NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

# LOGISTICS DATA BANK

## QUARTERLY ANALYTICS REPORT

2024 | OCTOBER - NOVEMBER - DECEMBER

I @nldsl


## NATIONAL LOGISTICS POLICY

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

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## Team Members

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# LDB AT A GLANCE

## 78 MILLION+

CONTAINERS HANDLED

| | |
|---|---|
| 184 | Toll Plaza Coverage |
| 558+ | CFS/ICD/ICP/PY/ IZ Coverage |
| 600+ | Operators deployed at ports |
| 100% | EXIM Container Terminals covered |
| 4300+ | RFID readers deployed PAN India |
| EDI | with FOIS and 30 Port Terminals |

## PORT PERFORMANCE

(July-August-September'24 vs October-November-December'24)

### DWELL TIME

**WESTERN REGION**

Import Cycle : 24.7% (32.4 hrs to 24.4 hrs) ▼

Export Cycle : 7.0% (93.2 hrs to 86.8 hrs) ▼

**TOP-PERFORMER : Bharat Mumbai Container Terminal (PSA)**

**EASTERN REGION**

Import Cycle : 3.9% (54.8 hrs to 56.9 hrs) ▲

Export Cycle : 4.0% (102.1 hrs to 106.2 hrs) ▲

**TOP-PERFORMER : Visakha Container Terminal**

**SOUTHERN REGION**

Import Cycle : 3.9% (49.1 hrs to 47.2 hrs) ▼

Export Cycle : 2.4% (87.1 hrs to 89.2 hrs) ▲

**Top-Performer : Chennai International Terminals Pvt Ltd (CITPL)**

### TOP PERFORMERS - PAN INDIA OND'24

**TERMINAL**
Bharat Mumbai Container Terminal (PSA)

**CFS**
CWC Polaris Logistics Park

**ICD**
Dronagiri Rail Terminal CFS, Navi Mumbai

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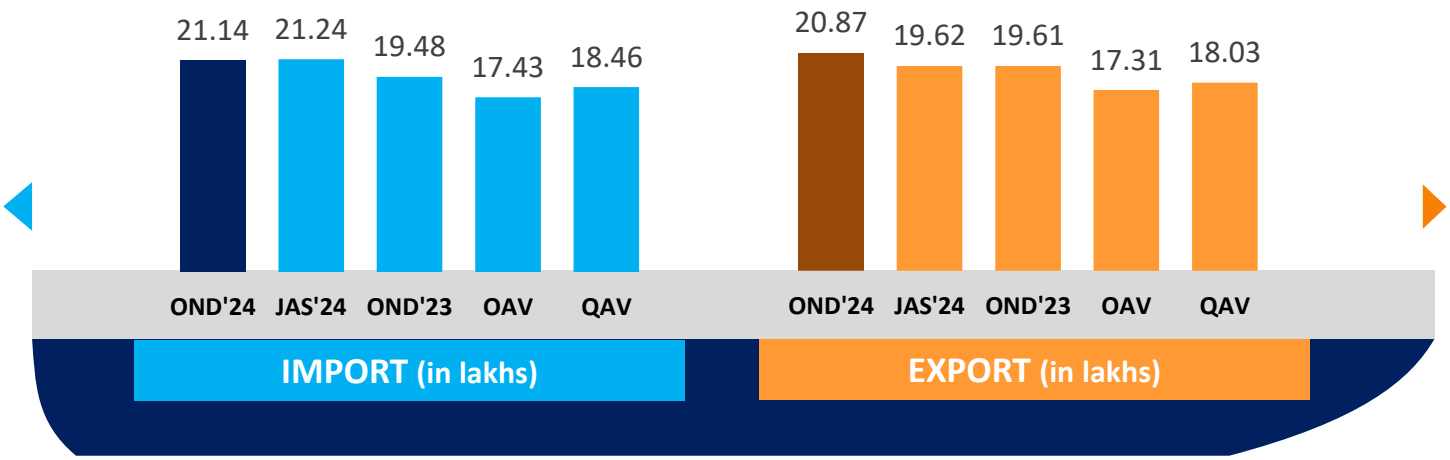
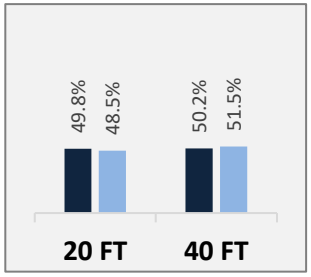
# 01
# PAN INDIA PERFORMANCE

# Container Volume (TEUs): **PAN India**

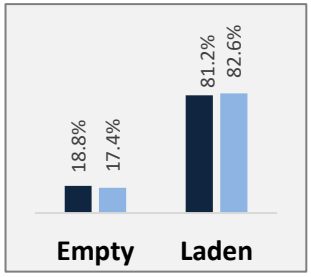
## PAN India



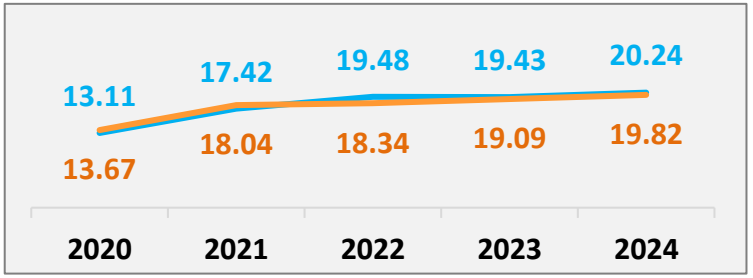

### Container Size-wise (Import)



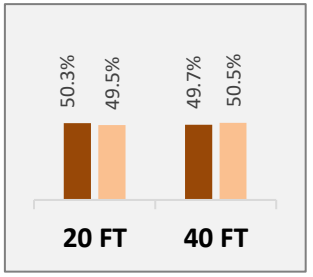

### Container Type-wise (Import)



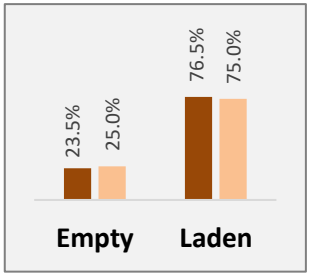

### Container Volume (TEUs) - Annual Average (in lakhs/ quarter)




### Container Size-wise (Export)




### Container Type-wise (Export)

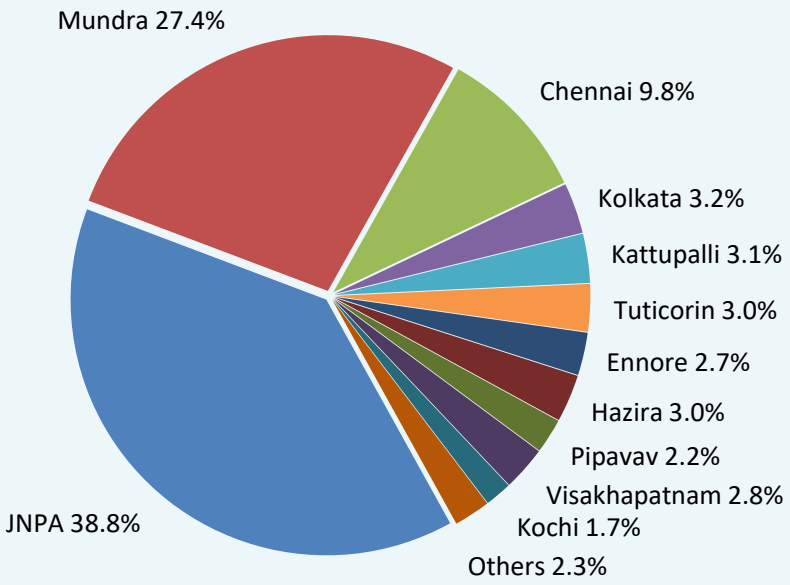



OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

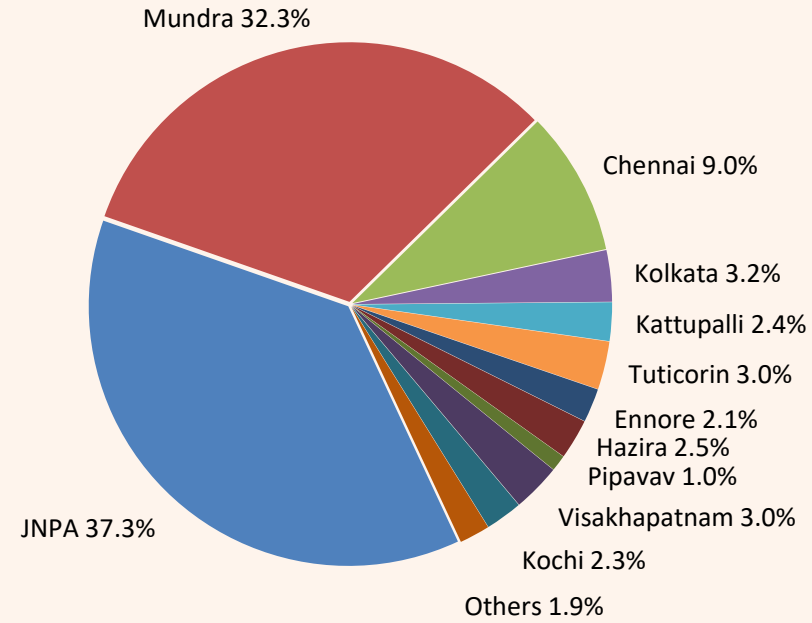
# PAN India EXIM Distribution

Distribution of EXIM container volume (TEUs) for OND 2024 quarter across all ports:

## Import Volume Distribution (50.3%)
(Container Volume (TEUs) in % for OND'24)




## Export Volume Distribution (49.7%)
(Container Volume (TEUs) in % for OND'24)




In the previous quarter, TEU distribution in import and export cycle was 52.0% and 48.0% respectively.

Others include Kandla, Haldia, Paradip and New Mangalore

# Key Observations

In comparison with JAS 2024:

| | |
|---|---|
| Pan India | • Container volume (TEUs) has **increased by 6%** in export cycle. This increase is largely due to 11% increase in export container volume of western region.<br>• Top performing terminal for this quarter is Bharat Mumbai Container Terminals(PSA) (JNPA port) |
| Western Region | • Container volume (TEUs) has **increased by 2% & 11%** in import cycle & export cycle respectively.<br>• JNPA port dwell time **performance has improved by 39%** in import cycle. This outcome can be attributed to last quarter's dwell time which was unusually high (i.e., 49% reduction in performance from OADT) because of higher vessel calling coupled with heavy rainfall which has since been adjusted due to faster container clearance leading to lesser waiting time at the container yards.<br>• Kandla port dwell time **performance has improved by 20%** in export cycle. This improvement is 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).<br>• Pipavav port dwell time **performance has reduced by 21%** in import cycle due to space shortage in CFS during the month of November, leading to an increase in dwell time. |
| Southern Region | • Container volume (TEUs) has **reduced by 6% & 5%** in import cycle & export cycle respectively.<br>• Ennore port dwell time **performance has reduced by 29%** in import cycle and **reduced by 32%** in export cycle. This decline in performance is mainly due to the IT system migration of the Terminal Operating System (TOS) in the month of November, which had created operational challenges and congestion at the port resulting in high container handling time.<br>• Chennai Port to CFS and CFS to Port transit time **performance has improved by 15% and 13%** 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.<br>• Kattupalli port dwell time **performance has reduced by 14%** in import cycle and **reduced by 23%** in export cycle. This decline in performance is mainly due to the IT system migration of the Terminal Operating System (TOS) in the month of November, which had created operational challenges and congestion at the port resulting in high container handling time. |
| Eastern Region | • Container volume (TEUs) has **reduced by 11% & 5%** in import cycle & export cycle respectively.<br>• Top performing terminal in Eastern region is Visakha Container Terminal |

# Dwell Time Performance (OND 2024): **PAN India**

**Western Region**

**Hazira**

| Import | Export |
|---|---|
| 24.5 | 112.5 |

**Pipavav**

| Import | Export |
|---|---|
| 67.9 ↑ | 103.0 ↓ |

**Kolkata**

| Import | Export |
|---|---|
| 49.1 | 128.2 ↑ |

**Mundra**

| Import | Export |
|---|---|
| 30.9 | 99.8 ↓ |

**Visakhapatnam**

| Import | Export |
|---|---|
| 57.1 | 85.9 |

**Nhava Sheva (JNPA)**

| Import | Export |
|---|---|
| 20.0 ↓ | 76.4 |

**Haldia**

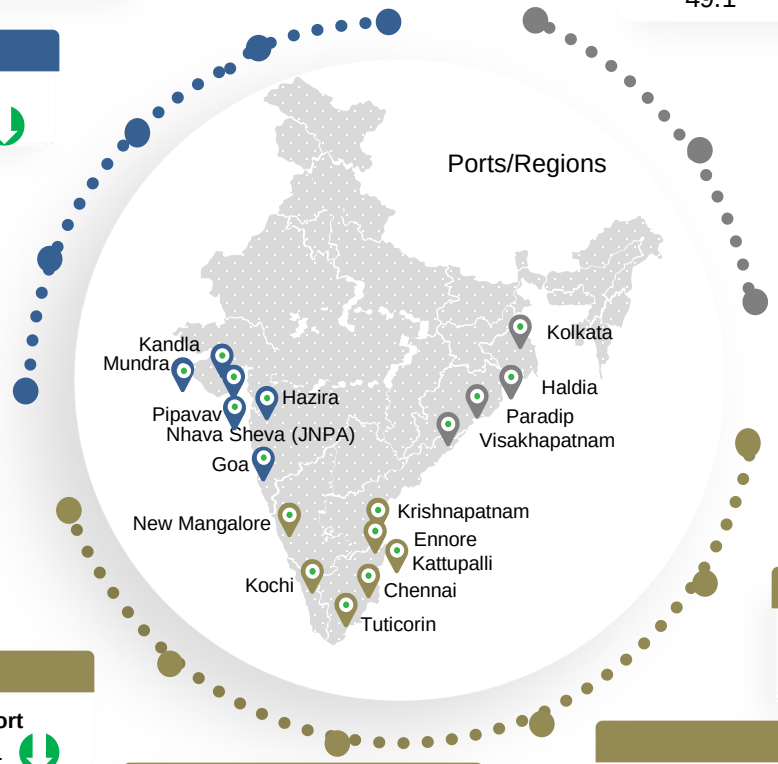
| Import | Export |
|---|---|
| 72.6 ↓ | 152.9 |

**Kandla**

| Import | Export |
|---|---|
| 53.3 | 64.5 ↓ |

**Chennai**

| Import | Export |
|---|---|
| 45.0 ↓ | 90.2 |




**Tuticorin**

| Import | Export |
|---|---|
| 25.4 ↑ | 62.9 |

**Ennore**

| Import | Export |
|---|---|
| 67.7 ↑ | 133.0 ↑ |

**Kochi**

| Import | Export |
|---|---|
| 41.7 ↑ | 94.1 ↓ |

**Kattupalli**

| Import | Export |
|---|---|
| 72.7 ↑ | 118.4 ↑ |

**New Mangalore**

| Import | Export |
|---|---|
| 81.4 ↓ | 76.1 ↑ |
| 44.0* ↓ | 56.0* |

**Eastern Region**

**Southern Region**

**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 quarter

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

## Western Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|---|---|---|
| OND'24 | 24.4 ↓ | 86.8 ↓ |
| JAS'24 | 32.4 | 93.2 |
| OND'23 | 23.8 | 84.9 |
| OADT | 25.6 | 91.6 |
| QADT | 24.6 | 89.0 |

## Southern Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|---|---|---|
| OND'24 | 47.2 ↓ | 89.2 ↑ |
| JAS'24 | 49.1 | 87.1 |
| OND'23 | 48.0 | 79.6 |
| OADT | 42.9 | 86.8 |
| QADT | 44.8 | 87.1 |

## Eastern Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|---|---|---|
| OND'24 | 56.9 ↑ | 106.2 ↑ |
| JAS'24 | 54.8 | 102.1 |
| OND'23 | 46.8 | 87.0 |
| OADT | 49.5 | 107.8 |
| QADT | 47.0 | 103.8 |

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

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

# Dwell Time Performance: **Port Import Cycle**

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **24.4** | | **32.4** | **23.8** | **25.6** | **24.6** |
| JNPA | 20.0 | ↓ | 32.9 | 19.6 | 22.1 | 20.8 |
| Mundra | 30.9 | ↓ | 31.2 | 28.3 | 28.8 | 28.3 |
| Pipavav | 67.9 | ↑ | 56.2 | 67.4 | 54.5 | 65.2 |
| Kandla | 53.3 | ↓ | 54.2 | 50.3 | 46.8 | 48.3 |
| Hazira | 24.5 | ↑ | 23.3 | 27.3 | 31.1 | 28.5 |
| **Southern Region** | **47.2** | | **49.1** | **48.0** | **42.9** | **44.8** |
| Chennai | 45.0 | ↓ | 53.6 | 49.3 | 45.4 | 47.2 |
| Kochi | 41.7 | ↑ | 36.8 | 35.0 | 41.9 | 39.3 |
| Kattupalli | 72.7 | ↑ | 63.5 | 71.6 | 56.6 | 63.1 |
| Tuticorin | 25.4 | ↑ | 22.6 | 21.2 | 22.4 | 20.7 |
| Ennore | 67.7 | ↑ | 52.4 | 54.4 | 44.5 | 51.6 |
| New Mangalore | 44.0* | ↓ | 51.8* | 68.3 | 74.5 | 63.8 |
| **Eastern Region** | **56.9** | | **54.8** | **46.8** | **49.5** | **47.0** |
| Visakhapatnam | 57.1 | ↑ | 56.8 | 53.0 | 58.8 | 54.0 |
| Kolkata | 49.1 | ↑ | 45.0 | 39.7 | 36.6 | 36.8 |
| Haldia | 72.6 | ↓ | 85.4 | 80.8 | 87.6 | 82.6 |

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

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

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

# Dwell Time Performance: **Port Export Cycle**

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND"23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **86.8** | | **93.2** | **84.9** | **91.6** | **89.0** |
| JNPA | 76.4 | ↓ | 77.6 | 68.1 | 74.2 | 73.0 |
| Mundra | 99.8 | ↓ | 111.7 | 101.1 | 113.0 | 107.8 |
| Pipavav | 103.0 | ↓ | 133.8 | 95.1 | 112.6 | 102.6 |
| Kandla | 64.5 | ↓ | 80.9 | 81.3 | 109.7 | 106.2 |
| Hazira | 112.5 | ↓ | 123.0 | 110.0 | 119.1 | 116.7 |
| **Southern Region** | **89.2** | | **87.1** | **79.6** | **86.8** | **87.1** |
| Chennai | 90.2 | ↑ | 89.9 | 81.7 | 91.8 | 90.9 |
| Kochi | 94.1 | ↓ | 109.7 | 81.5 | 91.5 | 91.9 |
| Kattupalli | 118.4 | ↑ | 96.4 | 84.2 | 95.3 | 97.9 |
| Tuticorin | 62.9 | ↓ | 63.4 | 56.6 | 64.2 | 65.7 |
| Ennore | 133.0 | ↑ | 100.4 | 92.6 | 101.6 | 104.1 |
| New Mangalore | 56.0* | ↑ | 55.5* | 87.5 | 85.2 | 77.7 |
| **Eastern Region** | **106.2** | | **102.1** | **87.0** | **107.8** | **103.8** |
| Visakhapatnam | 85.9 | ↓ | 92.6 | 85.0 | 93.2 | 92.2 |
| Kolkata | 128.2 | ↑ | 110.5 | 84.5 | 124.5 | 115.4 |
| Haldia | 152.9 | ↑ | 144.0 | 148.3 | 128.2 | 124.9 |

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

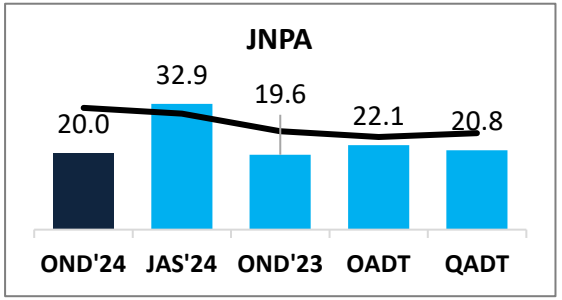
***Note:** Marked quarterly New Mangalore dwell time does not include the free time at the port

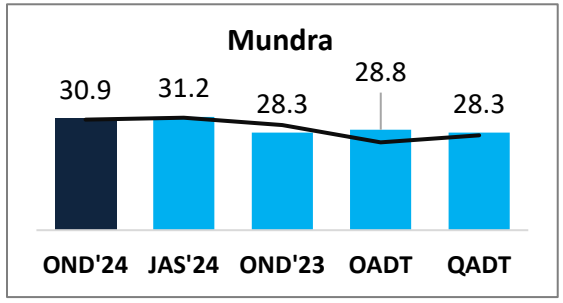
↓ ↑ Indicates decrease/ increase in dwell time from last quarter

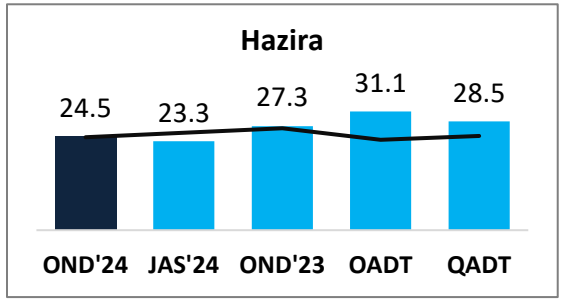
# Port Performance Comparison: **Import Cycle**

Port dwell time performance across various time frames:

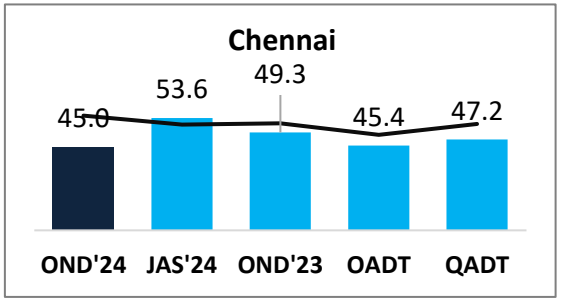
## Western Region
(Container Volume TEUs share 72.3%)

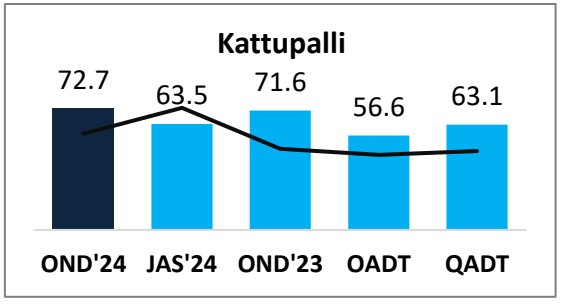


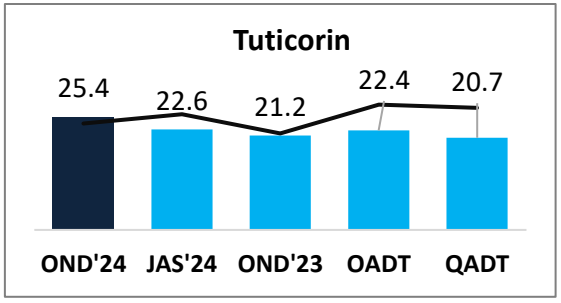



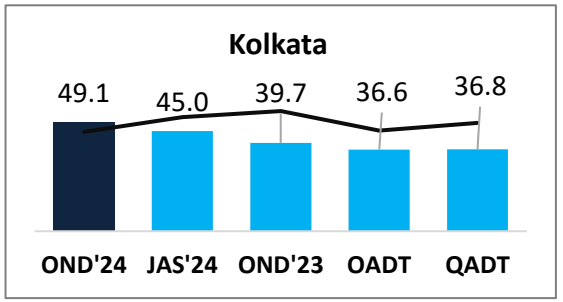

## Southern Region
(Container Volume TEUs share 20.7%)

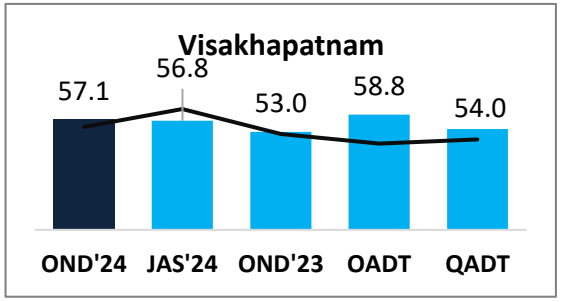


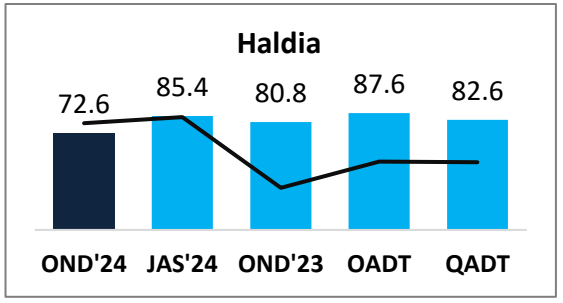




## Eastern Region
(Container Volume TEUs share 7.0%)



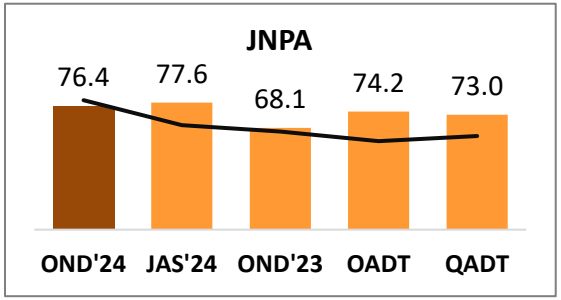

—— Represents the trend of container volume (TEUs)
OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

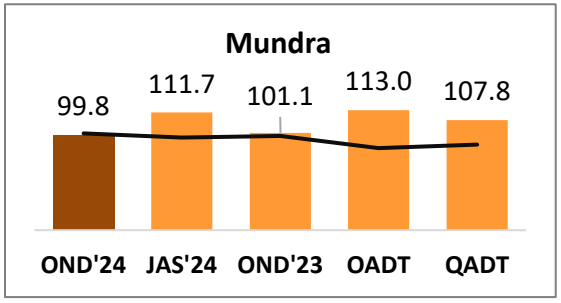
**Note:**
All values are in hours
Top 3 ports of the region based on container volume (TEUs) are showcased

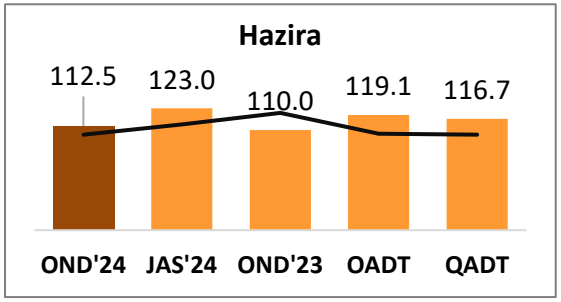
# Port Performance Comparison: **Export Cycle**

Port dwell time performance across various time frames:

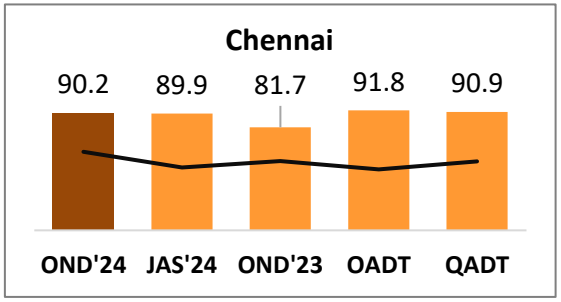
## Western Region
(Container Volume TEUs share 73.4%)

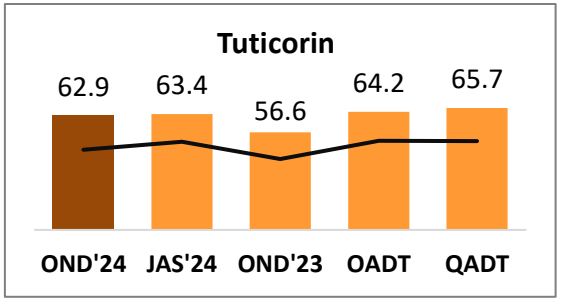


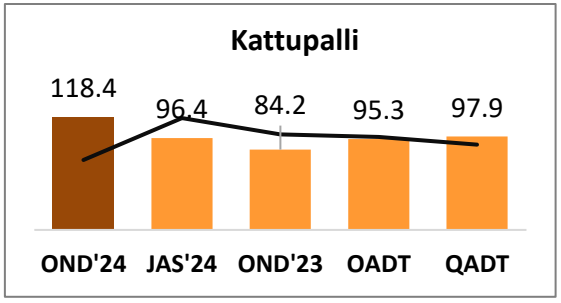



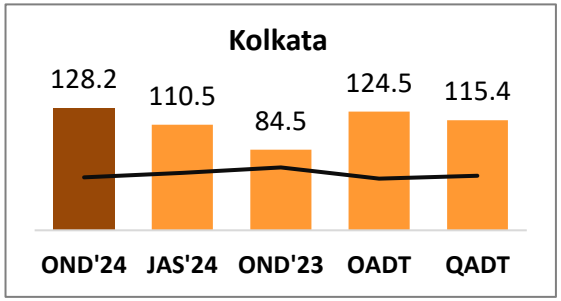

## Southern Region
(Container Volume TEUs share 19.5%)

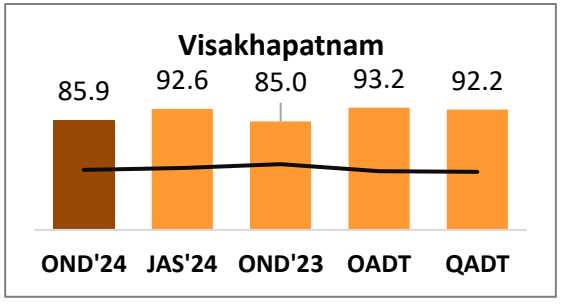


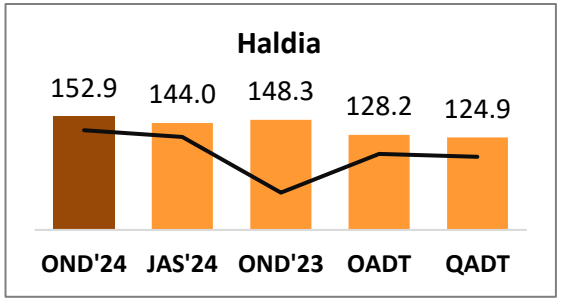




## Eastern Region
(Container Volume TEUs share 7.1%)




—— Represents the trend of container volume (TEUs)

