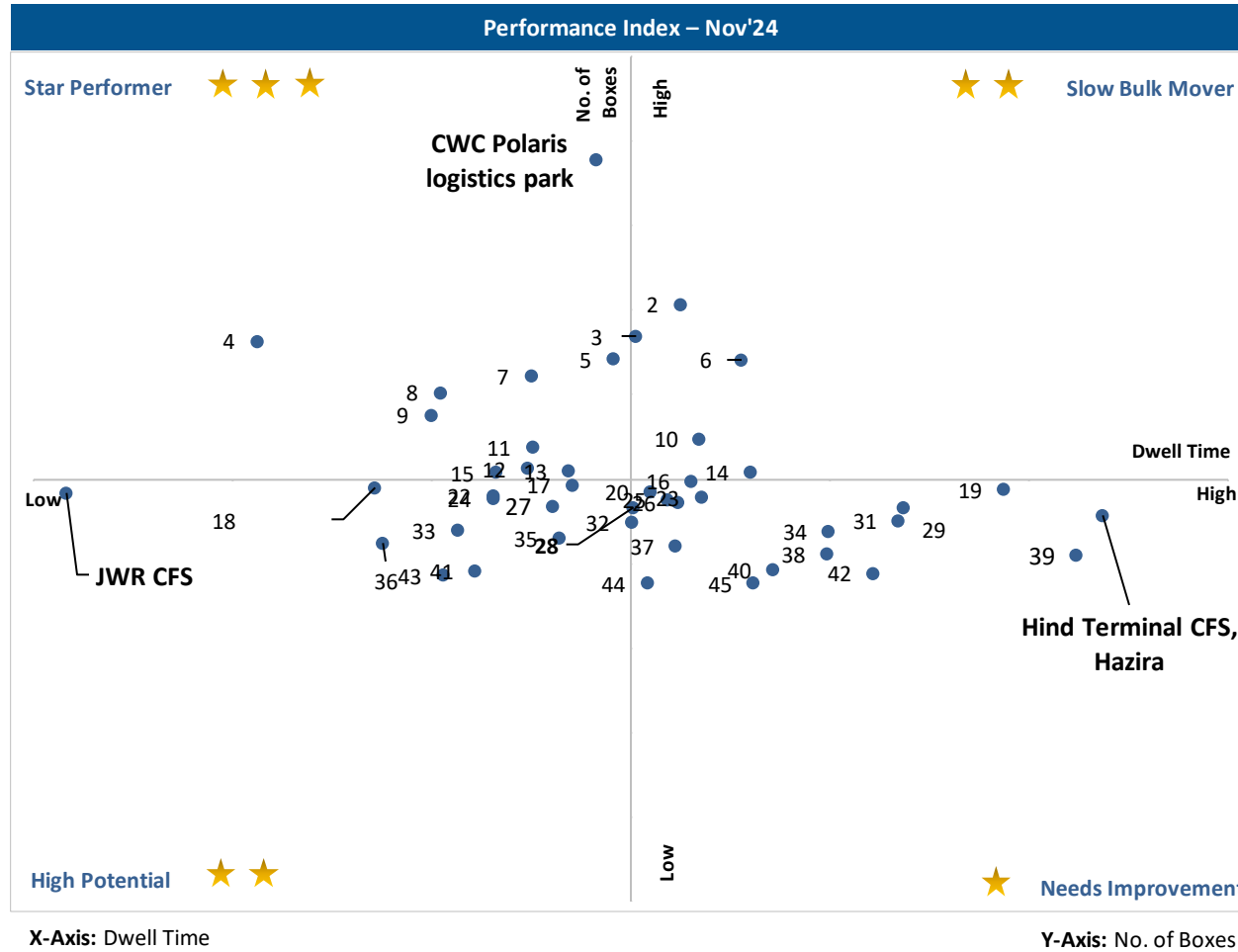
X-Axis: Dwell Time

Y-Axis: TEU Capacity



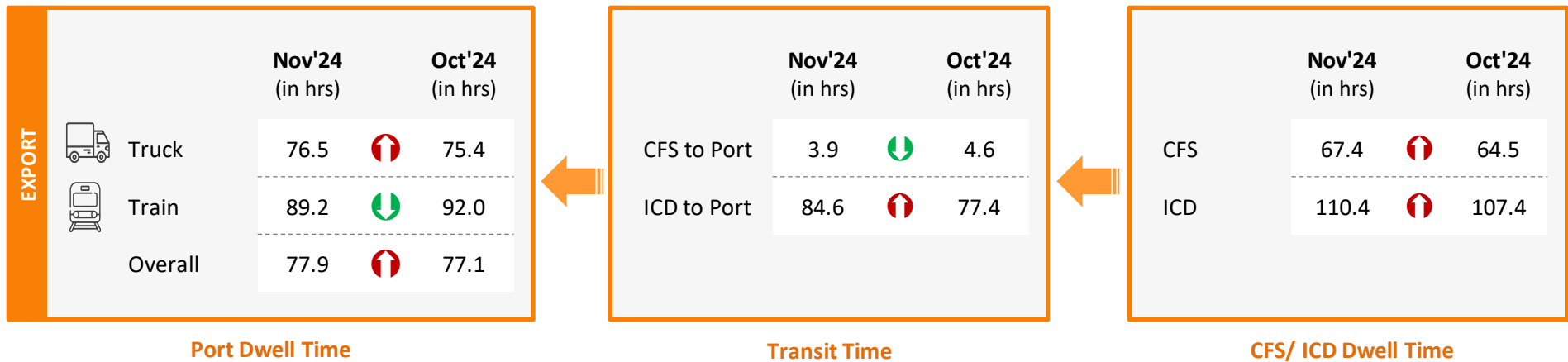
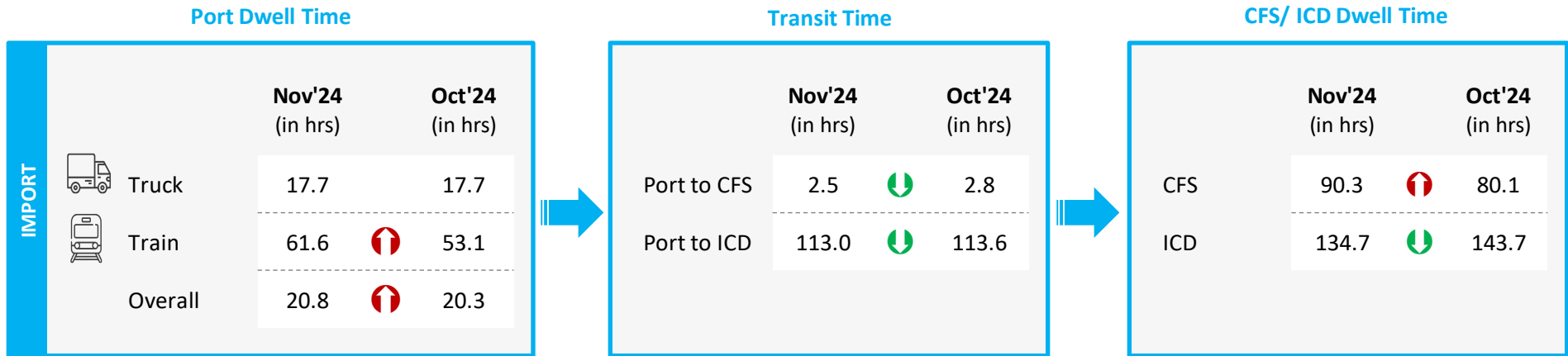
# CFS Performance Benchmarking: Western Region

Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:



**Note:**  
Please refer annexure for CFS names

## Container Lifecycle (Import Cycle)



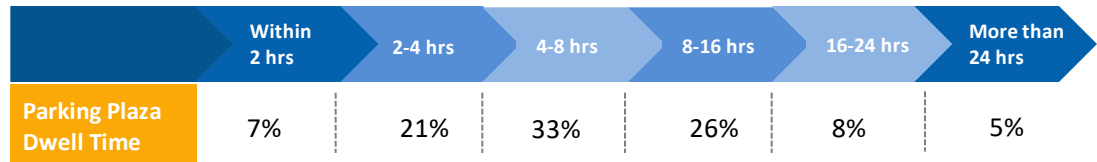
## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

The analysis showcases waiting time of containers at parking plaza and transit time between parking plaza exit and port entry:

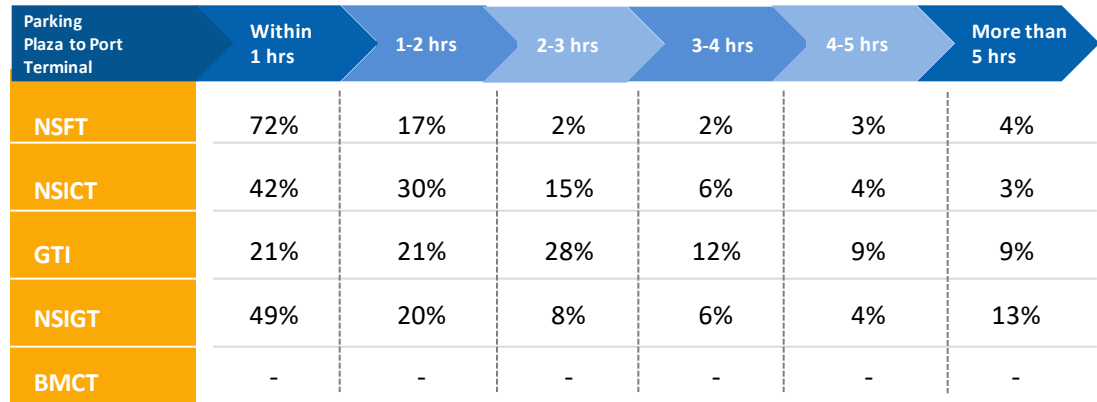
| Parking Plaza Dwell Time | Nov'24 (in hrs) | Oct'24 (in hrs) |
|--------------------------|-----------------|-----------------|
| Gate in - Gate Out       | 6.4             | 6.3             |

Container Count Percentage: Hour-wise (Nov'24 )



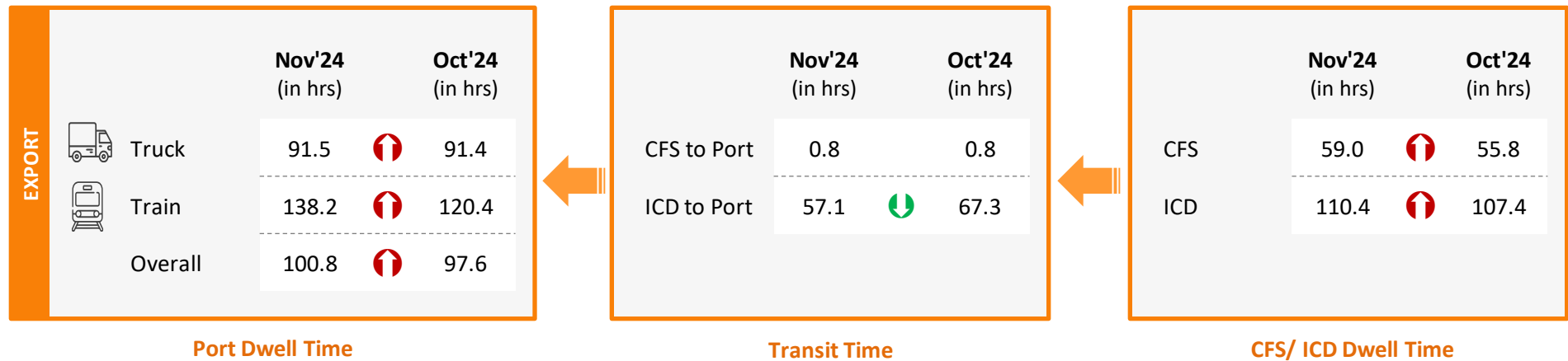
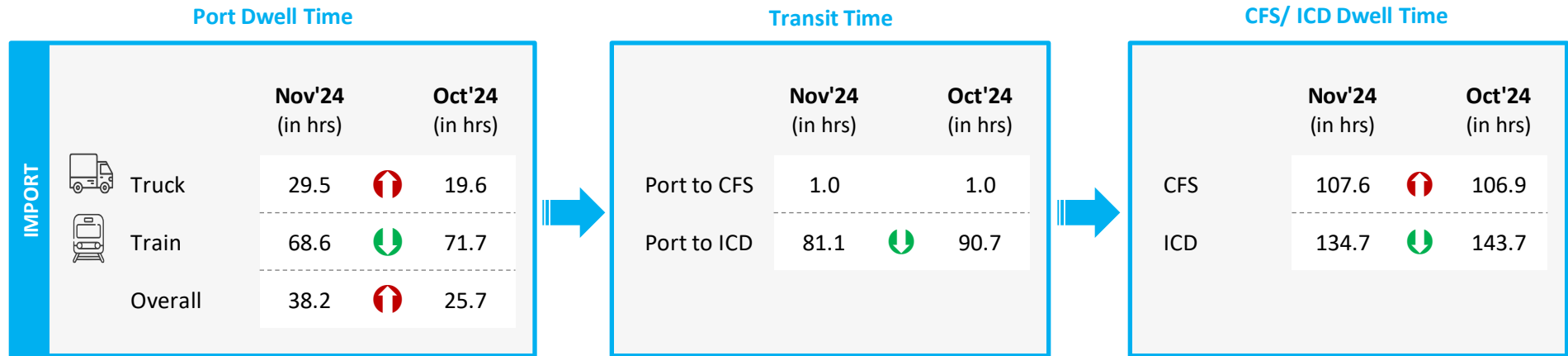
| Parking Plaza to JNPA Port | Nov'24 (in hrs) | Oct'24 (in hrs) |
|----------------------------|-----------------|-----------------|
| Gate Out – Terminal In     | 1.2             | 1.1             |

Container Count Percentage: Hour-wise (Nov'24 )



| Port Terminal | Nov'24 (in hrs) | Oct'24 (in hrs) |
|---------------|-----------------|-----------------|
| NSFT          | 0.6             | -               |
| NSICT         | 1.4             | 0.8             |
| GTI           | 2.3             | 2.2             |
| NSIGT         | 1.2             | 0.4             |
| BMCT          | -               | -               |

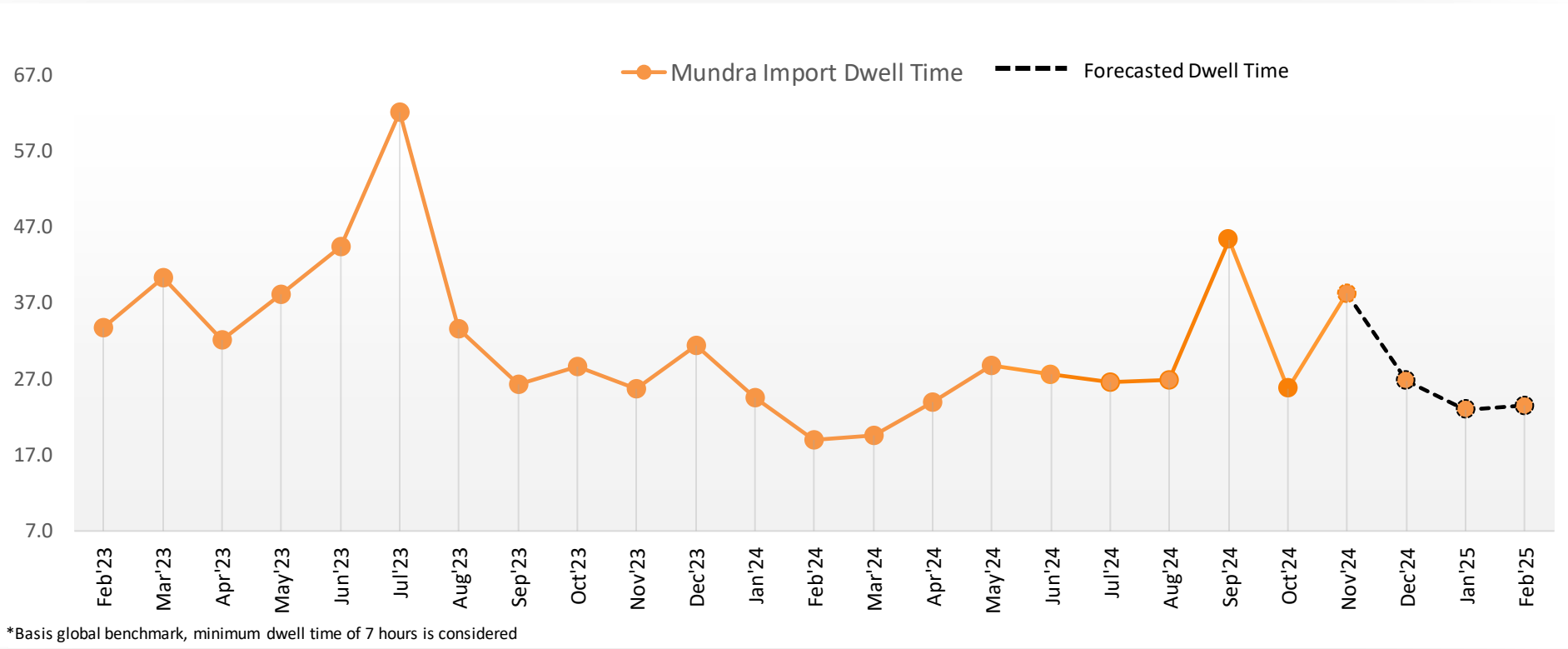
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

# Predictive Analysis: Mundra Port



|   | Sep'24 | Oct'24 | Nov'24 | Dec'24 | Jan'25 | Feb'25 |
|---|--------|--------|--------|--------|--------|--------|
| <b>Actual Dwell Time (in hours)</b>     | 45.3   | 25.7   | 38.2   | -      | -      | -      |
| <b>Forecasted Dwell Time (in hours)</b> | 32.7   | 26.4   | 25.8   | 26.7   | 22.9   | 23.4   |

**Note:**  
All values are in hours

# Parking Plaza Analysis: Mundra Port

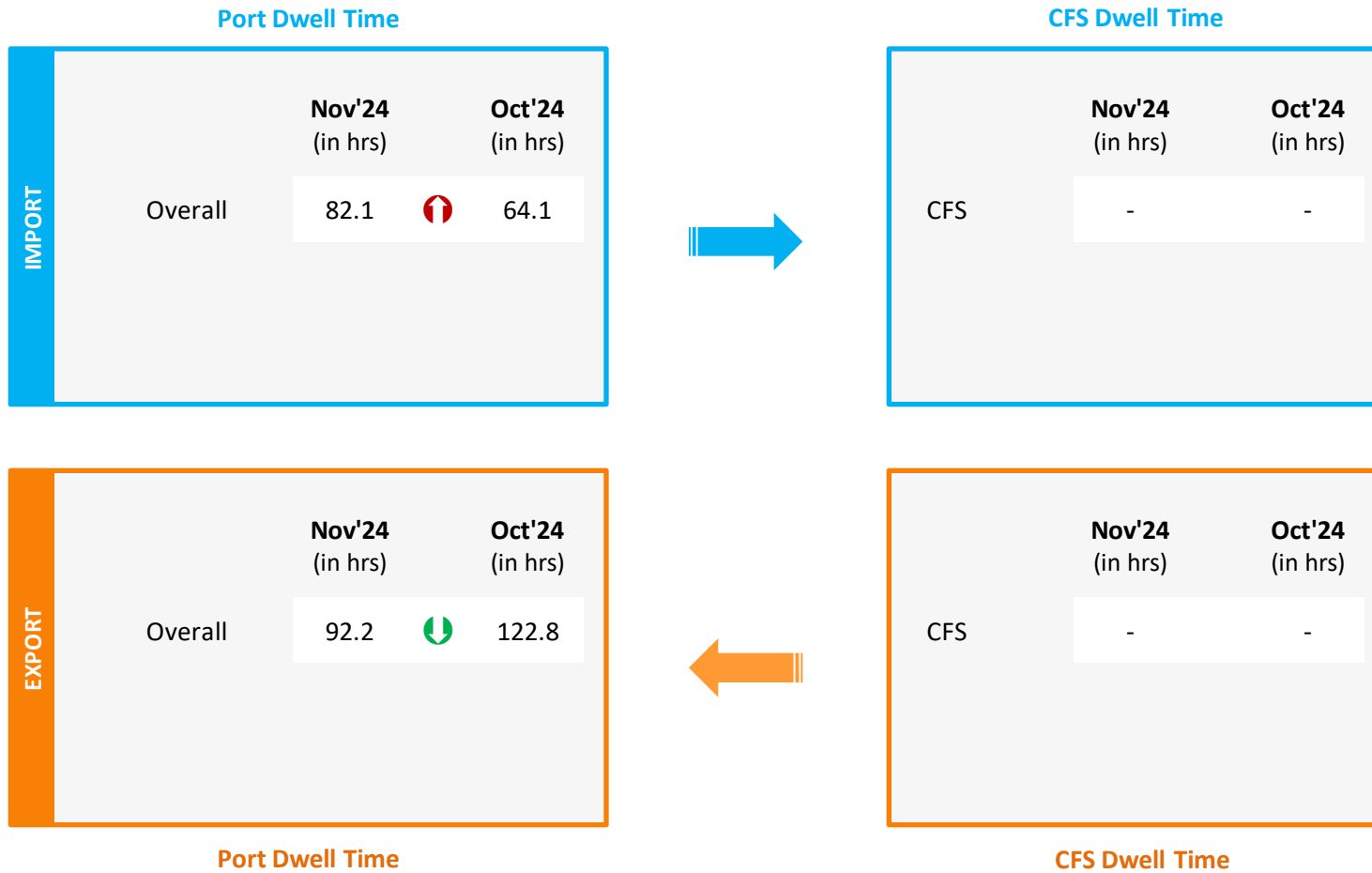
The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time (Gate In – Gate Out) | Nov'24 (in hrs) | Oct'24 (in hrs) |
|---|-----------------|-----------------|
| Adani Parking Yard No.1                       | 1.3             | 1.2             |
| North Gate Parking Yard                       | -               | -               |

## Container Count Percentage: Hour-wise (Nov'24 )

| Parking Plaza Dwell Time | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|--------------------------|--------------|---------|---------|----------|-----------|------------------|
| Adani Parking Yard No. 1 | 64%          | 13%     | 8%      | 10%      | 5%        | -                |
| North Gate Parking Yard  | -            | -       | -       | -        | -         | -                |

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month

## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |         | Nov'24<br>(in hrs) |   | Oct'24<br>(in hrs) |
|--------|---------|--------------------|---|--------------------|
|        | Overall | 63.1               | ↑ | 41.2               |

| EXPORT |         | Nov'24<br>(in hrs) |   | Oct'24<br>(in hrs) |
|--------|---------|--------------------|---|--------------------|
|        | Overall | 66.8               | ↓ | 66.9               |