OADT – Overall Avg Dwell Time

QADT – Quarterly Avg Dwell Time

**Note:**

All values are in hours

Top 3 ports of the region based on container volume (TEUs) are showcased

# Dwell Time Performance: **Entry & Exit Type**

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

### DPD

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 21.6 | ↓ | 27.4 | 23.2 | 29.4 | 26.8 |
| Southern | 63.2 | ↓ | 78.9 | 73.6 | 51.1 | 53.5 |
| Eastern | 108.6 | ↑ | 106.6 | 92.9 | 82.2 | 85.4 |

### Non DPD

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 24.7 | ↓ | 33.1 | 23.8 | 24.3 | 23.8 |
| Southern | 46.5 | ↓ | 47.8 | 46.3 | 38.2 | 40.4 |
| Eastern | 51.5 | ↑ | 49.2 | 41.6 | 47.3 | 44.8 |

### DPE

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 73.1 | ↓ | 79.2 | 74.2 | 77.5 | 76.8 |
| Southern | - | | - | 83.4 | 89.3 | 89.8 |
| Eastern | 126.1 | ↓ | 129.7 | 119.8 | 122.5 | 119.0 |

### Non DPE

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 89.0 | ↓ | 95.0 | 86.8 | 82.9 | 82.6 |
| Southern | 90.8 | ↑ | 86.1 | 77.8 | 84.0 | 85.6 |
| Eastern | 96.0 | ↑ | 85.5 | 65.5 | 92.9 | 86.0 |

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

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

# Dwell Time Performance: **Container Size**

Port dwell time of containers based on container size:

**40 FT**

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 24.2 | ↓ | 35.1 | 23.4 | 25.6 | 24.3 |
| Southern | 46.5 | ↓ | 49.4 | 47.5 | 40.9 | 42.3 |
| Eastern | 53.2 | ↑ | 51.8 | 43.1 | 44.4 | 42.9 |

**20 FT**

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 24.7 | ↓ | 29.8 | 24.2 | 25.6 | 24.9 |
| Southern | 48.1 | ↓ | 48.8 | 48.6 | 44.5 | 46.9 |
| Eastern | 58.4 | ↑ | 56.7 | 48.7 | 52.7 | 49.8 |

**40 FT**

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 87.9 | ↓ | 94.5 | 84.9 | 91.2 | 89.2 |
| Southern | 92.6 | ↑ | 91.1 | 82.4 | 89.8 | 90.1 |
| Eastern | 110.2 | ↑ | 107.5 | 90.6 | 108.6 | 104.2 |

**20 FT**

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 85.8 | ↓ | 91.9 | 85.0 | 91.9 | 88.8 |
| Southern | 85.9 | ↑ | 81.7 | 77.2 | 83.7 | 84.1 |
| Eastern | 104.6 | ↑ | 99.5 | 85.7 | 107.4 | 103.4 |

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

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

# Dwell Time Performance: **Container State**

Port dwell time of containers based on container state:

### Empty

**IMPORT**

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 27.2 | ↓ | 30.3 | 23.5 | 31.0 | 28.2 |
| Southern | 42.6 | ↓ | 52.7 | 54.6 | 35.8 | 44.0 |
| Eastern | 82.9 | ↓ | 83.4 | 81.6 | 62.4 | 57.5 |

### Laden

**IMPORT**

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 23.6 | ↓ | 33.1 | 23.8 | 23.6 | 23.4 |
| Southern | 40.5 | ↓ | 46.6 | 44.0 | 41.8 | 43.4 |
| Eastern | 54.4 | ↑ | 51.2 | 44.9 | 49.9 | 48.1 |

### Empty

**EXPORT**

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 76.8 | ↑ | 72.2 | 69.2 | 68.6 | 69.9 |
| Southern | 88.8 | ↓ | 93.9 | 82.1 | 77.2 | 84.3 |
| Eastern | 66.0 | ↑ | 54.3 | 42.2 | 56.4 | 53.8 |

### Laden

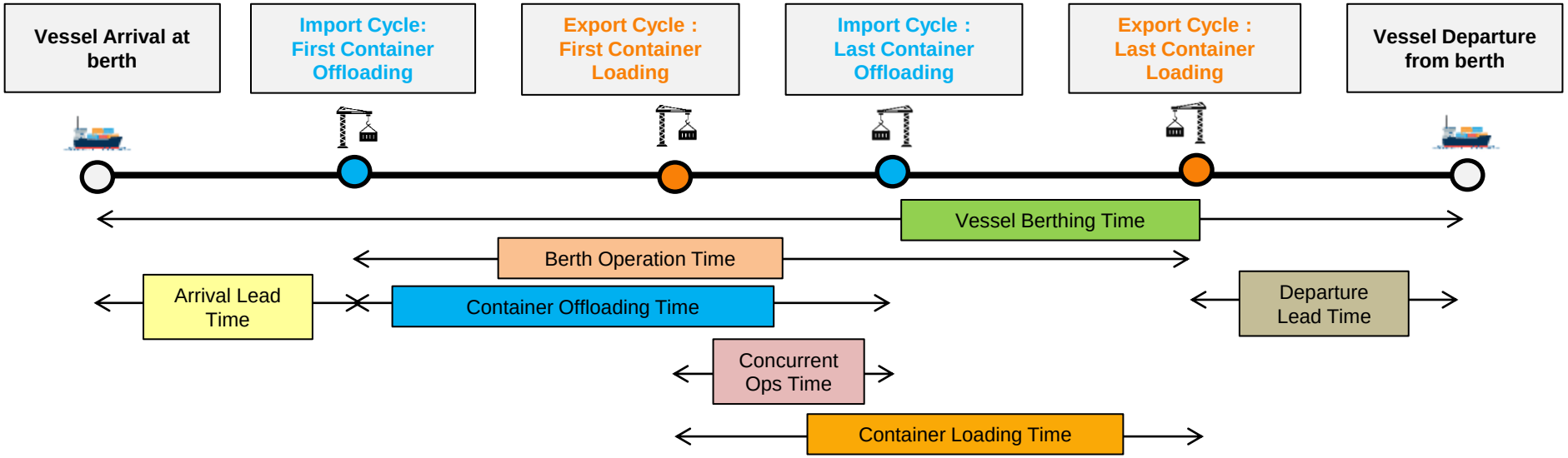
**EXPORT**

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 89.8 | ↓ | 100.4 | 90.0 | 92.6 | 90.4 |
| Southern | 79.1 | ↓ | 83.1 | 78.5 | 87.2 | 88.0 |
| Eastern | 119.1 | ↓ | 122.9 | 110.0 | 116.0 | 111.7 |

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

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

# Vessel Analysis: **PAN India**




| OND'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 | 20.8 | 2.0 | 3.7 | 2.0 | 2.7 | 51.3% | 1.4 |
| Mundra | 24.1 | 2.6 | 4.0 | 1.6 | 2.1 | 52.8% | 1.3 |
| JNPA | 19.7 | 1.2 | 2.2 | 1.6 | 2.4 | 52.2% | 1.1 |
| Other Western | 23.5 | 1.0 | 2.7 | 1.2 | 4.4 | 66.6% | 1.1 |
| Southern | 20.4 | 1.9 | 3.3 | 2.0 | 3.6 | 48.0% | 1.8 |
| Eastern | 21.0 | 1.3 | 7.4 | 5.0 | 5.3 | 41.3% | 2.1 |

# Performance Benchmarking: **PAN India Terminals**

Performance benchmarking of terminals based on dwell time vis-à-vis container volume (TEUs) handled:


**X-Axis:** Dwell Time
**Threshold Value (in hours):** 64.5

**Y-Axis:** Container Volume (TEUs)
**Threshold Value (in TEUs):** 1,82,345

| Abb. | Terminals | Container Volume (TEUs) |
|---|---|---|
| A | Adani CMA Mundra Terminal (ACMTPL) | 5.4% |
| B | Adani Hazira Port Private Limited (AHPPL) | 2.8% |
| C | Adani International Container Terminal (AICTPL) | 7.1% |
| D | Adani Mundra Container Terminal (AMCT) | 5.2% |
| E | Bharat Mumbai Container Terminals(PSA) | 11.6% |
| F | Gateway Terminals India (GTI) | 11.5% |
| G | APM Terminals Pipavav, Gujarat | 1.6% |
| H | Nhava Sheva Freeport Terminal (NSFT) | 2.9% |
| I | Mundra International Container Terminal (MICT) | 6.8% |
| J | Nhava Sheva India Gateway Terminal (NSIGT) | 5.6% |
| K | Nhava Sheva International Container Terminal (NSICT) | 6.4% |
| L | Kandla International Container Terminal (KICT) | 0.5% |
| M | Adani Mundra Container Terminal-2 (AMCT-2) | 5.4% |
| N | Chennai Container Terminal Pvt. Ltd. (CCTL) | 4.1% |
| O | Chennai International Terminals Pvt Ltd (CITPL) | 5.3% |
| P | Dakshin Bharat Gateway Terminal (DBGT) | 3.0% |
| Q | International Container Transhipment Terminal, Kochi | 2.0% |
| R | Adani Kattupalli Port Private Limited (AKPPL) | 2.7% |
| S | PSA SICAL Terminals | - |
| T | Mangalore Container Terminal Private Limited (MCTPL) | 0.6% |
| U | Adani Ennore Container Terminal | 2.4% |
| V | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | - |
| W | Haldia International Container Terminal (HICT) | 0.9% |
| X | Kolkata Dock System (KDS) , Kolkata Port | 3.3% |
| Y | Visakha Container Terminal | 2.9% |

**Star Performer** ★★★
Entities with high container volume (TEUs) and low dwell time

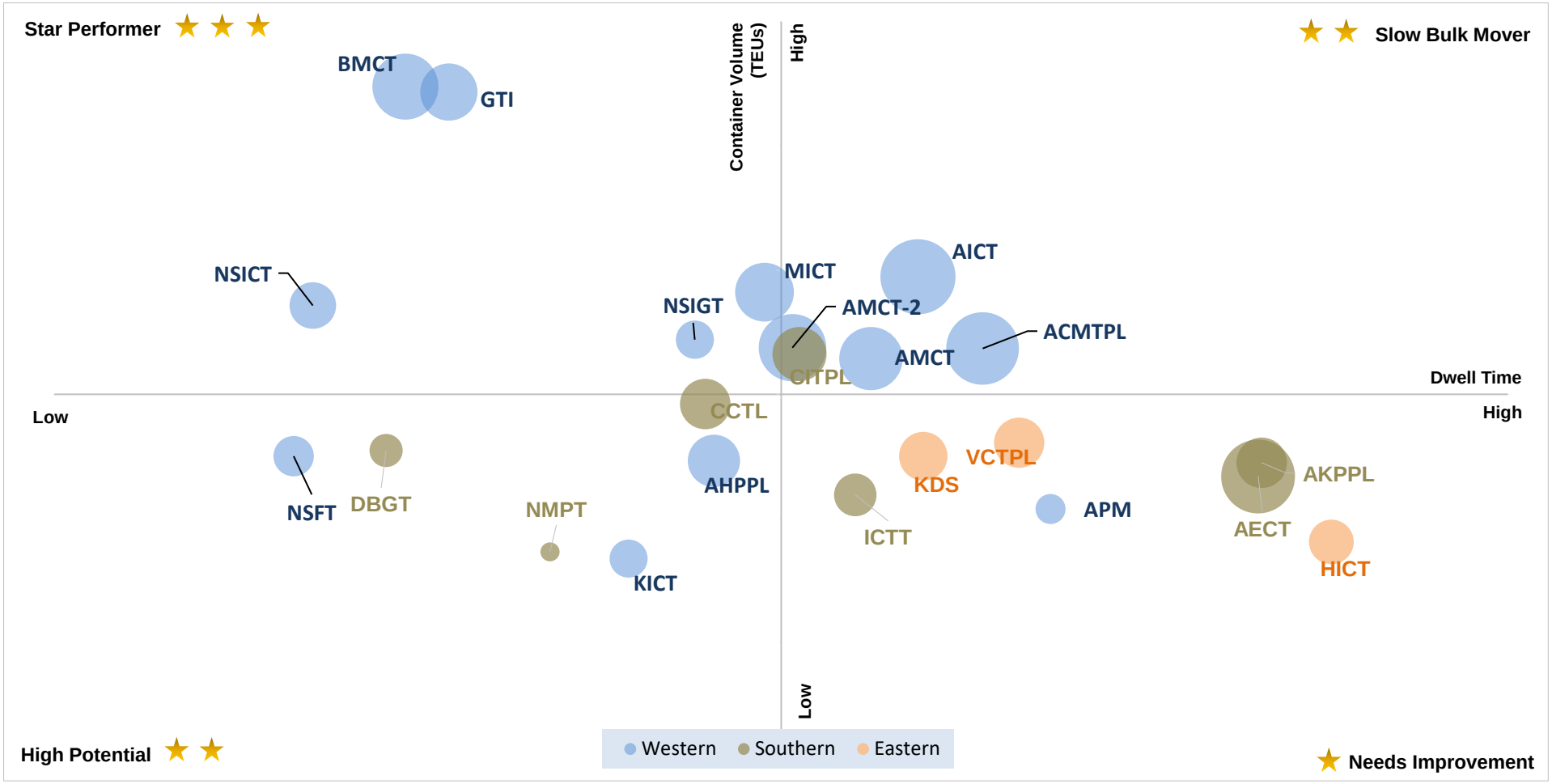
**High Potential** ★★
Entities with low container volume (TEUs) and low dwell time

**Slow Bulk Movers** ★★
Entities with high container volume (TEUs) and high dwell time

**Needs Improvement** ★
Entities with low container volume (TEUs) and high dwell time

# Performance Benchmarking: **PAN India Terminals**

Performance benchmarking of terminals based on dwell time, container volume (TEUs) handled, and terminal capacity for OND'24:




**X-Axis:** Dwell Time
**Threshold Value (in hours):** 64.5

Bubble size represents the terminal capacity

**Y-Axis:** Container Volume (TEUs)
**Threshold Value (in TEUs):** 1,82,345

**Star Performer** ★ ★ ★
Entities with high container volume (TEUs) and low dwell time

**High Potential** ★ ★
Entities with low container volume (TEUs) and low dwell time

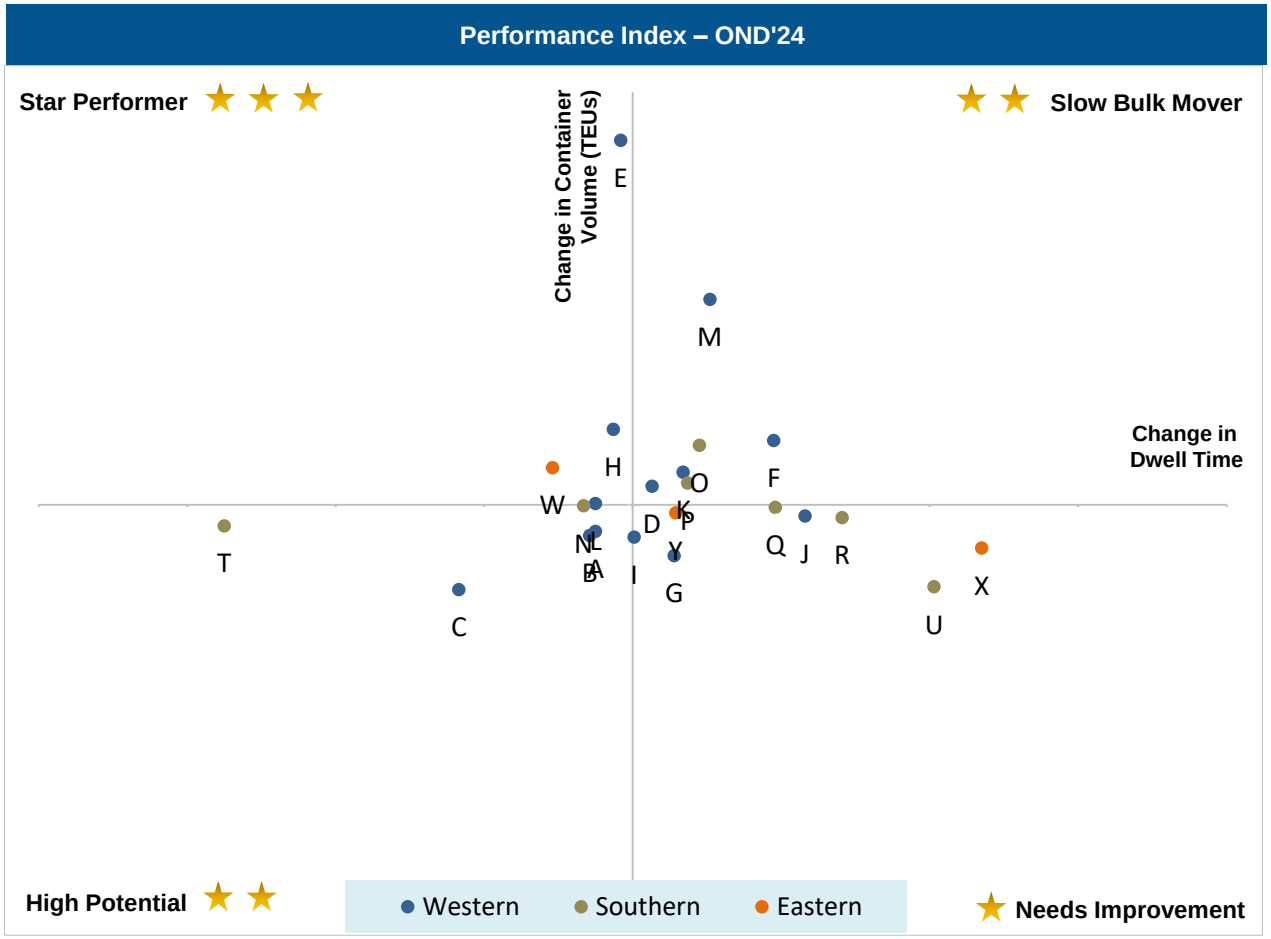
**Slow Bulk Movers** ★ ★
Entities with high container volume (TEUs) and high dwell time

**Needs Improvement** ★
Entities with low container volume (TEUs) and high dwell time

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

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

Performance benchmarking of terminals based on the change from previous year same quarter in dwell time vs-a-vis container volume (TEUs) handled:




**X-Axis:** Change in dwell time

**Y-Axis:** Change in Container Volume (TEUs)

| Abb. | Terminals | Container Volume (TEUs) |
|---|---|---|
| A | Adani CMA Mundra Terminal (ACMTPL) | 5.4% |
| B | Adani Hazira Port Private Limited (AHPPL) | 2.8% |
| C | Adani International Container Terminal (AICTPL) | 7.1% |
| D | Adani Mundra Container Terminal (AMCT) | 5.2% |
| E | Bharat Mumbai Container Terminals(PSA) | 11.6% |
| F | Gateway Terminals India (GTI) | 11.5% |
| G | APM Terminals Pipavav, Gujarat | 1.6% |
| H | Nhava Sheva Freeport Terminal (NSFT) | 2.9% |
| I | Mundra International Container Terminal (MICT) | 6.8% |
| J | Nhava Sheva India Gateway Terminal (NSIGT) | 5.6% |
| K | Nhava Sheva International Container Terminal (NSICT) | 6.4% |
| L | Kandla International Container Terminal (KICT) | 0.5% |
| M | Adani Mundra Container Terminal-2 (AMCT-2) | 5.4% |
| N | Chennai Container Terminal Pvt. Ltd. (CCTL) | 4.1% |
| O | Chennai International Terminals Pvt Ltd (CITPL) | 5.3% |
| P | Dakshin Bharat Gateway Terminal (DBGT) | 3.0% |
| Q | International Container Transhipment Terminal, Kochi | 2.0% |
| R | Adani Kattupalli Port Private Limited (AKPPL) | 2.7% |
| S | PSA SICAL Terminals | - |
| T | Mangalore Container Terminal Private Limited (MCTPL) | 0.6% |
| U | Adani Ennore Container Terminal | 2.4% |
| V | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | - |
| W | Haldia International Container Terminal (HICT) | 0.9% |
| X | Kolkata Dock System (KDS) , Kolkata Port | 3.3% |
| Y | Visakha Container Terminal | 2.9% |

**Star Performer** ★ ★ ★

Entities with improved dwell time performance and an increase in container volume (TEUs) handled

**High Potential** ★ ★

Entities with improved dwell time performance and a decrease in container volume (TEUs) handled

**Slow Bulk Movers** ★ ★

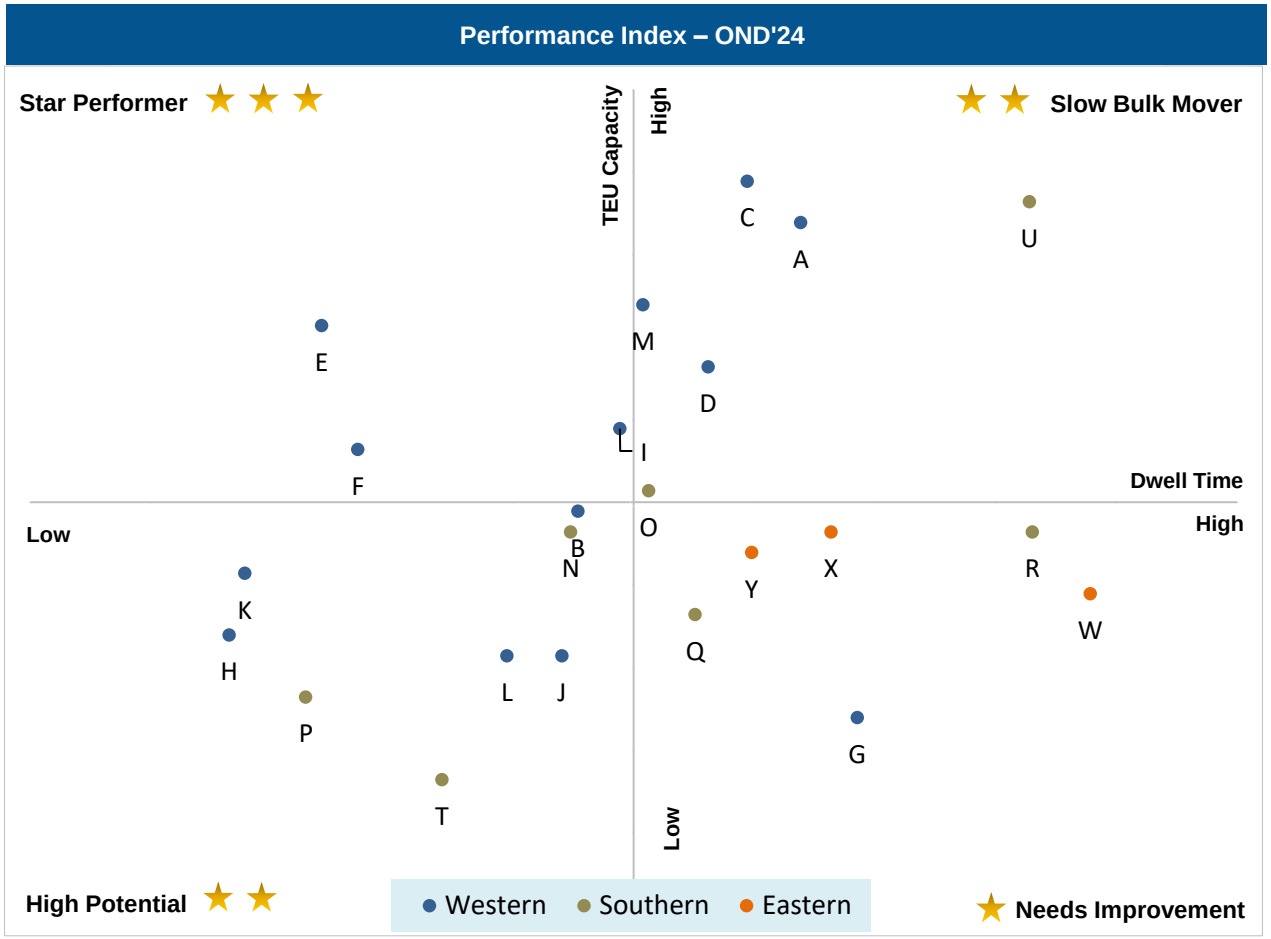
Entities with a decline in dwell time performance and an increase in container volume (TEUs) handled

**Needs Improvement** ★

Entities with a decline in dwell time performance and decrease in container volume (TEUs) 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

**Y-Axis:** TEU Capacity

| Abb. | Terminals | Container Volume (TEUs) |
|---|---|---|
| A | Adani CMA Mundra Terminal (ACMTPL) | 5.4% |
| B | Adani Hazira Port Private Limited (AHPPL) | 2.8% |
| C | Adani International Container Terminal (AICTPL) | 7.1% |
| D | Adani Mundra Container Terminal (AMCT) | 5.2% |
| E | Bharat Mumbai Container Terminals(PSA) | 11.6% |
| F | Gateway Terminals India (GTI) | 11.5% |
| G | APM Terminals Pipavav, Gujarat | 1.6% |
| H | Nhava Sheva Freeport Terminal (NSFT) | 2.9% |
| I | Mundra International Container Terminal (MICT) | 6.8% |
| J | Nhava Sheva India Gateway Terminal (NSIGT) | 5.6% |
| K | Nhava Sheva International Container Terminal (NSICT) | 6.4% |
| L | Kandla International Container Terminal (KICT) | 0.5% |
| M | Adani Mundra Container Terminal-2 (AMCT-2) | 5.4% |
| N | Chennai Container Terminal Pvt. Ltd. (CCTL) | 4.1% |
| O | Chennai International Terminals Pvt Ltd (CITPL) | 5.3% |
| P | Dakshin Bharat Gateway Terminal (DBGT) | 3.0% |
| Q | International Container Transhipment Terminal, Kochi | 2.0% |
| R | Adani Kattupalli Port Private Limited (AKPPL) | 2.7% |
| S | PSA SICAL Terminals | - |
| T | Mangalore Container Terminal Private Limited (MCTPL) | 0.6% |
| U | Adani Ennore Container Terminal | 2.4% |
| V | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | - |
| W | Haldia International Container Terminal (HICT) | 0.9% |
| X | Kolkata Dock System (KDS) , Kolkata Port | 3.3% |
| Y | Visakha Container Terminal | 2.9% |

**Star Performer** ★★★
Entities with high TEU capacity and low dwell time

**High Potential** ★★
Entities with low TEU capacity and low dwell time

**Slow Bulk Movers** ★★
Entities with high TEU capacity and high dwell time

**Needs Improvement** ★
Entities with low TEU capacity and high dwell time

# Dwell Time Performance: **CFS Import Cycle**

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **90.0** | | **93.6** | **100.2** | **92.0** | **94.0** |
| JNPA | 82.8 | ↓ | 85.9 | 93.2 | 85.0 | 85.9 |
| Mundra | 103.8 | ↓ | 105.1 | 111.5 | 101.6 | 106.4 |
| Pipavav | - | | 94.5 | 81.2 | 85.0 | 78.9 |
| Hazira | 114.6 | ↑ | 109.1 | 107.1 | 104.8 | 106.3 |
| **Southern Region** | **133.7** | | **128.8** | **136.3** | **128.4** | **132.9** |
| Chennai, Ennore, Kattupalli | 127.2 | ↑ | 116.8 | 127.7 | 119.8 | 126.2 |
| Kochi | 127.0 | ↓ | 129.5 | 144.3 | 124.2 | 126.4 |
| Tuticorin | 179.5 | ↓ | 182.6 | 172.4 | 166.6 | 168.7 |
| **Eastern Region** | **149.4** | | **154.6** | **156.9** | **147.5** | **150.7** |
| Visakhapatnam | 175.6 | ↓ | 183.9 | 194.8 | 170.3 | 182.9 |
| Kolkata | 140.9 | ↓ | 145.8 | 143.9 | 139.9 | 140.7 |
| Haldia | 147.9 | ↓ | 151.5 | 139.4 | 143.4 | 142.0 |

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
QADT – Quarterly Avg Dwell Time

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

# Dwell Time Performance: **CFS Export Cycle**

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **62.0** | | **72.1** | **56.4** | **67.4** | **61.0** |
| JNPA | 66.6 | ↓ | 74.6 | 58.9 | 74.5 | 68.7 |
| Mundra | 57.3 | ↓ | 70.0 | 53.6 | 58.6 | 54.8 |
| Pipavav | - | | - | 71.9 | 70.0 | 62.5 |
| **Southern Region** | **47.8** | | **43.4** | **36.8** | **39.3** | **40.8** |
| Chennai, Ennore, Kattupalli | 56.2 | ↑ | 48.1 | 40.4 | 45.0 | 46.0 |
| Tuticorin | 26.8 | ↓ | 27.4 | 24.0 | 25.2 | 25.4 |
| **Eastern Region** | **96.6** | | **95.2** | **102.6** | **95.8** | **97.5** |
| Visakhapatnam | 78.4 | ↓ | 81.7 | 78.3 | 82.9 | 82.7 |
| Kolkata | 107.8 | ↓ | 114.2 | 128.7 | 104.7 | 111.6 |

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
QADT – Quarterly Avg Dwell Time

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

# Performance Benchmarking: **PAN India CFSs**

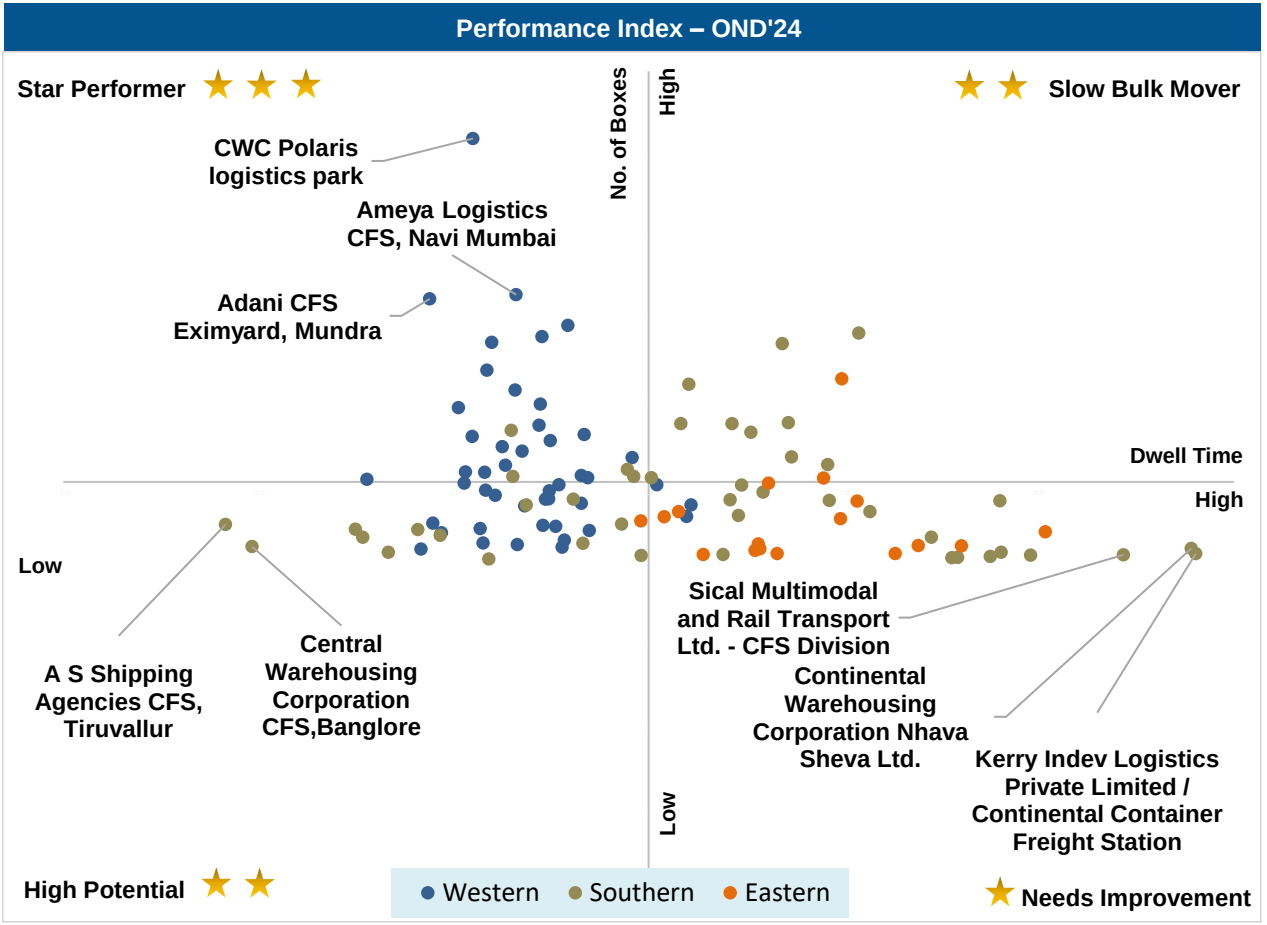
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing CFS**

- CWC Polaris logistics park
- Ameya Logistics CFS, Navi Mumbai
- Adani CFS Eximyard, Mundra

**High Potential CFS**

- A S Shipping Agencies CFS, Tiruvallur
- Central Warehousing Corporation CFS, Banglore




**Low Performing CFS**

- Continental Warehousing Corporation Nhava Sheva Ltd.
- Kerry Indev Logistics Private Limited / Continental Container Freight Station
- Sical Multimodal and Rail Transport Ltd.- CFS Division

**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 Movers** ★★
Entities with high container count and high dwell time

**Needs Improvement** ★
Entities with low container count and high dwell time

# Dwell Time Performance: **ICD Import & Export Cycle**

## IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western Region | 133.4 | ↑ | 119.6 | 141.9 | 128.7 | 134.0 |
| Southern Region | 160.7 | ↑ | 128.4 | 143.2 | 125.4 | 153.8 |
| Eastern Region | - | | 122.2 | 100.9 | 107.4 | 93.8 |
| Northern Region | 126.6 | ↑ | 113.3 | 130.7 | 129.1 | 130.6 |

## EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'23 (in hrs) | OADT (in hrs) | QADT (in hrs) |
|---|---|---|---|---|---|---|
| Western Region | 107.5 | ↓ | 114.7 | 98.0 | 100.5 | 102.7 |
| Northern Region | 104.8 | ↑ | 100.4 | 109.1 | 100.2 | 99.7 |

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

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

# ICD Performance Benchmarking: **PAN India**

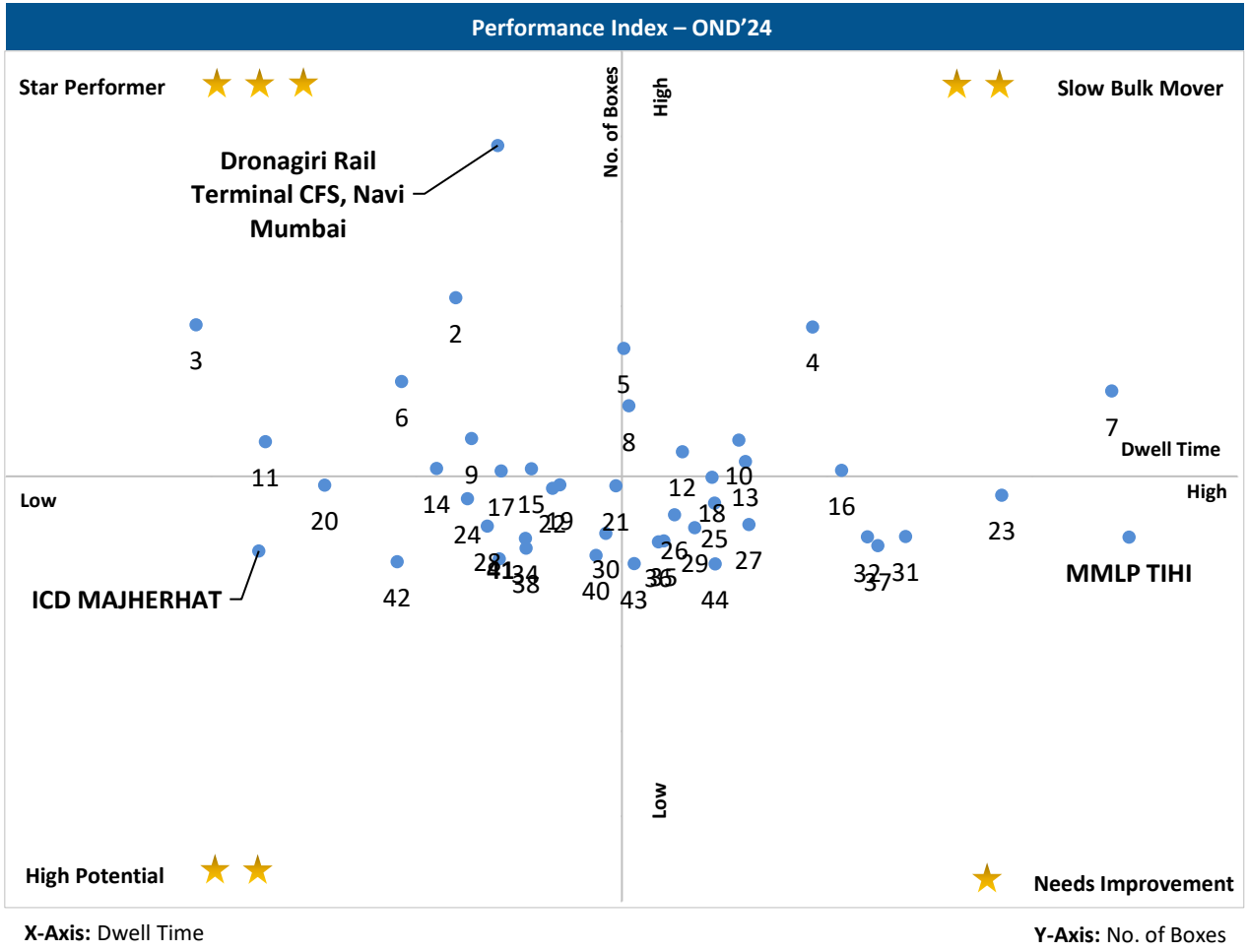
Performance benchmarking of ICDs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing ICD**

Dronagiri Rail Terminal CFS, Navi Mumbai

**High Potential ICD**

ICD, MAJHERHAT




**Low Performing ICD**

MMLP TIHI

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

# Dwell Time Performance: **Domestic Containers**

Terminal dwell time performance for handling domestic containers:

| Terminals | Dwell time for handling domestic containers | | | Overall domestic containers volume (TEUs) distribution among terminals | |
|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (%) | JAS'24 (%) |
| International Container Transhipment Terminal, Kochi | 64.9 | ↑ | 61.3 | 28.0% | 27.3% |
| Visakha Container Terminal | 45.1 | ↑ | 40.8 | 10.4% | 9.8% |
| PSA SICAL Terminals | 75.5 | ↓ | 91.8 | 7.0% | 14.1% |
| Bharat Mumbai Container Terminals(PSA) | 11.4 | ↑ | 10.0 | 11.1% | 9.5% |
| Mangalore Container Terminal Private Limited (MCTPL) | 73.7 | ↓ | 77.8 | 6.4% | 4.9% |
| Nhava Sheva India Gateway Terminal (NSIGT) | 62.2 | ↑ | 50.2 | 6.1% | 5.3% |
| Chennai Container Terminal Pvt. Ltd. (CCTL) | 114.0 | ↑ | 82.1 | 5.5% | 4.4% |
| Chennai International Terminals Pvt Ltd (CITPL) | - | | 74.7 | - | 0.6% |
| Dakshin Bharat Gateway Terminal (DBGT) | 48.2 | ↓ | 59.6 | 4.0% | 3.6% |
| Kandla International Container Terminal (KICT) | 170.5 | ↓ | 192.0 | 4.0% | 3.7% |
| Nhava Sheva International Container Terminal (NSICT) | 51.2 | ↓ | 60.2 | 3.8% | 2.6% |
| Nhava Sheva Freeport Terminal (NSFT) | 12.1 | ↓ | 16.5 | 8.9% | 8.8% |
| Kolkata Dock System (KDS) , Kolkata Port | 73.5 | ↑ | 61.2 | 2.2% | 2.4% |
| Haldia International Container Terminal (HICT) | 96.0 | | 96.0 | 2.1% | 2.3% |
| Paradip International Cargo Terminal | 38.9 | ↓ | 96.5 | 0.5% | 0.7% |

Terminal handling highest domestic container volume (TEUs)

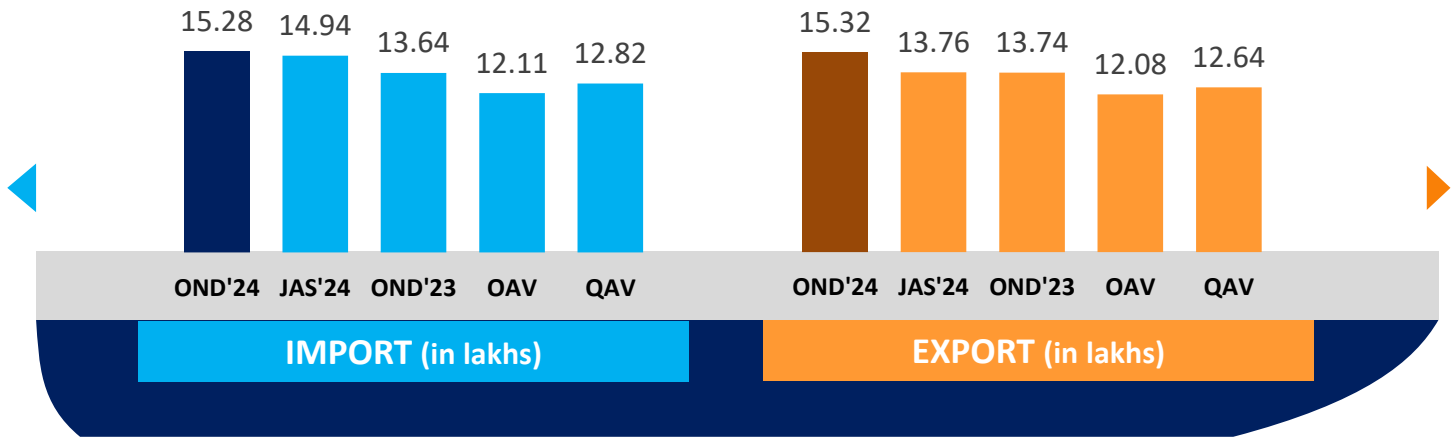
↓ ↑ Indicates decrease/ increase in dwell time from last quarter

NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

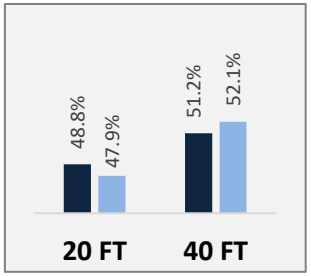
# 02
# WESTERN REGION PERFORMANCE

# Container Volume (TEUs): **Western Region**

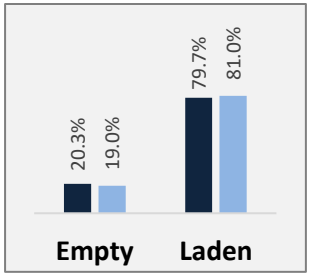
## Western Region



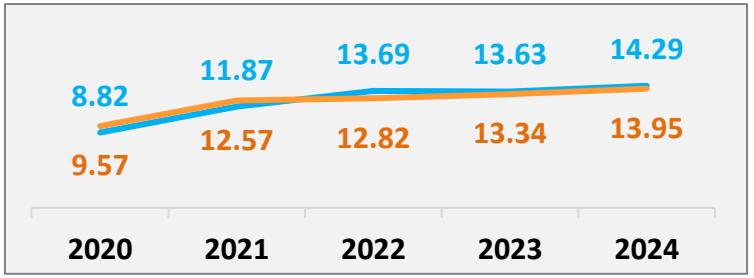

### Container Size-wise (Import)



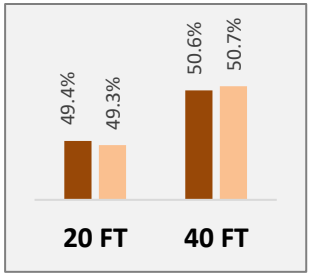

### Container Type-wise (Import)



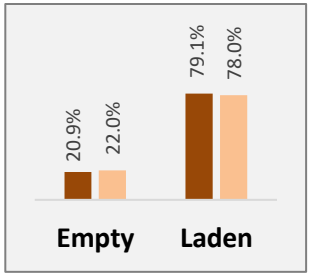

### Container Volume (TEUs) - Annual Average (in lakhs/ quarter)




### Container Size-wise (Export)




### Container Type-wise (Export)

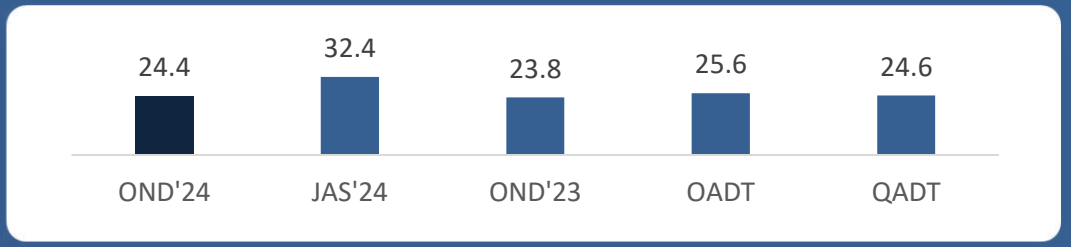



OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

# Dwell Time Performance: **Western Region Import Cycle**

IMPORT

## Western Region

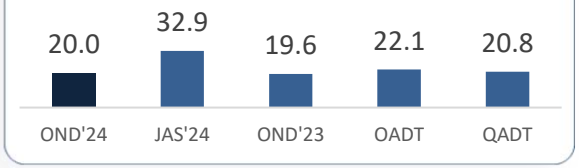



**PAN India Import Dwell Time**

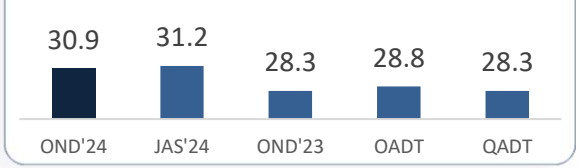
**30.6 Hrs.**

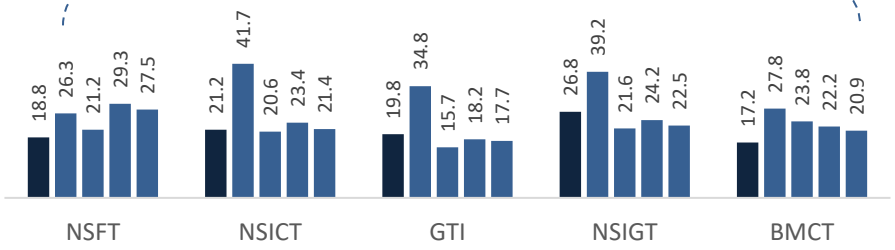
**(OND'24)**

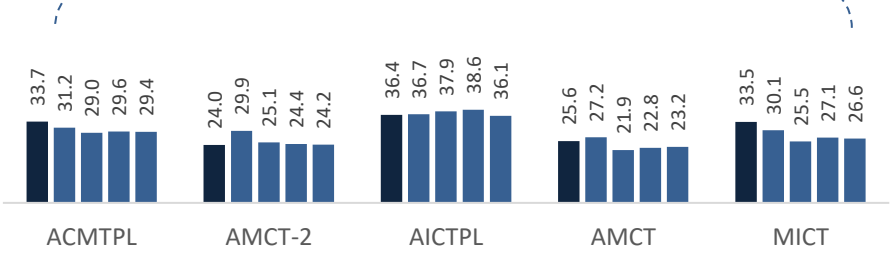
### JNPA



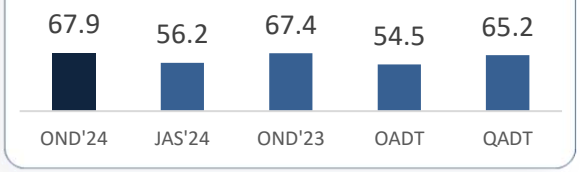

### Mundra



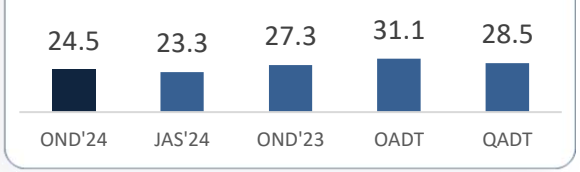



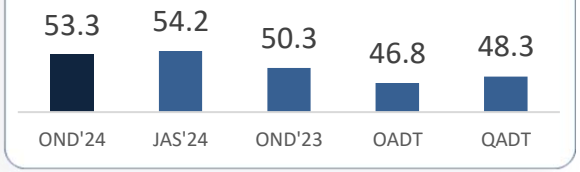

### Pipavav




### Hazira




### Kandla



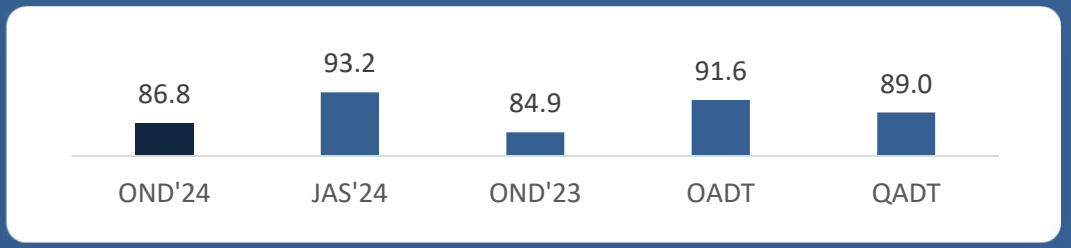

OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

**Note:**
All values are in hours

# Dwell Time Performance: **Western Region Export Cycle**

EXPORT

## Western Region

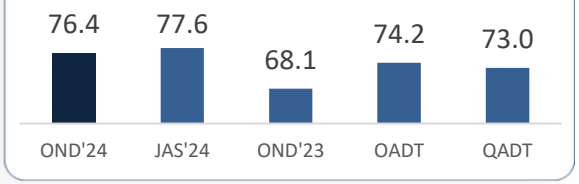



**PAN India Export Dwell Time**

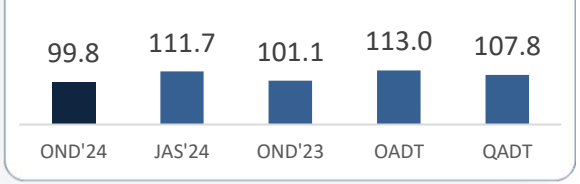
**88.2 Hrs.**

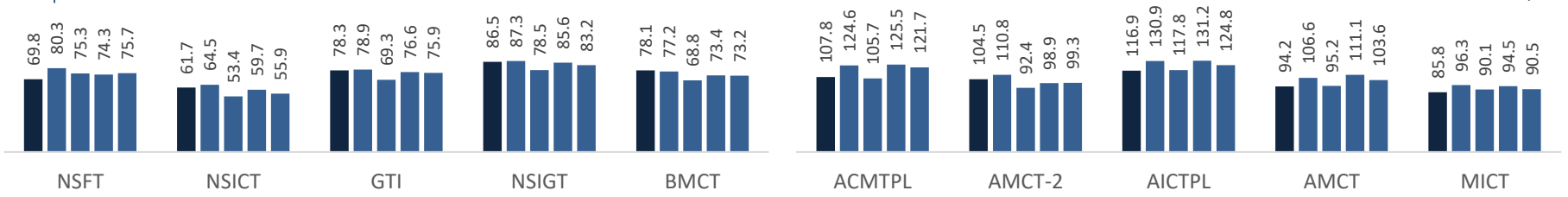
**(OND'24)**

### JNPA

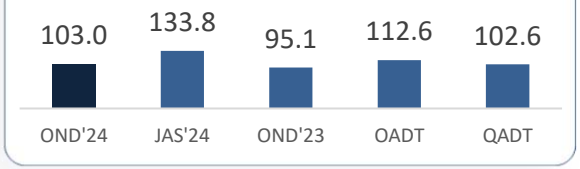



### Mundra

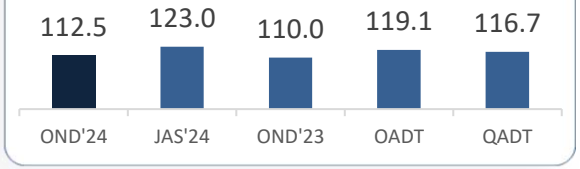


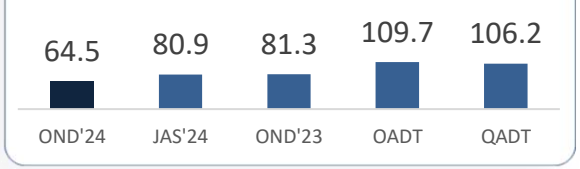

### Pipavav




### Hazira




### Kandla




OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

**Note:**
All values are in hours

# Container Turnaround Analysis: **Western Region**

Container turnaround analysis showcases the percentage of container volume (TEUs) 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 (Import Cycle) | Port Out (Export Cycle) | Container Volume (TEUs) Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | OND'24 | JAS'24 | OND'23 | OND'24 | JAS'24 | OND'23 |
| JNPA | JNPA | 97% | 97% | 96% | 28.5 | 27.7 | 28.2 |
| | Other Ports | 3% | 3% | 4% | 52.9 | 51.3 | 59.1 |
| Mundra | Mundra | 94% | 93% | 94% | 34.6 | 35.2 | 36.9 |
| | Other Ports | 6% | 7% | 6% | 47.0 | 47.2 | 53.3 |
| Hazira | Hazira | 94% | 95% | 98% | 35.0 | 27.7 | 37.2 |
| | Other Ports | 6% | 5% | 2% | 52.7 | 64.2 | 66.5 |
| Kandla | Kandla | 80% | 62% | 83% | 31.5 | 35.5 | 38.4 |
| | Mundra | 20% | 38% | 17% | 41.5 | 46.0 | 59.6 |
| Pipavav | Mundra | 53% | 52% | 51% | 42.2 | 45.4 | 44.9 |
| | Pipavav | 43% | 43% | 46% | 31.5 | 30.1 | 29.8 |
| | Other Ports | 4% | 5% | 3% | 41.3 | 48.4 | 46.4 |

**Note:** Please refer annexure for Container Turnaround Analysis Methodology

# Container Turnaround Analysis: **JNPA Port**

Container turnaround analysis showcases the percentage of container volume (TEUs) 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 (Import Cycle) | Port Terminal Out (Export Cycle) | Container Volume (TEUs) Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | OND'24 | JAS'24 | OND'23 | OND'24 | JAS'24 | OND'23 |
| Bharat Mumbai Container Terminals(PSA) | Bharat Mumbai Container Terminals(PSA) | 39% | 43% | 32% | 29.0 | 27.1 | 31.7 |
| | Gateway Terminals India (GTI) | 28% | 28% | 28% | 26.2 | 26.4 | 26.7 |
| | Nhava Sheva Freeport Terminal (NSFT) | 6% | 7% | 4% | 32.7 | 32.5 | 38.0 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 12% | 10% | 15% | 29.4 | 29.1 | 31.6 |
| | Nhava Sheva International Container Terminal (NSICT) | 15% | 12% | 21% | 29.3 | 28.5 | 34.3 |
| Gateway Terminals India (GTI) | Bharat Mumbai Container Terminals(PSA) | 26% | 31% | 22% | 26.6 | 26.3 | 24.1 |
| | Gateway Terminals India (GTI) | 45% | 45% | 50% | 25.7 | 27.4 | 22.0 |
| | Nhava Sheva Freeport Terminal (NSFT) | 6% | 5% | 5% | 29.8 | 30.3 | 26.3 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 9% | 7% | 11% | 27.2 | 27.0 | 25.1 |
| | Nhava Sheva International Container Terminal (NSICT) | 14% | 12% | 12% | 28.0 | 26.5 | 26.2 |
| Nhava Sheva Freeport Terminal (NSFT) | Bharat Mumbai Container Terminals(PSA) | 28% | 28% | 22% | 30.0 | 28.8 | 31.3 |
| | Gateway Terminals India (GTI) | 23% | 27% | 31% | 29.2 | 28.6 | 32.7 |
| | Nhava Sheva Freeport Terminal (NSFT) | 22% | 20% | 16% | 31.3 | 27.9 | 31.6 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 14% | 15% | 17% | 26.7 | 25.1 | 27.1 |
| | Nhava Sheva International Container Terminal (NSICT) | 13% | 10% | 14% | 32.1 | 29.8 | 44.4 |
| Nhava Sheva India Gateway Terminal (NSIGT) | Bharat Mumbai Container Terminals(PSA) | 15% | 24% | 18% | 31.6 | 27.0 | 28.9 |
| | Gateway Terminals India (GTI) | 18% | 20% | 18% | 28.2 | 29.8 | 27.5 |
| | Nhava Sheva Freeport Terminal (NSFT) | 8% | 8% | 6% | 29.9 | 27.6 | 27.6 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 47% | 35% | 45% | 28.9 | 27.9 | 28.5 |
| | Nhava Sheva International Container Terminal (NSICT) | 12% | 13% | 13% | 30.5 | 31.7 | 31.9 |
| Nhava Sheva International Container Terminal (NSICT) | Bharat Mumbai Container Terminals(PSA) | 21% | 25% | 27% | 34.7 | 30.8 | 33.1 |
| | Gateway Terminals India (GTI) | 27% | 29% | 22% | 28.1 | 27.2 | 35.5 |
| | Nhava Sheva Freeport Terminal (NSFT) | 4% | 6% | 3% | 34.8 | 34.3 | 40.6 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 8% | 7% | 8% | 28.6 | 27.5 | 34.1 |
| | Nhava Sheva International Container Terminal (NSICT) | 40% | 33% | 40% | 30.8 | 28.3 | 33.1 |