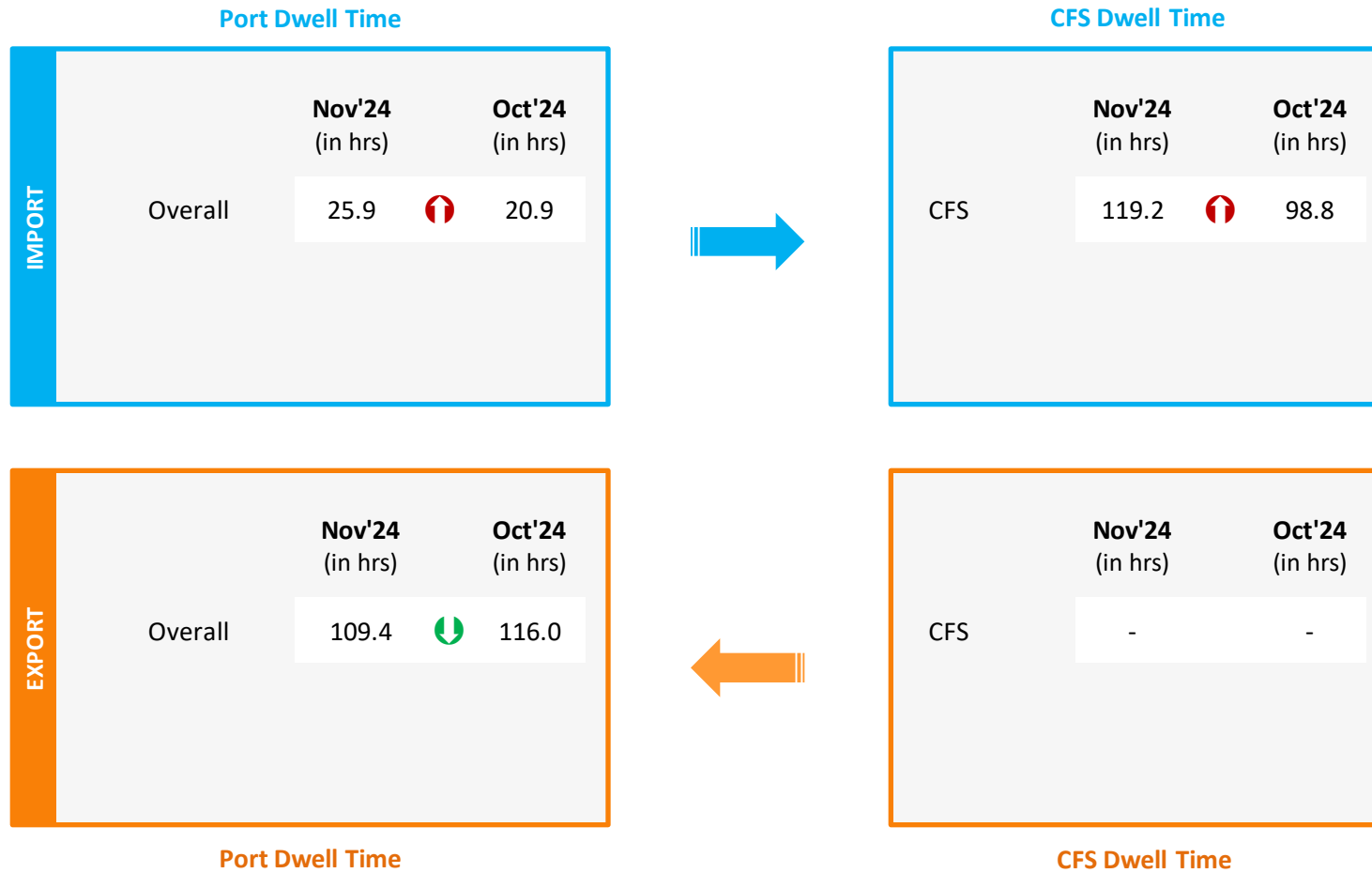
### Port Dwell Time

## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month



## Container Lifecycle (Import Cycle)

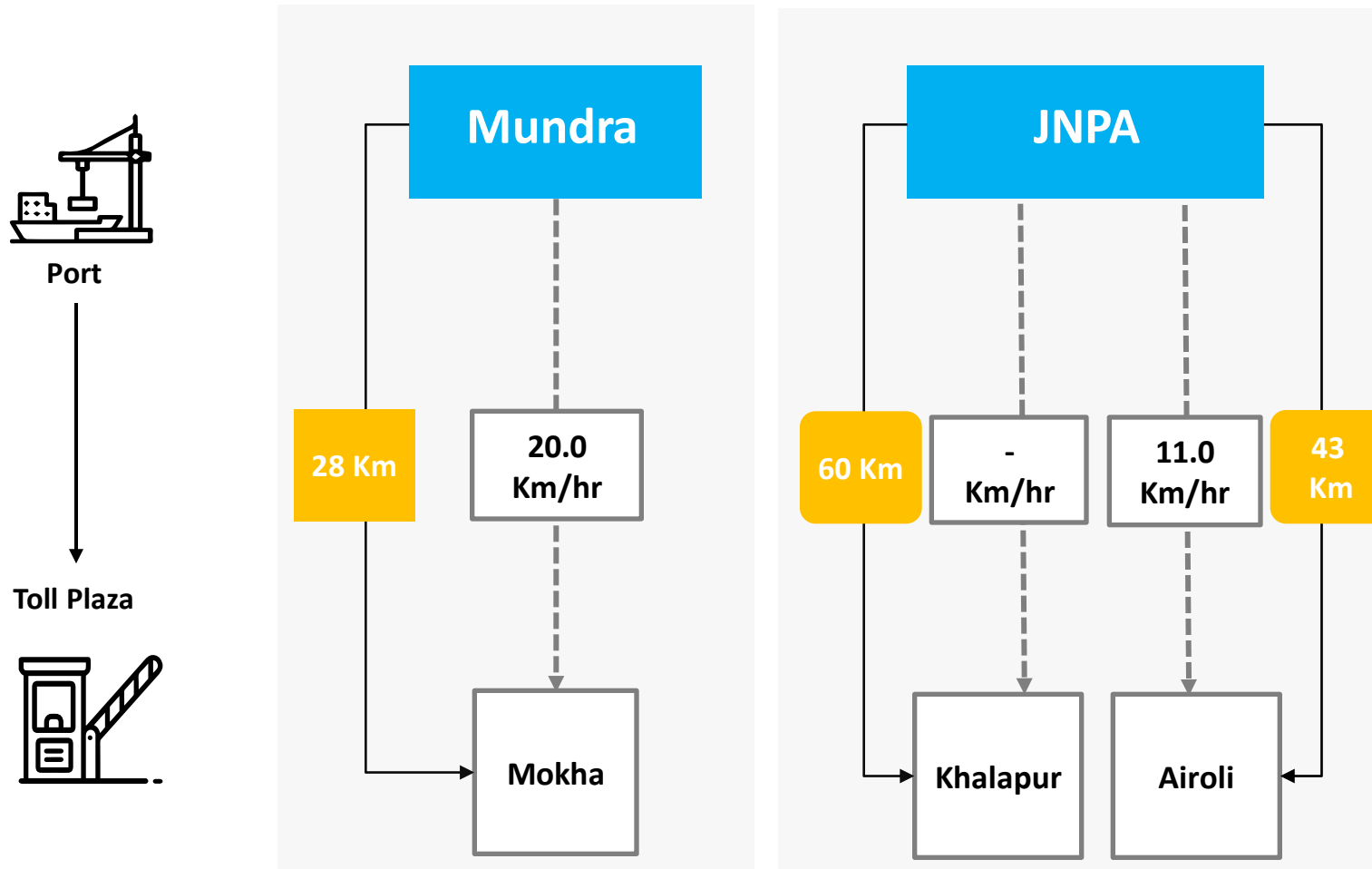


## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month

# Port to Toll Plaza Transit Analysis: Western Region

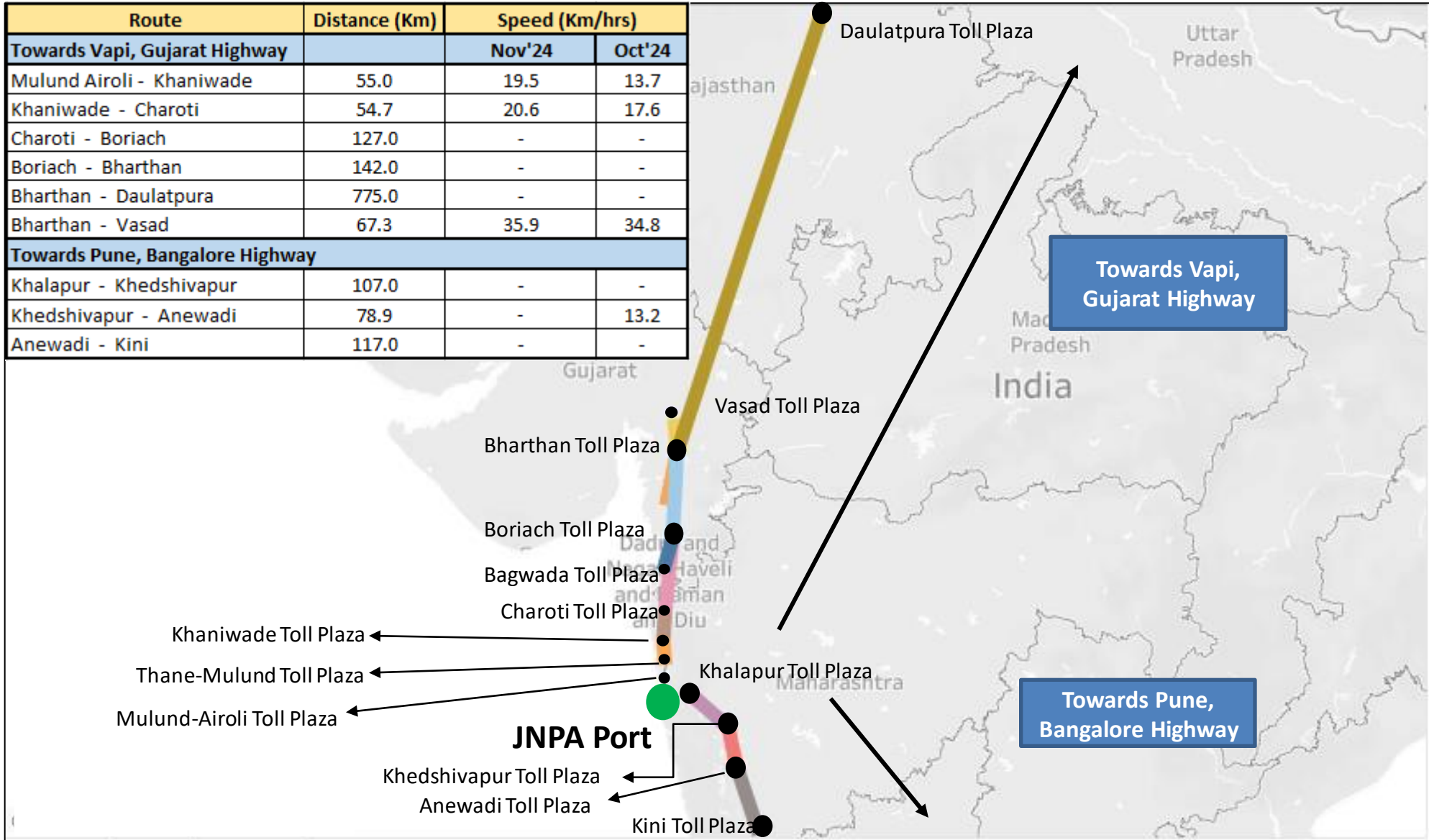
Average speed of trucks to cover the distance between port to nearest toll plaza for Nov'24:



# Toll Plaza Analysis: JNPA Port

The average speed of trucks to cover the distance between adjacent toll plazas for Nov'24:

| Route                                  | Distance (Km) | Speed (Km/hrs) |        |
|--|---------------|----------------|--------|
|  |               | Nov'24         | Oct'24 |
| <b>Towards Vapi, Gujarat Highway</b>   |               |                |        |
| Mulund Airoli - Khaniwade              | 55.0          | 19.5           | 13.7   |
| Khaniwade - Charoti                    | 54.7          | 20.6           | 17.6   |
| Charoti - Boriach                      | 127.0         | -              | -      |
| Boriach - Bharthan                     | 142.0         | -              | -      |
| Bharthan - Daulatpura                  | 775.0         | -              | -      |
| Bharthan - Vasad                       | 67.3          | 35.9           | 34.8   |
| <b>Towards Pune, Bangalore Highway</b> |               |                |        |
| Khalapur - Khedshivapur                | 107.0         | -              | -      |
| Khedshivapur - Anewadi                 | 78.9          | -              | 13.2   |
| Anewadi - Kini                         | 117.0         | -              | -      |



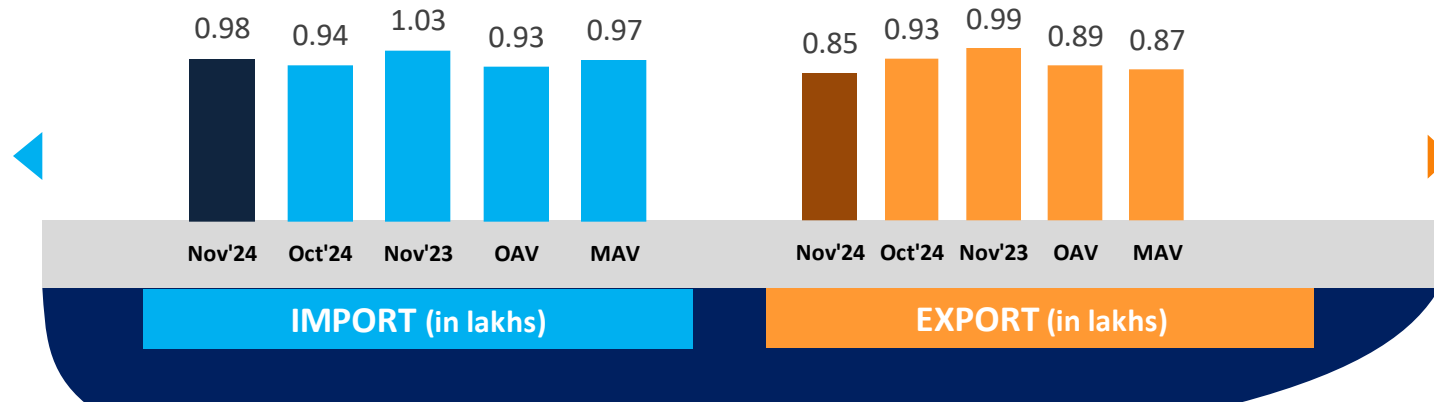
03

# SOUTHERN REGION PERFORMANCE

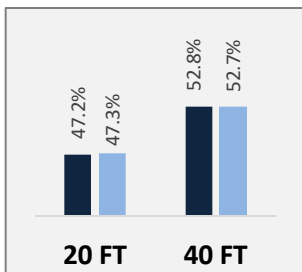


# Container Count: Southern Region

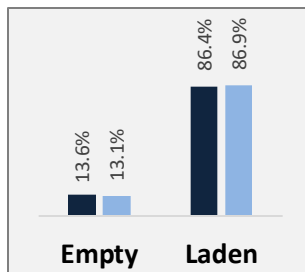
## Southern Region



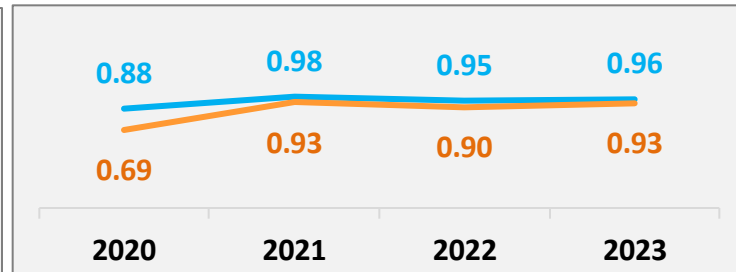
Container Size-wise (Import)



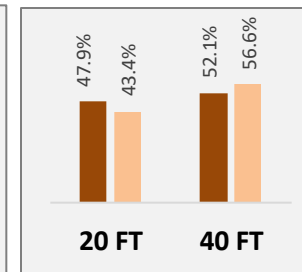
Container Type-wise (Import)



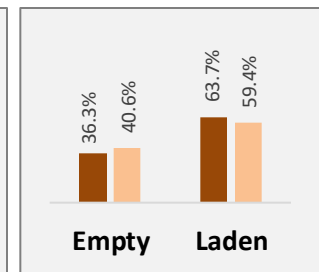
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



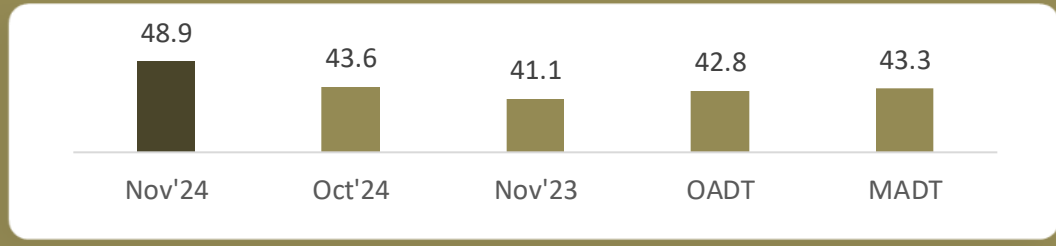
Container Type-wise (Export)



OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

# Dwell Time Performance: Southern Region Import Cycle

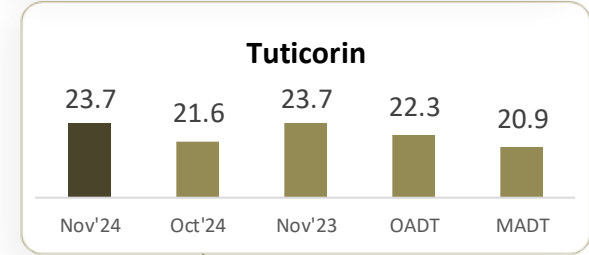
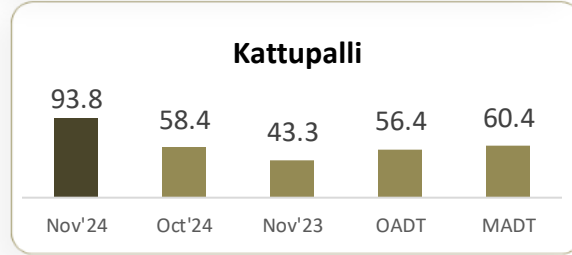
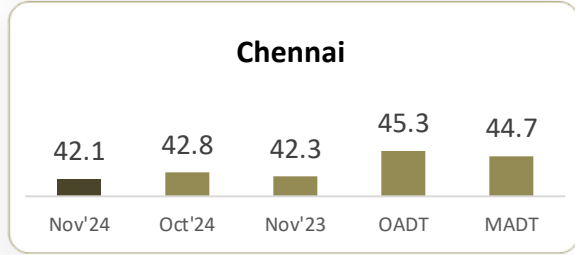
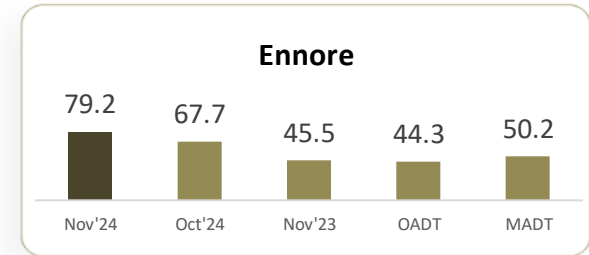
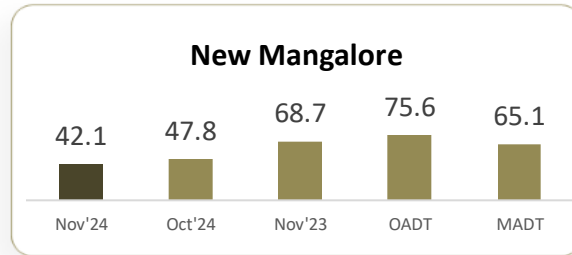
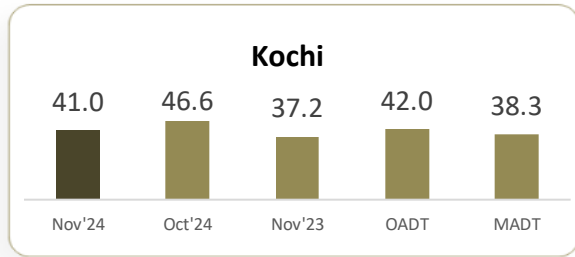
## Southern Region



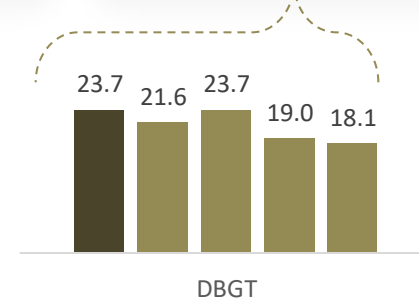
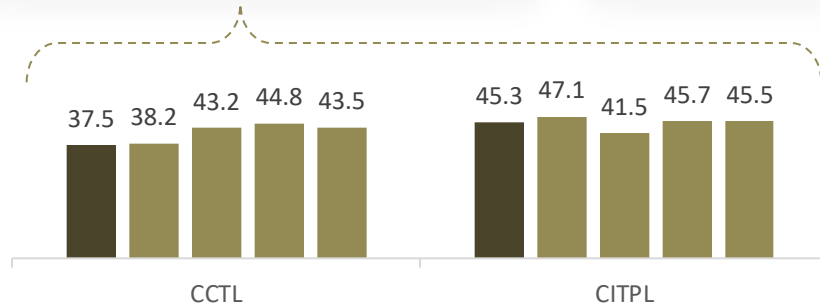
PAN India  
Import Dwell Time  
**33.2 Hrs.**  
(Nov'24)

IMPORT

Ports



Terminals



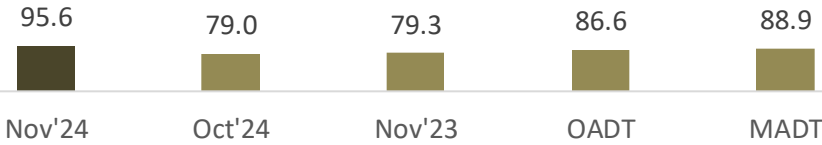
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**Note:**

- Current and previous month New Mangalore dwell time does not include the free time at the port
- All values are in hours

# Dwell Time Performance: Southern Region Export Cycle

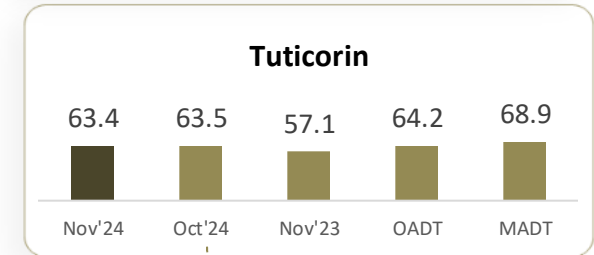
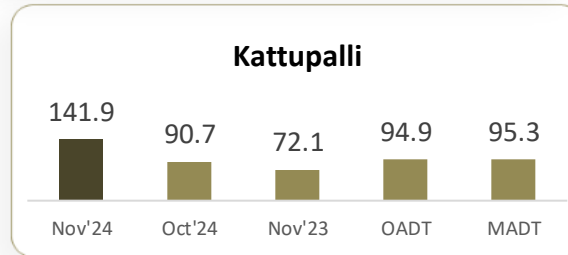
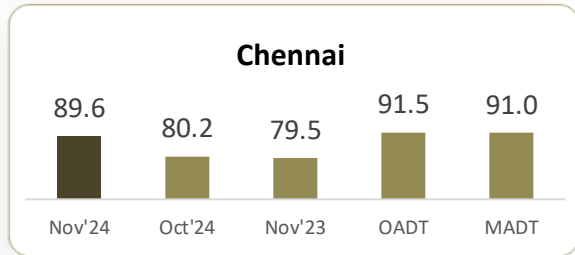
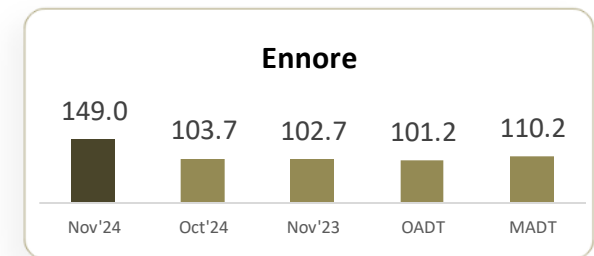
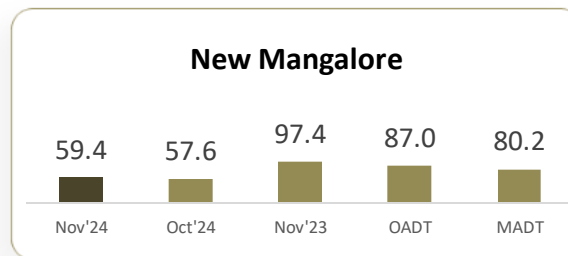
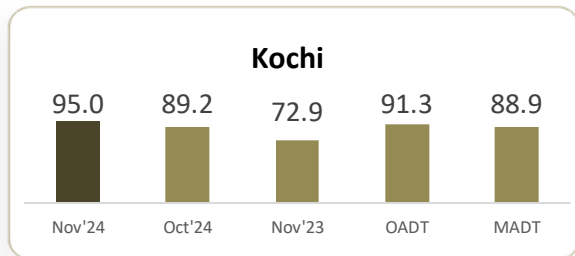
## Southern Region



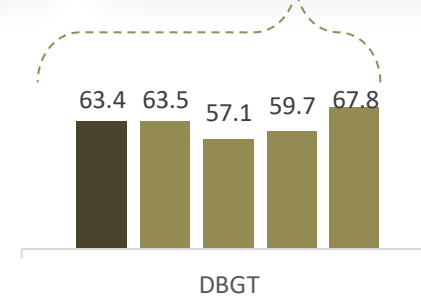
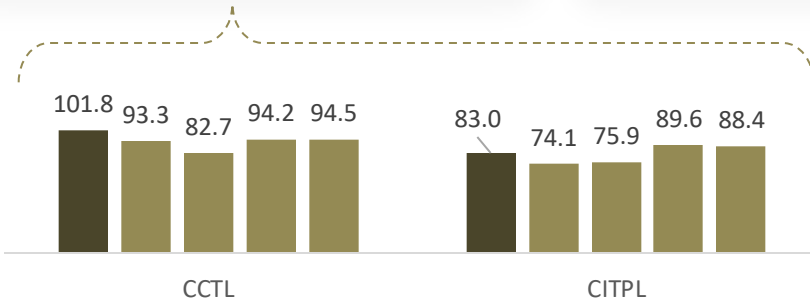
PAN India  
Export Dwell Time  
**89.8 Hrs.**  
(Nov'24)

EXPORT

Ports



Terminals



OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**Note:**

- Current and previous month New Mangalore dwell time does not include the free time at the port
- All values are in hours

# Container Turnaround Analysis: Southern Region

Container turnaround analysis showcases the percentage of container count (no. of boxes) retained by respective ports. This analyzes the number of containers getting imported and exported from same port along with the time taken by them to complete the cycle.

| Port In<br>(Import Cycle) | Port Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|---------------------------|----------------------------|---|--------|--------|------------------------------|--------|--------|
|                           |                            | Nov'24                                  | Oct'24 | Nov'23 | Nov'24                       | Oct'24 | Nov'23 |
| Kochi                     | Kochi                      | 99%                                     | 100%   | 100%   | 21.5                         | 23.7   | 22.6   |
|                           | Other Ports                | 1%                                      | -      | -      | 49.8                         | -      | -      |
| Ennore                    | Ennore                     | -                                       | 81%    | 92%    | -                            | 26.7   | 28.1   |
|                           | Other Ports                | -                                       | 19%    | 8%     | -                            | 24.5   | 33.6   |
| Tuticorin                 | Tuticorin                  | 100%                                    | 100%   | 100%   | 25.7                         | 25.2   | 31.8   |
|                           | Other Ports                | -                                       | -      | -      | -                            | -      | -      |
| Chennai                   | Chennai                    | 94%                                     | 82%    | 78%    | 27.1                         | 25.4   | 22.9   |
|                           | Kattupalli                 | 5%                                      | 14%    | 18%    | 29.3                         | 28.0   | 23.2   |
|                           | Other Ports                | 1%                                      | 4%     | 4%     | 47.3                         | 33.1   | 31.6   |
| Kattupalli                | Kattupalli                 | 34%                                     | 54%    | 62%    | 40.1                         | 30.4   | 30.0   |
|                           | Chennai                    | 59%                                     | 43%    | 37%    | 41.3                         | 29.5   | 25.6   |
|                           | Other Ports                | 7%                                      | 3%     | 1%     | 41.4                         | 38.8   | 41.9   |

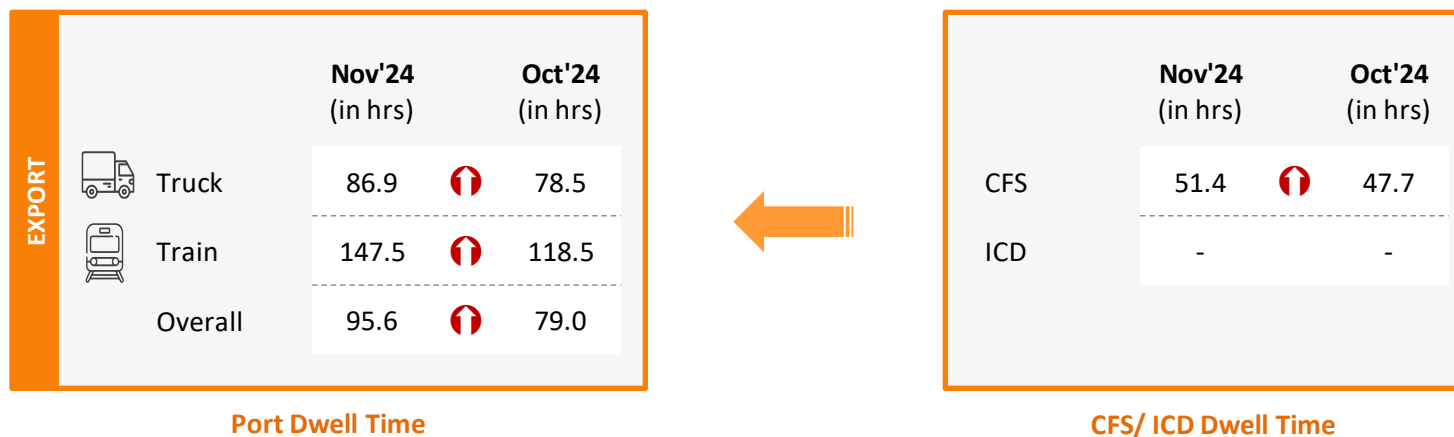
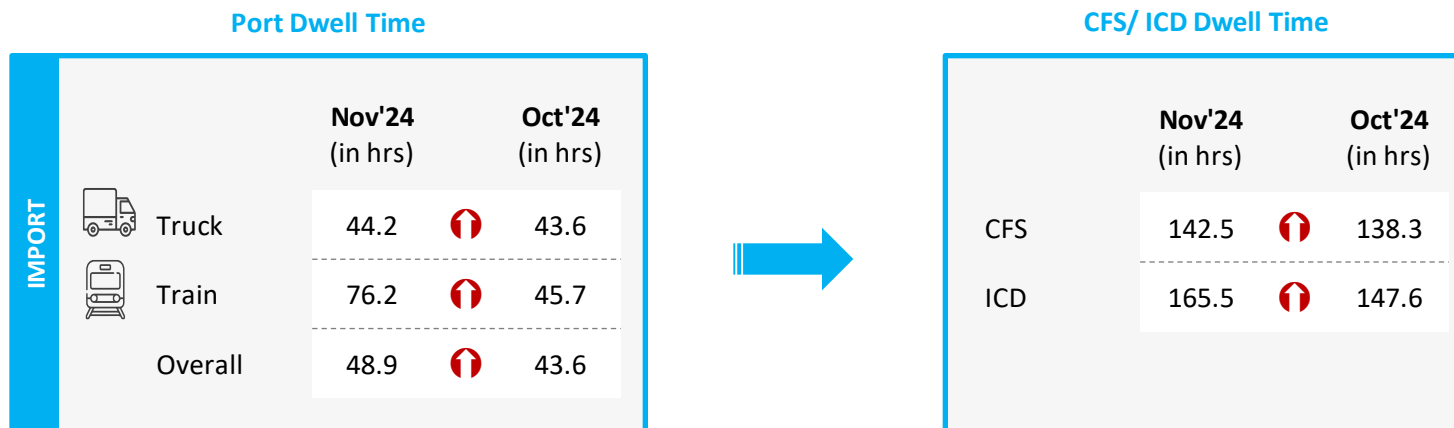


# Container Turnaround Analysis: Chennai Port

Container turnaround analysis showcases the percentage of container count (no. of boxes) retained by respective terminals of the port. This analyzes the number of containers getting imported and exported from same terminal along with the time taken by them to complete the cycle.

| Port Terminal In<br>(Import Cycle) | Port Terminal Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|------------------------------------|-------------------------------------|---|--------|--------|------------------------------|--------|--------|
|                                    |                                     | Nov'24                                  | Oct'24 | Nov'23 | Nov'24                       | Oct'24 | Nov'23 |
| CCTL                               | CCTL                                | 67%                                     | 66%    | 68%    | 30.4                         | 26.0   | 24.2   |
|                                    | CITPL                               | 33%                                     | 34%    | 32%    | 28.2                         | 25.2   | 20.4   |
| CITPL                              | CITPL                               | 76%                                     | 70%    | 63%    | 25.2                         | 25.1   | 23.0   |
|                                    | CCTL                                | 24%                                     | 30%    | 37%    | 27.4                         | 25.3   | 22.9   |

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month

# Port Performance Benchmarking: Southern Region

Performance benchmarking of terminals based on dwell time vis-à-vis container count (no. of boxes) handled:



| Abb. | Name of Terminal  |
|------|---|
| A    | Chennai Container Terminal Pvt. Ltd. (CCTL)             |
| B    | Chennai International Terminals Pvt Ltd (CITPL)         |
| C    | Dakshin Bharat Gateway Terminal (DBGT)                  |
| D    | International Container Transshipment Terminal, Kochi   |
| E    | Adani Kattupalli Port Private Limited (AKPPL)           |
| F    | PSA SICAL Terminals                                     |
| G    | Mangalore Container Terminal Private Limited (MCTPL)*   |
| H    | Adani Ennore Container Terminal                         |
| I    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) |

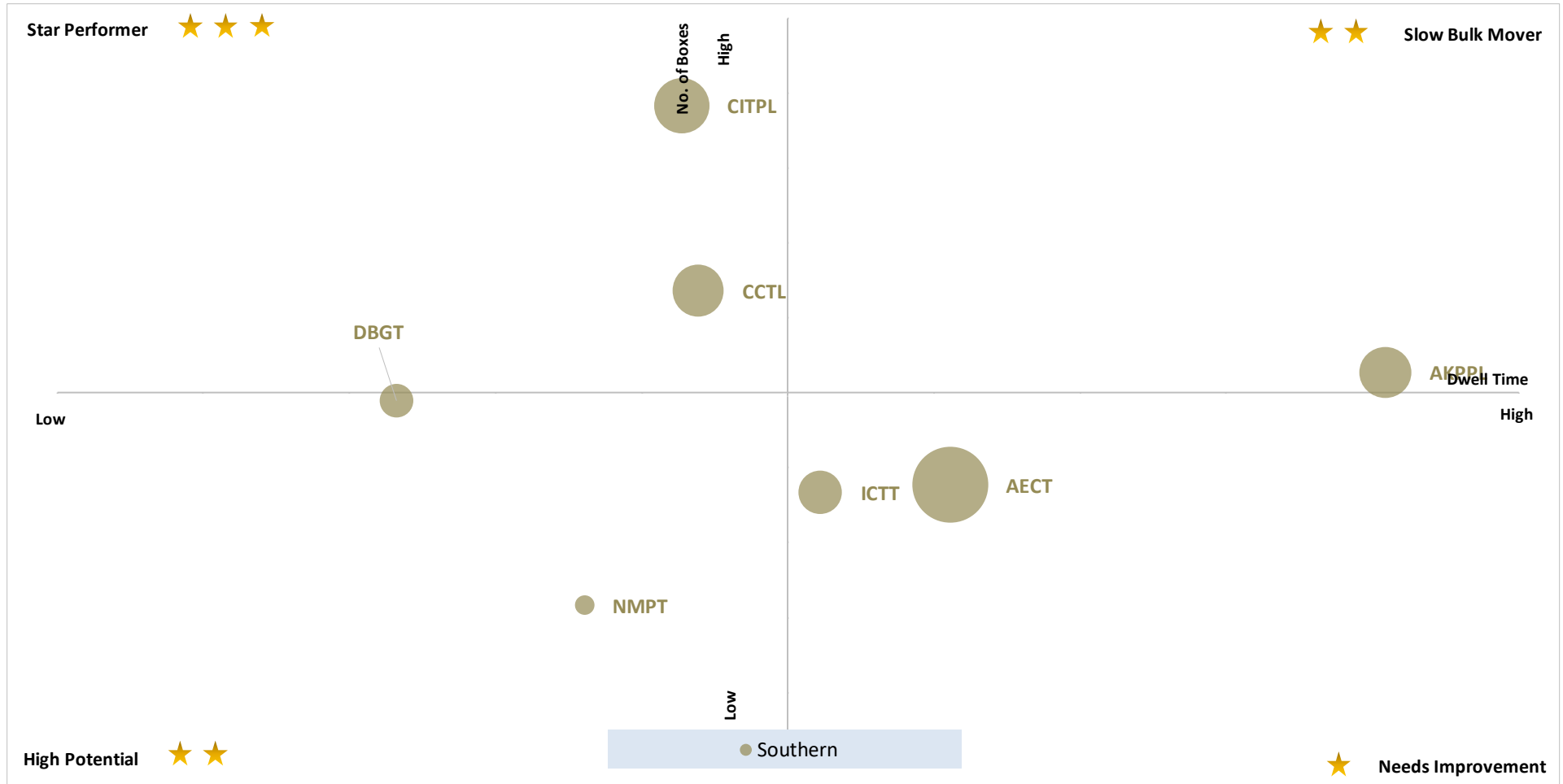
X-Axis: Dwell Time

Y-Axis: No. of Boxes

\*Note: For MCTPL the free time is not included in the calculations

# Performance Benchmarking: Southern Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Nov'24:



X-Axis: Dwell Time

○ Bubble size represents the terminal capacity

Y-Axis: No. of Boxes

Star Performer ★★ ★

Entities with high container count and low dwell time

High Potential ★★

Entities with low container count and low dwell time

Slow Bulk Mover ★★

Entities with high container count and high dwell time

Needs Improvement ★

Entities with low container count and high dwell time

Note: Terminal abbreviation details are mentioned in annexure

# Port Performance Benchmarking (Previous year same month): Southern Region

Performance benchmarking of terminals based on the change from previous year same month in dwell time vis-a-vis container count (no. of boxes) handled:



X-Axis: Change in dwell time

Y-Axis: Change in no. of boxes

| Abb. | Name of Terminal  |
|------|---|
| A    | Chennai Container Terminal Pvt. Ltd. (CCTL)             |
| B    | Chennai International Terminals Pvt Ltd (CITPL)         |
| C    | Dakshin Bharat Gateway Terminal (DBGT)                  |
| D    | International Container Transshipment Terminal, Kochi   |
| E    | Adani Kattupalli Port Private Limited (AKPPL)           |
| F    | PSA SICAL Terminals                                     |
| G    | Mangalore Container Terminal Private Limited (MCTPL)*   |
| H    | Adani Ennore Container Terminal                         |
| I    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) |

\*Note: For MCTPL the free time is not included in the calculations for current month

# Port Performance Benchmarking (Capacity & Dwell time): Southern Region

Performance benchmarking of terminals based on dwell time vis-a-vis capacity (in TEU):



| Abb. | Name of Terminal  |
|------|---|
| A    | Chennai Container Terminal Pvt. Ltd. (CCTL)             |
| B    | Chennai International Terminals Pvt Ltd (CITPL)         |
| C    | Dakshin Bharat Gateway Terminal (DBGT)                  |
| D    | International Container Transhipment Terminal, Kochi    |
| E    | Adani Kattupalli Port Private Limited (AKPPL)           |
| F    | PSA SICAL Terminals                                     |
| G    | Mangalore Container Terminal Private Limited (MCTPL)*   |
| H    | Adani Ennore Container Terminal                         |
| I    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) |

\*Note: For MCTPL the free time is not included in the calculations

# CFS Performance Benchmarking: Southern Region

Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:



**Top Performing CFS**

Sical CFS, Chennai  
Tiruvallur Tamil Nadu

**High Potential CFS**

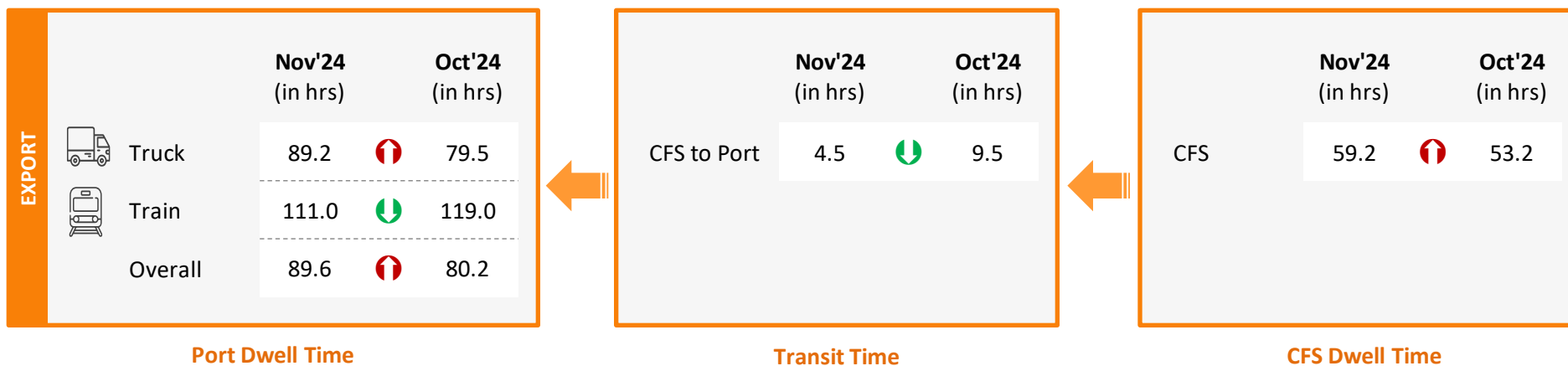
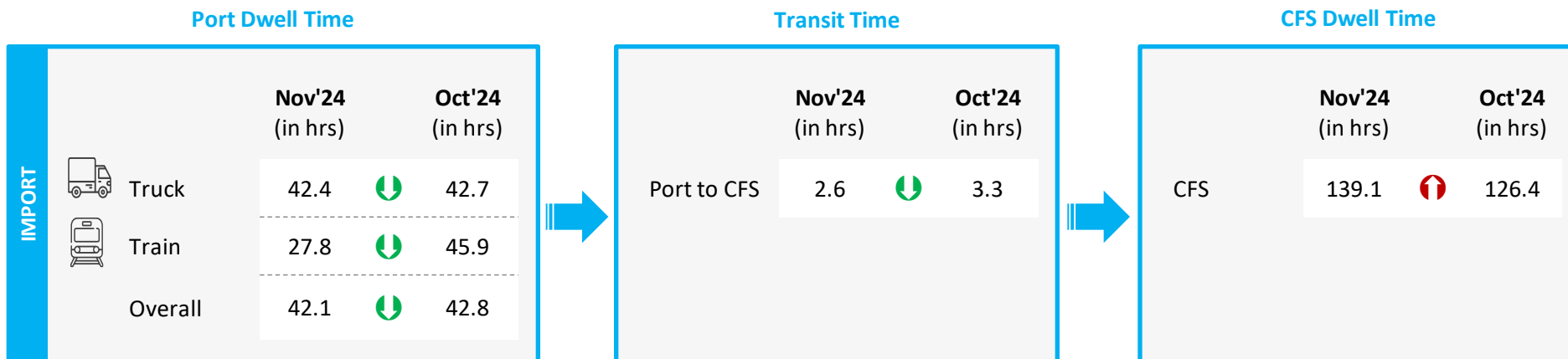
A S Shipping Agencies CFS,  
Tiruvallur

**Low Performing CFS**

Hari CFS

**Note:**  
Please refer annexure for CFS names

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

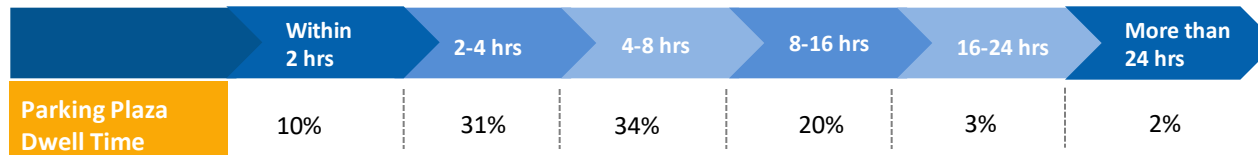
Indicates decrease/ increase in time from last month