**Note:** Please refer annexure for Container Turnaround Analysis Methodology

# Container Turnaround Analysis: **Mundra Port**

Container turnaround analysis showcases the percentage of container volume (TEUs) 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 (Import Cycle) | Port Terminal Out (Export Cycle) | Container Volume (TEUs) Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | OND'24 | JAS'24 | OND'23 | OND'24 | JAS'24 | OND'23 |
| Adani CMA Mundra Terminal (ACMTPL) | Adani CMA Mundra Terminal (ACMTPL) | 59% | 61% | 59% | 33.4 | 35.0 | 39.8 |
| | Adani International Container Terminal (AICTPL) | 1% | 1% | 3% | 31.0 | 28.4 | 35.6 |
| | Adani Mundra Container Terminal (AMCT) | 25% | 26% | 23% | 32.3 | 32.3 | 39.0 |
| | Adani Mundra Container Terminal -2 | 9% | 6% | 5% | 34.4 | 35.4 | 34.7 |
| | Mundra International Container Terminal (MICT) | 6% | 6% | 10% | 28.6 | 32.6 | 26.7 |
| Adani International Container Terminal (AICTPL) | Adani CMA Mundra Terminal (ACMTPL) | 4% | 2% | 3% | 35.0 | 30.5 | 40.1 |
| | Adani International Container Terminal (AICTPL) | 80% | 79% | 83% | 45.8 | 48.1 | 44.4 |
| | Adani Mundra Container Terminal (AMCT) | 6% | 7% | 6% | 33.4 | 32.3 | 33.5 |
| | Adani Mundra Container Terminal -2 | 5% | 8% | 3% | 35.3 | 36.7 | 34.0 |
| | Mundra International Container Terminal (MICT) | 5% | 4% | 5% | 33.1 | 33.8 | 38.9 |
| Adani Mundra Container Terminal (AMCT) | Adani CMA Mundra Terminal (ACMTPL) | 19% | 20% | 30% | 35.6 | 35.6 | 39.7 |
| | Adani International Container Terminal (AICTPL) | 5% | 4% | 8% | 29.6 | 28.9 | 34.1 |
| | Adani Mundra Container Terminal (AMCT) | 39% | 42% | 39% | 33.3 | 30.9 | 33.0 |
| | Adani Mundra Container Terminal -2 | 26% | 24% | 14% | 34.6 | 31.5 | 35.1 |
| | Mundra International Container Terminal (MICT) | 11% | 10% | 9% | 31.7 | 27.8 | 34.8 |
| Adani Mundra Container Terminal -2 | Adani CMA Mundra Terminal (ACMTPL) | 13% | 12% | 18% | 33.4 | 33.9 | 36.5 |
| | Adani International Container Terminal (AICTPL) | 6% | 7% | 10% | 31.3 | 25.2 | 38.0 |
| | Adani Mundra Container Terminal (AMCT) | 25% | 29% | 29% | 31.7 | 30.5 | 35.5 |
| | Adani Mundra Container Terminal -2 | 42% | 39% | 30% | 33.0 | 34.3 | 32.6 |
| | Mundra International Container Terminal (MICT) | 14% | 13% | 13% | 28.9 | 31.1 | 36.0 |
| Mundra International Container Terminal (MICT) | Adani CMA Mundra Terminal (ACMTPL) | 8% | 6% | 7% | 32.9 | 36.1 | 36.8 |
| | Adani International Container Terminal (AICTPL) | 4% | 3% | 7% | 33.0 | 39.0 | 57.7 |
| | Adani Mundra Container Terminal (AMCT) | 11% | 13% | 10% | 33.7 | 33.5 | 34.0 |
| | Adani Mundra Container Terminal -2 | 10% | 10% | 3% | 33.0 | 37.6 | 46.2 |
| | Mundra International Container Terminal (MICT) | 67% | 68% | 73% | 31.1 | 33.5 | 31.0 |

**Note:** Please refer annexure for Container Turnaround Analysis Methodology

# Western Region Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 20.0 | ↓ | 27.3 |
| Train | 67.5 | ↑ | 64.2 |
| Overall | 24.4 | ↓ | 32.4 |

### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 90.0 | ↓ | 93.6 |
| ICD | 133.4 | ↑ | 119.6 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 82.9 | ↓ | 85.9 |
| Train | 111.0 | ↓ | 137.7 |
| Overall | 86.8 | ↓ | 93.2 |

### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 62.0 | ↓ | 72.1 |
| ICD | 107.5 | ↓ | 114.7 |

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

# Port Performance Benchmarking: **Western Region**

Performance benchmarking of terminals based on dwell time vis-à-vis container volume (TEUs) handled:

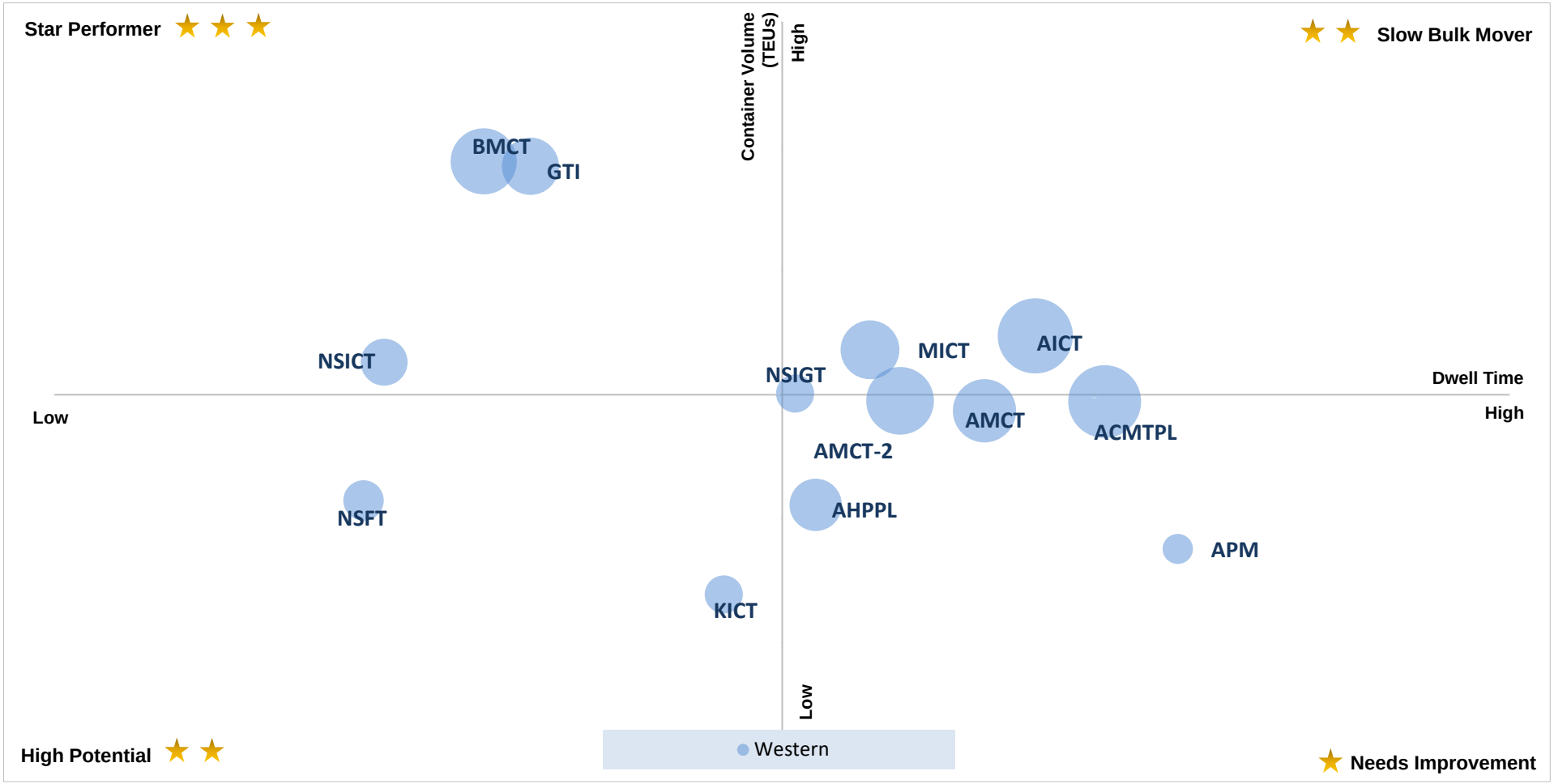

**X-Axis:** Dwell Time
**Threshold Value (in hours):** 58.8

**Y-Axis:** Container Volume (TEUs)
**Threshold Value (in TEUs):** 2,35,105

| 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) |

# Performance Benchmarking: **Western Region**

Performance benchmarking of terminals based on dwell time, container volume (TEUs) handled, and terminal capacity for OND'24:




**X-Axis:** Dwell Time
**Threshold Value (in hours):** 58.8

Bubble size represents the terminal capacity

**Y-Axis:** Container Volume (TEUs)
**Threshold Value (in TEUs):** 2,35,105

**Star Performer** ★ ★ ★
Entities with high container volume (TEUs) and low dwell time

**High Potential** ★ ★
Entities with low container volume (TEUs) and low dwell time

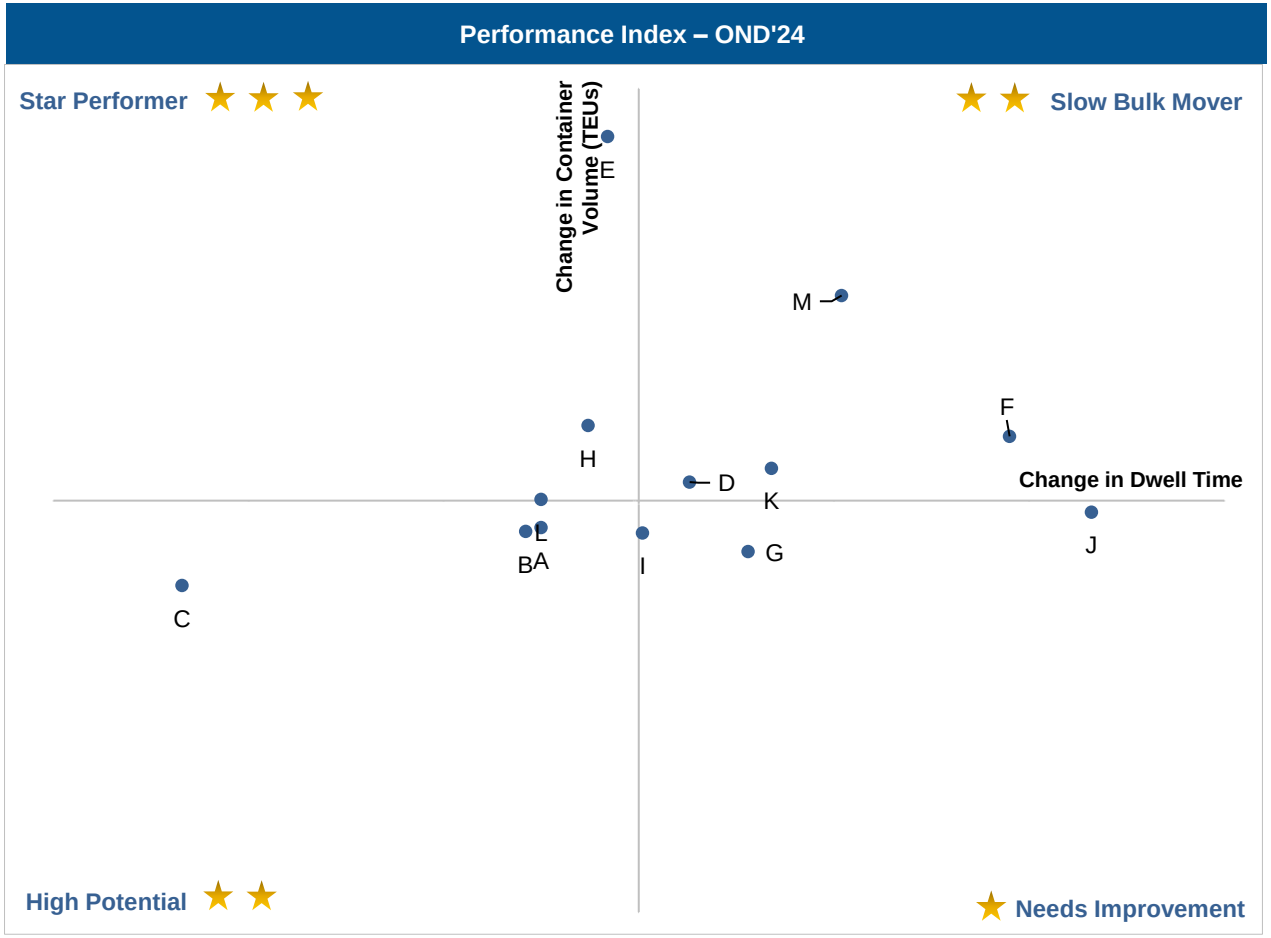
**Slow Bulk Movers** ★ ★
Entities with high container volume (TEUs) and high dwell time

**Needs Improvement** ★
Entities with low container volume (TEUs) and high dwell time

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

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

Performance benchmarking of terminals based on the change from previous year same quarter in dwell time vis-a-vis container volume (TEUs) handled:




**X-Axis:** Change in dwell time

**Y-Axis:** Change in container volume (TEUs)

| 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) |

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

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


**X-Axis:** Dwell Time

**Y-Axis:** TEU Capacity

| 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) |

# CFS Performance Benchmarking: **Western Region**

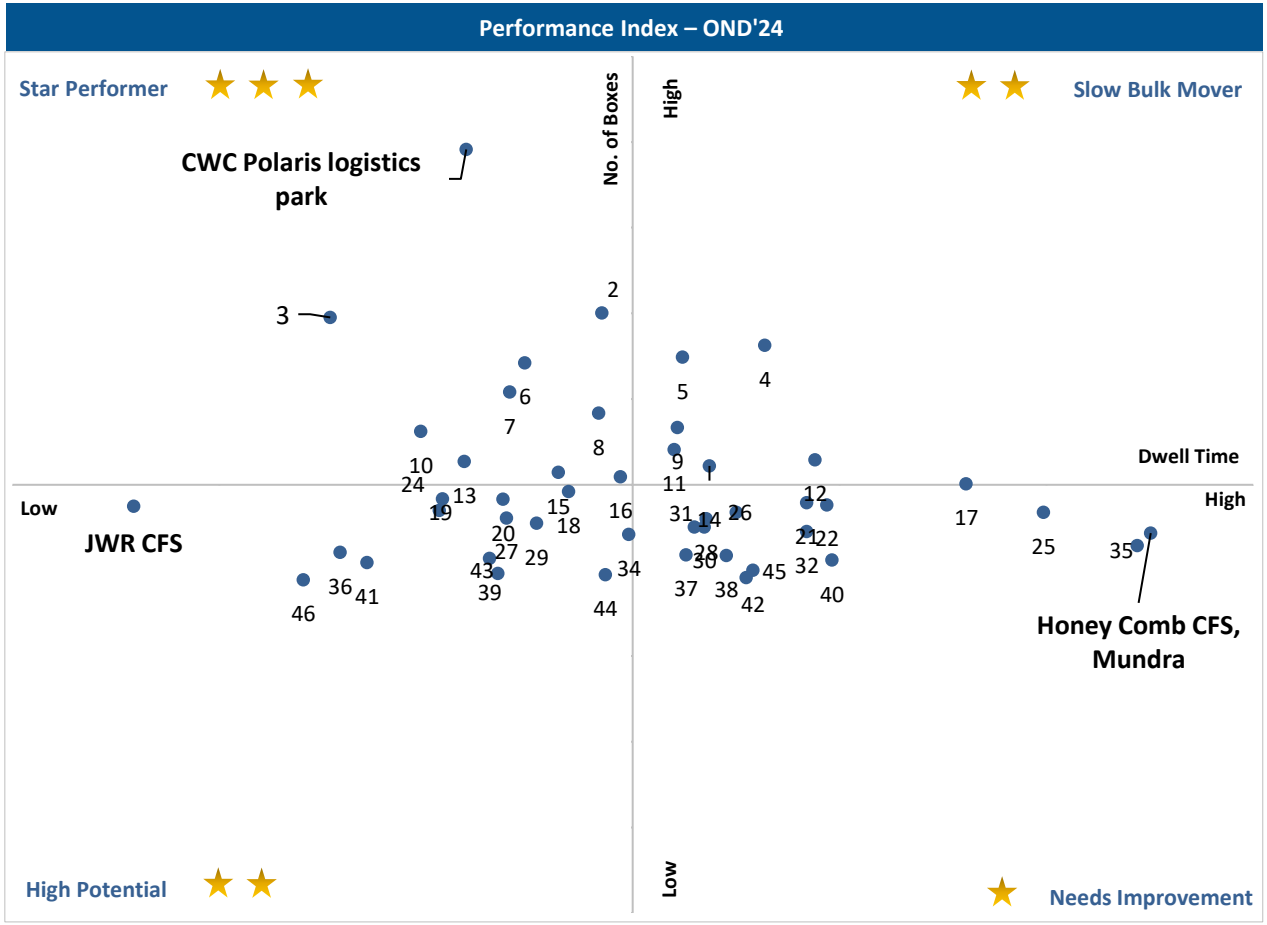
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing CFS**

CWC Polaris logistics park

**High Potential CFS**

JWR CFS




**Low Performing CFS**

Honey Comb CFS, Mundra

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

# JNPA Port Performance

## Container Lifecycle (Import Cycle)

### IMPORT

#### Port Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 17.1 | ↓ | 30.2 |
| Train | 67.2 | ↑ | 52.1 |
| Overall | 20.0 | ↓ | 32.9 |

#### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Port to CFS | 2.5 | ↓ | 2.8 |
| Port to ICD | 110.0 | ↓ | 111.2 |

#### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 82.8 | ↓ | 85.9 |
| ICD | 133.4 | ↑ | 119.6 |

### EXPORT

#### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 66.6 | ↓ | 74.6 |
| ICD | 107.5 | ↓ | 114.7 |

#### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS to Port | 4.3 | ↓ | 4.6 |
| ICD to Port | 86.1 | ↓ | 91.3 |

#### Port Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 75.1 | ↑ | 74.4 |
| Train | 86.6 | ↓ | 107.3 |
| Overall | 76.4 | ↓ | 77.6 |

## Container Lifecycle (Export Cycle)

↓ ↑ Indicates decrease/ increase in time from last quarter

# Parking Plaza Analysis: **JNPA 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 | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| Gate in - Gate Out | 6.3 | 6.9 |

**Container Count Percentage: Hour-wise (OND'24 )**

| | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|---|---|---|---|---|---|---|
| Parking Plaza Dwell Time | 7% | 21% | 34% | 26% | 8% | 4% |

| Parking Plaza to JNPA Port | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| Gate Out – Terminal In | 1.2 | 0.9 |

| Port Terminal | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| NSFT | 0.6 | 0.6 |
| NSICT | 1.3 | 1.3 |
| GTI | 2.2 | 0.9 |
| NSIGT | 1.0 | 0.8 |
| BMCT | - | - |

**Container Count Percentage: Hour-wise (OND'24 )**

| Parking Plaza to Port Terminal | Within 1 hrs | 1-2 hrs | 2-3 hrs | 3-4 hrs | 4-5 hrs | More than 5 hrs |
|---|---|---|---|---|---|---|
| NSFT | 72% | 17% | 1% | 1% | 3% | 6% |
| NSICT | 41% | 29% | 15% | 7% | 4% | 4% |
| GTI | 23% | 21% | 28% | 11% | 8% | 9% |
| NSIGT | 49% | 19% | 9% | 6% | 4% | 13% |
| BMCT | - | - | - | - | - | - |

# Mundra Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 23.9 | ↑ | 22.3 |
| Train | 67.9 | ↓ | 73.7 |
| Overall | 30.9 | ↓ | 31.2 |

### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Port to CFS | 1.0 | ↑ | 0.9 |
| Port to ICD | 84.6 | ↓ | 90.2 |

### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 103.8 | ↓ | 105.1 |
| ICD | 133.4 | ↑ | 119.6 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 92.6 | ↓ | 99.7 |
| Train | 127.7 | ↓ | 152.8 |
| Overall | 99.8 | ↓ | 111.7 |

### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS to Port | 0.8 | | 0.8 |
| ICD to Port | 63.2 | ↓ | 73.4 |

### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 57.3 | ↓ | 70.0 |
| ICD | 107.5 | ↓ | 114.7 |

↓ ↑ Indicates decrease/ increase in time from last quarter

# Parking Plaza Analysis: **Mundra Port**

The analysis showcases waiting time of containers at parking plaza:

| Parking Plaza Dwell Time (Gate In – Gate Out) | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| Adani Parking Yard No.1 | 1.2 | 1.6 |

**Container Count Percentage: Hour-wise (OND'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 | 68% | 11% | 10% | 8% | 3% | - |

# Pipavav Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 67.9 | ↑ | 56.2 |

### CFS Dwell Time

| | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| CFS | - | 94.5 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 103.0 | ↓ | 133.8 |

### CFS Dwell Time

| | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| CFS | - | - |

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

# Kandla Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 53.3 | ↓ | 54.2 |

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 64.5 | ↓ | 80.9 |

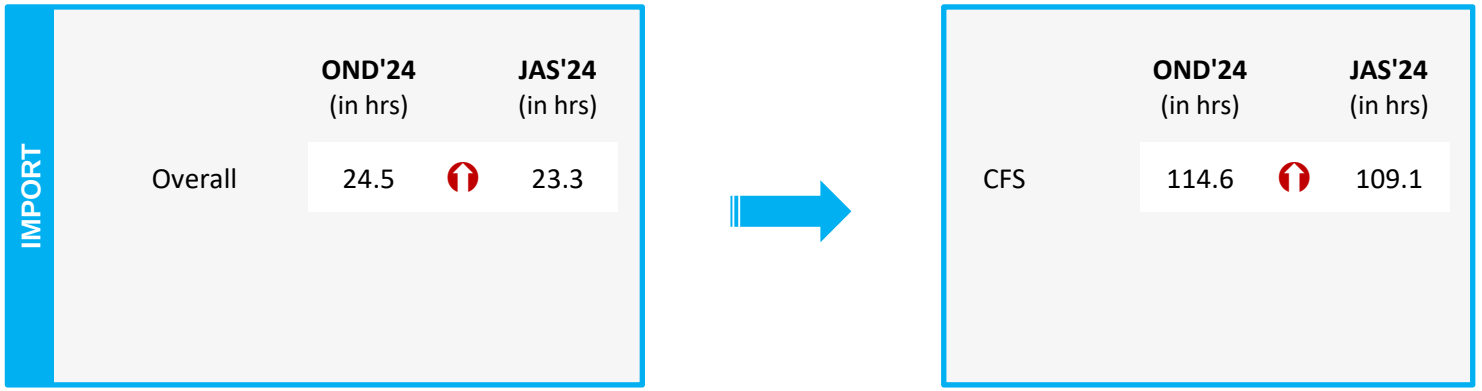
### Port Dwell Time

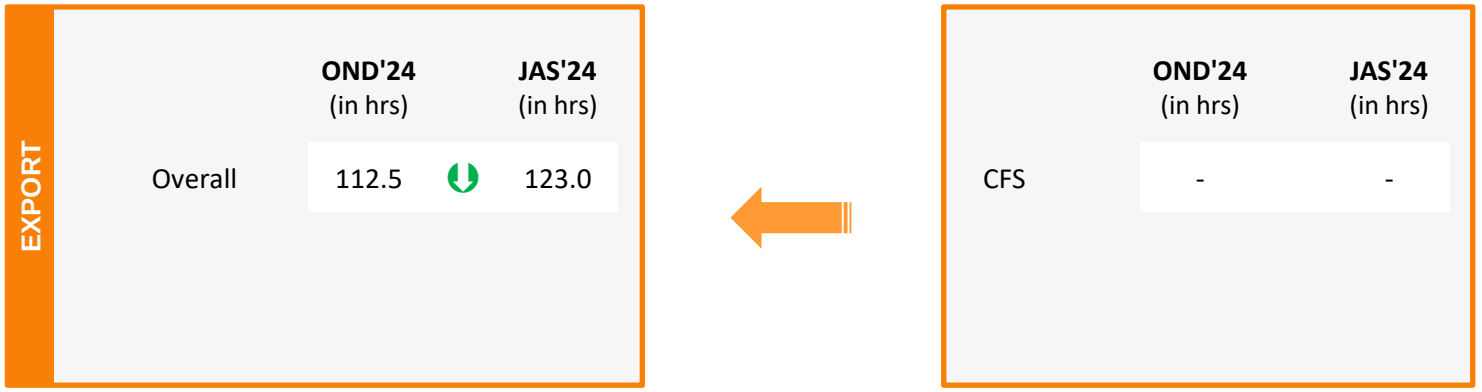
## Container Lifecycle (Export Cycle)

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

# Hazira Port Performance

## Container Lifecycle (Import Cycle)



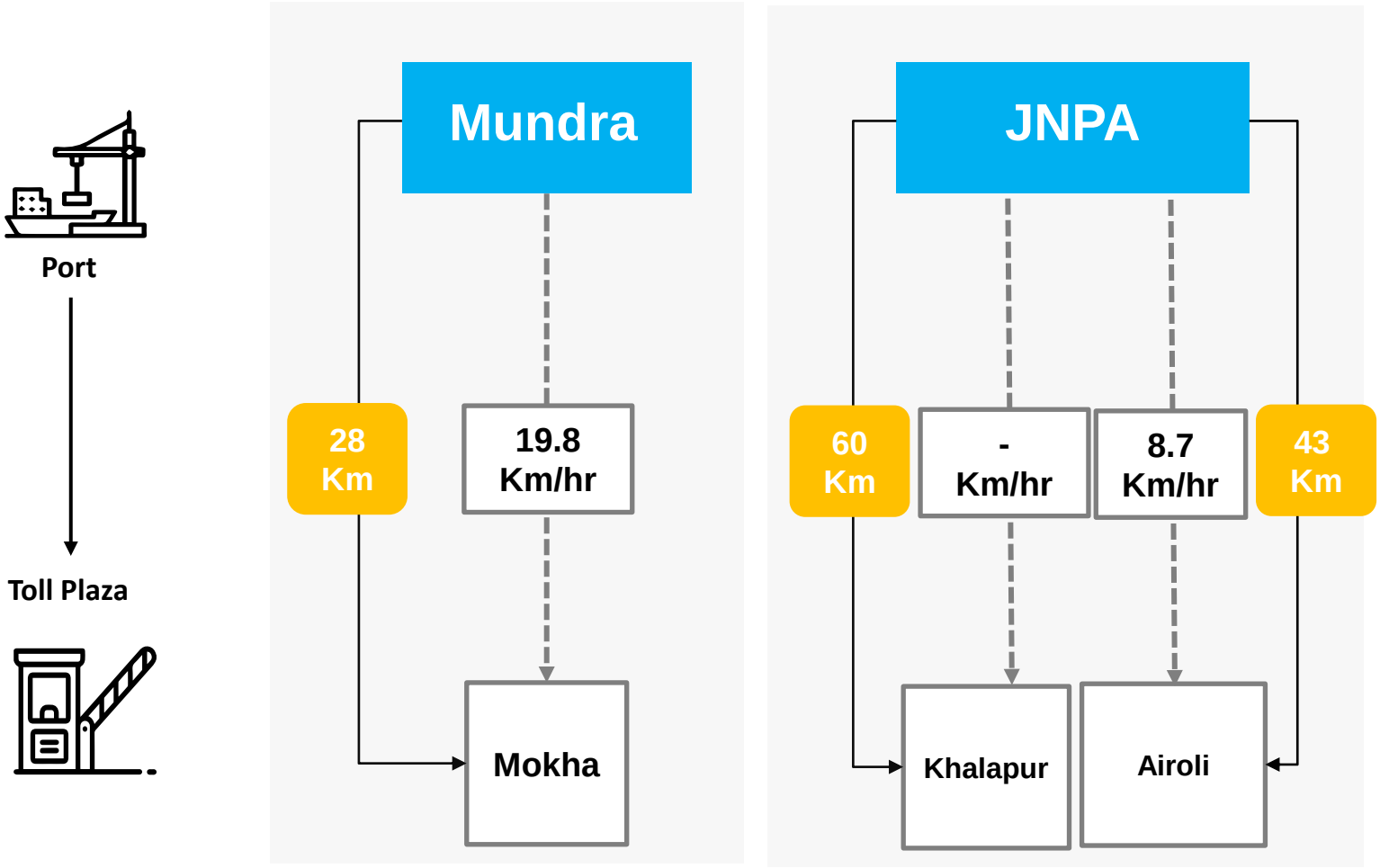




## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last quarter

# Port to Toll Plaza Transit Analysis: **Western Region**

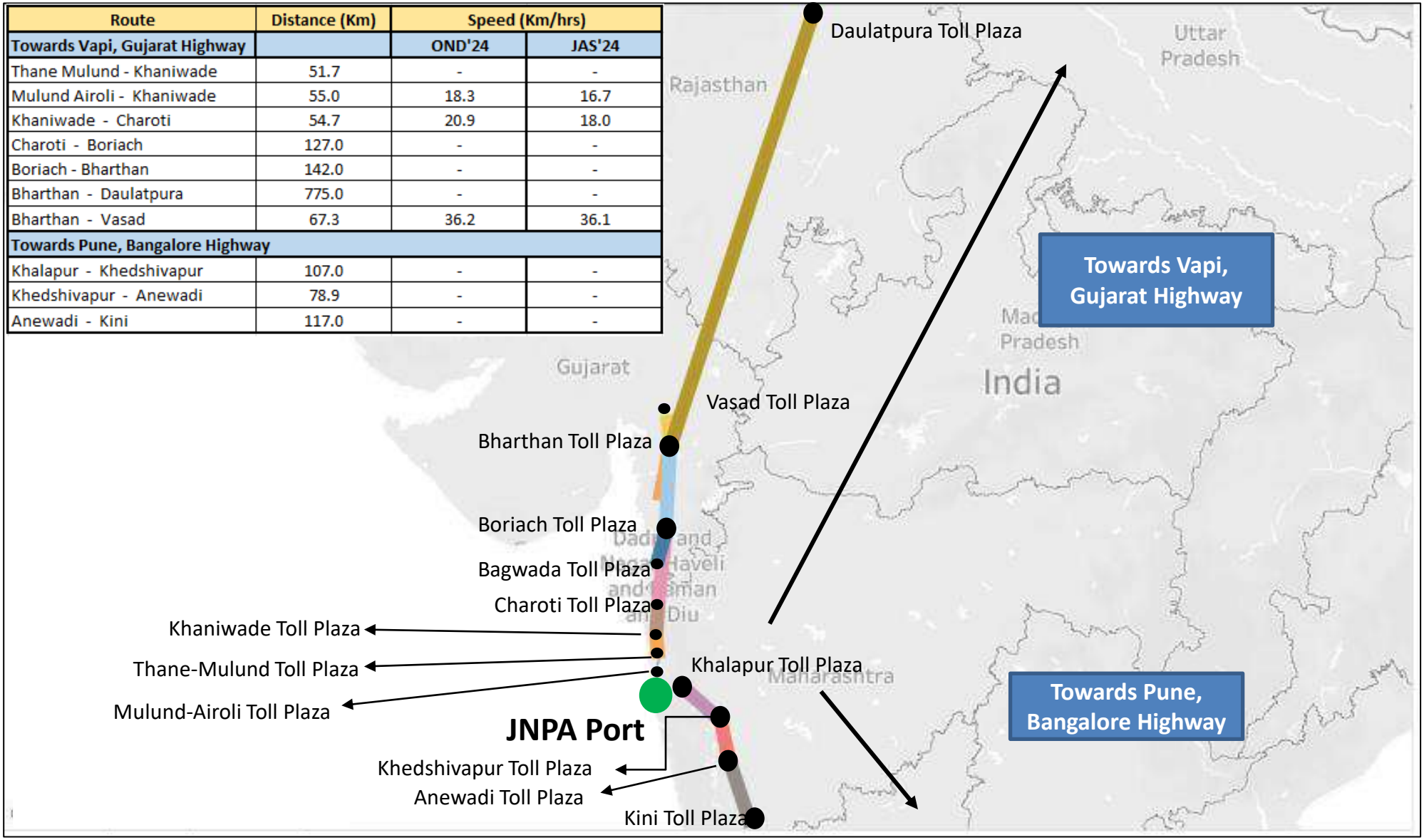
Average speed of trucks to cover the distance between port to nearest toll plaza for OND'24:



# Toll Plaza Analysis: **JNPA Port**

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

| Route | Distance (Km) | Speed (Km/hrs) | |
|---|---|---|---|
| **Towards Vapi, Gujarat Highway** | | **OND'24** | **JAS'24** |
| Thane Mulund - Khaniwade | 51.7 | - | - |
| Mulund Airoli - Khaniwade | 55.0 | 18.3 | 16.7 |
| Khaniwade - Charoti | 54.7 | 20.9 | 18.0 |
| Charoti - Boriach | 127.0 | - | - |
| Boriach - Bharthan | 142.0 | - | - |
| Bharthan - Daulatpura | 775.0 | - | - |
| Bharthan - Vasad | 67.3 | 36.2 | 36.1 |
| **Towards Pune, Bangalore Highway** | | | |
| Khalapur - Khedshivapur | 107.0 | - | - |
| Khedshivapur - Anewadi | 78.9 | - | - |
| Anewadi - Kini | 117.0 | - | - |

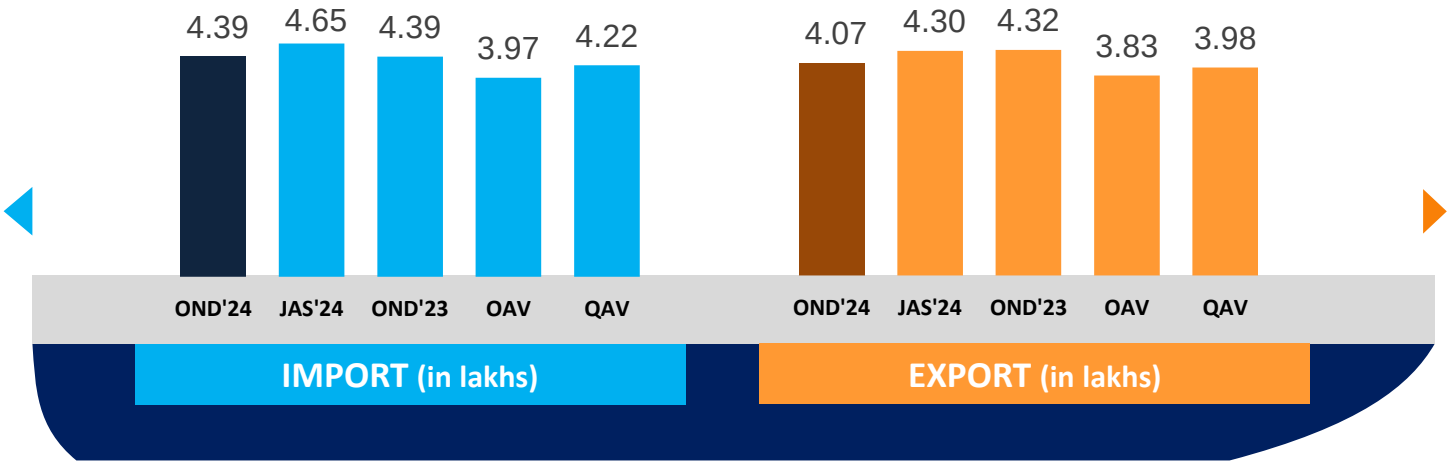


NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

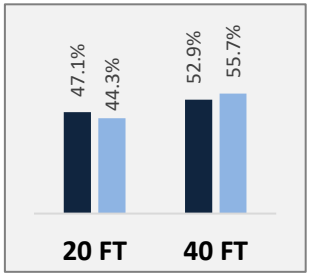
# 03
# SOUTHERN REGION PERFORMANCE

# Container Volume (TEUs): **Southern Region**

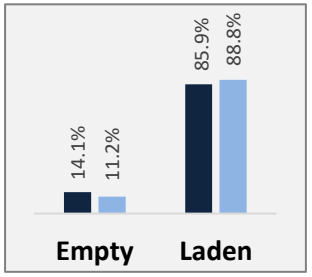
## Southern Region



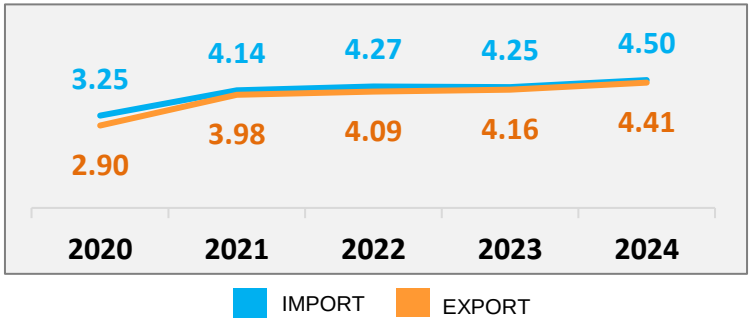

### Container Size-wise (Import)



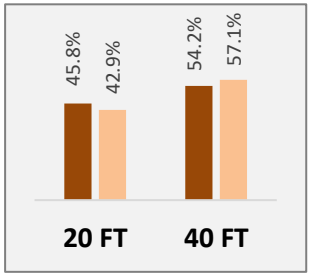

### Container Type-wise (Import)



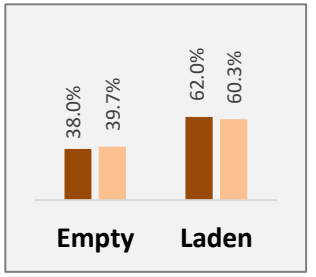

### Container Volume (TEUs) - Annual Average (in lakhs/ quarter)




### Container Size-wise (Export)




### Container Type-wise (Export)

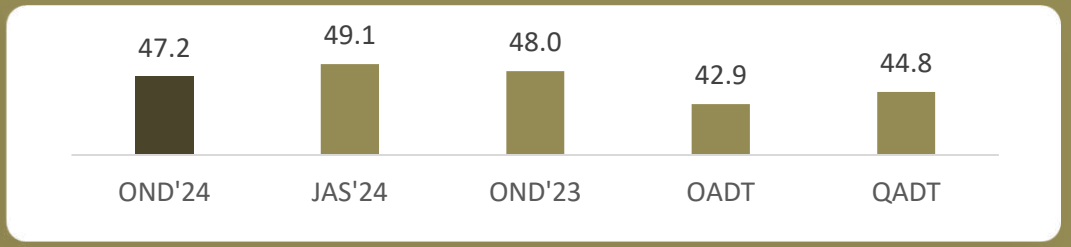



OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

# Dwell Time Performance: **Southern Region Import Cycle**

IMPORT

## Southern Region



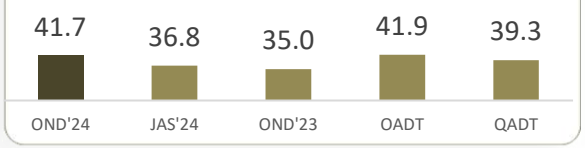

**PAN India Import Dwell Time**

**30.6 Hrs.**

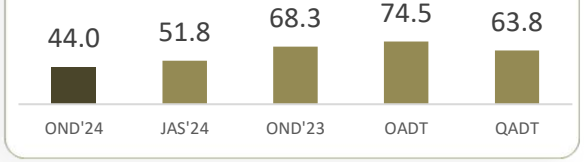
**(OND'24)**

Ports

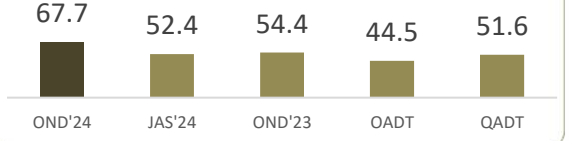
### Kochi



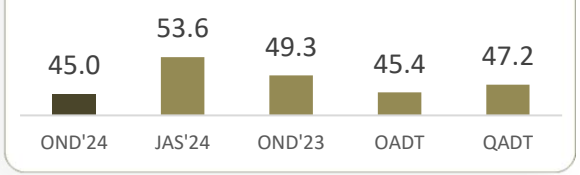

### New Mangalore



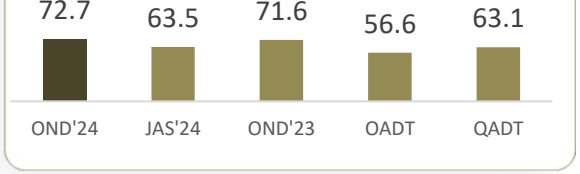

### Ennore



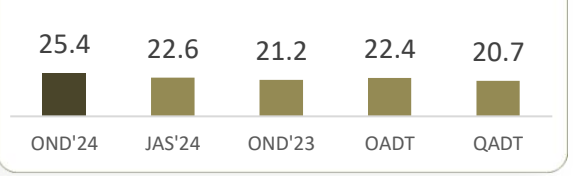

### Chennai



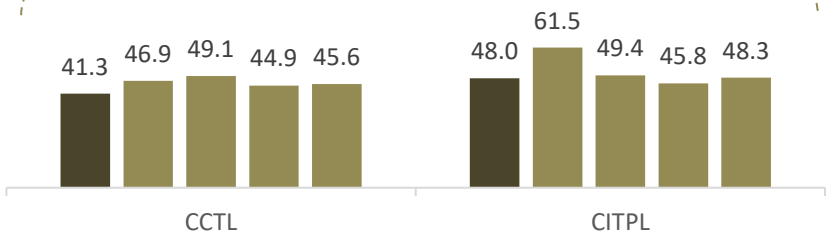

### Kattupalli

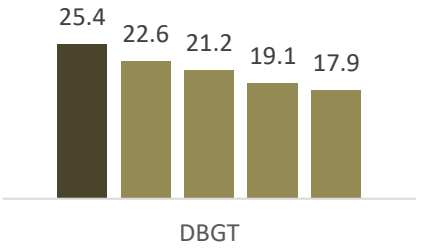



### Tuticorin




Terminals




OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

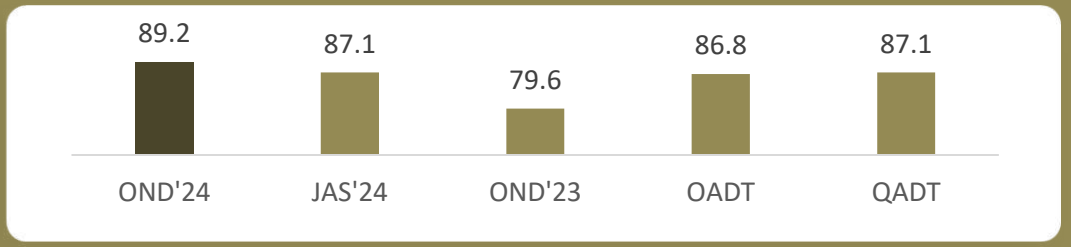
**Note:**

- Current and previous quarter 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**

EXPORT

## Southern Region



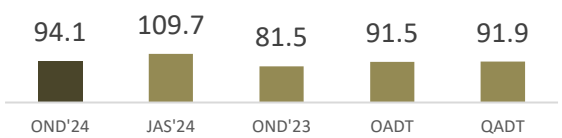

**PAN India Export Dwell Time**

**88.2 Hrs.**

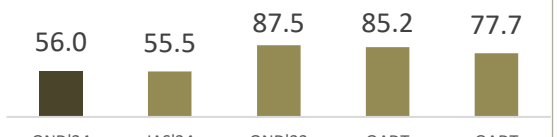
**(OND'24)**

Ports

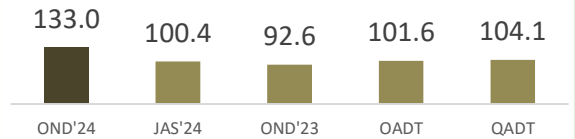
### Kochi



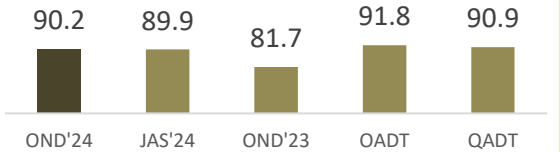

### New Mangalore



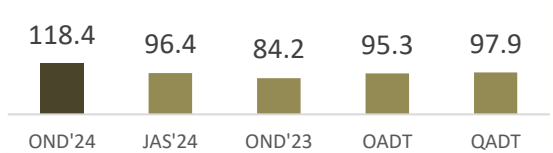

### Ennore



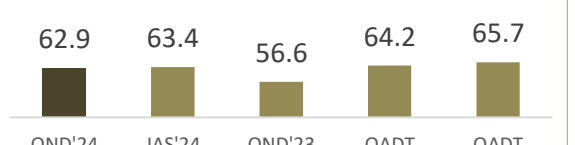

### Chennai



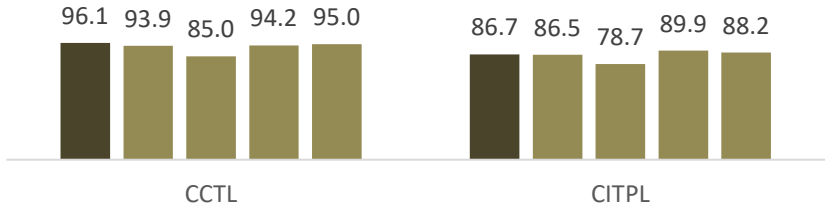

### Kattupalli

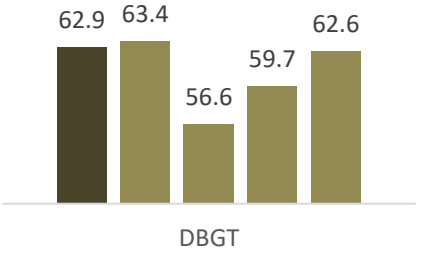



### Tuticorin




Terminals




OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

**Note:**

- Current quarter 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 volume (TEUs) 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 (Import Cycle) | Port Out (Export Cycle) | Container Volume (TEUs) Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | OND'24 | JAS'24 | OND'23 | OND'24 | JAS'24 | OND'23 |
| Kochi | Kochi | 100% | 100% | 100% | 22.8 | 25.1 | 23.5 |
| | Other Ports | - | - | - | - | - | - |
| Ennore | Ennore | 74% | 94% | 91% | 27.5 | 24.8 | 24.7 |
| | Other Ports | 26% | 6% | 9% | 28.9 | 36.1 | 30.7 |
| Tuticorin | Tuticorin | 100% | 100% | 100% | 25.2 | 23.5 | 31.0 |
| | Other Ports | - | - | - | - | - | - |
| Chennai | Chennai | 88% | 78% | 78% | 26.9 | 23.9 | 23.5 |
| | Kattupalli | 9% | 18% | 19% | 26.7 | 25.6 | 24.8 |
| | Other Ports | 3% | 4% | 3% | 34.5 | 37.9 | 33.6 |
| Kattupalli | Kattupalli | 45% | 63% | 63% | 33.3 | 30.4 | 29.8 |
| | Chennai | 48% | 28% | 36% | 31.9 | 29.1 | 25.5 |
| | Other Ports | 7% | 9% | 1% | 37.3 | 40.2 | 48.3 |

**Note:** Please refer annexure for Container Turnaround Analysis Methodology

# Container Turnaround Analysis: **Chennai Port**

Container turnaround analysis showcases the percentage of container volume (TEUs) 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 (Import Cycle) | Port Terminal Out (Export Cycle) | Container Volume (TEUs) Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | OND'24 | JAS'24 | OND'23 | OND'24 | JAS'24 | OND'23 |
| CCTL | CCTL | 67% | 72% | 68% | 27.9 | 23.6 | 24.3 |
| | CITPL | 33% | 28% | 32% | 27.1 | 22.6 | 20.9 |
| CITPL | CITPL | 70% | 63% | 64% | 25.9 | 25.6 | 24.1 |
| | CCTL | 30% | 37% | 36% | 27.1 | 22.4 | 23.2 |

**Note:** Please refer annexure for Container Turnaround Analysis Methodology

# Southern Region Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 45.8 | ↓ | 49.2 |
| Train | 73.1 | ↑ | 41.3 |
| Overall | 47.2 | ↓ | 49.1 |

### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 133.7 | ↑ | 128.8 |
| ICD | 160.7 | ↑ | 128.4 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 86.2 | ↓ | 86.8 |
| Train | 136.5 | ↑ | 116.9 |
| Overall | 89.2 | ↑ | 87.1 |

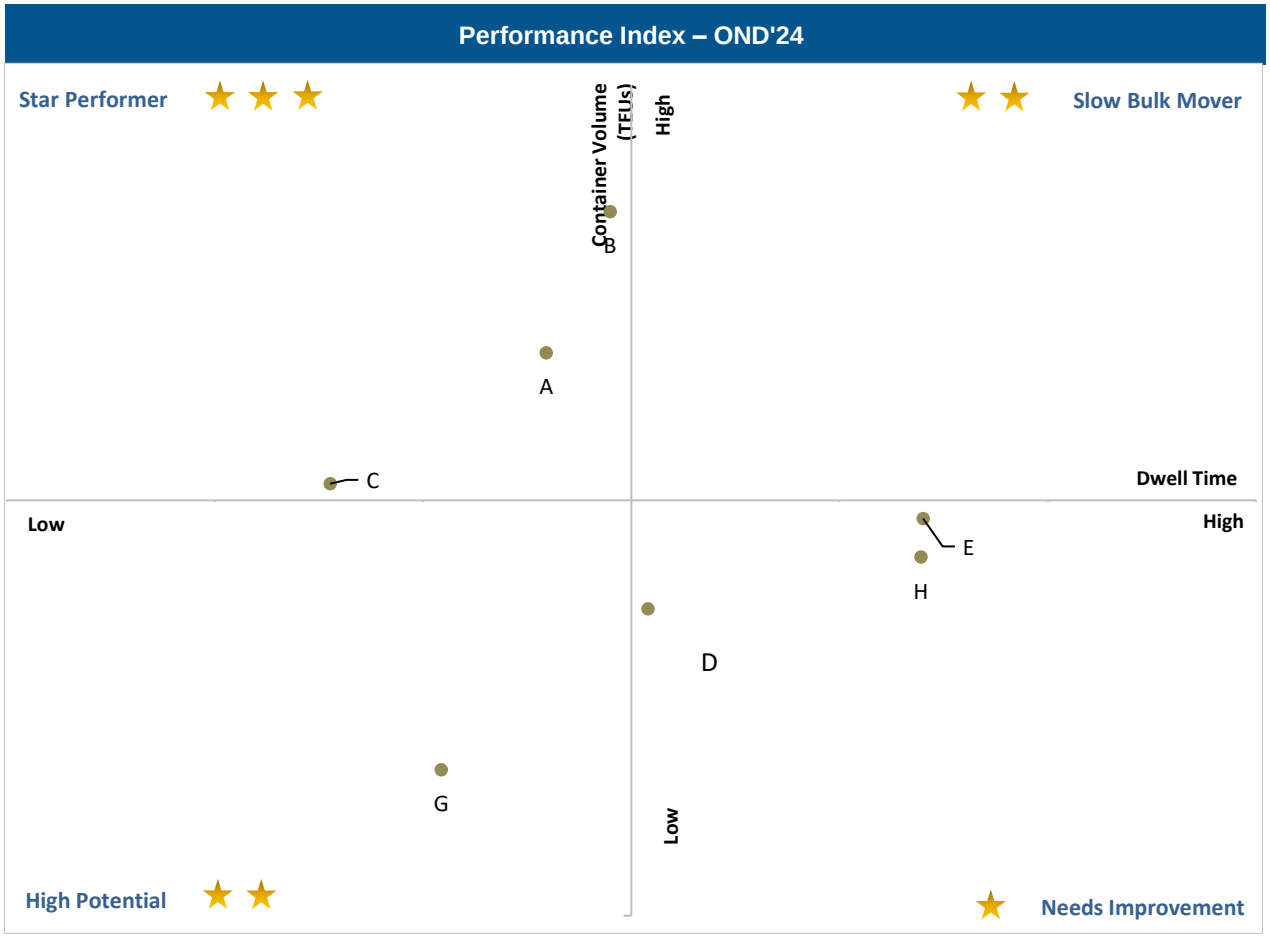
### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 47.8 | ↑ | 43.4 |
| ICD | - | | - |

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

# Port Performance Benchmarking: **Southern Region**

Performance benchmarking of terminals based on dwell time vis-à-vis container volume (TEUs) handled::



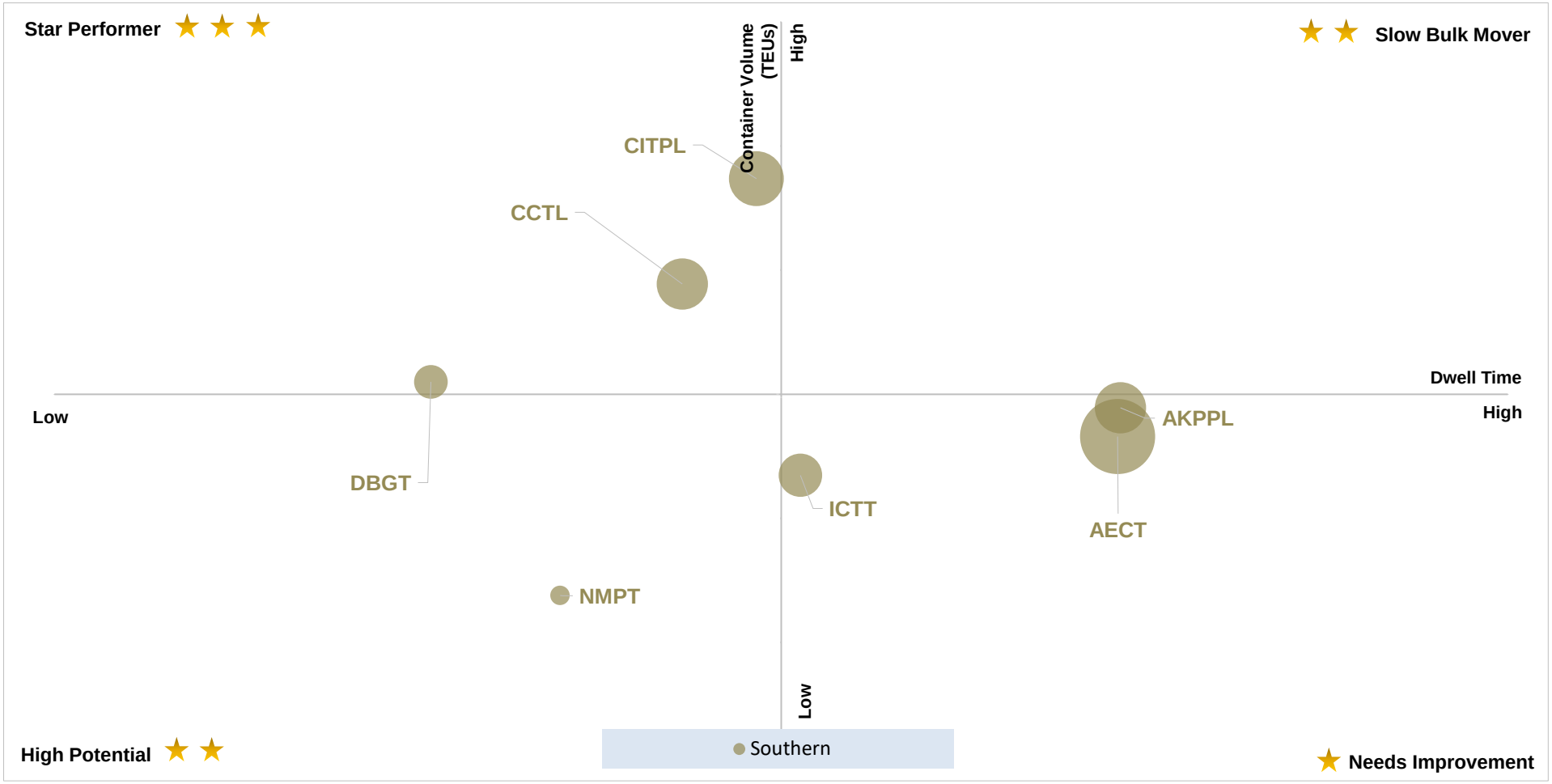

**X-Axis:** Dwell Time
**Threshold Value (in hours):** 67.3

**Y-Axis:** Container Volume (TEUs)
**Threshold Value (in TEUs):** 1,20,955

| 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) |

# Performance Benchmarking: **Southern Region**

Performance benchmarking of terminals based on dwell time, container volume (TEUs) handled, and terminal capacity for OND'24:




**X-Axis:** Dwell Time
**Threshold Value (in hours):** 67.3

Bubble size represents the terminal capacity

**Y-Axis:** Container Volume (TEUs)
**Threshold Value (in TEUs):** 1,20,995

**Star Performer** ★ ★ ★
Entities with high container volume (TEUs) and low dwell time

**High Potential** ★ ★
Entities with low container volume (TEUs) and low dwell time

**Slow Bulk Movers** ★ ★
Entities with high container volume (TEUs) and high dwell time

**Needs Improvement** ★
Entities with low container volume (TEUs )and high dwell time

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

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

Performance benchmarking of terminals based on the change from previous year same quarter in dwell time vis-a-vis container volume (TEUs) handled:


**X-Axis:** Change in dwell time

**Y-Axis:** Change in container volume (TEUs)

| 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) |

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

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


**X-Axis:** Dwell Time

**Y-Axis:** TEU Capacity

| 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) |

# CFS Performance Benchmarking: **Southern Region**

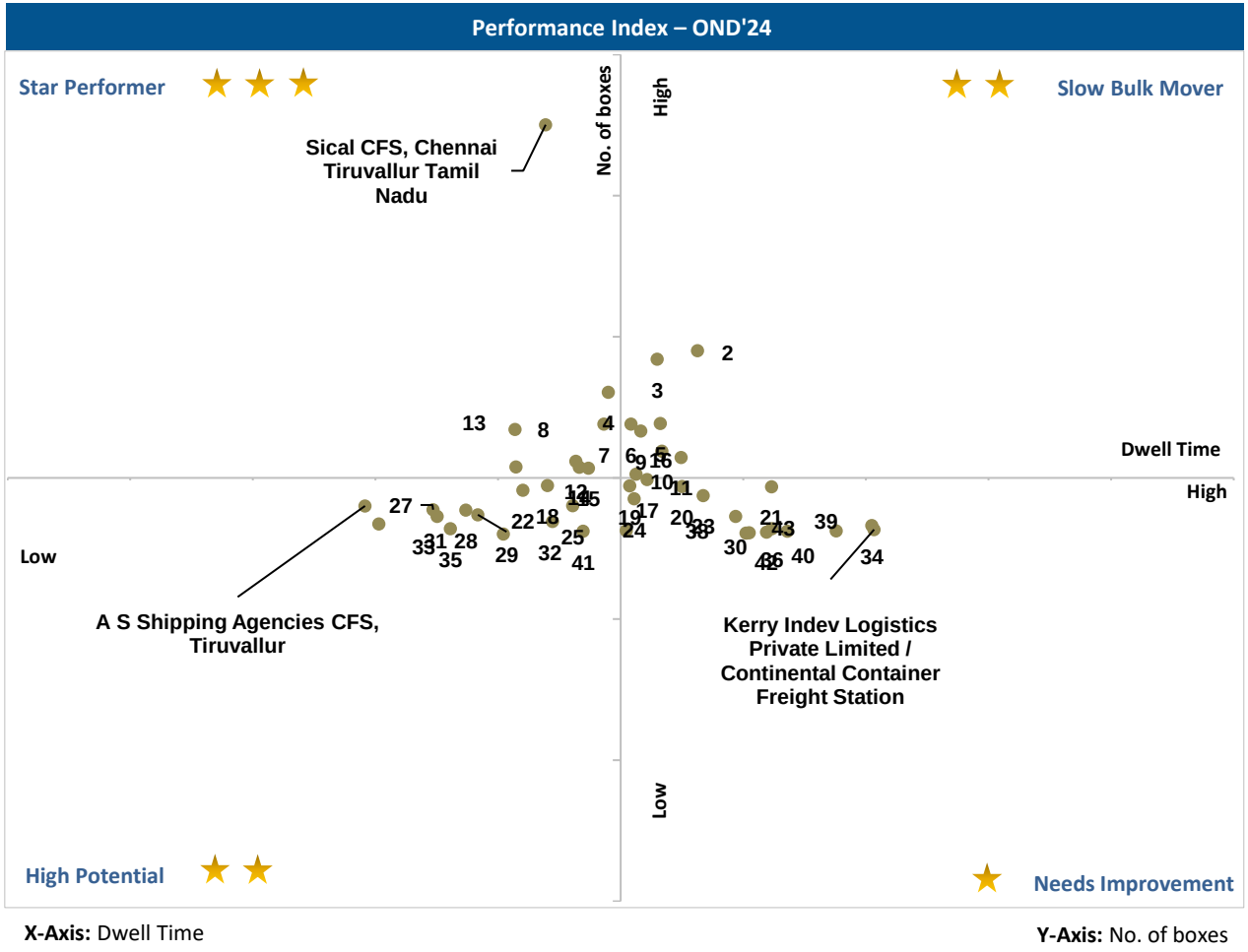
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing CFS**