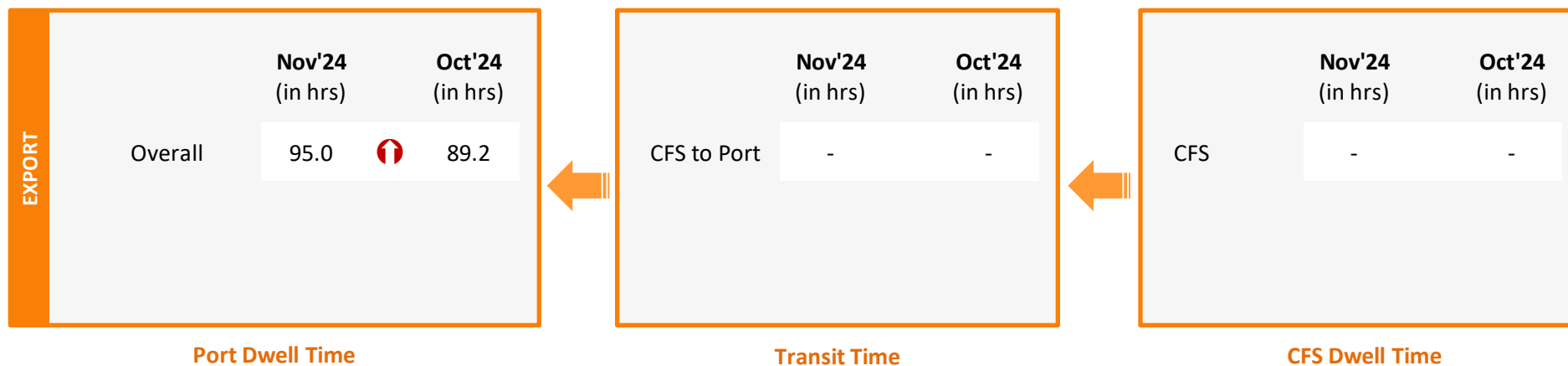
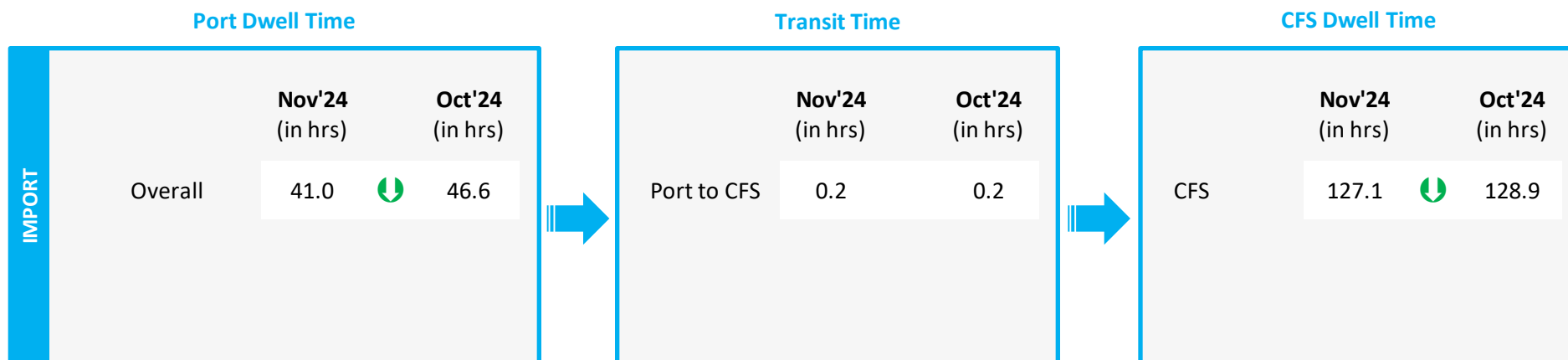
The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time (Gate In – Gate Out) | Nov'24 (in hrs) | Oct'24 (in hrs) |
|---|-----------------|-----------------|
| Thiruvottiyur CWC DPE Facility                | 4.6             | 4.6             |

Container Count Percentage: Hour-wise (Nov'24 )



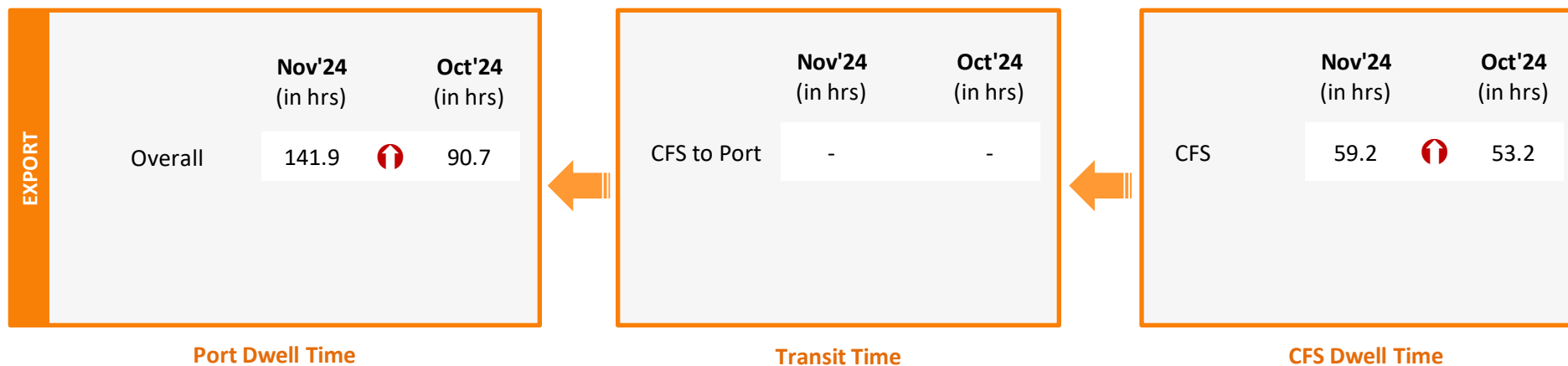
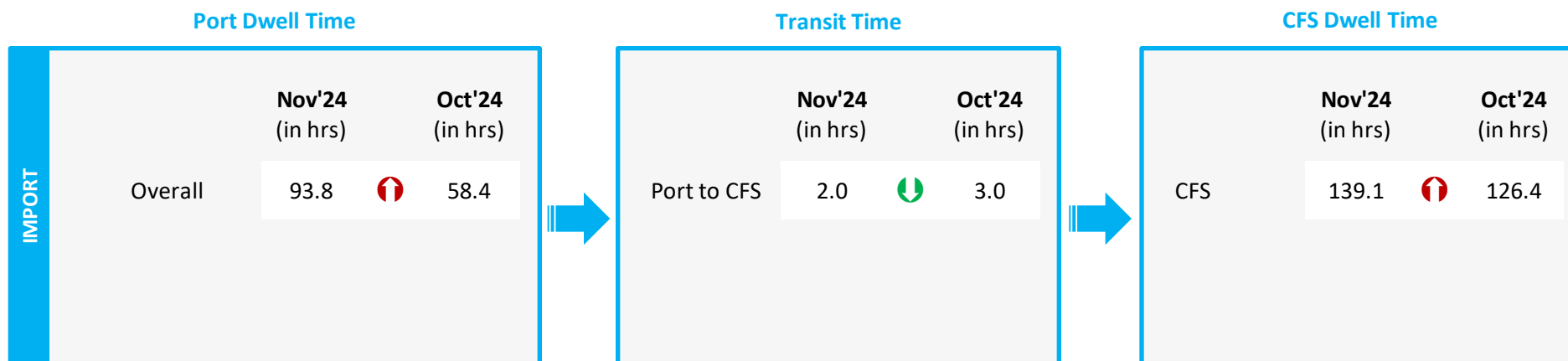
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

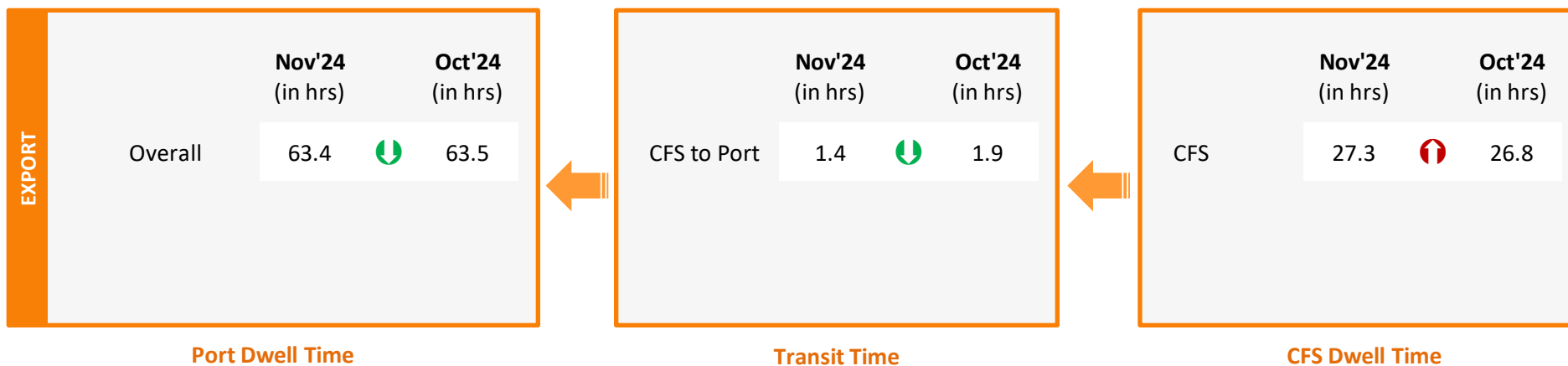
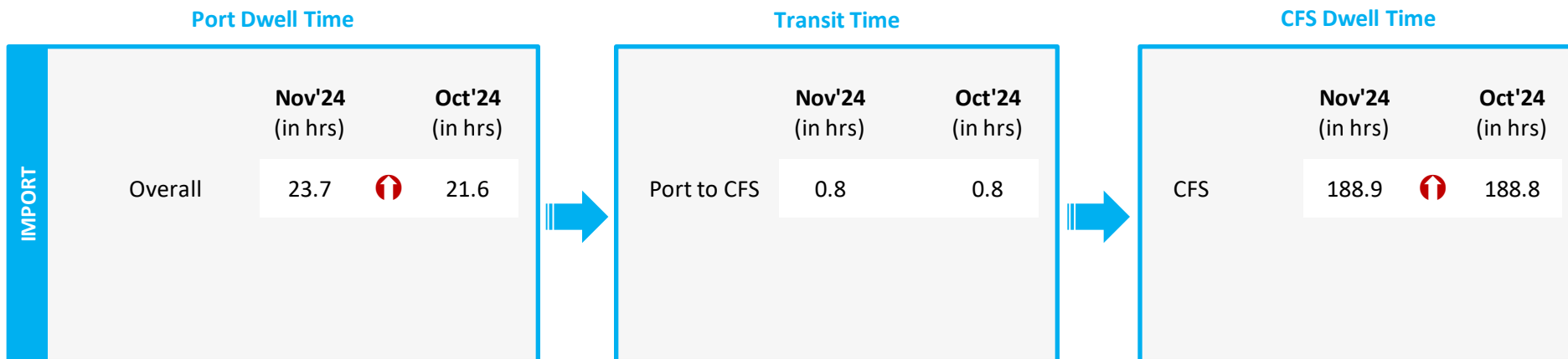
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

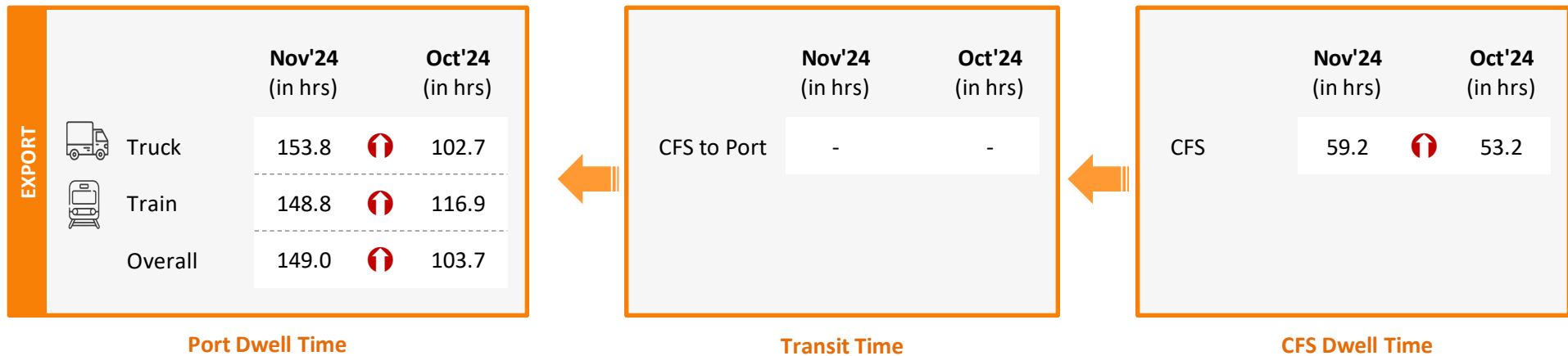
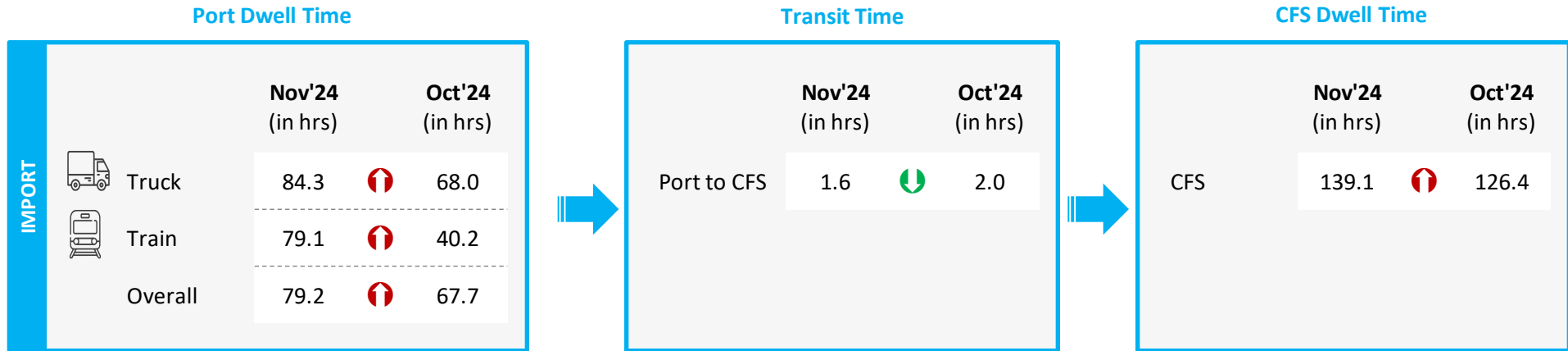
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |         | Nov'24<br>(in hrs) | Oct'24<br>(in hrs) |
|--------|---------|--------------------|--------------------|
|        | Overall | 42.1*              | ↓                  |

| EXPORT |         | Nov'24<br>(in hrs) | Oct'24<br>(in hrs) |
|--------|---------|--------------------|--------------------|
|        | Overall | 59.4*              | ↑                  |

### Port Dwell Time

## Container Lifecycle (Export Cycle)

\*Note: New Mangalore dwell time does not include the free time at the port

↓ ↑ Indicates decrease/ increase in time from last month

# Port to Toll Plaza Analysis: Southern Region

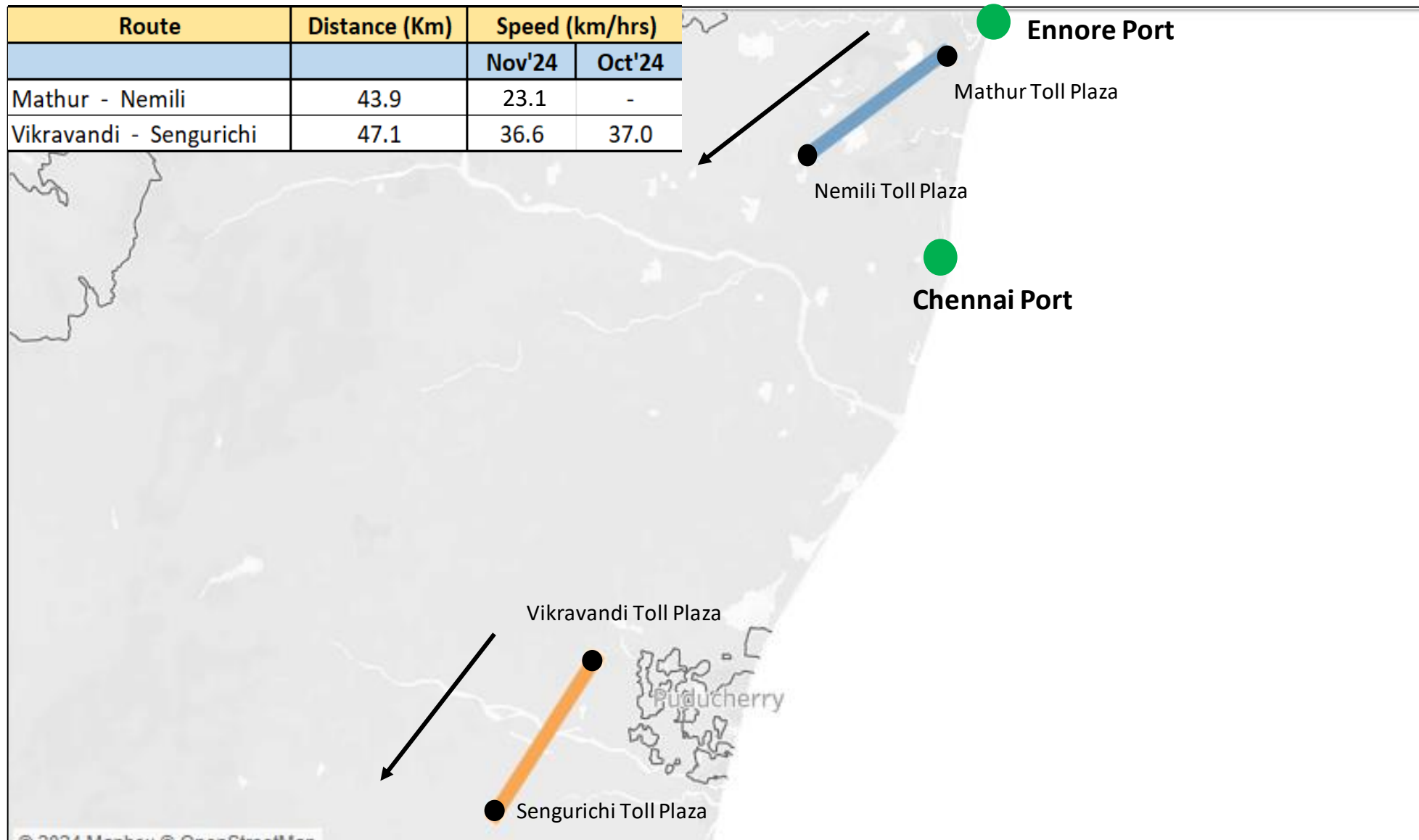
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region   | Port          | Adjacent Toll plaza       | Distance (in Km) | Average Speed (in Km/hr) |        |
|----------|---------------|---------------------------|------------------|--------------------------|--------|
|          |               |                           |                  | Nov'24                   | Oct'24 |
| Southern | Kochi         | Ponnarimangalam           | 5                | 17.6                     | 16.7   |
|          | New Mangalore | Brahamarakotlu            | 25               | 26.3                     | 24.6   |
|          | New Mangalore | Gundmi Toll Plaza, NH66   | 69               | 13.5                     | 13.8   |
|          | New Mangalore | Talapady Toll Plaza, NH66 | 23               | 21.9                     | 17.1   |
|          | Chennai       | Mathur                    | 25               | 14.1                     | 12.0   |
|          | Kattupalli    | Mathur                    | 28               | 12.5                     | 18.1   |
|          | Ennore        | Mathur                    | 21               | -                        | -      |
|          | Tuticorin     | Pudurpandiyapuram         | 29               | 38.7                     | 40.5   |

# Toll Plaza Analysis: Chennai and Ennore Port

The average speed of trucks to cover the distance between adjacent toll plazas for Nov'24:

| Route                   | Distance (Km) | Speed (km/hrs) |        |
|-------------------------|---------------|----------------|--------|
|                         |               | Nov'24         | Oct'24 |
| Mathur - Nemili         | 43.9          | 23.1           | -      |
| Vikravandi - Sengurichi | 47.1          | 36.6           | 37.0   |

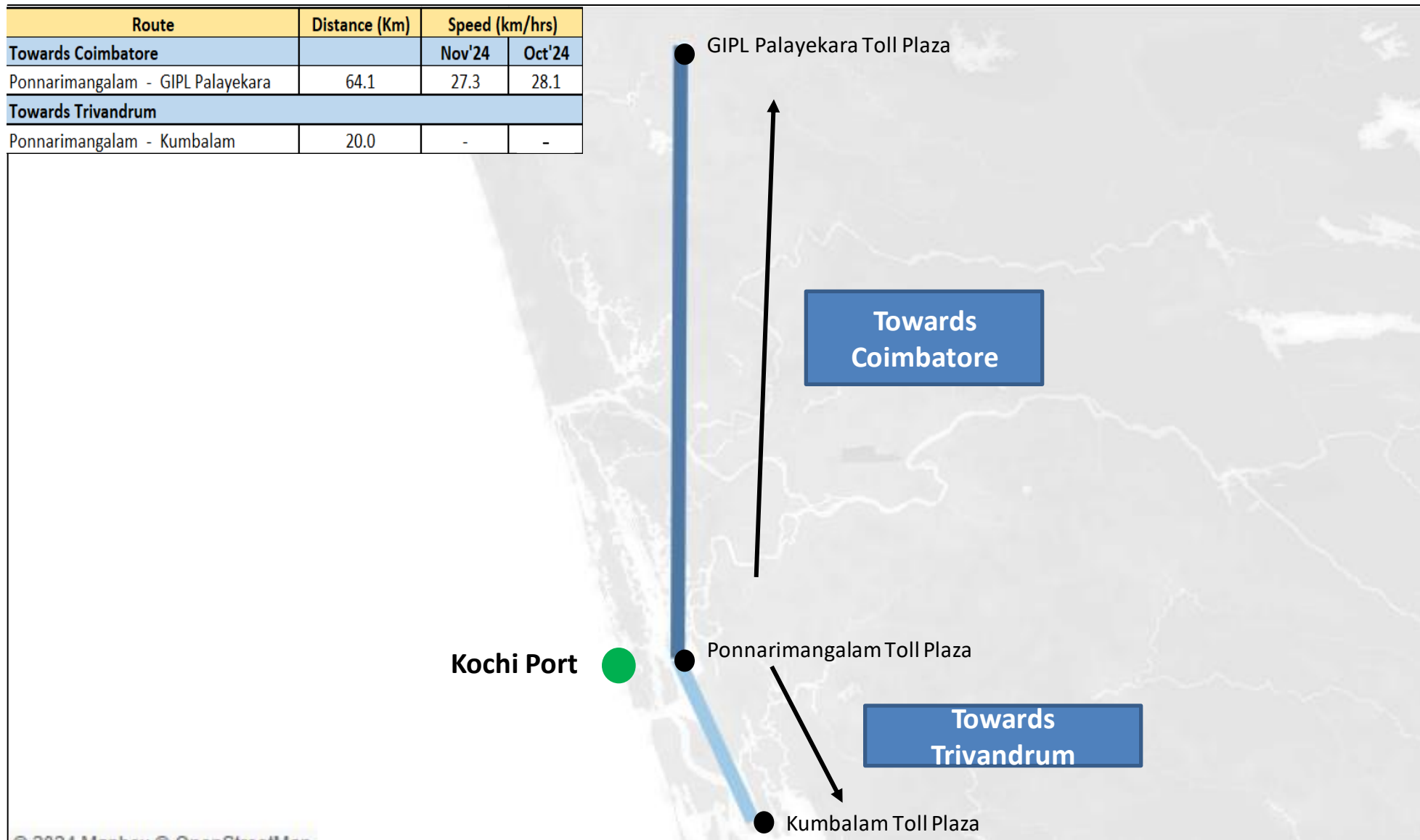




# Toll Plaza Analysis: Kochi Port

The average speed of trucks to cover the distance between adjacent toll plazas for Nov'24:

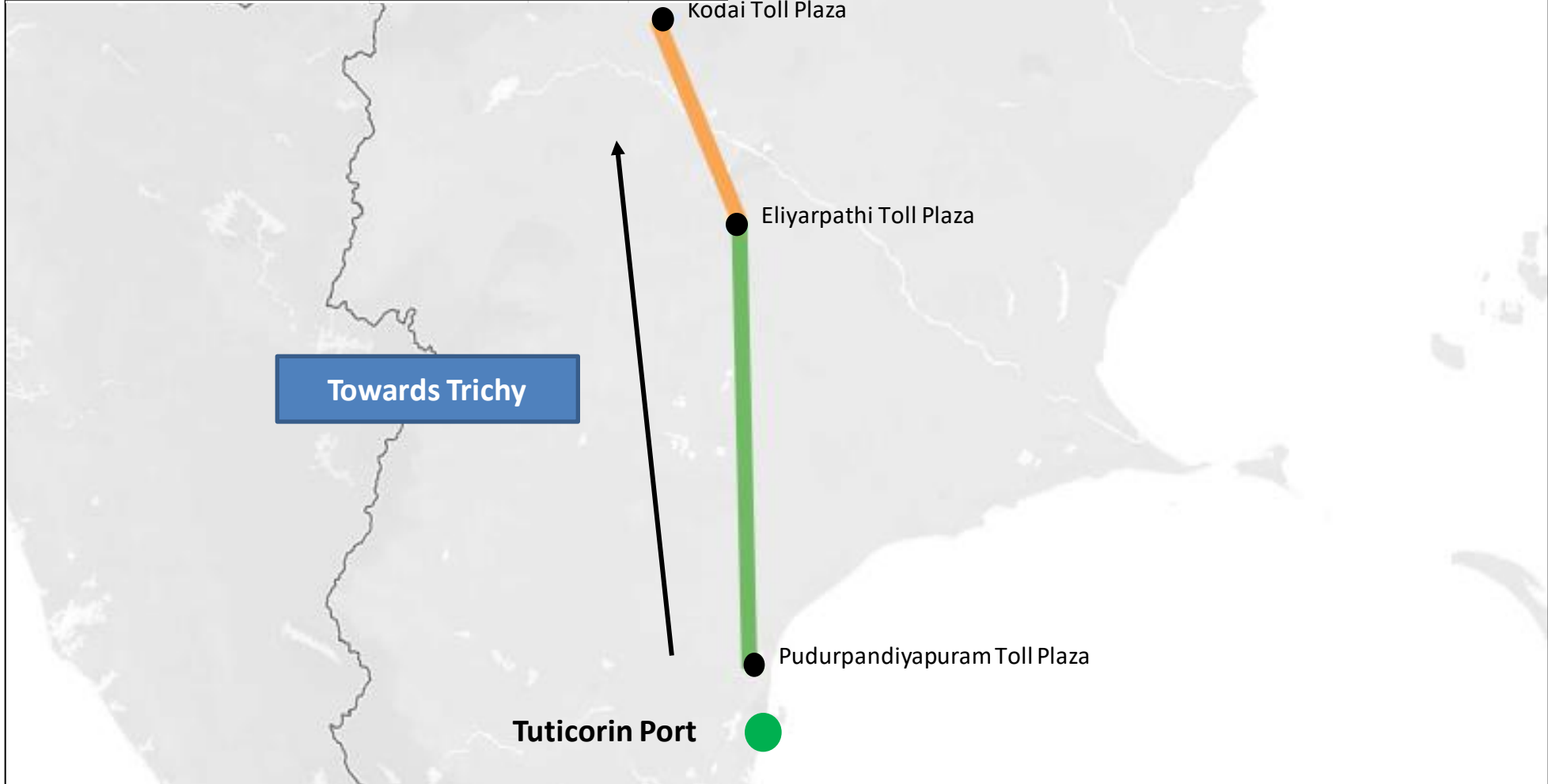
| Route                             | Distance (Km) | Speed (km/hrs) |        |
|-----------------------------------|---------------|----------------|--------|
|                                   |               | Nov'24         | Oct'24 |
| <b>Towards Coimbatore</b>         |               |                |        |
| Ponnarimangalam - GIPL Palayekara | 64.1          | 27.3           | 28.1   |
| <b>Towards Trivandrum</b>         |               |                |        |
| Ponnarimangalam - Kumbalam        | 20.0          | -              | -      |



# Toll Plaza Analysis: Tuticorin Port

The average speed of trucks to cover the distance between adjacent toll plazas for Nov'24:

| Route                           | Distance (Km) | Speed (km/hrs) |        |
|---------------------------------|---------------|----------------|--------|
|                                 |               | Nov'24         | Oct'24 |
| <b>Towards Trichy</b>           |               |                |        |
| Pudurpandiyapuram - Eliyarpathi | 113.0         | 21.9           | 22.1   |
| Eliyarpathi - Kodai             | 60.8          | 35.1           | -      |

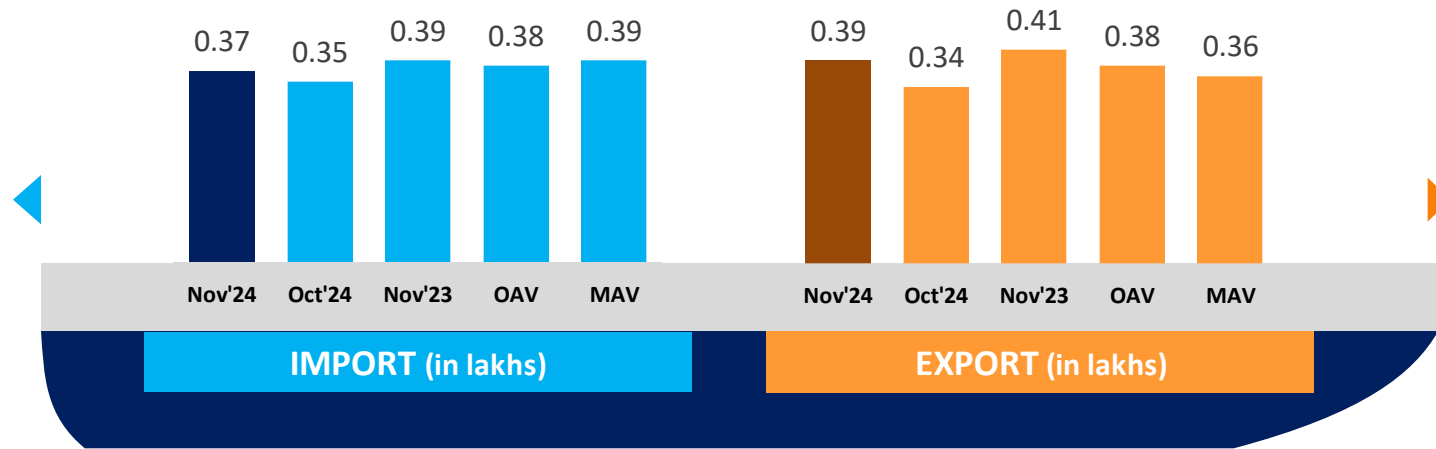


# 04 EASTERN REGION PERFORMANCE

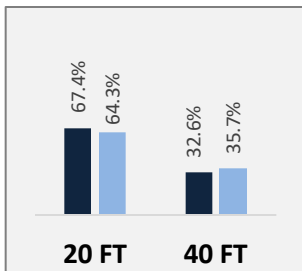


# Container Count: Eastern Region

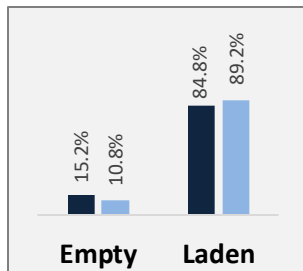
## Eastern Region



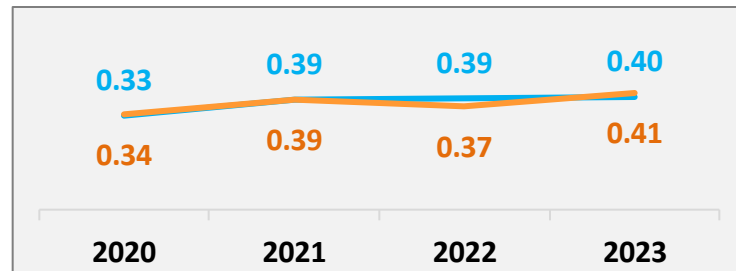
Container Size-wise (Import)



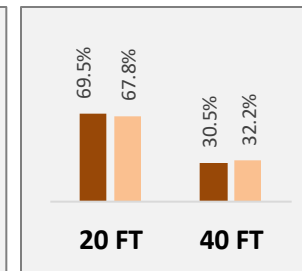
Container Type-wise (Import)



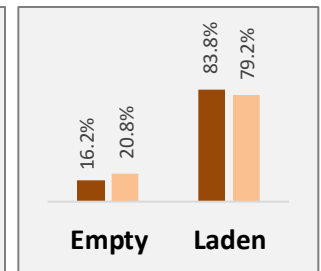
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



Container Type-wise (Export)

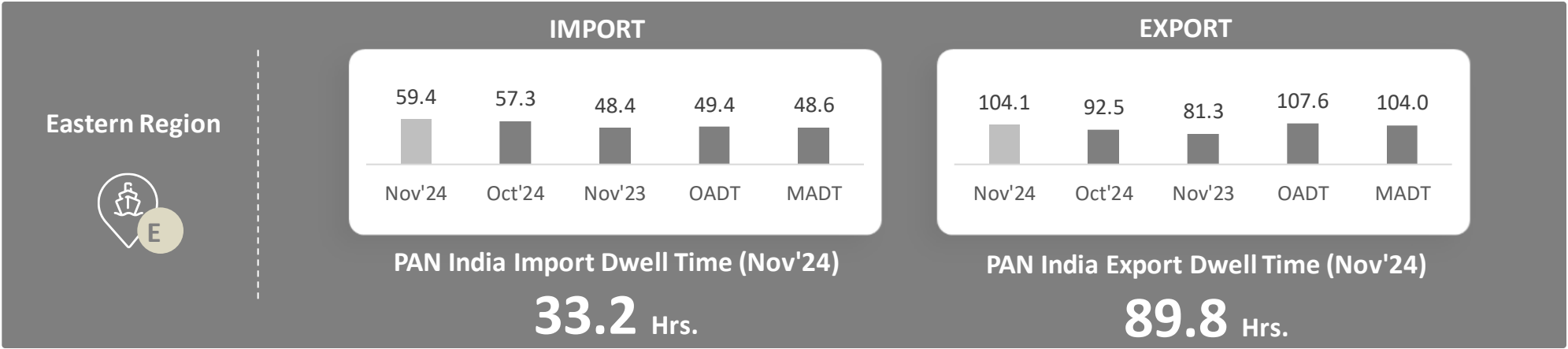


OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

IMPORT EXPORT

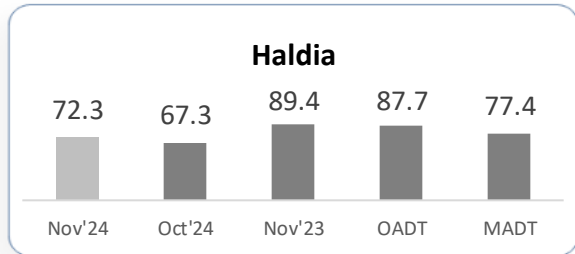
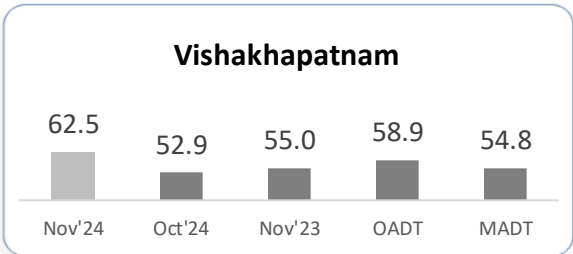
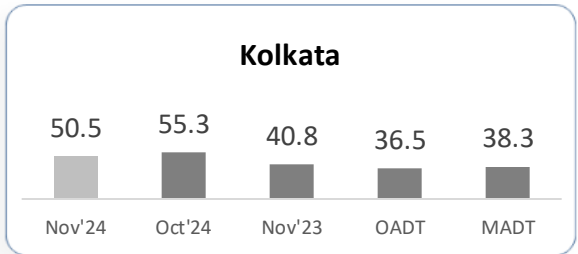
Nov'24 Oct'24

# Dwell Time Performance: Eastern Region Import/ Export Cycle



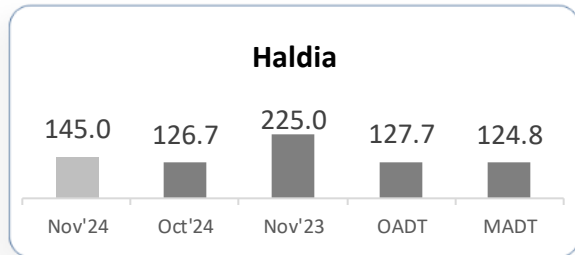
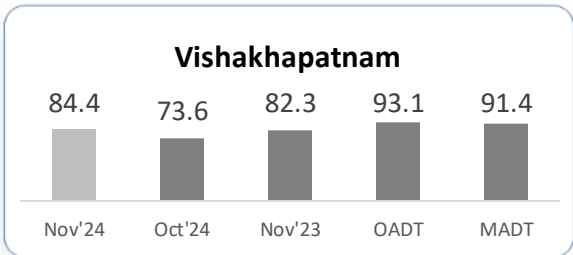
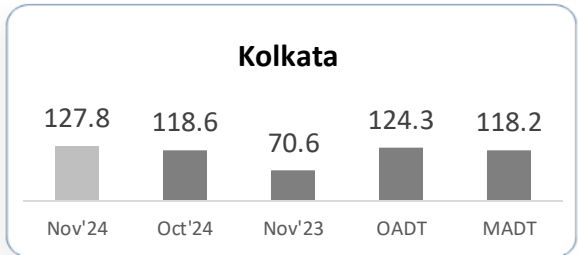
## IMPORT

Ports



## EXPORT

Ports



OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

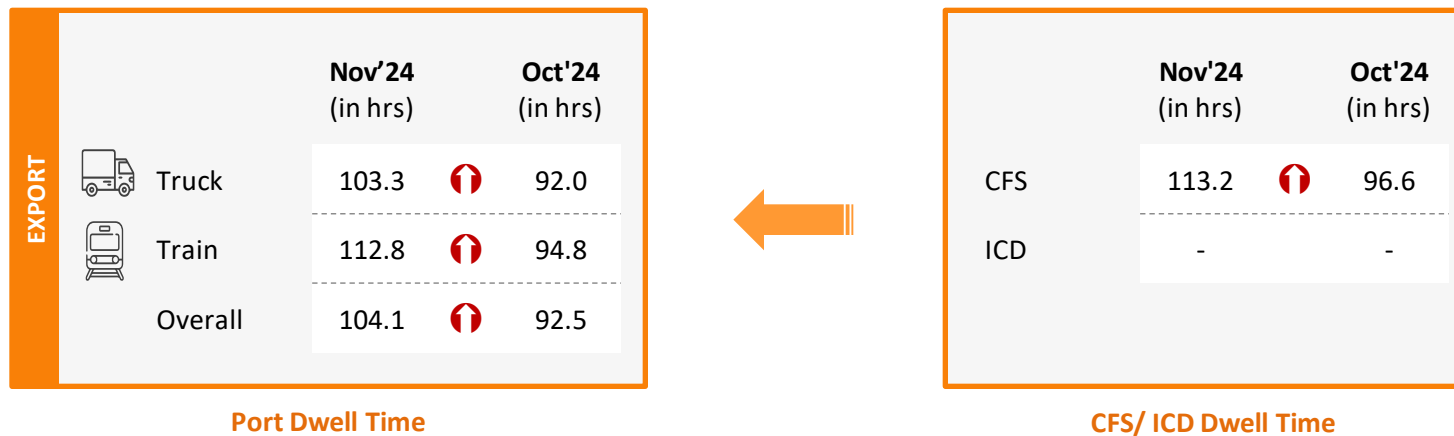
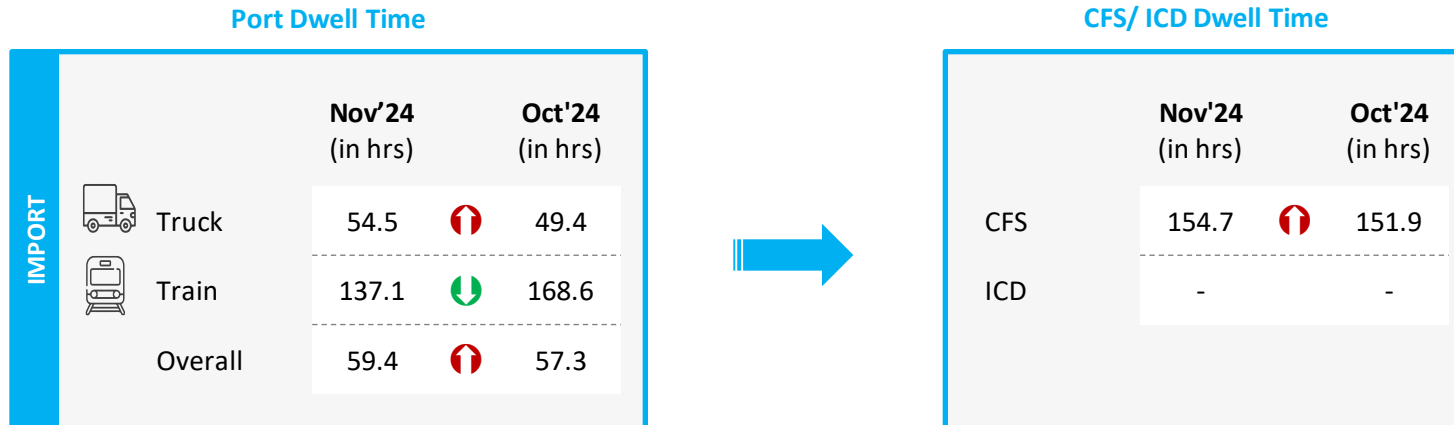
**Note:**  
All values are in hours

# Container Turnaround Analysis: Eastern Region

Container turnaround analysis showcases the percentage of container count (no. of boxes) retained by respective ports. This analyzes the number of containers getting imported and exported from same port along with the time taken by them to complete the cycle.

| Port In<br>(Import Cycle) | Port Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|---------------------------|----------------------------|---|--------|--------|------------------------------|--------|--------|
|                           |                            | Nov'24                                  | Oct'24 | Nov'23 | Nov'24                       | Oct'24 | Nov'23 |
| Visakhapatnam             | Visakhapatnam              | 94%                                     | 96%    | 96%    | 34.8                         | 39.4   | 41.2   |
|                           | Other Ports                | 6%                                      | 4%     | 4%     | 67.2                         | 51.6   | 60.2   |
| Kolkata                   | Kolkata                    | 93%                                     | 93%    | 94%    | 41.1                         | 37.1   | 37.6   |
|                           | Haldia                     | 5%                                      | 5%     | 1%     | 48.4                         | 36.5   | 46.6   |
|                           | Other Ports                | 2%                                      | 2%     | 5%     | 53.8                         | 62.8   | 47.3   |
| Haldia                    | Haldia                     | 68%                                     | 74%    | 77%    | 44.0                         | 32.0   | 72.0   |
|                           | Kolkata                    | 32%                                     | 24%    | 22%    | 58.0                         | 42.0   | 62.6   |
|                           | Other Ports                | -                                       | 2%     | 1%     | -                            | 76.9   | 53.8   |

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month

# Port Performance Benchmarking: Eastern Region

Performance benchmarking of terminals based on dwell time vis-à-vis container count (no. of boxes) handled:

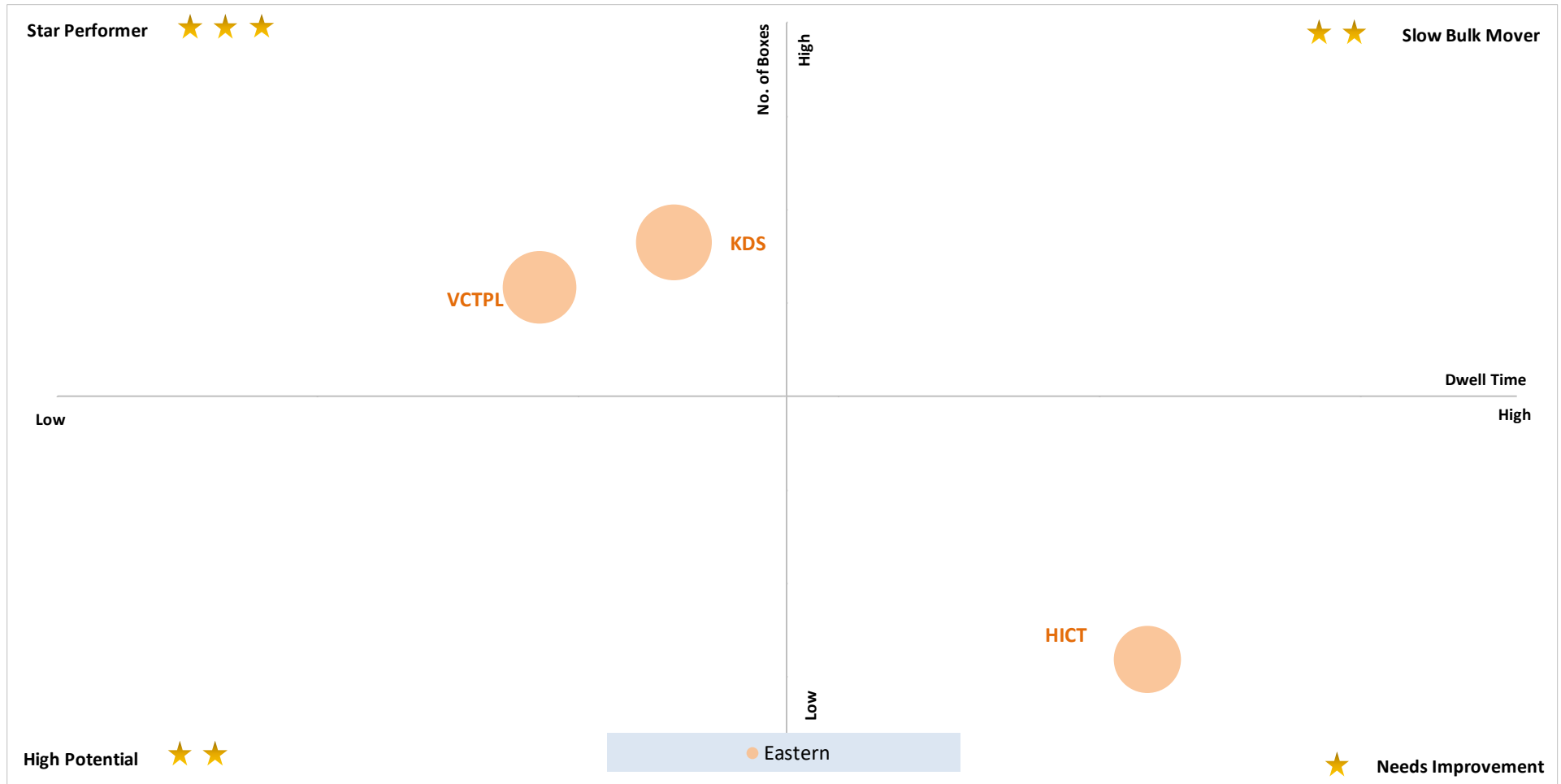


| Abb. | Name of Terminal                               |
|------|--|
| A    | Haldia International Container Terminal (HICT) |
| B    | Kolkata Dock System (KDS) , Kolkata Port       |
| C    | Visakha Container Terminal                     |