**Sical CFS, Chennai Tiruvallur Tamil Nadu**

**High Potential CFS**

**A S Shipping Agencies CFS, Tiruvallur**




**Low Performing CFS**

**Kerry Indev Logistics Private Limited / Continental Container Freight Station**

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

# Chennai Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 44.8 | ↓ | 53.9 |
| Train | 53.2 | ↑ | 38.9 |
| Overall | 45.0 | ↓ | 53.6 |

### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Port to CFS | 2.9 | ↓ | 3.4 |

### CFS Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 127.2 | ↑ | 116.8 |

### CFS Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 56.2 | ↑ | 48.1 |

### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS to Port | 8.3 | ↓ | 9.5 |

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 89.7 | ↑ | 89.4 |
| Train | 118.2 | ↓ | 130.7 |
| Overall | 90.2 | ↑ | 89.9 |

## Container Lifecycle (Export Cycle)

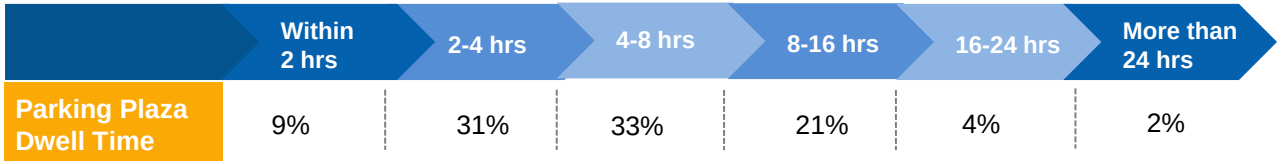
↓ ↑ Indicates decrease/ increase in time from last quarter

# Parking Plaza Analysis: **Chennai Port**

The analysis showcases the waiting time of containers at parking plaza:

| Parking Plaza Dwell Time (Gate In – Gate Out) | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| Thiruvottiyur CWC DPE Facility | 4.8 | 4.5 |

**Container Count Percentage: Hour-wise (OND'24 )**



# Kochi Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 41.7 | ↑ | 36.8 |

### Transit Time

| | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| Port to CFS | 0.2 | 0.2 |

### CFS Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 127.0 | ↓ | 129.5 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 94.1 | ↓ | 109.7 |

### Transit Time

| | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| CFS to Port | - | - |

### CFS Dwell Time

| | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| CFS | - | - |

↓ ↑ Indicates decrease/ increase in time from last quarter

# Kattupalli Port Performance

## Container Lifecycle (Import Cycle)

### IMPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 72.7 | 63.5 | Port to CFS | 2.3 | 2.8 | CFS | 127.2 | 116.8 |

### EXPORT

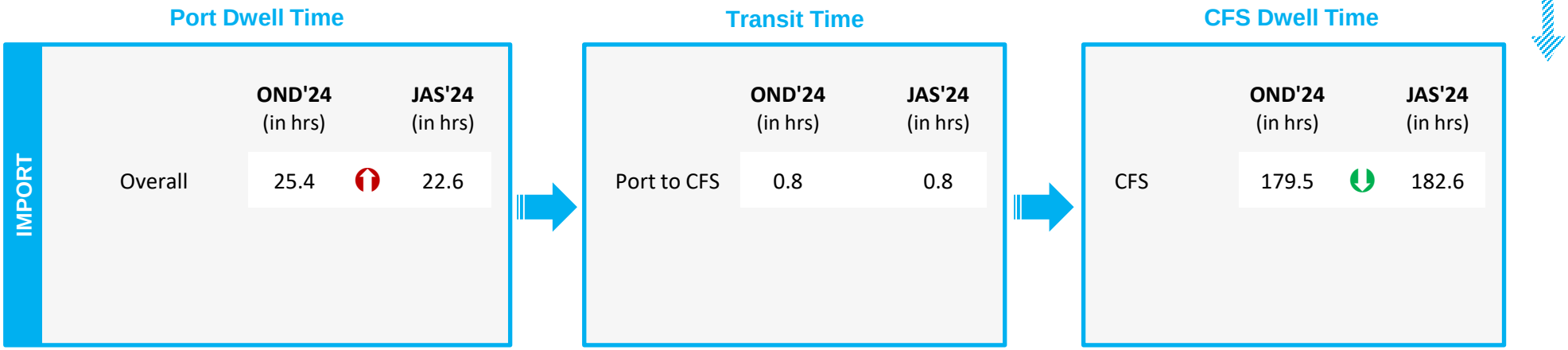
| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 118.4 | 96.4 | CFS to Port | - | - | CFS | 56.2 | 48.1 |

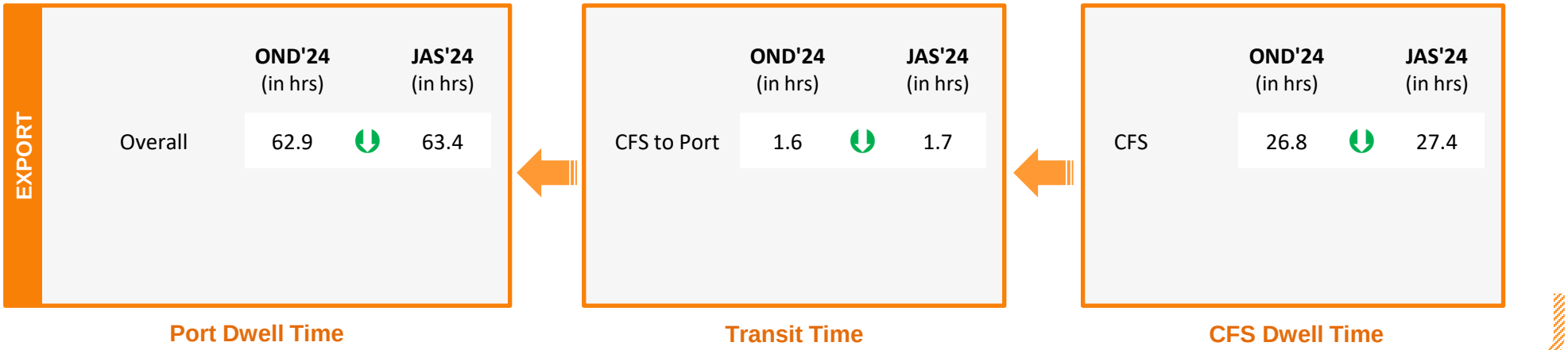
## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last quarter

# Tuticorin Port Performance

## Container Lifecycle (Import Cycle)




## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last quarter

# Ennore Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 61.4 | ↑ | 52.7 |
| Train | 76.2 | ↑ | 42.9 |
| Overall | 67.7 | ↑ | 52.4 |

### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Port to CFS | 1.7 | ↓ | 1.8 |

### CFS Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 127.2 | ↑ | 116.8 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 123.0 | ↑ | 99.9 |
| Train | 139.6 | ↑ | 109.4 |
| Overall | 133.0 | ↑ | 100.4 |

### Transit Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS to Port | - | | - |

### CFS Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 56.2 | ↑ | 48.1 |

↓ ↑ Indicates decrease/ increase in time from last quarter

# New Mangalore Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 44.0* | ↓ | 51.8* |

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Overall | 56.0* | ↑ | 55.5* |

### Port Dwell Time

## Container Lifecycle (Export Cycle)

*Current and previous quarter New Mangalore dwell time does not include the free time at the port

↓ ↑ Indicates decrease/ increase in time from last quarter

# Port to Toll Plaza Analysis: **Southern Region**

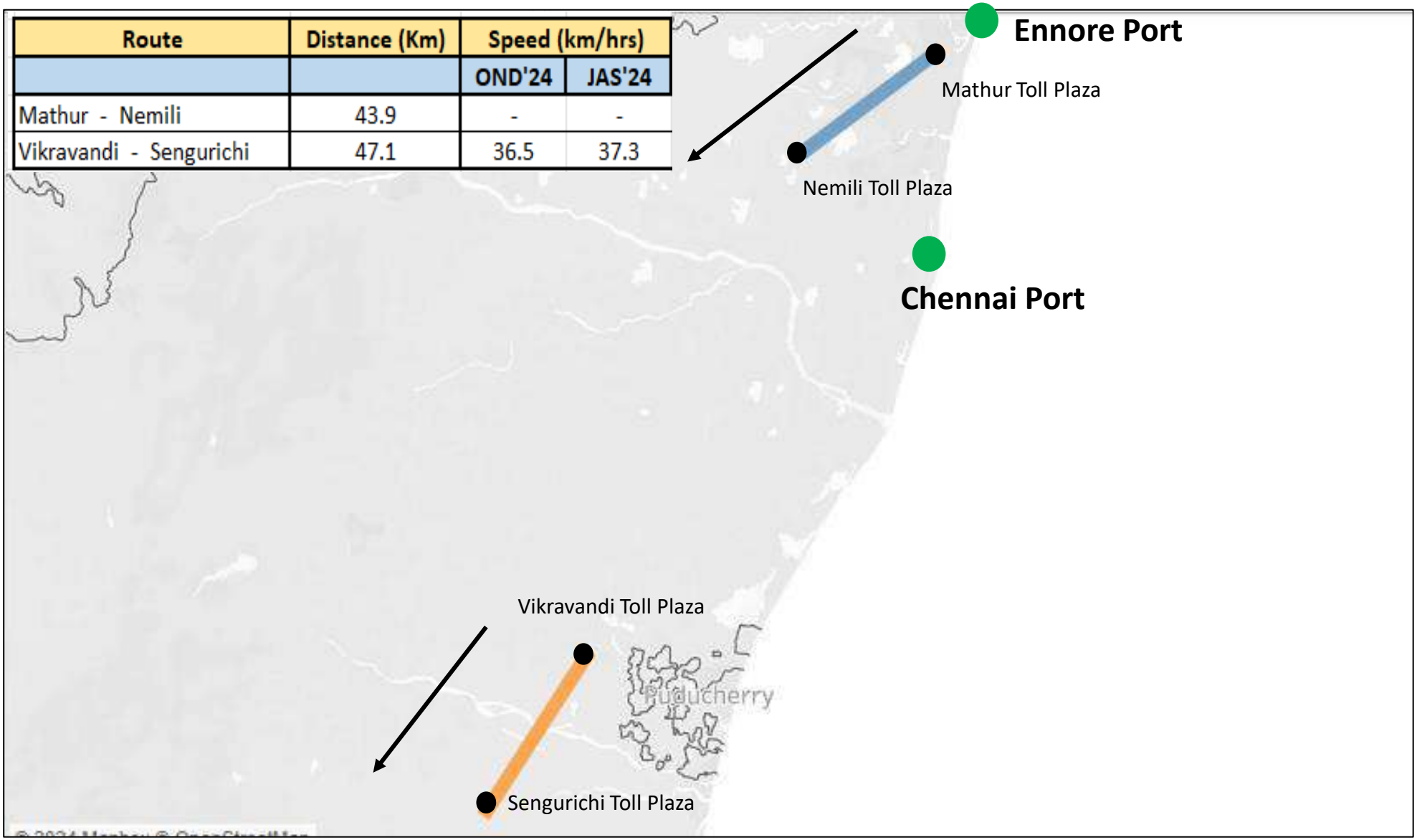
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region | Port | Adjacent Toll plaza | Distance (in Km) | Average Speed (in Km/ hr) | |
|---|---|---|---|---|---|
| | | | | OND' 24 | JAS' 24 |
| Southern | Kochi | Ponnarimangalam | 5 | 17.6 | 17.6 |
| | New Mangalore | Brahamarakotlu | 25 | 25.4 | 24.2 |
| | | Gundmi Toll Plaza, NH66 | 69 | 17.7 | - |
| | | Talapady Toll Plaza, NH66 | 23 | 21.2 | - |
| | Chennai | Mathur | 25 | 12.8 | 11.7 |
| | Kattupalli | Mathur | 28 | 15.4 | 20.0 |
| | Ennore | Mathur | 21 | 11.7 | 12.9 |
| | Tuticorin | Pudurpandiyapuram | 29 | 38.7 | 42.4 |

# Toll Plaza Analysis: **Chennai and Ennore Port**

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

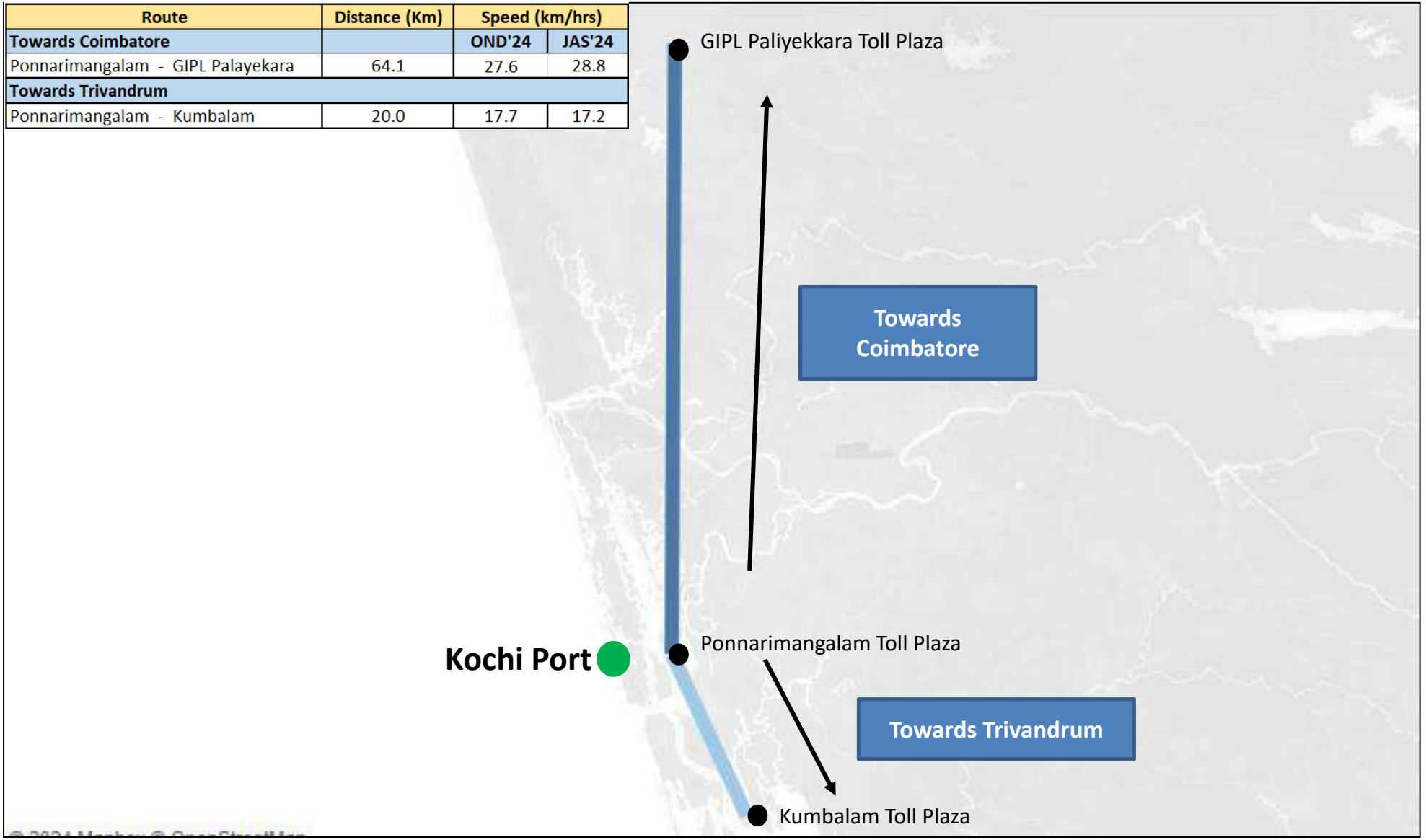
| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| | | OND'24 | JAS'24 |
| Mathur - Nemili | 43.9 | - | - |
| Vikravandi - Sengurichi | 47.1 | 36.5 | 37.3 |



# Toll Plaza Analysis: **Kochi Port**

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

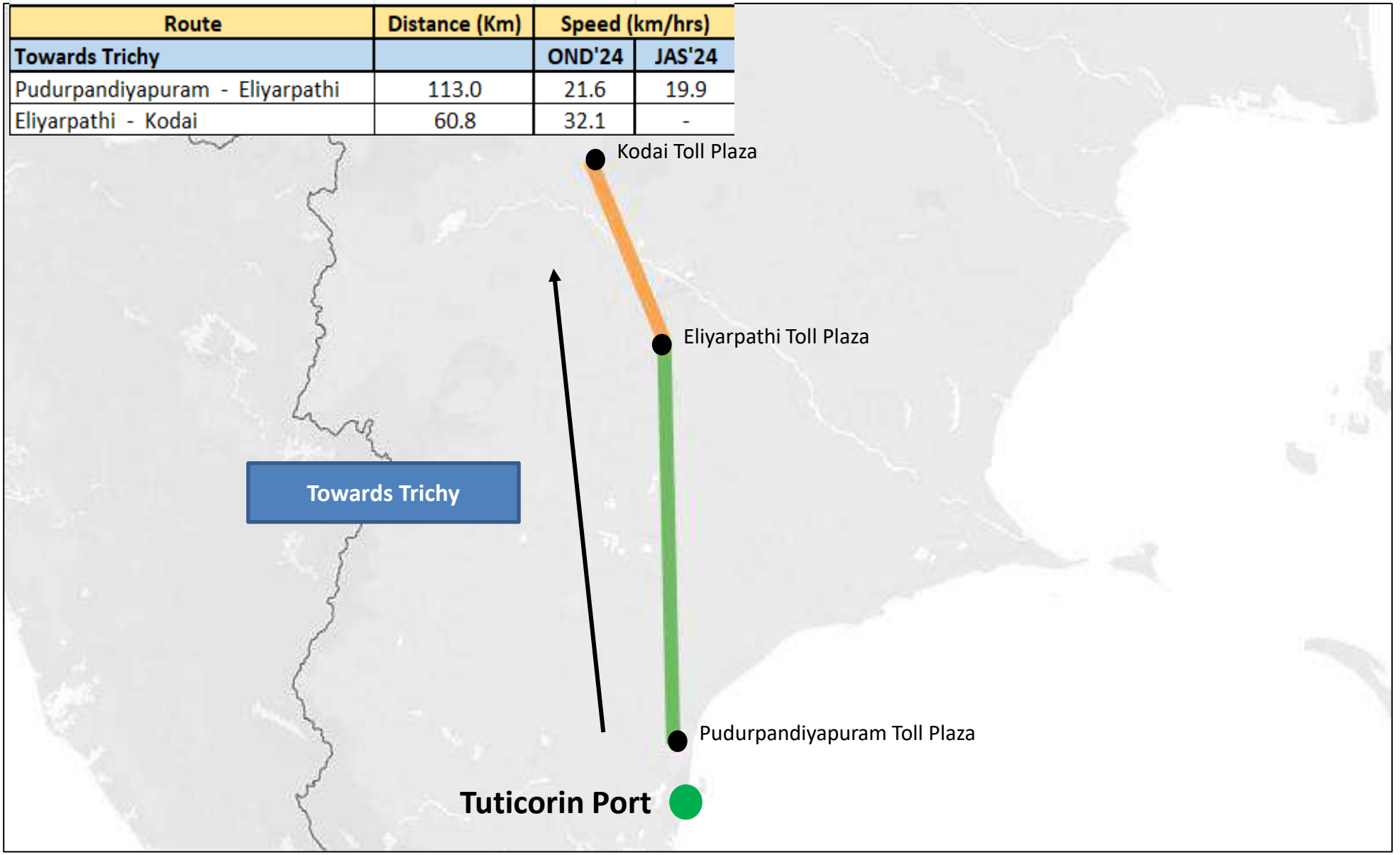
| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| **Towards Coimbatore** | | **OND'24** | **JAS'24** |
| Ponnarimangalam - GIPL Palayekara | 64.1 | 27.6 | 28.8 |
| **Towards Trivandrum** | | | |
| Ponnarimangalam - Kumbalam | 20.0 | 17.7 | 17.2 |



# Toll Plaza Analysis: **Tuticorin Port**

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

| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| **Towards Trichy** | | **OND'24** | **JAS'24** |
| Pudurpandiyapuram - Eliyarpathi | 113.0 | 21.6 | 19.9 |
| Eliyarpathi - Kodai | 60.8 | 32.1 | - |

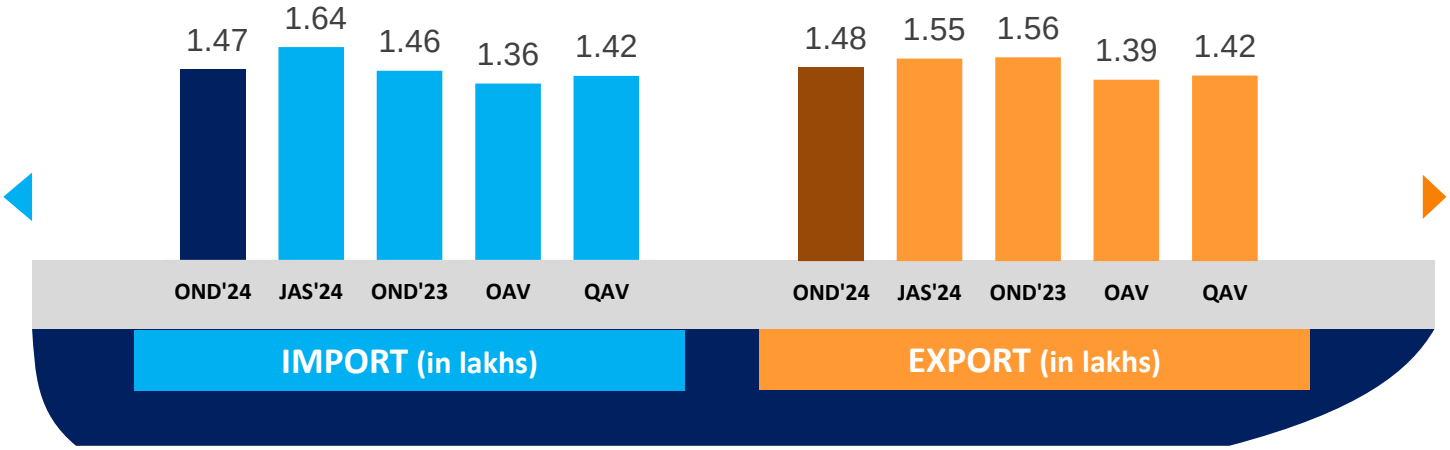


NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

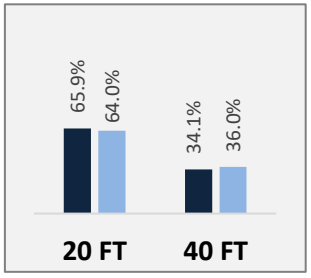
# 04
# EASTERN REGION PERFORMANCE

# Container Volume (TEUs): **Eastern Region**

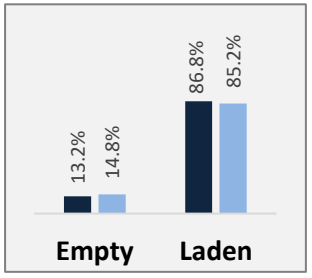
## Eastern Region



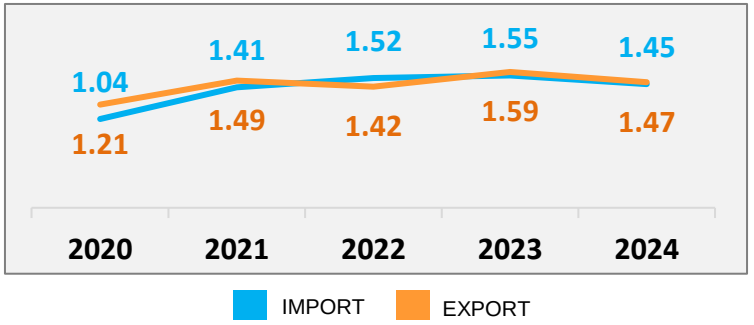

### Container Size-wise (Import)



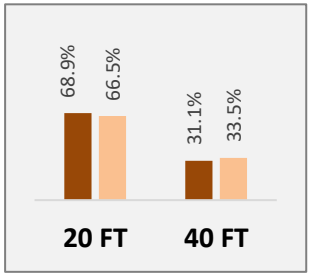

### Container Type-wise (Import)



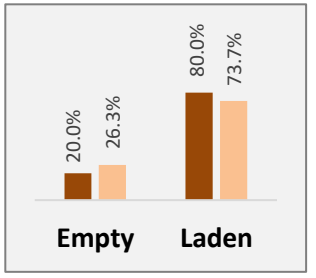

### Container Volume (TEUs) - Annual Average (in lakhs/ quarter)




### Container Size-wise (Export)




### Container Type-wise (Export)

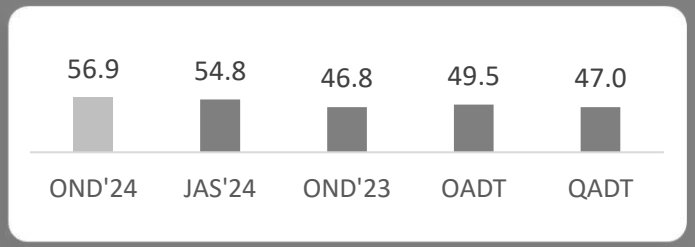



OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

# Dwell Time Performance: **Eastern Region Import and Export Cycle**

## Eastern Region

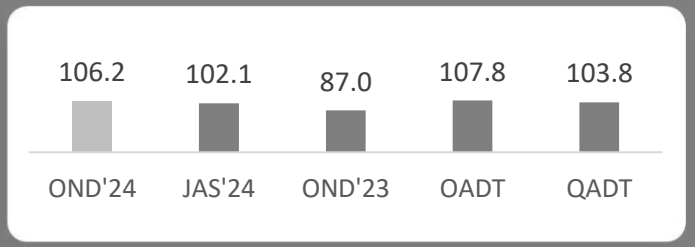

### IMPORT




**PAN India Import Dwell Time (OND'24)**

**30.6 Hrs.**

### EXPORT

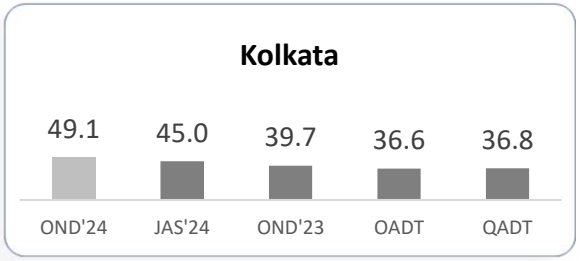


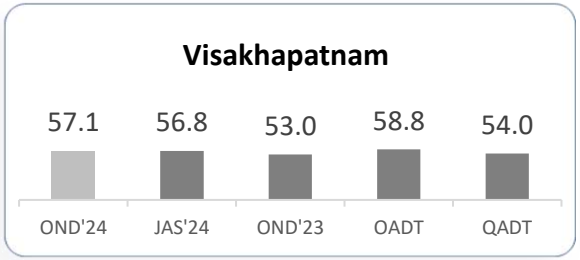

**PAN India Export Dwell Time (OND'24)**

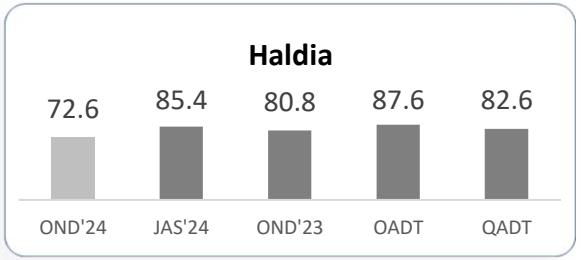
**88.2 Hrs.**

## IMPORT

Ports

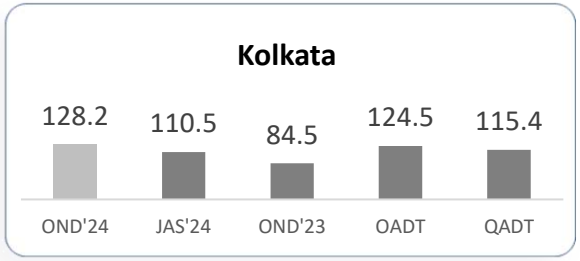


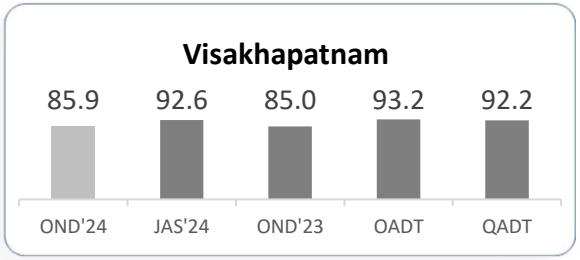



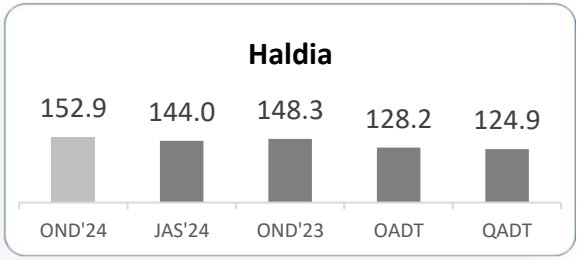




## EXPORT

Ports




OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

**Note:**
All values are in hours

# Container Turnaround Analysis: **Eastern Region**

Container turnaround analysis showcases the percentage of container volume (TEUs) 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 (Import Cycle) | Port Out (Export Cycle) | Container Volume (TEUs) Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | OND'24 | JAS'24 | OND'23 | OND'24 | JAS'24 | OND'23 |
| Visakhapatnam | Visakhapatnam | 94% | 94% | 96% | 35.8 | 29.8 | 39.0 |
| | Other Ports | 6% | 6% | 4% | 64.1 | 60.0 | 60.4 |
| Kolkata | Kolkata | 91% | 92% | 96% | 38.5 | 34.0 | 36.1 |
| | Haldia | 7% | 6% | 2% | 44.7 | 40.7 | 53.5 |
| | Other Ports | 2% | 2% | 2% | 61.4 | 54.9 | 50.2 |
| Haldia | Haldia | 72% | 72% | 85% | 35.0 | 33.0 | 71.0 |
| | Kolkata | 28% | 27% | 15% | 44.5 | 47.2 | 56.0 |
| | Other Ports | - | 1% | - | - | 51.4 | - |