# Performance Benchmarking: Eastern Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Nov'24:



X-Axis: Dwell Time

○ Bubble size represents the terminal capacity

Y-Axis: No. of Boxes

Star Performer ★★ ★

Entities with high container count and low dwell time

High Potential ★★

Entities with low container count and low dwell time

Slow Bulk Mover ★★

Entities with high container count and high dwell time

Needs Improvement ★

Entities with low container count and high dwell time

Note: Terminal abbreviation details are mentioned in annexure

# Port Performance Benchmarking (Previous year same month): Eastern Region

Performance benchmarking of terminals based on the change from previous year same month in dwell time vis-a-vis container count (no. of boxes) handled:



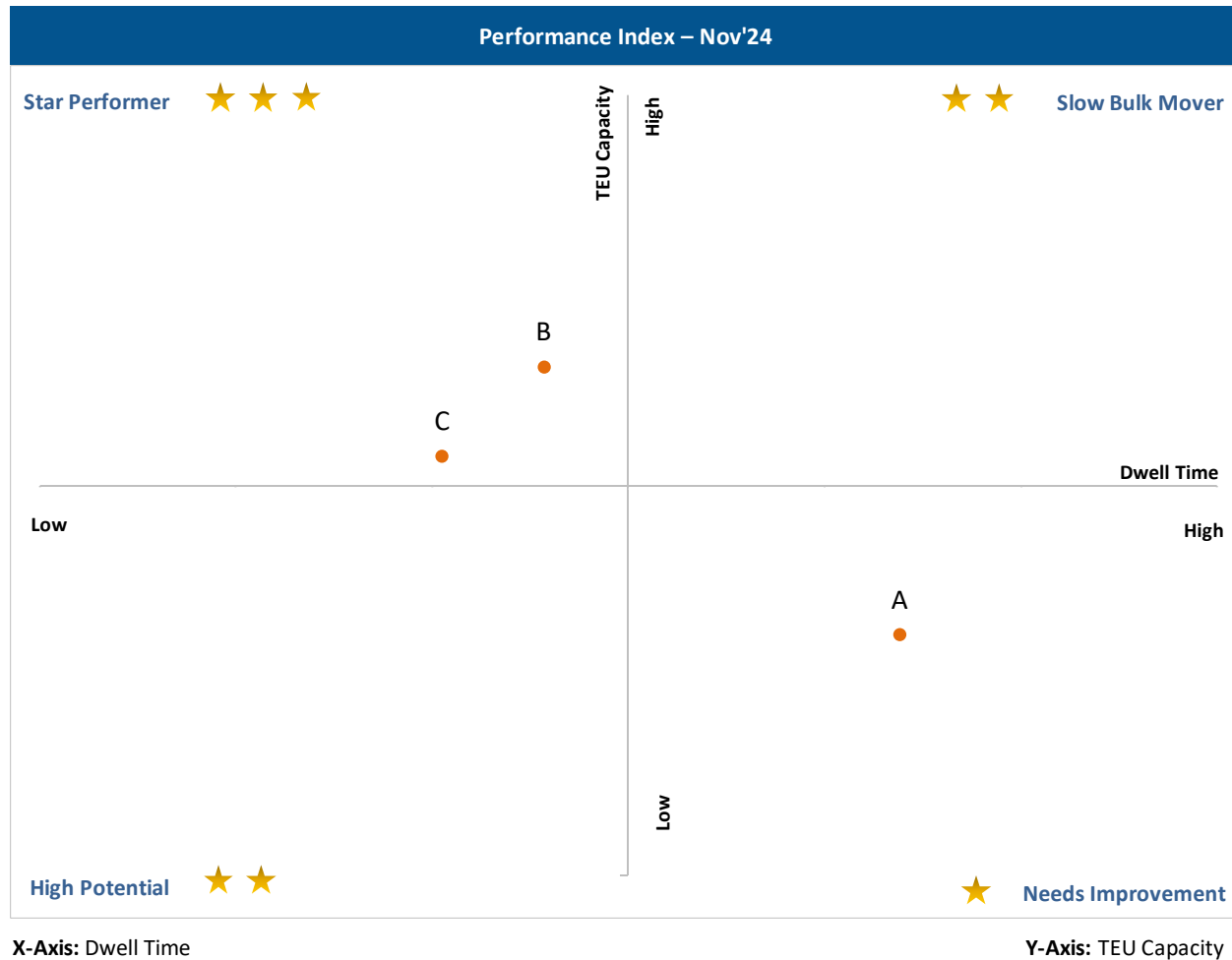
| Abb. | Name of Terminal                               |
|------|--|
| A    | Haldia International Container Terminal (HICT) |
| B    | Kolkata Dock System (KDS) , Kolkata Port       |
| C    | Visakha Container Terminal                     |

X-Axis: Change in dwell time

Y-Axis: Change in no. of boxes

# Port Performance Benchmarking (Capacity & Dwell time): Eastern Region

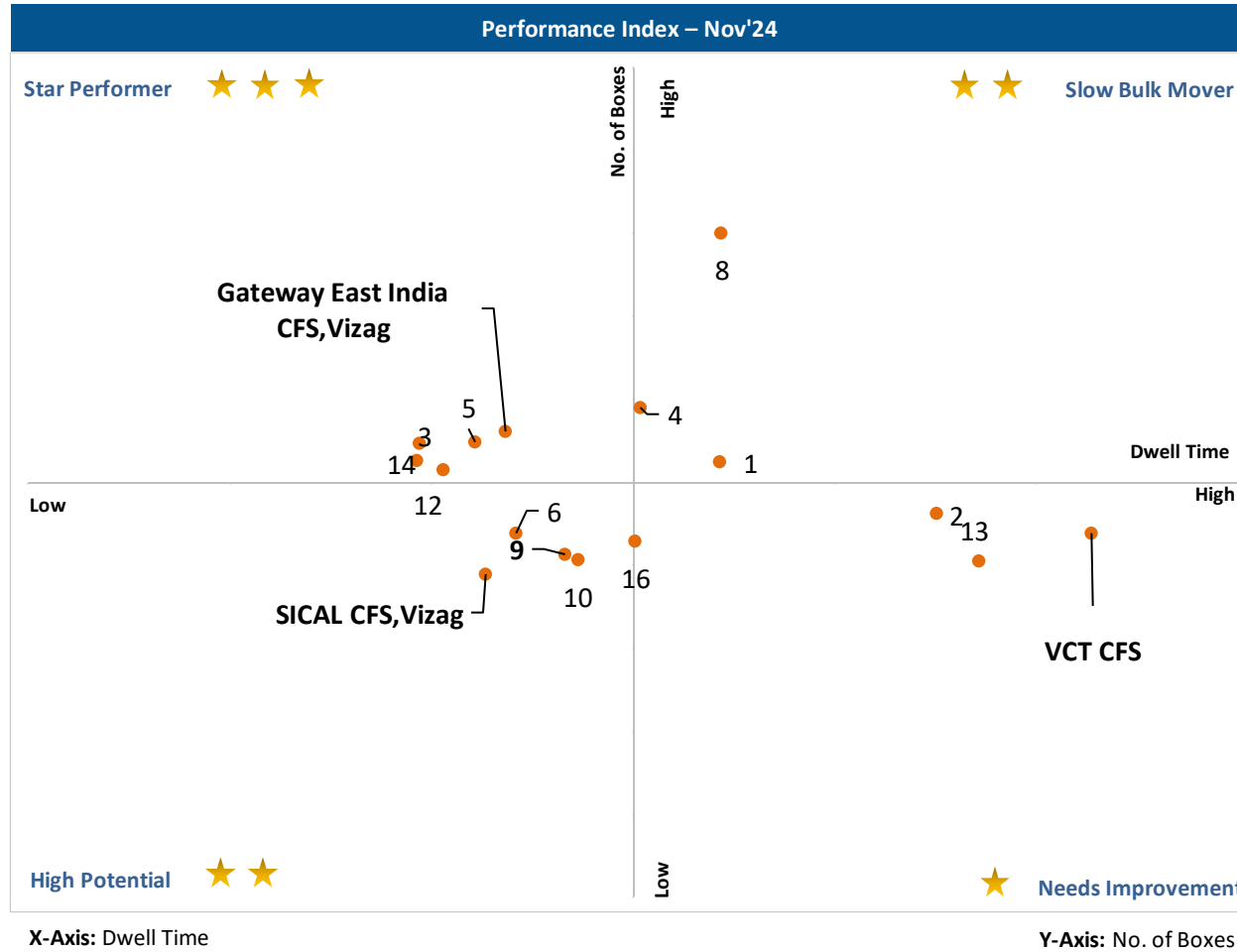
Performance benchmarking of terminals based on dwell time vis-a-vis capacity (in TEU):



| Abb. | Name of Terminal                               |
|------|--|
| A    | Haldia International Container Terminal (HICT) |
| B    | Kolkata Dock System (KDS) , Kolkata Port       |
| C    | Visakha Container Terminal                     |

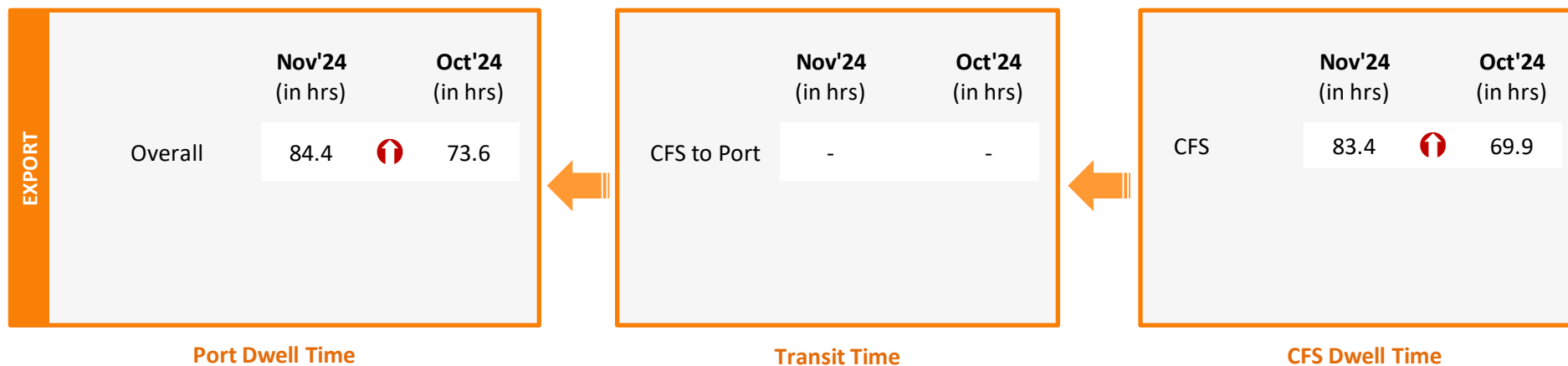
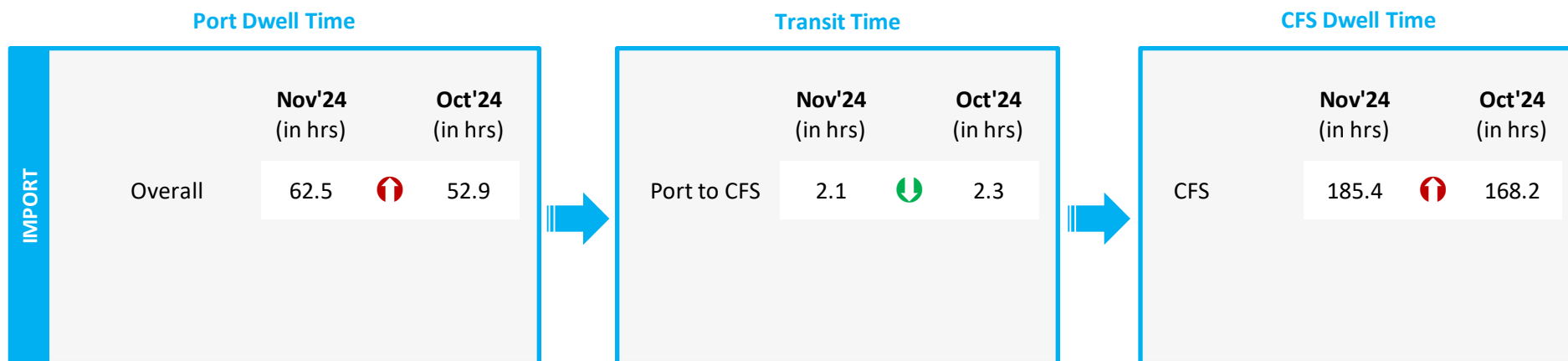
# CFS Performance Benchmarking: Eastern Region

Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:



**Note:**  
Please refer annexure for CFS names

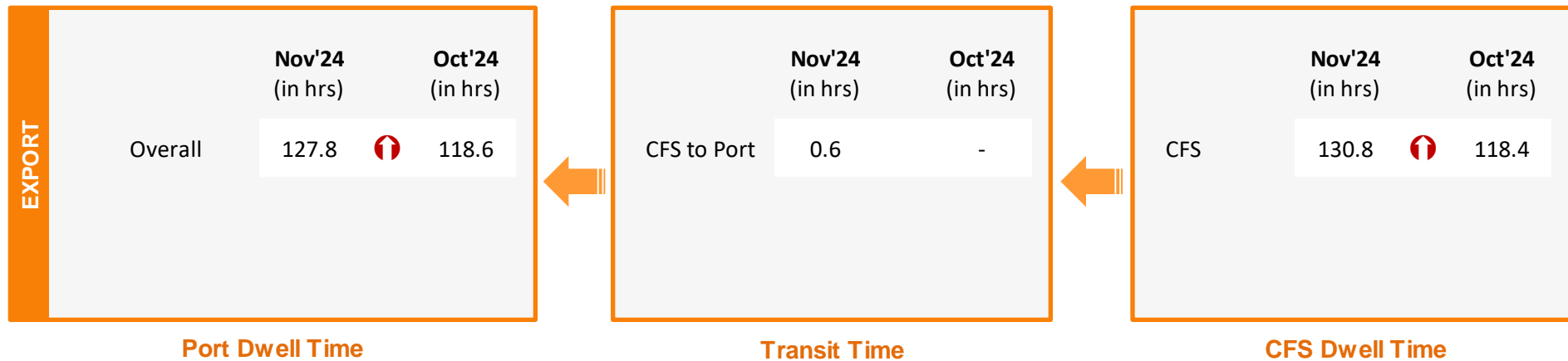
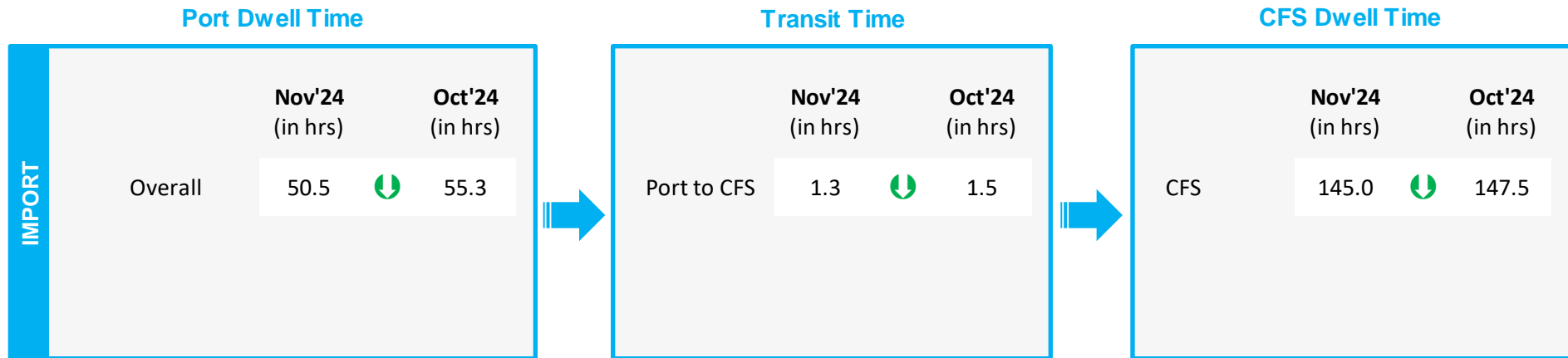
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

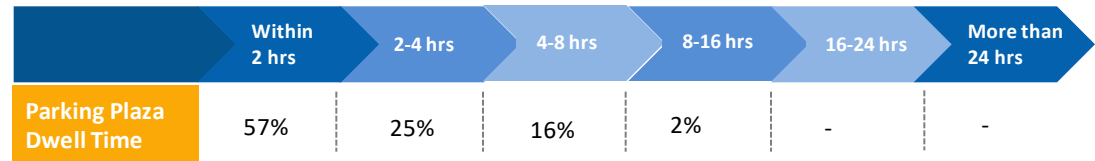
Indicates decrease/ increase in time from last month

# Parking Plaza Analysis: Kolkata Port

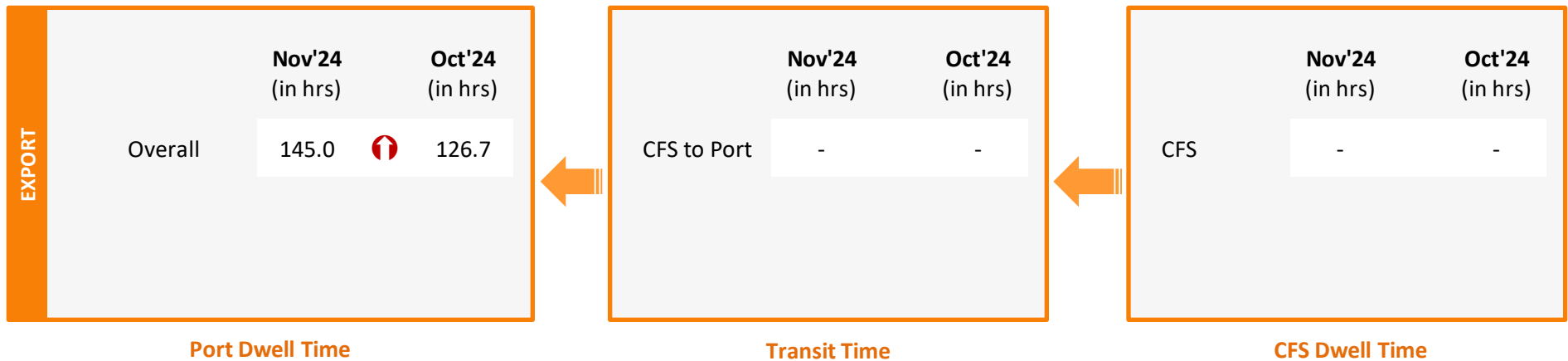
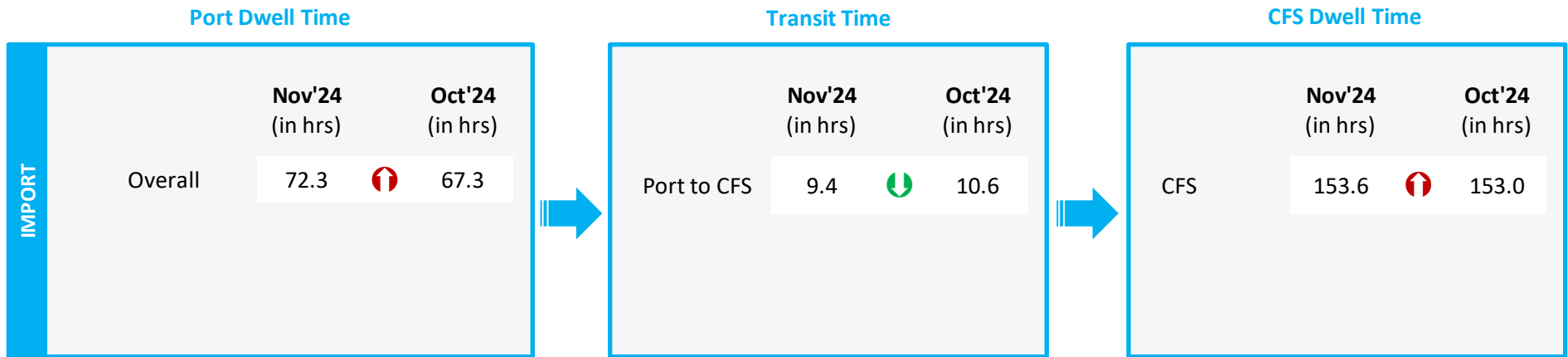
The analysis showcases waiting time of containers at parking plaza and transit time between parking plaza exit and port entry:

| Parking Plaza Dwell Time (Gate In – Gate Out) | Nov'24 (in hrs) | Oct'24 (in hrs) |
|---|-----------------|-----------------|
| Phonex M, Q Parking Yard Kolkata              | 1.7             | 1.8             |

Container Count Percentage: Hour-wise (Nov'24)



## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month



# Port to Toll Plaza Analysis: Eastern Region

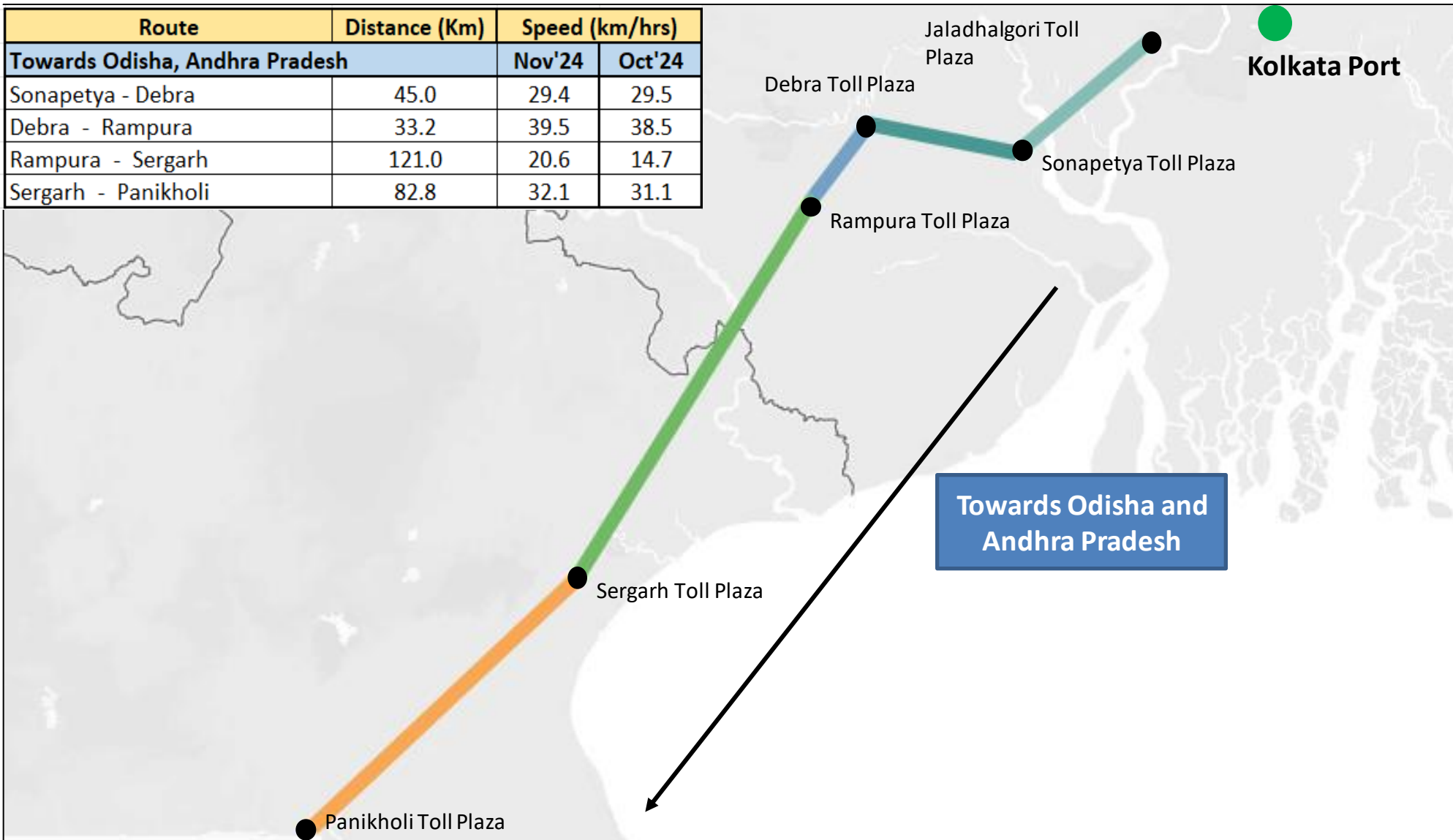
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region  | Port          | Adjacent Toll plaza | Distance (in KM) | Average Speed (in Km/hr) |        |
|---------|---------------|---------------------|------------------|--------------------------|--------|
|         |               |                     |                  | Nov'24                   | Oct'24 |
| Eastern | Kolkata       | Rampura             | 134              | 16.1                     | 15.2   |
|         |               | Dankuni             | 28               | 8.4                      | 7.5    |
|         | Haldia        | Sonapetya           | 44               | 9.4                      | 8.5    |
|         | Visakhapatnam | Nathavalasa         | 59               | 14.6                     | 12.3   |
|         |               | Sheelanagar         | 23               | 25.1                     | 24.6   |

# Toll Plaza Analysis: Kolkata Port

The average speed of trucks to cover the distance between adjacent toll plazas for Nov'24:

| Route                                 | Distance (Km) | Speed (km/hrs) |        |
|---------------------------------------|---------------|----------------|--------|
|                                       |               | Nov'24         | Oct'24 |
| <b>Towards Odisha, Andhra Pradesh</b> |               |                |        |
| Sonapetya - Debra                     | 45.0          | 29.4           | 29.5   |
| Debra - Rampura                       | 33.2          | 39.5           | 38.5   |
| Rampura - Sergarh                     | 121.0         | 20.6           | 14.7   |
| Sergarh - Panikholi                   | 82.8          | 32.1           | 31.1   |



05

# CONGESTION & TRANSIT ANALYSIS



The analysis aims to understand the level of traffic around ports and CFS region to measure the congestion level on the route:

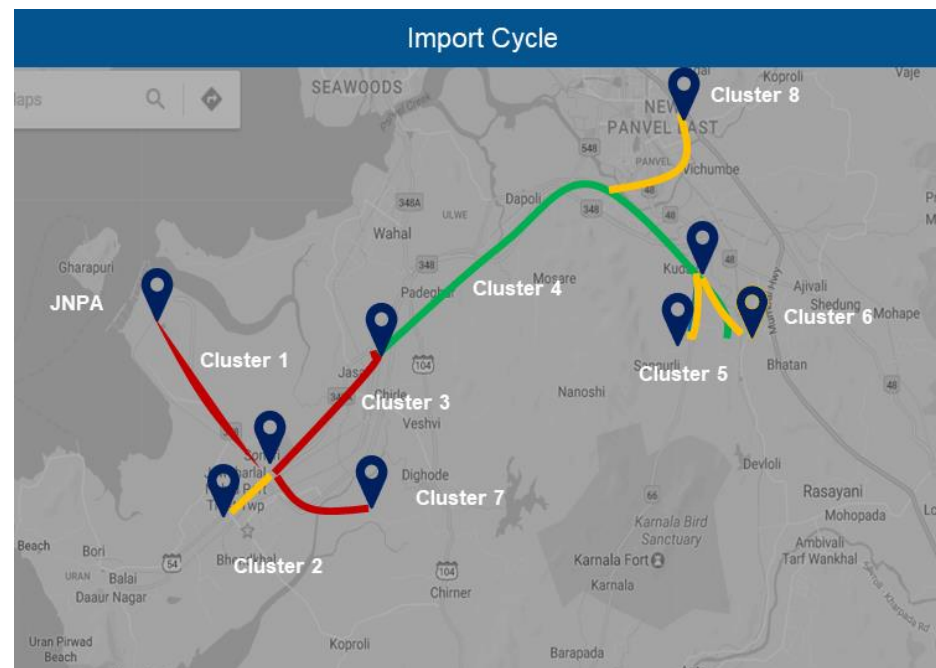
## Methodology

**Step 1** CFSs are divided into clusters based on their vicinity

**Step 2** Cluster based transit time is calculated. The transit time is the travel time between CFS clusters and port or vice versa.

**Step 3** Cluster based congestion level is calculated as per below steps:

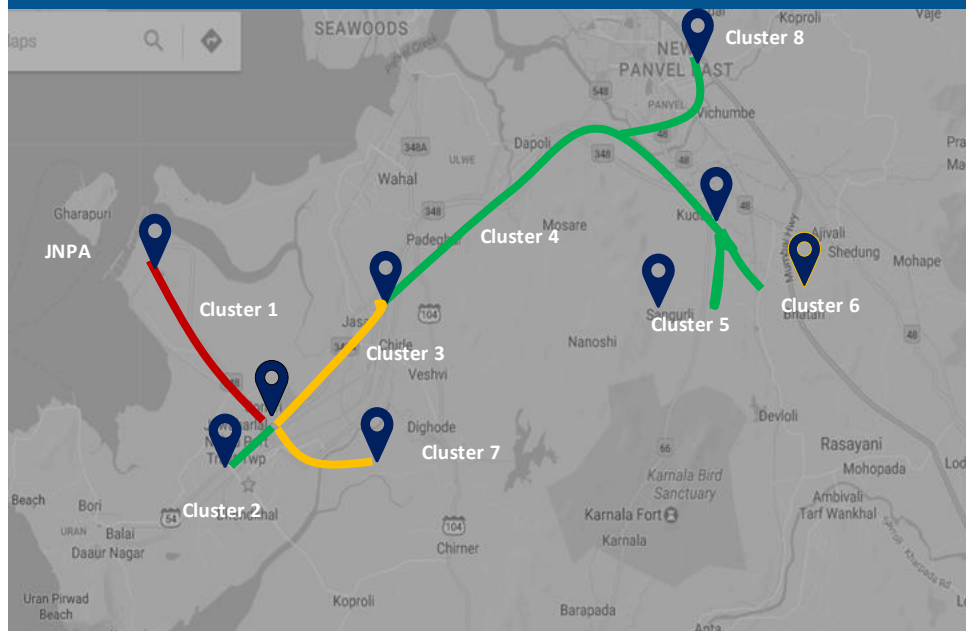
1. Cluster based transit time is compared with threshold
2. Threshold is 3X of time showcased on Google Maps between the Origin-Destination (OD) pair
3. Intensity of congestion is classified as below:
  - High congestion:  $>2$  times the threshold
  - Medium congestion:  $>1.5$  to  $\leq 2$  times the threshold
  - Low congestion:  $>1$  to  $\leq 1.5$  times the threshold



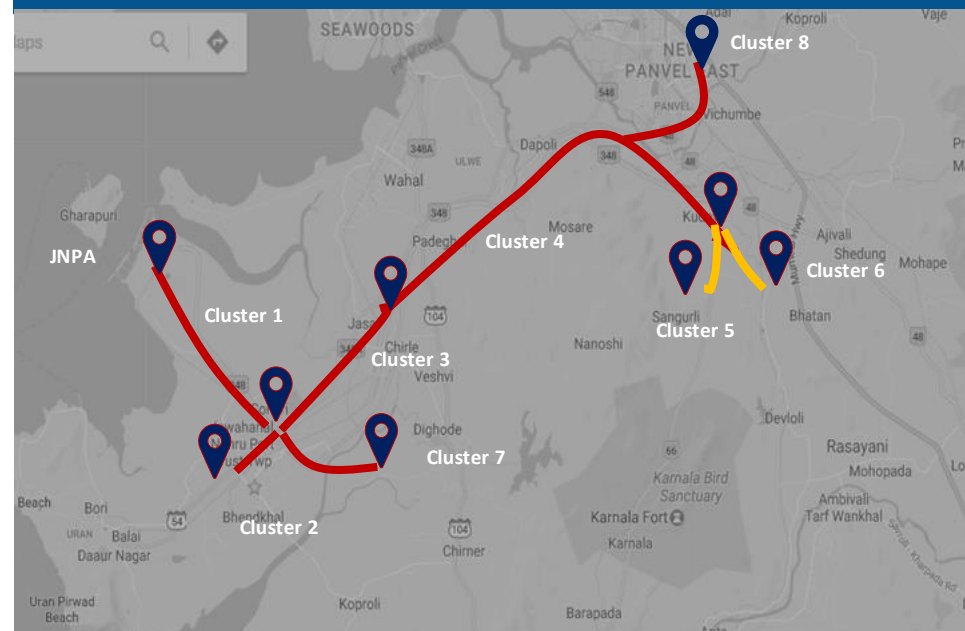
Congestion Level    ■ High    ■ Medium    ■ Low

# Congestion Analysis: JNPA Region

### Import Cycle



### Export Cycle



| Cluster   | Cluster Name                            | No. of CFS | % of Total Containers | Congestion |
|-----------|---|------------|-----------------------|------------|
| Cluster 1 | JNPA Area                               | 1          | 8.60%                 | High       |
| Cluster 2 | Bhendkhal Area, Khopate Road            | 6          | 27.85%                | Low        |
| Cluster 3 | Sonari Area, JNPA Road                  | 2          | 14.27%                | Medium     |
| Cluster 4 | Chirle Area, JNPA Road                  | 1          | 2.70%                 | Low        |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway  | 2          | 15.41%                | Low        |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5          | 19.70%                | Low        |
| Cluster 7 | Patilpada Area, Khopate JNPA Road       | 3          | 10.98%                | Medium     |
| Cluster 8 | Taloja, Navi Mumbai                     | 1          | 0.49%                 | Low        |

| Cluster   | Cluster Name                            | No. of CFS | % of Total Containers | Congestion |
|-----------|---|------------|-----------------------|------------|
| Cluster 1 | JNPA Area                               | 1          | 5.29%                 | High       |
| Cluster 2 | Bhendkhal Area, Khopate Road            | 6          | 21.40%                | High       |
| Cluster 3 | Sonari Area, JNPA Road                  | 2          | 13.51%                | High       |
| Cluster 4 | Chirle Area, JNPA Road                  | 1          | 4.64%                 | High       |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway  | 2          | 11.47%                | Medium     |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5          | 31.61%                | Medium     |
| Cluster 7 | Patilpada Area, Khopate JNPA Road       | 3          | 11.15%                | High       |
| Cluster 8 | Taloja, Navi Mumbai                     | 1          | 0.93%                 | High       |

Congestion Level ■ High ■ Medium ■ Low

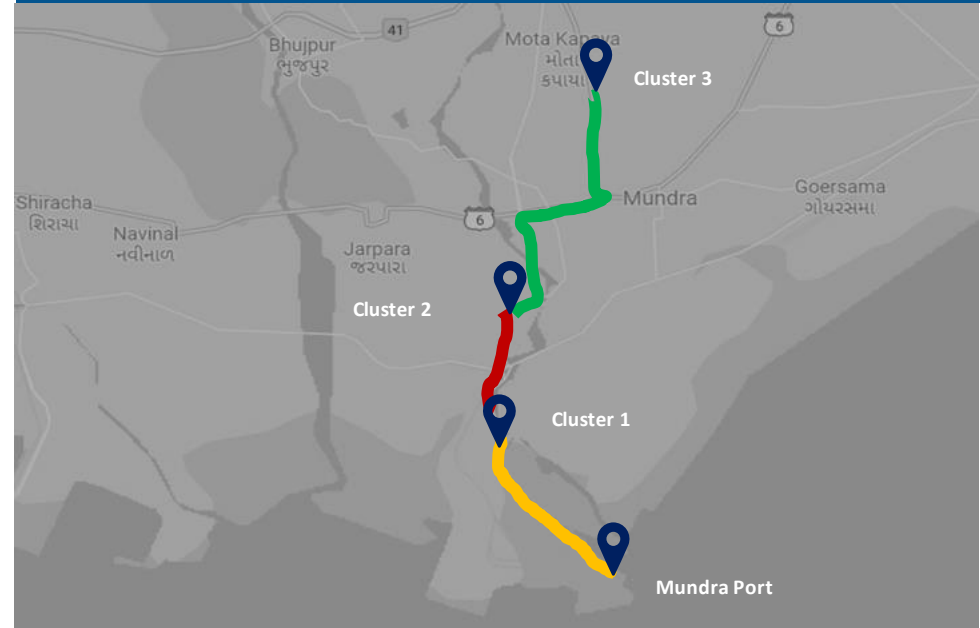
# Congestion Analysis: Mundra Region

### Import Cycle



| Cluster   | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------|------------|-----------------------|------------|
| Cluster 1 | APSEZ Area   | 12         | 81.55%                | Medium     |
| Cluster 2 | Hind Circle  | 2          | 13.78%                | Low        |
| Cluster 3 | Mota Kapaya  | 1          | 4.67%                 | Low        |

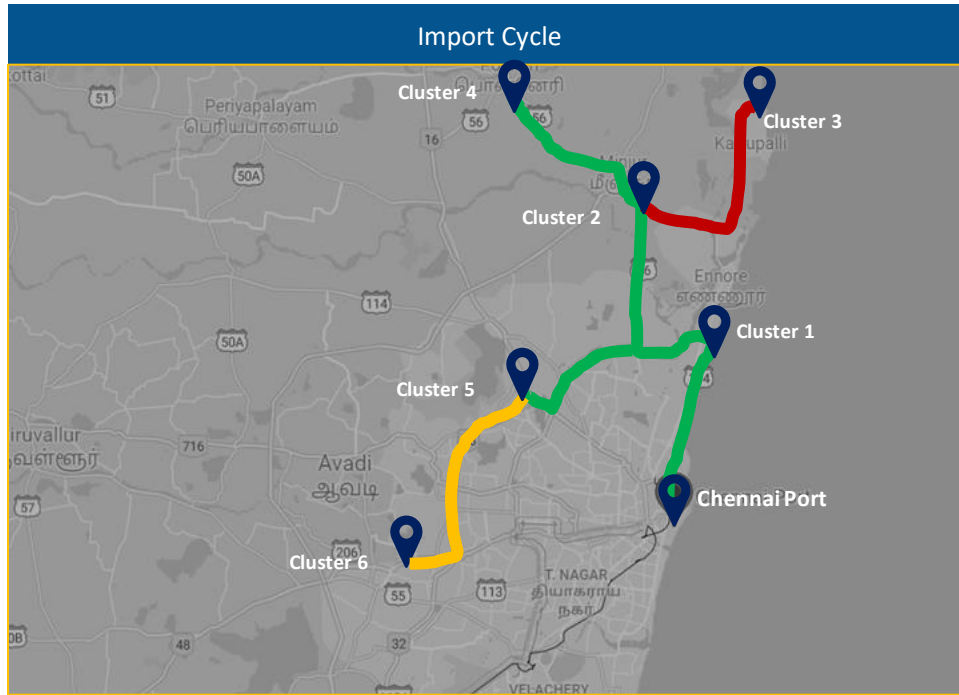
### Export Cycle



| Cluster   | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------|------------|-----------------------|------------|
| Cluster 1 | APSEZ Area   | 12         | 97.35%                | Medium     |
| Cluster 2 | Hind Circle  | 2          | 1.95%                 | High       |
| Cluster 3 | Mota Kapaya  | 1          | 0.70%                 | Low        |

Congestion Level ■ High ■ Medium ■ Low

# Congestion Analysis: Chennai Region



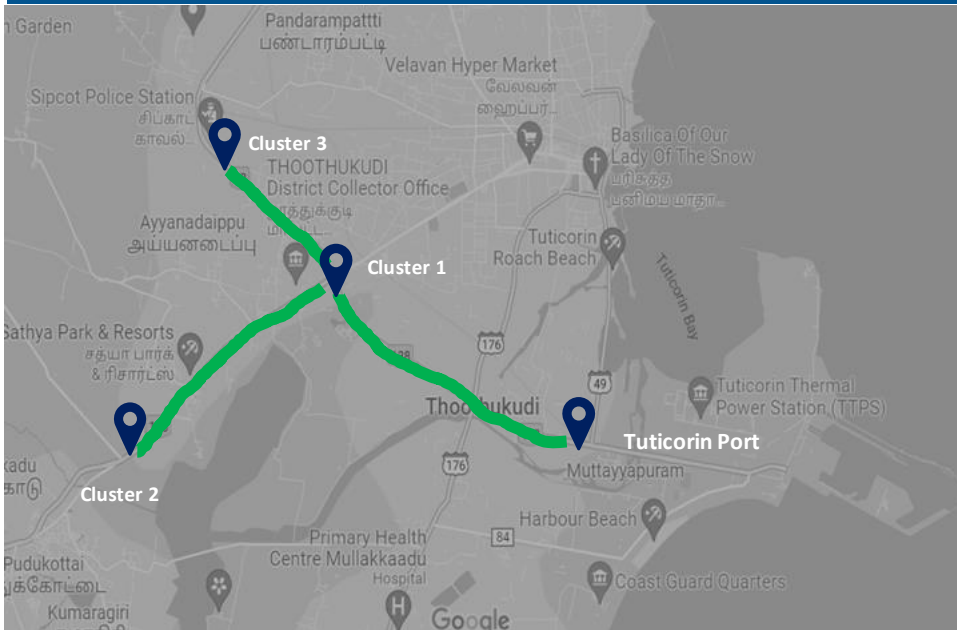
| Cluster   | Cluster Name                         | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Thiruvottiur High Road Augction      | 3          | 29.50%                | Low        |
| Cluster 2 | Aandarkuppam - Melur Augction        | 14         | 59.36%                | Low        |
| Cluster 3 | Kattupalli Port bound Area           | 2          | 0.23%                 | High       |
| Cluster 4 | Minjur - Ponneri bound Area          | 3          | 4.80%                 | Low        |
| Cluster 5 | Madhavaram - Moolakadai Augction     | 3          | 3.17%                 | Low        |
| Cluster 6 | Poonamallee - Sriperumbadur Augction | 5          | 2.94%                 | Medium     |

| Cluster   | Cluster Name                         | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Thiruvottiur High Road Augction      | 3          | 21.04%                | High       |
| Cluster 2 | Aandarkuppam - Melur Augction        | 14         | 59.98%                | Low        |
| Cluster 3 | Kattupalli Port bound Area           | 2          | 0.22%                 | High       |
| Cluster 4 | Minjur - Ponneri bound Area          | 3          | 7.34%                 | Low        |
| Cluster 5 | Madhavaram - Moolakadai Augction     | 3          | 1.40%                 | Low        |
| Cluster 6 | Poonamallee - Sriperumbadur Augction | 5          | 10.02%                | Medium     |

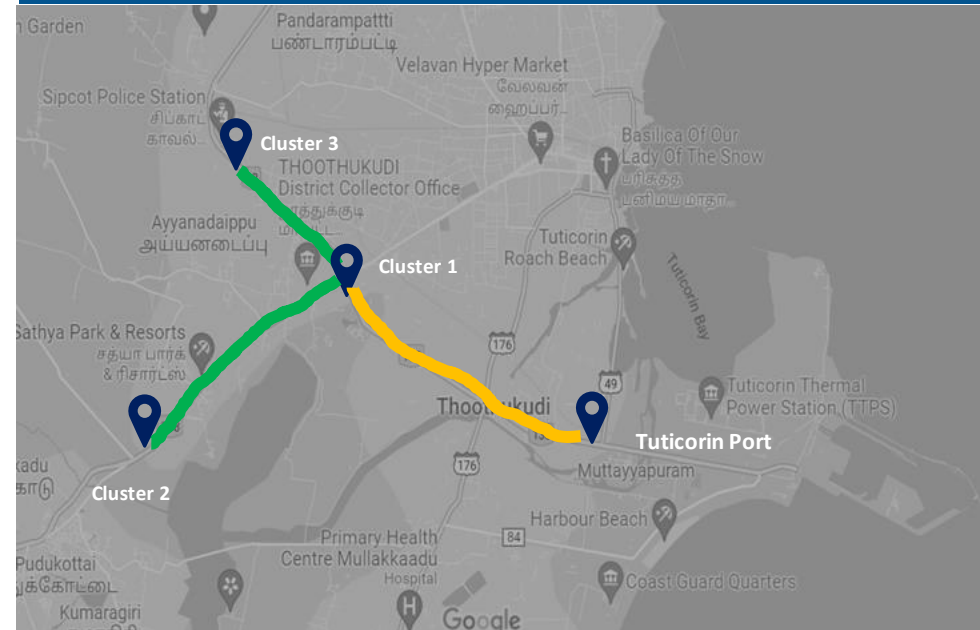
Congestion Level ■ High ■ Medium ■ Low

# Congestion Analysis: Tuticorin Region

Import Cycle



Export Cycle



| Cluster   | Cluster Name                                | No. of CFS | % of Total Containers | Congestion |
|-----------|---|------------|-----------------------|------------|
| Cluster 1 | Periyannayapuram, Thoothukudi, Madurai Road | 4          | 45.23%                | Low        |
| Cluster 2 | Tirunelveli Road nearby Podukottai          | 2          | 24.19%                | Low        |
| Cluster 3 | Sipcot Area nearby Madurai Road             | 8          | 30.58%                | Low        |