**Note:** Please refer annexure for Container Turnaround Analysis Methodology

# Eastern Region Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 50.5 | ↑ | 49.3 |
| Train | 161.5 | ↓ | 181.2 |
| Overall | 56.9 | ↑ | 54.8 |

### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 149.4 | ↓ | 154.6 |
| ICD | - | | 122.2 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| Truck | 105.1 | ↑ | 101.9 |
| Train | 115.6 | ↑ | 105.1 |
| Overall | 106.2 | ↑ | 102.1 |

### CFS/ ICD Dwell Time

| | OND'24 (in hrs) | | JAS'24 (in hrs) |
|---|---|---|---|
| CFS | 96.6 | ↑ | 95.2 |
| ICD | - | | - |

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

# Port Performance Benchmarking: **Eastern Region**

Performance benchmarking of terminals based on dwell time vis-à-vis container volume (TEUs) handled:

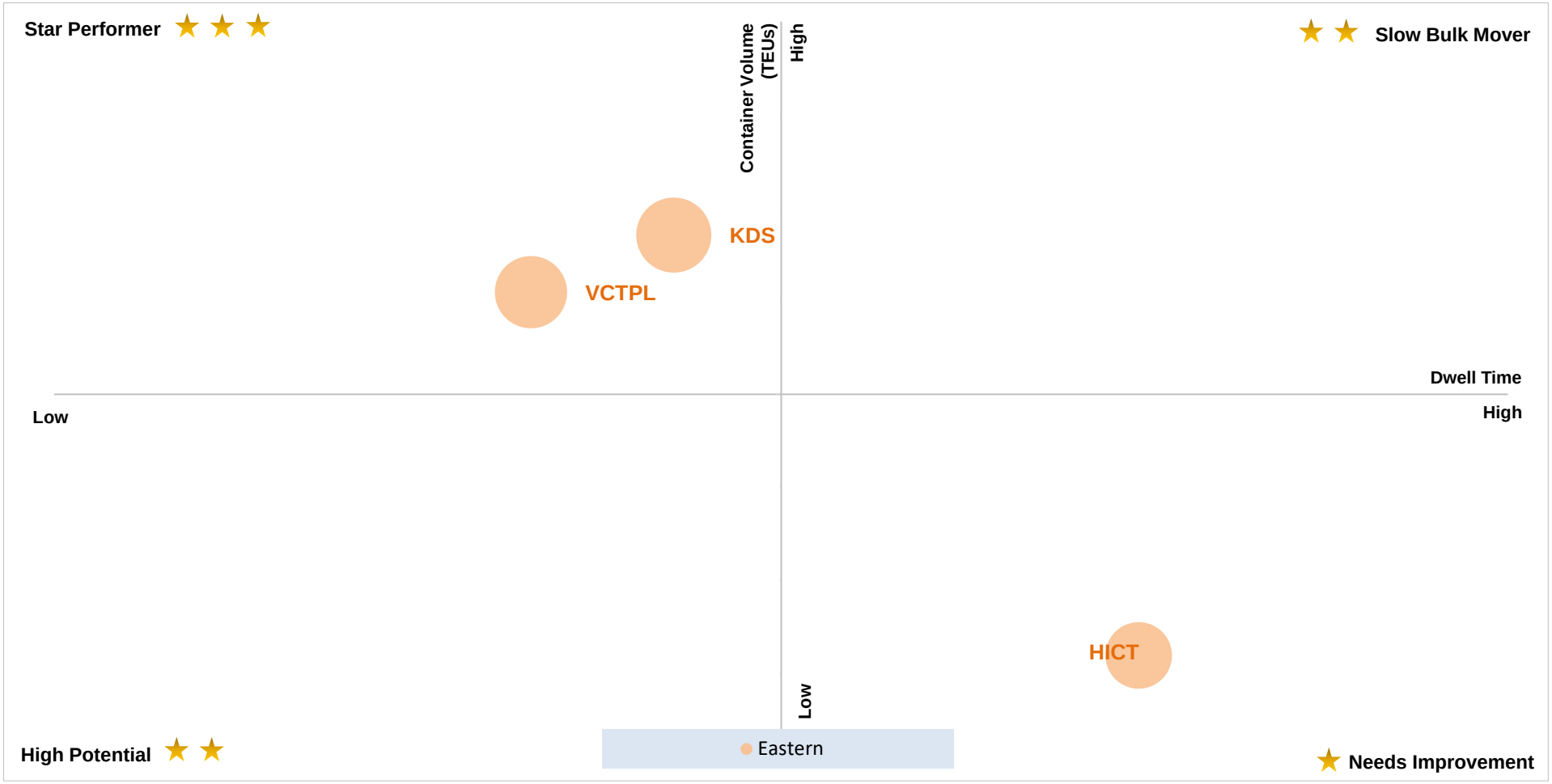

| Abb. | Name of Terminal |
|---|---|
| A | Haldia International Container Terminal (HICT) |
| B | Kolkata Dock System (KDS) , Kolkata Port |
| C | Visakha Container Terminal |

**X-Axis:** Dwell Time
**Threshold Value (in hours):** 82.2

**Y-Axis:** Container Volume (TEUs)
**Threshold Value (in TEUs):** 97,347

# Performance Benchmarking: **Eastern Region**

Performance benchmarking of terminals based on dwell time, container volume (TEUs) handled, and terminal capacity for OND'24:




**X-Axis:** Dwell Time

**Threshold Value (in hours):** 82.2

Bubble size represents the terminal capacity

**Y-Axis:** Container Volume (TEUs)

**Threshold Value (in TEUs):** 97,347

**Star Performer** ★ ★ ★

Entities with high container volume (TEUs) and low dwell time

**High Potential** ★ ★

Entities with low container volume (TEUs) and low dwell time

**Slow Bulk Movers** ★ ★

Entities with high container volume (TEUs) and high dwell time

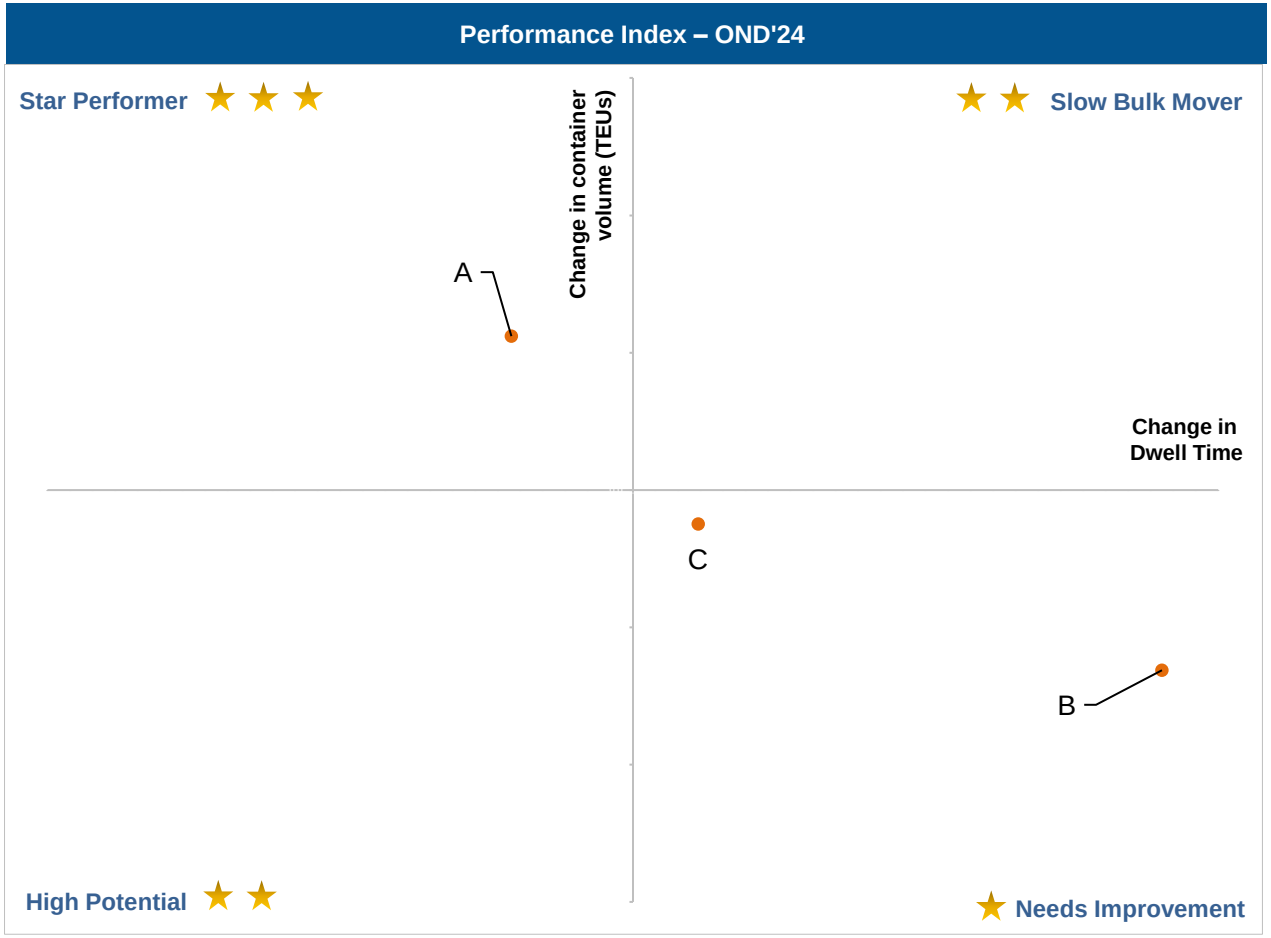
**Needs Improvement** ★

Entities with low container volume (TEUs) and high dwell time

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

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

Performance benchmarking of terminals based on the change from previous year same quarter in dwell time vis-a-vis container volume (TEUs) 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 container volume (TEUs)

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

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


**X-Axis:** Dwell Time

**Y-Axis:** TEU Capacity

| 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**

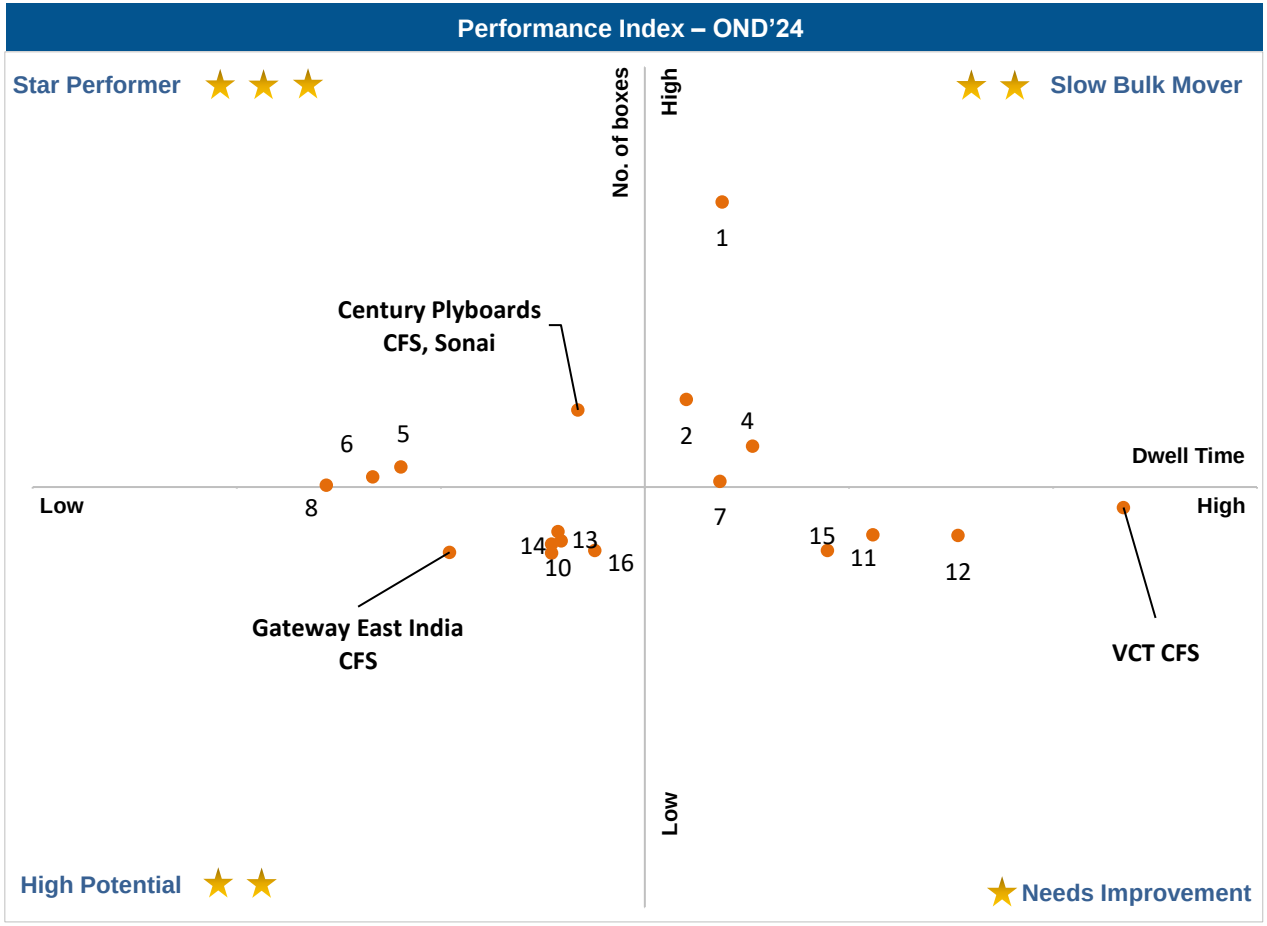
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing CFS**

Century Plyboards CFS, Sonai

**High Potential CFS**

Gateway East India CFS




**Low Performing CFS**

VCT CFS

**X-Axis:** Dwell Time

**Y-Axis:** No. of boxes

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

# Visakhapatnam Port Performance

## Container Lifecycle (Import Cycle)

### IMPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 57.1 | 56.8 | Port to CFS | 2.3 | 2.5 | CFS | 175.6 | 183.9 |

### EXPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 85.9 | 92.6 | CFS to Port | - | - | CFS | 78.4 | 81.7 |

## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last quarter

# Kolkata Port Performance

## Container Lifecycle (Import Cycle)

### IMPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 49.1 | 45.0 | Port to CFS | 1.3 | 1.3 | CFS | 140.9 | 145.8 |

### EXPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 128.2 | 110.5 | CFS to Port | 0.7 | - | CFS | 107.8 | 114.2 |

## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last quarter

# Parking Plaza Analysis: **Kolkata Port**

The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time (Gate In – Gate Out) | OND'24 (in hrs) | JAS'24 (in hrs) |
|---|---|---|
| Phonex M, Q Parking Yard Kolkata | 1.6 | 1.6 |

**Container Count Percentage: Hour-wise (OND'24 )**

| | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|---|---|---|---|---|---|---|
| Parking Plaza Dwell Time | 60% | 24% | 14% | 2% | - | - |

# Haldia Port Performance

## Container Lifecycle (Import Cycle)

### IMPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 72.6 | 85.4 | Port to CFS | 9.6 | 10.3 | CFS | 147.9 | 151.5 |

### EXPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) | OND'24 (in hrs) | | JAS'24 (in hrs) |
| | Overall | 152.9 | 144.0 | CFS to Port | - | - | CFS | - | - |

## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last quarter

# Port to Toll Plaza Analysis: **Eastern Region**

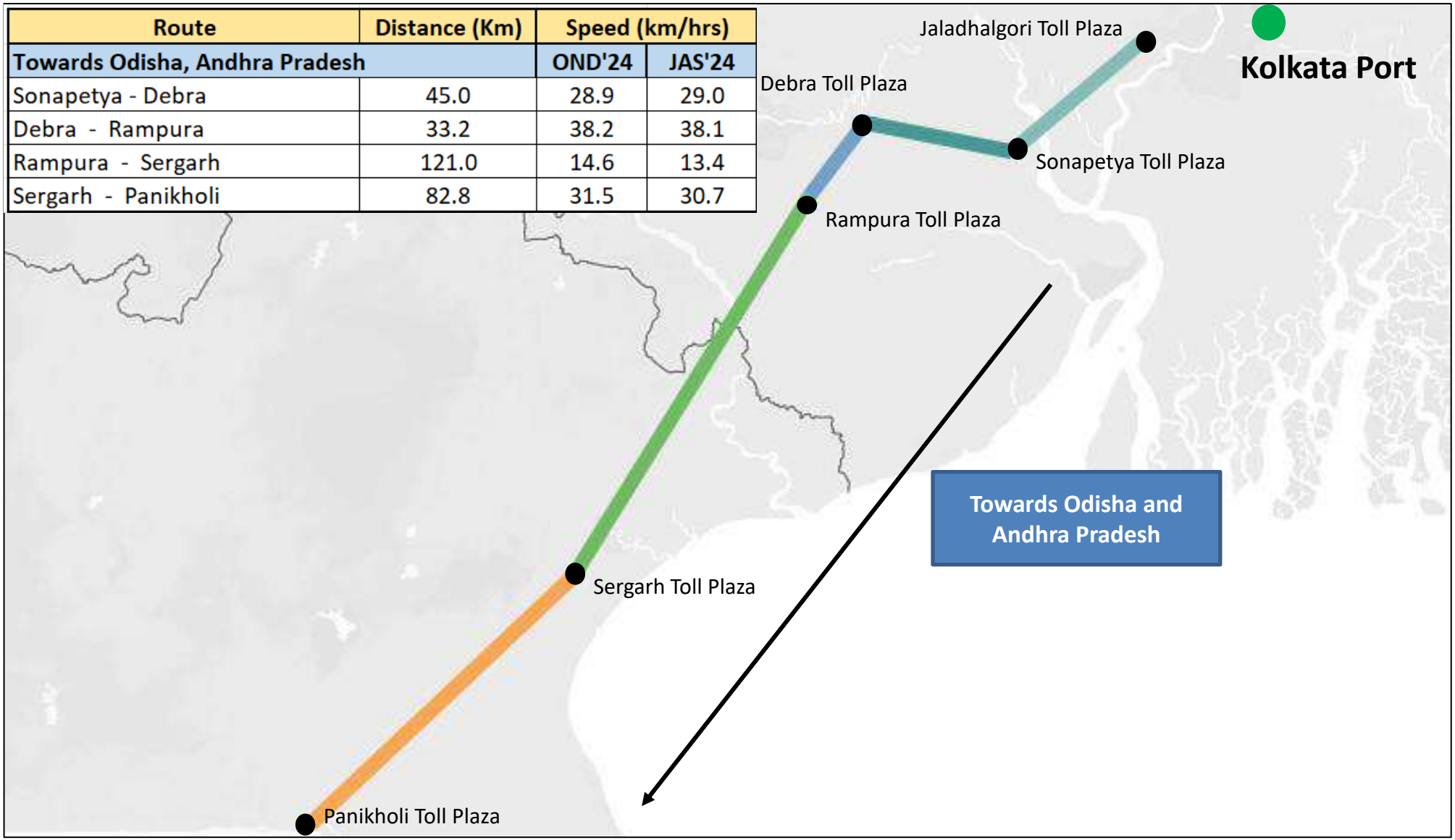
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region | Port | Adjacent Toll plaza | Distance (in KM) | Average Speed (in Km/hrs) | |
|---|---|---|---|---|---|
| | | | | OND'24 | JAS'24 |
| Eastern | Kolkata | Rampura | 134 | 15.2 | 14.4 |
| | | Dankuni | 28 | 7.9 | 7.7 |
| | Haldia | Sonapetya | 44 | 9.1 | 8.9 |
| | Visakhapatnam | Nathavalasa | 59 | 13.1 | 10.3 |
| | | Sheelanagar | 23 | 25.6 | 21.6 |

# Toll Plaza Analysis: **Kolkata Port**

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

| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| **Towards Odisha, Andhra Pradesh** | | **OND'24** | **JAS'24** |
| Sonapetya - Debra | 45.0 | 28.9 | 29.0 |
| Debra - Rampura | 33.2 | 38.2 | 38.1 |
| Rampura - Sergarh | 121.0 | 14.6 | 13.4 |
| Sergarh - Panikholi | 82.8 | 31.5 | 30.7 |



# 05
# CONGESTION & TRANSIT ANALYSIS

# Congestion Analysis & Methodology

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

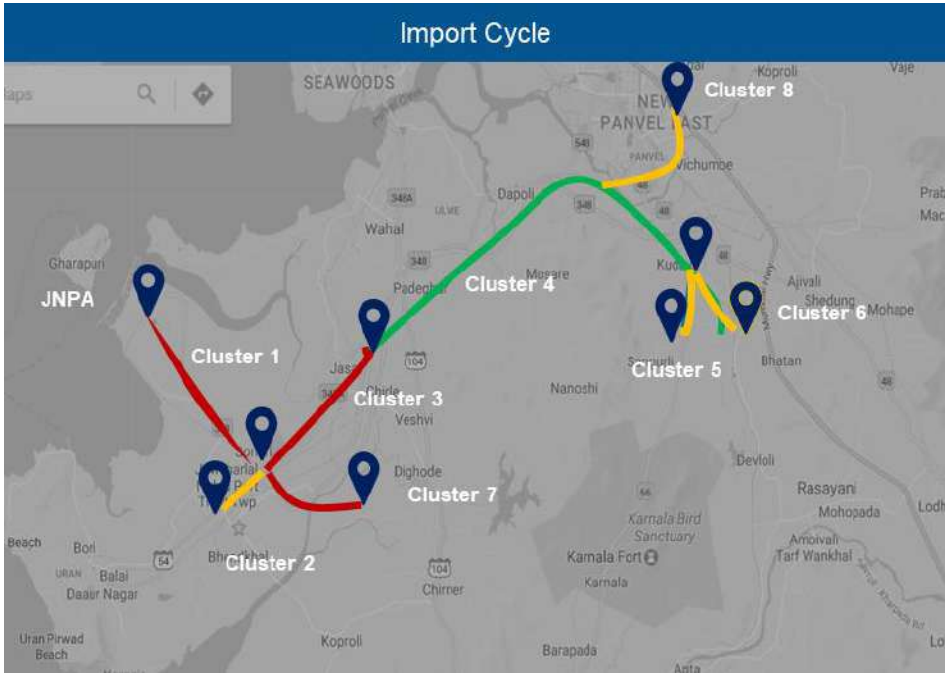
## Methodology

**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 <=2 times the threshold
   - Low congestion: >1 to <=1.5 times the threshold

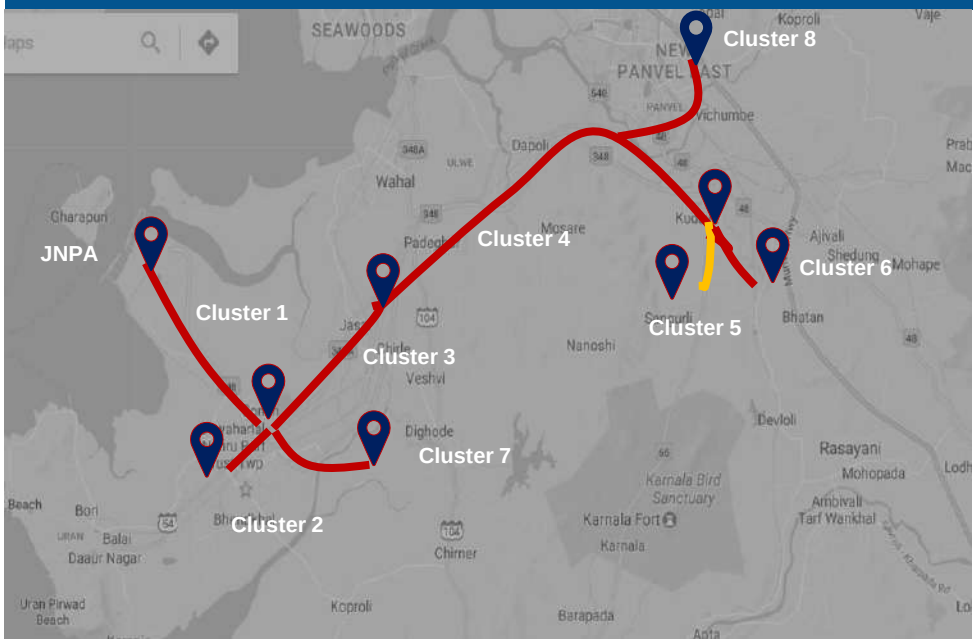



Congestion Level — High — Medium — Low

# Congestion Analysis: **JNPA Region**

## Import Cycle


## Export Cycle



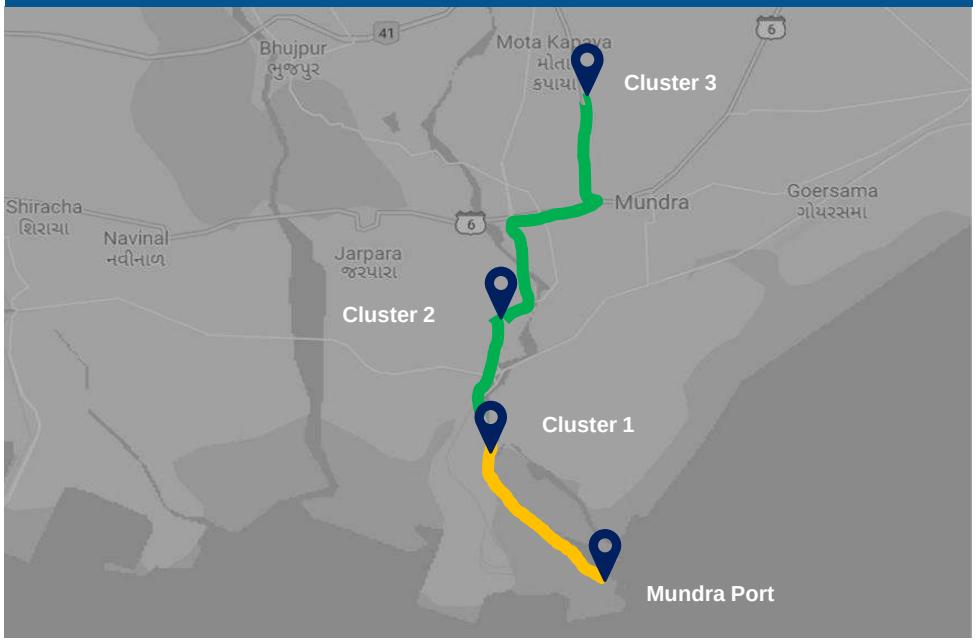

| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | JNPA Area | 1 | 9.30% | High |
| Cluster 2 | Bhendkhal Area, Khopate Road | 6 | 24.75% | Low |
| Cluster 3 | Sonari Area,JNPA Road | 2 | 14.30% | Medium |
| Cluster 4 | Chirle Area, JNPA Road | 1 | 1.27% | Low |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway | 2 | 15.85% | Low |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5 | 20.68% | Low |
| Cluster 7 | Patilpada Area, Khopate JNPA Road | 3 | 13.18% | Medium |
| Cluster 8 | Taloja, Navi Mumbai | 1 | 0.67% | Medium |

| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | JNPA Area | 1 | 6.30% | High |
| Cluster 2 | Bhendkhal Area, Khopate Road | 6 | 21.47% | High |
| Cluster 3 | Sonari Area,JNPA Road | 2 | 14.14% | High |
| Cluster 4 | Chirle Area, JNPA Road | 1 | 5.01% | High |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway | 2 | 11.98% | Medium |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5 | 28.90% | High |
| Cluster 7 | Patilpada Area, Khopate JNPA Road | 3 | 11.29% | High |
| Cluster 8 | Taloja, Navi Mumbai | 1 | 0.91% | High |