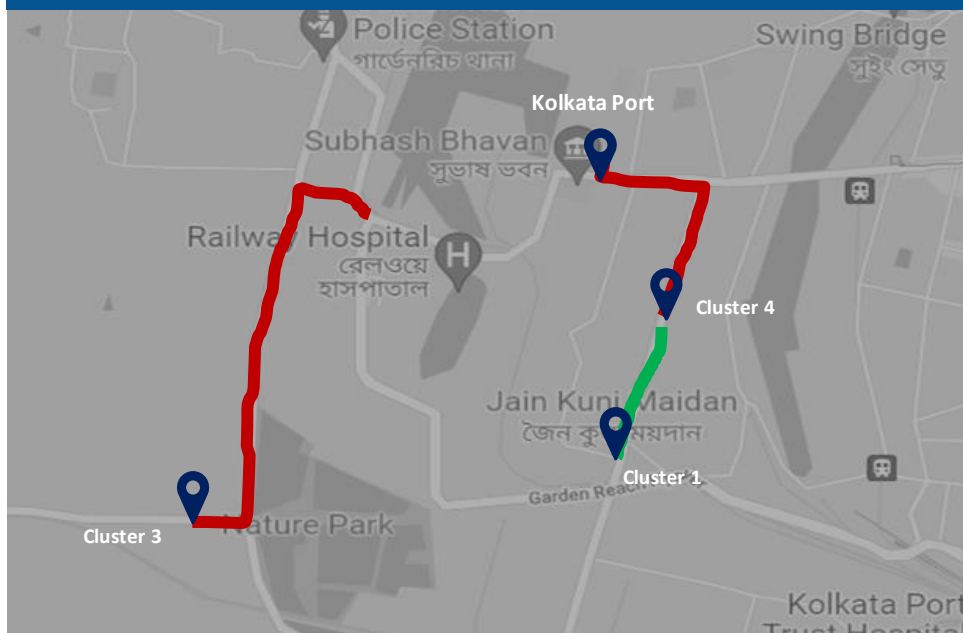
| Cluster   | Cluster Name                                | No. of CFS | % of Total Containers | Congestion |
|-----------|---|------------|-----------------------|------------|
| Cluster 1 | Periyannayapuram, Thoothukudi, Madurai Road | 4          | 31.01%                | Medium     |
| Cluster 2 | Tirunelveli Road nearby Podukottai          | 2          | 15.84%                | Low        |
| Cluster 3 | Sipcot Area nearby Madurai Road             | 8          | 53.15%                | Low        |

Congestion Level    ■ High    ■ Medium    ■ Low

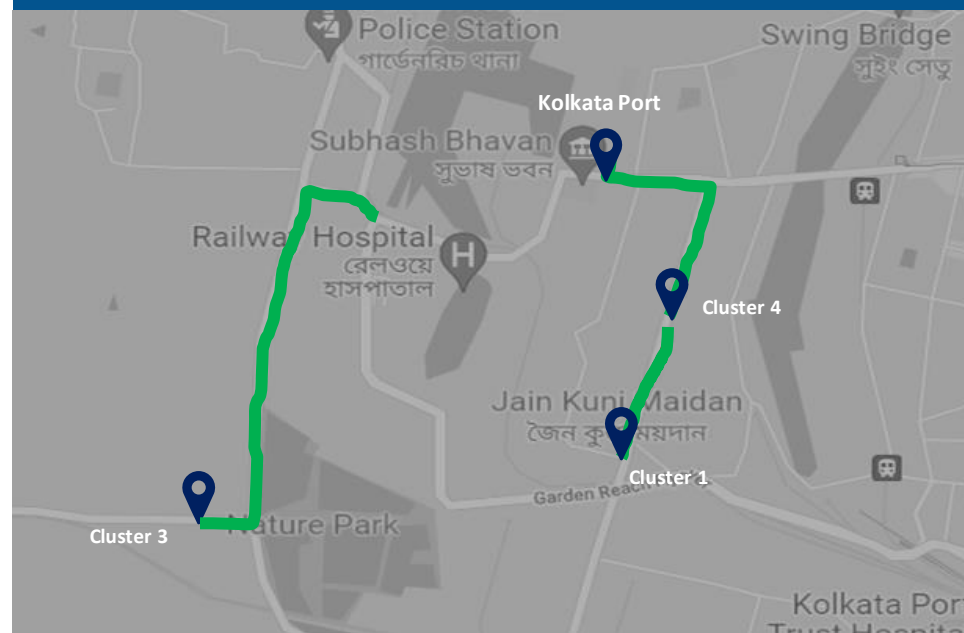


# Congestion Analysis: Kolkata Region

Import Cycle



Export Cycle

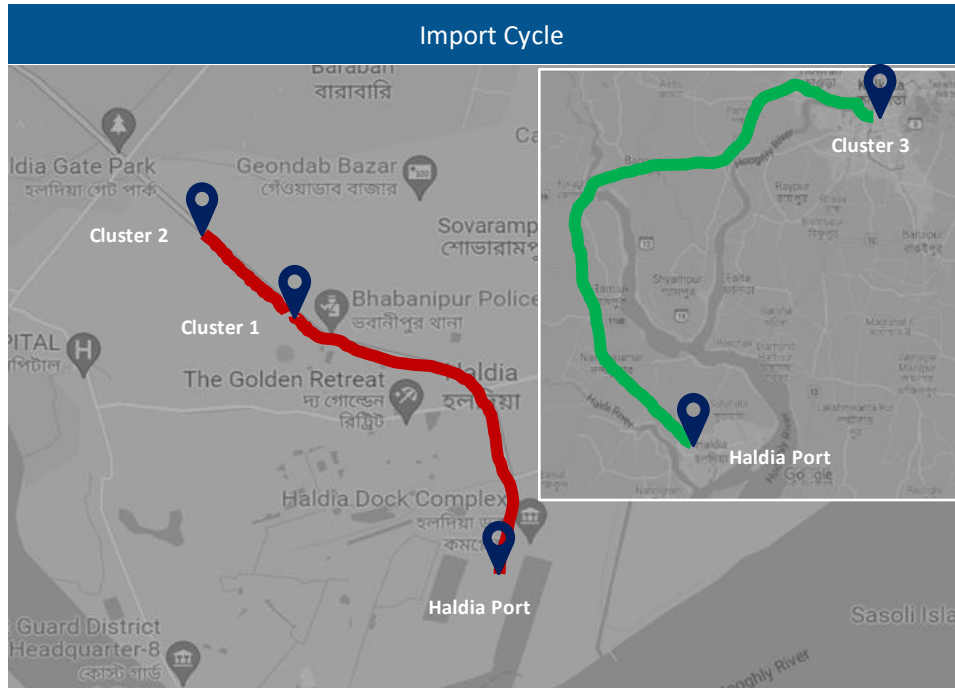


| Cluster   | Cluster Name      | No. of CFS | % of Total Containers | Congestion |
|-----------|-------------------|------------|-----------------------|------------|
| Cluster 1 | Base Bridge Area  | 3          | 53.78%                | Low        |
| Cluster 2 | Sonapur Road Area | 1          | -                     | -          |
| Cluster 3 | Nature Park Area  | 1          | 41.98%                | High       |
| Cluster 4 | Babu Bazar Area   | 1          | 4.24%                 | High       |

| Cluster   | Cluster Name      | No. of CFS | % of Total Containers | Congestion |
|-----------|-------------------|------------|-----------------------|------------|
| Cluster 1 | Base Bridge Area  | 3          | 42.25%                | Low        |
| Cluster 2 | Sonapur Road Area | 1          | -                     | -          |
| Cluster 3 | Nature Park Area  | 1          | 44.44%                | Low        |
| Cluster 4 | Babu Bazar Area   | 1          | 13.31%                | Low        |

Congestion Level ■ High ■ Medium ■ Low

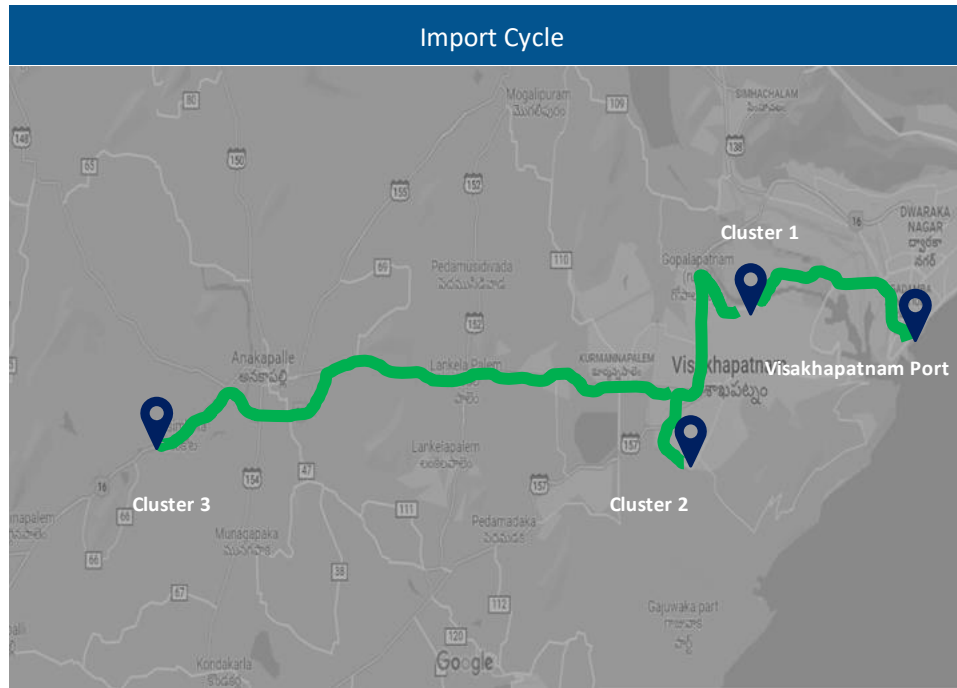
# Congestion Analysis: Haldia Region



| Cluster   | Cluster Name                      | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------|------------|-----------------------|------------|
| Cluster 1 | Talpukur Area, Kolkata Highway    | 1          | 26.53%                | High       |
| Cluster 2 | City Centre Area, Kolkata Highway | 2          | 44.36%                | High       |
| Cluster 3 | Silpodanga Area                   | 1          | 29.11%                | Low        |

Congestion Level ■ High ■ Medium ■ Low

# Congestion Analysis: Visakhapatnam Region



| Cluster   | Cluster Name                               | No. of CFS | % of Total Containers | Congestion |
|-----------|--|------------|-----------------------|------------|
| Cluster 1 | Port Road, Gopalapatnam Area               | 4          | 69.15%                | Low        |
| Cluster 2 | Autonagar, Gajuwaka Area                   | 3          | 26.10%                | Low        |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1          | 4.75%                 | Low        |

Congestion Level ■ High ■ Medium ■ Low

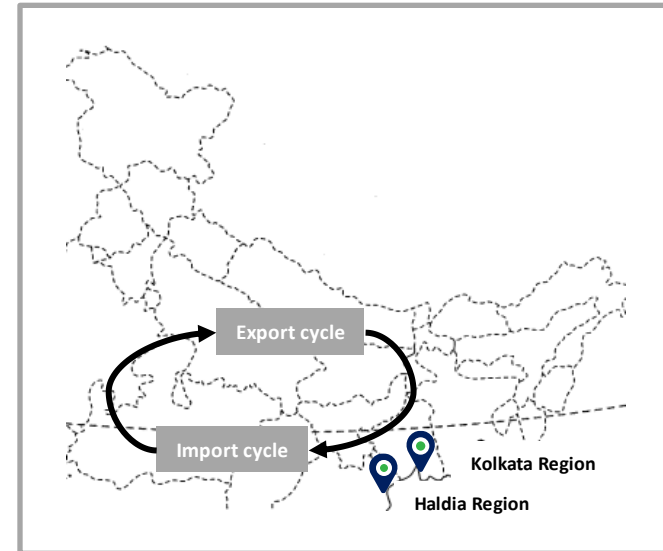
Transit movement across ICPs from Kolkata & Haldia Port Terminal for Nov'24:

### Kolkata Port Terminal

| Import Cycle | Mode    | ICP Raxaul | ICP Jogbani |
|--------------|---------|------------|-------------|
|              | Overall |            | 139.3       |

### Haldia Port Terminal

| Import Cycle | Mode    | ICP Raxaul | ICP Jogbani |
|--------------|---------|------------|-------------|
|              | Overall |            | 166.5       |



05

# CONGESTION & TRANSIT ANALYSIS



## Annexure – Terminal Names

| Abb.   | Terminal Name  | Port Name |
|--------|--|-----------|
| BMCT   | Bharat Mumbai Container Terminal(PSA)                | JNPA      |
| GTI    | Gateway Terminals India (GTI)                        | JNPA      |
| NSFT   | Nhava Sheva Freeport Terminal (NSFT)                 | JNPA      |
| NSIGT  | Nhava Sheva India Gateway Terminal (NSIGT)           | JNPA      |
| NSICT  | Nhava Sheva International Container Terminal (NSICT) | JNPA      |
| ACMTTL | Adani CMA Mundra Terminal (ACMTTL)                   | Mundra    |
| AICT   | Adani International Container Terminal (AICT)        | Mundra    |
| AMCT   | Adani Mundra Container Terminal (AMCT)               | Mundra    |
| AMCT-2 | Adani Mundra Container Terminal-2 (AMCT-2)           | Mundra    |
| MICT   | Mundra International Container Terminal (MICT)       | Mundra    |
| APM    | APM Terminals Pipavav, Gujarat                       | Pipavav   |
| KICT   | Kandla International Container Terminal (KICT)       | Kandla    |
| AHPL   | Adani Hazira Port Limited (AHPL)                     | Hazira    |
| MPT    | Mormugao Port Trust (MPT)                            | Goa       |

| Abb.      | Terminal Name   | Port Name     |
|-----------|---|---------------|
| CCTL      | Chennai Container Terminal Pvt. Ltd. (CCTL)             | Chennai       |
| CITPL     | Chennai International Terminals Pvt Ltd (CITPL)         | Chennai       |
| ICTT      | International Container Transhipment Terminal, Kochi    | Kochi         |
| AKPPL     | Adani Kattupalli Port Private Limited (AKPPL)           | Kattupalli    |
| AECT      | Adani Ennore Container Terminal (AECT)                  | Ennore        |
| DBGT      | Dakshin Bharat Gateway Terminal (DBGT)                  | Tuticorin     |
| PSA Sical | PSA SICAL Terminals                                     | Tuticorin     |
| AKCTPL    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | Krishnapatnam |
| NMPT      | New Mangalore Port Trust Terminal                       | New Mangalore |
| KDS       | Kolkata Dock System (KDS)                               | Kolkata       |
| HICT      | Haldia International Container Terminal (HICT)          | Haldia        |
| VCTPL     | Visakha Container Terminal                              | Visakhapatnam |
| Paradip   | Paradip International Cargo Terminal                    | Paradip       |

## List of ICD names used in the ICD Performance Index

| Ref. No. | Name  | Ref. No. | Name   |
|----------|---|----------|--|
| 1        | Dronagiri Rail Terminal CFS, Navi Mumbai                  | 23       | ICD ANKLESHWAR   |
| 2        | ICD KHODIYAR  | 24       | Vaishno Container Terminal-ICD Tarapur                           |
| 3        | ICD WHITEFIELD  | 25       | ICD MANDIDEEP  |
| 4        | ICD SANATHNAGAR   | 26       | Allcargo Logistics Park ICD, Dadri                               |
| 5        | CONCOR ICD, Dadri   | 27       | Continental Warehousing Corporation Nhava Sheva Ltd ICD, Haryana |
| 6        | Adani ICD, Tumb   | 28       | ICD KANPUR   |
| 7        | Gateway Rail ICD, Sahnewal                                | 29       | Kribhco ICD, Meerut  |
| 8        | HTPL ICD Qilaraipur Ludhiana                              | 30       | Albatross Inland Ports ICD, Dadri                                |
| 9        | MMLP MIHAN  | 31       | The Thar Dry Port Jodhpur  |
| 10       | The Thar Dry Port ICD Ahmedabad                           | 32       | APM Terminals Inland Services ICD Bhamboli                       |
| 11       | ICD DDL, LUDHIANA   | 33       | ICD Jajpur (Jindal Stainless Ltd.)                               |
| 12       | CONCOR Kanakpura ICD, Jaipur                              | 34       | CMA CGM Logistics Park, Dadri                                    |
| 13       | MMLP VISHAKAPATNAM  | 35       | MMLP TIHI  |
| 14       | Hind Terminals Logistics Park ICD, Palwal                 | 36       | MMLP BALLI   |
| 15       | CFS VALLARPADAM   | 37       | ICD DAULATABAD   |
| 16       | MMLP KHATUWAS   | 38       | APM Terminals ICD, Dadri   |
| 17       | ICD BGKT, JODHPUR   | 39       | Gateway Rail Freight ICD, Pyala                                  |
| 18       | KLPL ICD, Kanpur  | 40       | CONCOR ICD, Aurangabad   |
| 19       | CONTAINER CORPORATION OF INDIA LTD - TONDIARPET (ICDTV-T) | 41       | MMLP PANTHNAGAR (SIDCUL-CONCOR)                                  |
| 20       | Pristine ICD Chawapail, Ludhiana                          | 42       | ICD KIFTPL Kashipur  |
| 21       | MMLP BARHI  | 43       | ICD Pali (KIPL)  |
| 22       | MMLP VARNAMA  |          |  |

## List of CFS names used in the Western CFS Performance Index

| Ref. No. | Name   | Ref. No. | Name                                  |
|----------|--|----------|---------------------------------------|
| 1        | CWC Polaris logistics park                           | 24       | CWC Impex Park CFS, Navi Mumbai       |
| 2        | Ameya Logistics CFS, Navi Mumbai                     | 25       | Transworld Terminals CFS, Mumbai      |
| 3        | Punjab Conware CFS, Navi Mumbai                      | 26       | Navkar Corporation Yard 2 CFS, Panvel |
| 4        | Adani CFS Eximyard, Mundra                           | 27       | Mundhra CFS, Mundra                   |
| 5        | Gateway Distriparks CFS, Navi Mumbai                 | 28       | Kerry Indev Logistics CFS, Mumbai     |
| 6        | Saurashtra CFS, Mundra                               | 29       | Landmark CFS, Mundra                  |
| 7        | CWC Conex Terminal CFS                               | 30       | Hind Terminal CFS, Hazira             |
| 8        | Speedy Multimode CFS, JNPT                           | 31       | Rishi CFS, Mundra                     |
| 9        | EFC Logistics India                                  | 32       | Hind Terminals Pvt. Ltd. CFS, Mundra  |
| 10       | JWC Logistics Park CFS                               | 33       | International Cargo Terminal CFS      |
| 11       | TG Terminals CFS, Mundra                             | 34       | Ashutosh CFS, Mundra                  |
| 12       | Ocean Gate CFS, Panvel                               | 35       | Maharashtra State Corp CFS            |
| 13       | Seabird CFS, Navi Mumbai                             | 36       | Vaishno Logistics CFS, Navi Mumbai    |
| 14       | Seabird CFS, Mundra                                  | 37       | Transworld CFS, Mundra                |
| 15       | Ashte Logistics CFS, Panvel                          | 38       | Navkar Corporation Yard 3 CFS, Panvel |
| 16       | Balmer & Lawrie CFS, Navi Mumbai                     | 39       | Honey Comb CFS, Mundra                |
| 17       | CWC CFS, Mundra                                      | 40       | Take Care Logistics CFS               |
| 18       | Apollo Logisolutions CFS, Panvel                     | 41       | LCL Logistics CFS, Pipavav            |
| 19       | Sarveshwar CFS                                       | 42       | AllCargo Logistics CFS, Mumbai        |
| 20       | MICT CFS, Mundra                                     | 43       | Navkar Corporation Yard 1 CFS, Panvel |
| 21       | JWR CFS  | 44       | APM (Maersk India) CFS, Navi Mumbai   |
| 22       | International Cargo Terminals (ULA) CFS, Navi Mumbai | 45       | Seabird CFS, Hazira                   |
| 23       | AllCargo CFS, Mundra                                 |          |                                       |



# Annexure – CFS Names - Southern & Eastern Region

## List of CFS names used in Southern CFS Performance Index

| Ref. No. | Name   | Ref. No. | Name  |
|----------|--|----------|---|
| 1        | A S Shipping Agencies CFS, Tiruvallur                            | 22       | ICBC CFS Chennai                              |
| 2        | A.S.Shipping Agencies CFS,VOCPT                                  | 23       | Kailash Shipping Services CFS, Chennai        |
| 3        | Adani CFS, Kattupalli Tiruvallur Tamil Nadu                      | 24       | Kences CFS Chennai                            |
| 4        | Allcargo Global Logistics CFS, Chennai                           | 25       | Kerry Indev Logistics CFS,Tuticorin           |
| 5        | ALS Tuticorin Terminal Private Limited                           | 26       | Kerry Indev Logistics ICD, Kanchipuram        |
| 6        | Apm Terminals India CFS, Tiruvallur                              | 27       | Marigold Logistics CFS                        |
| 7        | Balmer Lawrie CFS, Chennai                                       | 28       | MIV CFS                                       |
| 8        | Batco Integrated Logistics Pvt Ltd                               | 29       | Prompt Terminals (P) Ltd                      |
| 9        | Calyx Container Terminal CFS, Chennai                            | 30       | Raja Agencies CFS                             |
| 10       | Central Warehousing Corporation CFS,Banglore                     | 31       | Sanco Trans CFS, Chennai                      |
| 11       | Chandra CFS, Tiruvallur  | 32       | Sattva Cfs And Logistics CFS, Chennai         |
| 12       | Continental Warehousing Corporation CFS (Nhava Seva), Chennai    | 33       | Sattva Hi-Tech And Conware CFS, Chennai       |
| 13       | Continental Warehousing Corporation CFS (Nhava Seva), Tiruvallur | 34       | Sical CFS, Chennai Tiruvallur Tamil Nadu      |
| 14       | Continental Warehousing Corporation Nhava Sheva Ltd,VOCPT        | 35       | Sical Multimodal and Rail Transport CFS,VOCPT |
| 15       | Diamond CFS Park   | 36       | St. John Freight Systems Ltd. - ICD Division  |
| 16       | Ennore Cargo Container Terminal CFS, Chennai                     | 37       | STP Services CFS, Chennai                     |
| 17       | Gateway Distriparks CFS, Chennai                                 | 38       | Sudharsan Logistics CFS, Chennai              |
| 18       | GDKL CFS   | 39       | Sun Global Logistics CFS, Kanchipuram         |
| 19       | Glovis India CFS, Kanchipuram                                    | 40       | Supply Chain Logistics Pvt LTD CFS,Chennai    |
| 20       | Hari CFS   | 41       | Triway CFS, Chennai                           |
| 21       | Hind Terminals CFS, Chennai                                      |          |   |

## List of CFS names used in Eastern CFS Performance Index

| Ref. No. | Name                              |
|----------|-----------------------------------|
| 1        | A L Logistics CFS                 |
| 2        | Allcargo Logistics CFS,Kolkatta   |
| 3        | Balmer Lawrie CFS,Kolkatta        |
| 4        | Century Plyboards CFS, JJP        |
| 5        | Century Plyboards CFS, Sonai      |
| 6        | CWC CFS, Kolkata                  |
| 7        | Gateway East India CFS,Vizag      |
| 8        | Phonex CFS                        |
| 9        | Ralson Petro Chemicals CFS        |
| 10       | Sattava Vishaka CFS               |
| 11       | SICAL CFS,Vizag                   |
| 12       | Sravan CFS-1                      |
| 13       | Sravan CFS-2                      |
| 14       | Transworld Terminals CFS,Kolkatta |
| 15       | VCT CFS                           |
| 16       | VPL Integral CFS                  |



**NLDS**  
NICDC LOGISTICS DATA SERVICES LTD  
*Logistics Redefined*

## **NICDC LOGISTICS DATA SERVICES LIMITED**

Registered Office: Flat No. 302 C, 03<sup>rd</sup> Floor, World Trade Centre,  
Babar Road, New Delhi, Connaught Place, New Delhi - 110001, India

TOLLFREE : 1800 572 8314 | [contactus@nlds.in](mailto:contactus@nlds.in)



Scan to know more

in X f | @nlds