Congestion Level — High — Medium — Low

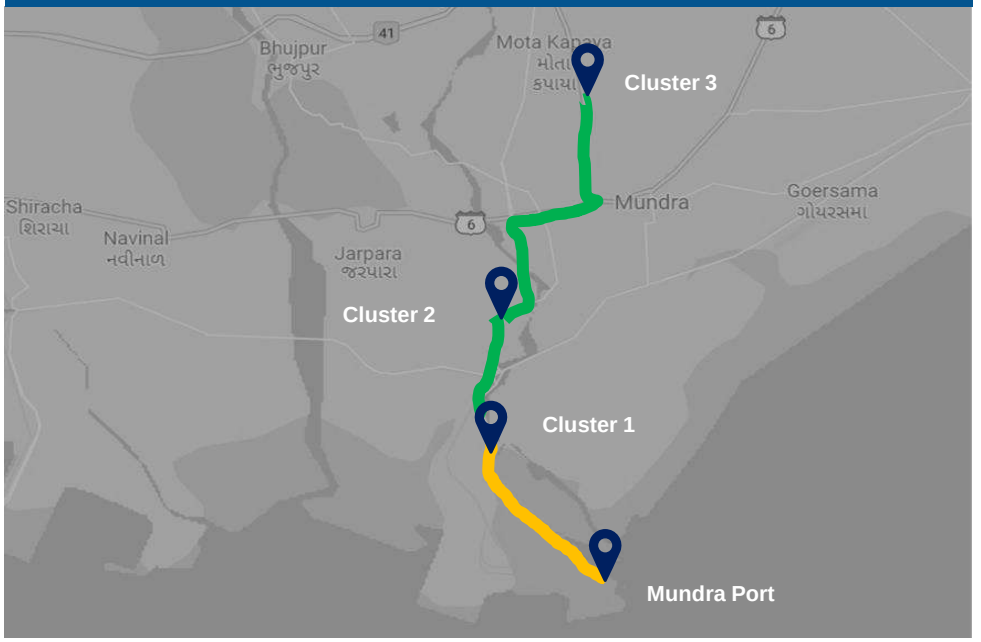
# Congestion Analysis: **Mundra Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | APSEZ Area | 12 | 82.18% | Medium |
| Cluster 2 | Hind Circle | 2 | 13.05% | Low |
| Cluster 3 | Mota Kapaya | 1 | 4.77% | Low |

## Export Cycle

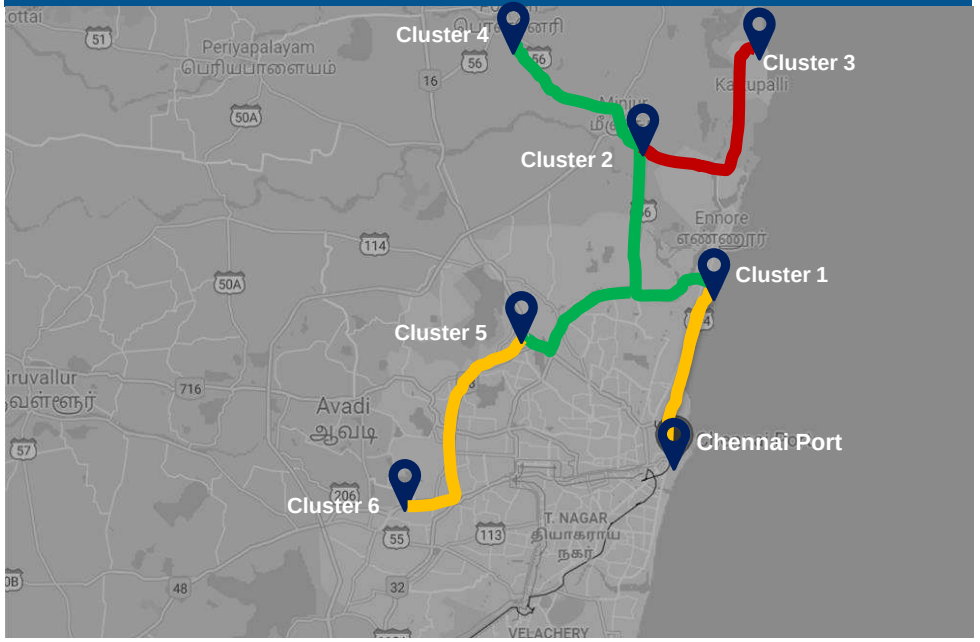



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | APSEZ Area | 12 | 97.40% | Medium |
| Cluster 2 | Hind Circle | 2 | 1.77% | Low |
| Cluster 3 | Mota Kapaya | 1 | 0.83% | Low |

Congestion Level — High — Medium — Low

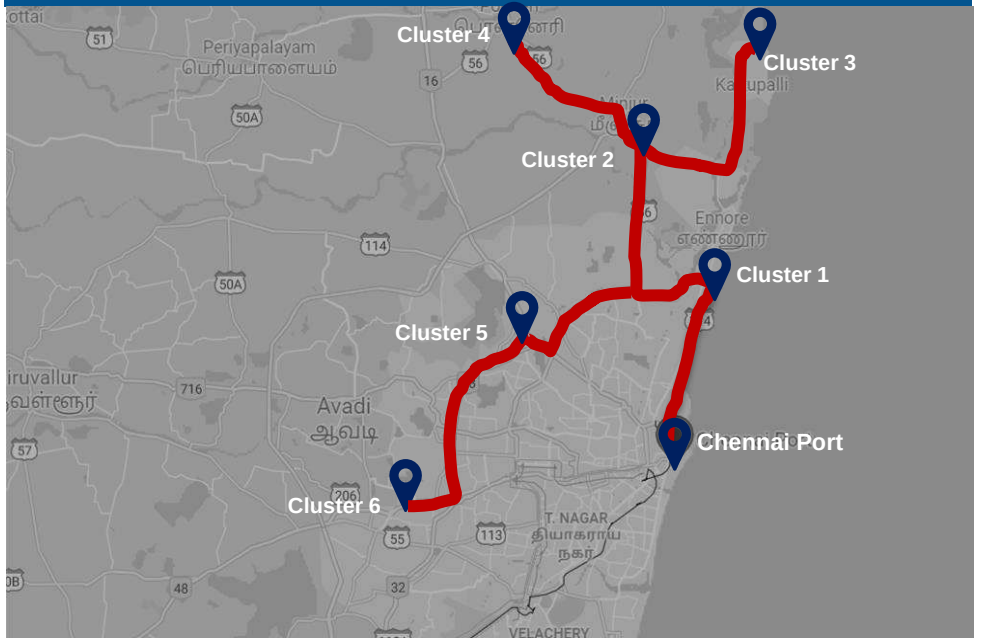
# Congestion Analysis: **Chennai Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Thiruvottiyur High Road Junction | 3 | 27.98% | Medium |
| Cluster 2 | Aandarkuppam - Melur Junction | 14 | 60.79% | Low |
| Cluster 3 | Kattupalli Port bound Area | 2 | 0.23% | High |
| Cluster 4 | Minjur - Ponneri bound Area | 3 | 4.43% | Low |
| Cluster 5 | Madhavaram - Moolakadai Junction | 3 | 3.09% | Low |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5 | 3.48% | Medium |

## Export Cycle

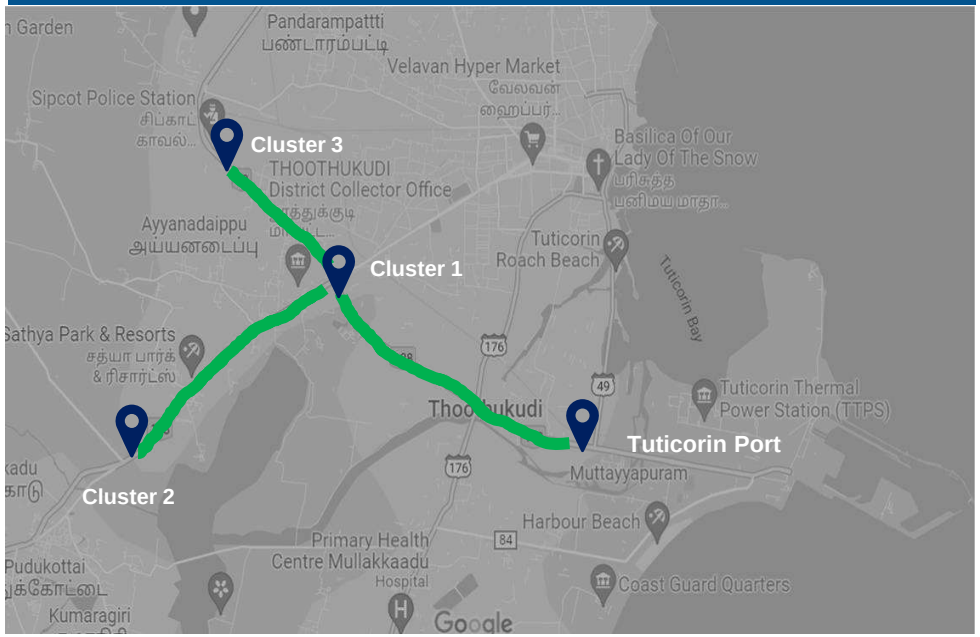



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Thiruvottiyur High Road Junction | 3 | 21.74% | High |
| Cluster 2 | Aandarkuppam - Melur Junction | 14 | 56.55% | High |
| Cluster 3 | Kattupalli Port bound Area | 2 | 0.55% | High |
| Cluster 4 | Minjur - Ponneri bound Area | 3 | 8.17% | High |
| Cluster 5 | Madhavaram - Moolakadai Junction | 3 | 2.05% | High |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5 | 10.94% | High |

Congestion Level — High — Medium — Low

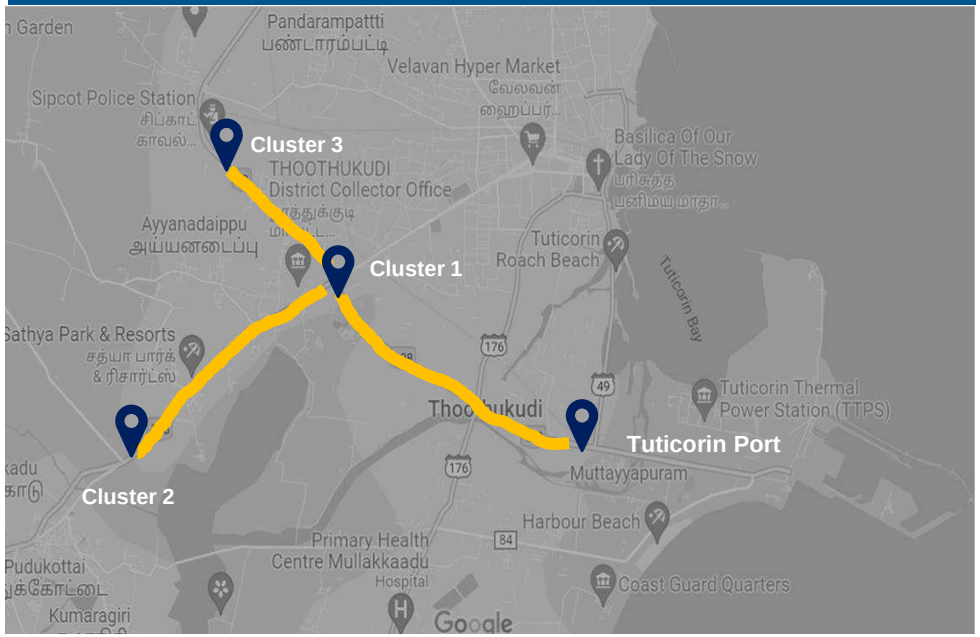
# Congestion Analysis: **Tuticorin Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Periyanayagapuram, Thoothukudi, Madurai Road | 4 | 37.82% | Low |
| Cluster 2 | Tirunelveli Road near by Podukottai | 2 | 21.27% | Low |
| Cluster 3 | Sipcot Area near by Madurai Road | 8 | 40.91% | Low |

## Export Cycle

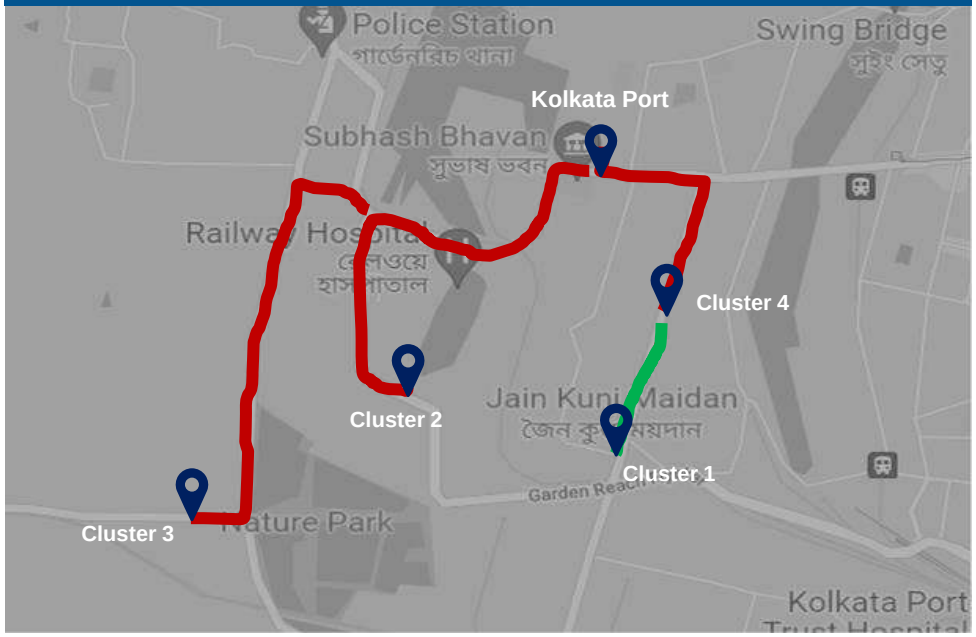



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Periyanayagapuram, Thoothukudi, Madurai Road | 4 | 27.08% | Medium |
| Cluster 2 | Tirunelveli Road near by Podukottai | 2 | 12.89% | Medium |
| Cluster 3 | Sipcot Area near by Madurai Road | 8 | 60.03% | Medium |

Congestion Level — High — Medium — Low

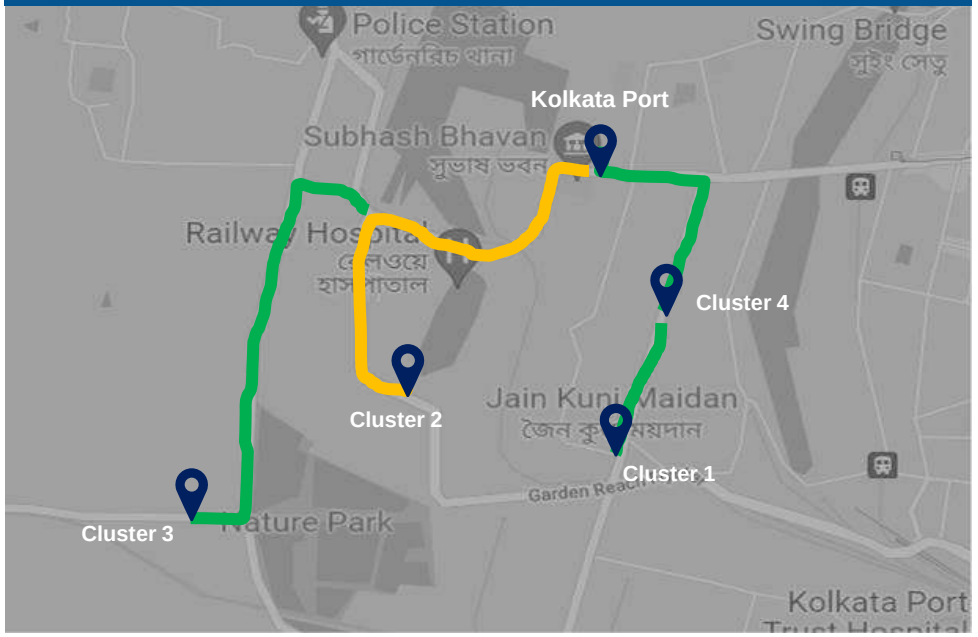
# Congestion Analysis: **Kolkata Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Base Bridge Area | 3 | 50.28% | Low |
| Cluster 2 | Sonapur Road Area | 1 | 7.17% | High |
| Cluster 3 | Nature Park Area | 1 | 38.80% | High |
| Cluster 4 | Babu Bazar Area | 1 | 3.75% | High |

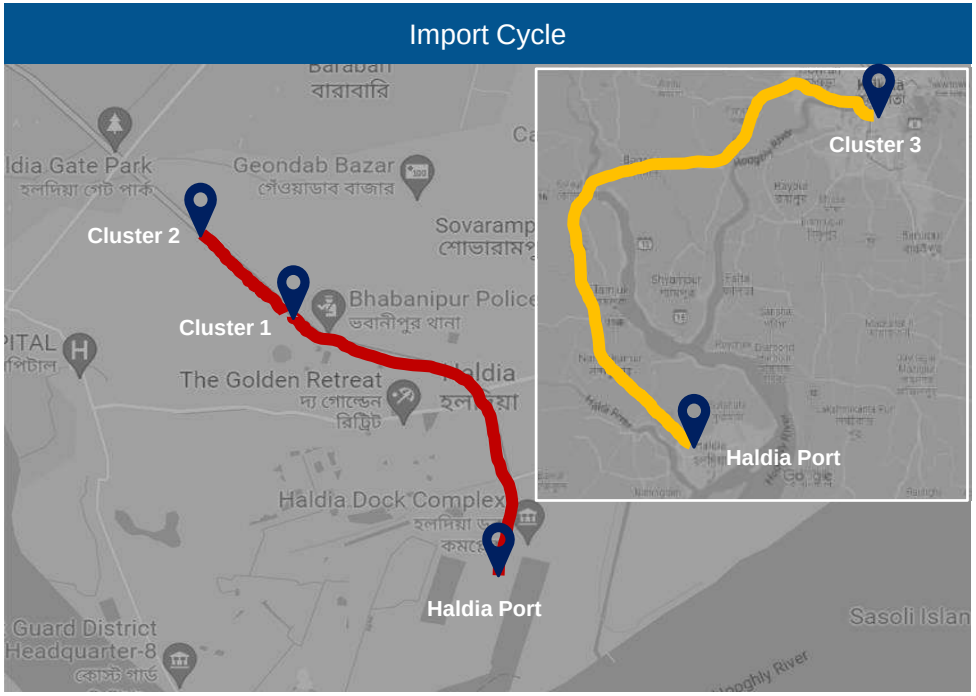
## Export Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Base Bridge Area | 3 | 46.46% | Low |
| Cluster 2 | Sonapur Road Area | 1 | 7.85% | Medium |
| Cluster 3 | Nature Park Area | 1 | 35.81% | Low |
| Cluster 4 | Babu Bazar Area | 1 | 9.88% | Low |

Congestion Level — High — Medium — Low

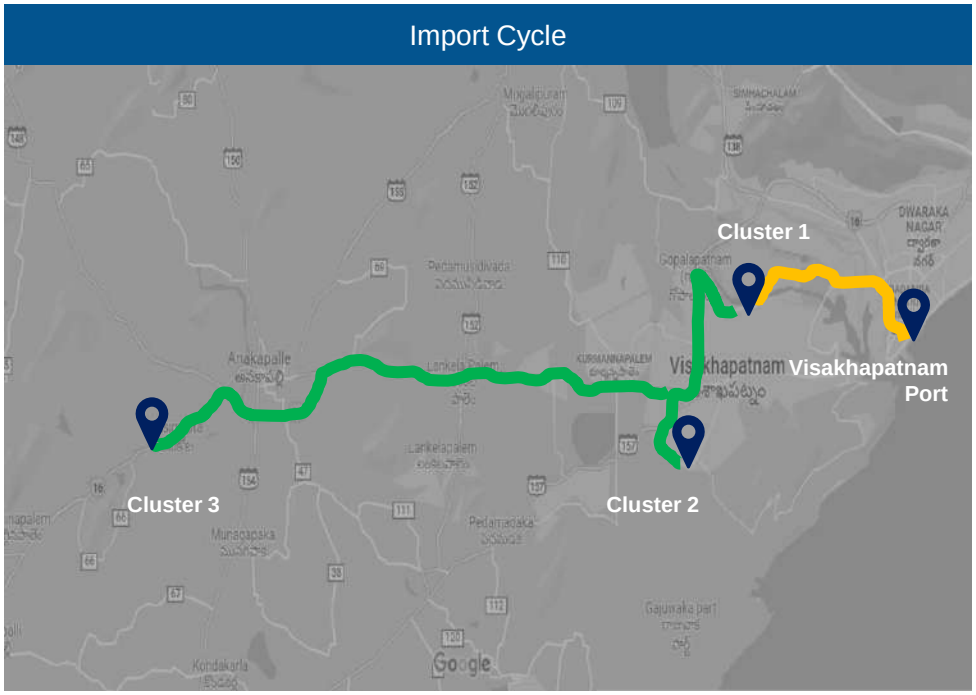
# Congestion Analysis: **Haldia Region**




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Talpukur Area, Kolkata Highway | 1 | 29.84% | High |
| Cluster 2 | City Centre Area, Kolkata Highway | 2 | 40.56% | High |
| Cluster 3 | Silpodanga Area | 1 | 29.60% | Medium |

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 | 69.23% | Medium |
| Cluster 2 | Autonagar, Gajuwaka Area | 3 | 25.92% | Low |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1 | 4.85% | Low |

Congestion Level High Medium Low

# Transit Movement across ICPs

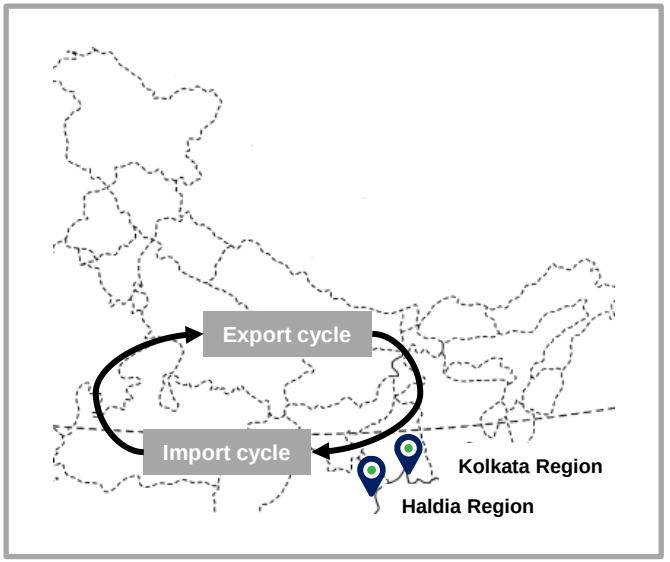
Transit movement across ICPs from Kolkata & Haldia Port Terminal:

**Kolkata Port Terminal**

| Import Cycle | Mode | ICP Raxaul | ICP Jogbani |
|---|---|---|---|
| | Overall | 113.6 hrs | 106.0 hrs |

**Haldia Port Terminal**

| Import Cycle | Mode | ICP Raxaul | ICP Jogbani |
|---|---|---|---|
| | Overall | 167.2 hrs | 182.0 hrs |



NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

# 06
# Annexure

# 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 |

# Annexure – ICD Names

| List of ICD names used in the ICD Performance Index | | | |
|---|---|---|---|
| **Ref. No.** | **Name** | **Ref. No.** | **Name** |
| 1 | Dronagiri Rail Terminal CFS, Navi Mumbai | 23 | MMLP VARNAMA |
| 2 | ICD KHODIYAR | 24 | Vaishno Container Terminal-ICD Tarapur |
| 3 | CONCOR ICD, Dadri | 25 | ICD MANDIDEEP |
| 4 | ICD WHITEFIELD | 26 | The Thar Dry Port Jodhpur |
| 5 | ICD SANATHNAGAR | 27 | Allcargo Logistics Park ICD, Dadri |
| 6 | Adani ICD, Tumb | 28 | ICD KANPUR |
| 7 | HTPL ICD Qilaraipur Ludhiana | 29 | Albatross Inland Ports ICD, Dadri |
| 8 | Gateway Rail ICD, Sahnewal | 30 | ICD Jajpur (Jindal Stainless Ltd.) |
| 9 | CONCOR Kanakpura ICD, Jaipur | 31 | ICD DAULATABAD |
| 10 | MMLP MIHAN | 32 | Kribhco ICD, Meerut |
| 11 | ICD DDL, LUDHIANA | 33 | MMLP TIHI |
| 12 | The Thar Dry Port ICD Ahmedabad | 34 | Continental Warehousing Corporation Nhava Sheva Ltd ICD,Haryana |
| 13 | Hind Terminals Logistics Park ICD, Palwal | 35 | APM Terminals ICD, Dadri |
| 14 | ICD BGKT, JODHPUR | 36 | CMA CGM Logistics Park, Dadri |
| 15 | MMLP VISHAKAPATNAM | 37 | Gateway Rail Freight ICD, Pyala |
| 16 | MMLP KHATUWAS | 38 | APM Terminals Inland Services ICD Bhamboli |
| 17 | ICD ANKLESHWAR | 39 | ICD MAJHERHAT |
| 18 | CFS VALLARPADAM | 40 | MMLP BALLI |
| 19 | MMLP BARHI | 41 | ICD KIFTPL Kashipur |
| 20 | CONTAINER CORPORATION OF INDIA LTD - TONDIARPET (ICDTVT-T) | 42 | MMLP PANTHNAGAR (SIDCUL-CONCOR) |
| 21 | Pristine ICD Chawapail , Ludhiana | 43 | Pegasus Inland Container Depot |
| 22 | KLPL ICD, Kanpur | 44 | Adani Logistics Park ICD, Gurgaon |

# Annexure – CFS Names - Western Region

| List of CFS names used in the Western CFS Performance Index | | | |
|---|---|---|---|
| **Ref. No.** | **Name** | **Ref. No.** | **Name** |
| 1 | CWC Polaris logistics park | 24 | Apollo Logisolutions CFS, Panvel |
| 2 | Ameya Logistics CFS, Navi Mumbai | 25 | Rishi CFS, Mundra |
| 3 | Adani CFS Eximyard, Mundra | 26 | Balmer & Lawrie CFS, Navi Mumbai |
| 4 | Saurashtra CFS, Mundra | 27 | International Cargo Terminals (ULA) CFS, Navi Mumbai |
| 5 | Punjab Conware CFS, Navi Mumbai | 28 | Navkar Corporation Yard 2 CFS, Panvel |
| 6 | CWC Conex Terminal CFS | 29 | International Cargo Terminal CFS |
| 7 | Speedy Multimode CFS, JNPT | 30 | Transworld CFS, Mundra |
| 8 | Gateway Distriparks CFS, Navi Mumbai | 31 | Ashutosh CFS, Mundra |
| 9 | TG Terminals CFS, Mundra | 32 | Hind Terminals Pvt. Ltd. CFS, Mundra |
| 10 | EFC Logistics India | 33 | Honey Comb CFS, Mundra |
| 11 | JWC Logistics Park CFS | 34 | Maharashtra State Corp CFS |
| 12 | Seabird CFS, Mundra | 35 | Hind Terminal CFS, Hazira |
| 13 | CWC CFS, Mundra | 36 | CWC Dronagiri CFS, Navi Mumbai |
| 14 | MICT CFS, Mundra | 37 | Kerry Indev Logistics CFS,Mumbai |
| 15 | Ocean Gate CFS, Panvel | 38 | Transworld Terminals CFS,Mumbai |
| 16 | Mundhra CFS, Mundra | 39 | Vaishno Logistics CFS, Navi Mumbai |
| 17 | Landmark CFS, Mundra | 40 | Navkar Corporation Yard 3 CFS, Panvel |
| 18 | Seabird CFS, Navi Mumbai | 41 | LCL Logistics CFS, Pipavav |
| 19 | CWC Impex Park CFS, Navi Mumbai | 42 | Take Care Logistics CFS |
| 20 | Ashte Logistics CFS, Panvel | 43 | Navkar Corporation Yard 1 CFS, Panvel |
| 21 | AllCargo CFS, Mundra | 44 | Kerry Indev Logistics Pvt Ltd CFS |
| 22 | Sarveshwar CFS | 45 | APM (Maersk India) CFS, Navi Mumbai |
| 23 | JWR CFS | 46 | Contrans Logistic CFS, Pipavav |

# Annexure – CFS Names - Southern Region

| List of CFS names used in Southern CFS Performance Index | | | |
|---|---|---|---|
| **Ref. No.** | **Name** | **Ref. No.** | **Name** |
| 1 | Sical CFS, Chennai Tiruvallur Tamil Nadu | 24 | GDKL CFS |
| 2 | Sanco Trans CFS, Chennai | 25 | Supply Chain Logistics Pvt LTD CFS,Chennai |
| 3 | Allcargo Global Logistics CFS, Chennai | 26 | A S Shipping Agencies CFS, Tiruvallur |
| 4 | Gateway Distriparks CFS, Chennai | 27 | Chandra CFS, Tiruvallur |
| 5 | Kailash Shipping Services CFS, Chennai | 28 | Marigold Logistics CFS |
| 6 | Ennore Cargo Container Terminal CFS, Chennai | 29 | Kences CFS Chennai |
| 7 | Kerry Indev Logistics ICD, Kanchipuram | 30 | Diamond CFS Park |
| 8 | Triway CFS, Chennai | 31 | Sun Global Logistics CFS, Kanchipuram |
| 9 | Balmer Lawrie CFS, Chennai | 32 | Prompt Terminals (P) Ltd |
| 10 | STP Services CFS, Chennai | 33 | Central Warehousing Corporation CFS,Banglore |
| 11 | ICBC CFS Chennai | 34 | Continental Warehousing Corporation Nhava Sheva Ltd. |
| 12 | Sattva Cfs And Logistics CFS, Chennai | 35 | Vilsons CFS |
| 13 | Sudharsan Logistics CFS, Chennai | 36 | Continental Warehousing Corporation Nhava Sheva Ltd,VOCPT |
| 14 | Hind Terminals CFS, Chennai | 37 | Kerry Indev Logistics Private Limited / Continental Container Freight Station |
| 15 | Apm Terminals India CFS, Tiruvallur | 38 | Continental Warehousing Corporation CFS (Nhava Seva), Tiruvallur |
| 16 | MIV CFS | 39 | Sical Multimodal and Rail Transport Ltd. - CFS Division |
| 17 | Sattva Hi-Tech And Conware CFS, Chennai | 40 | Sical Multimodal and Rail Transport CFS,VOCPT |
| 18 | Adani CFS, Kattupalli Tiruvallur Tamil Nadu | 41 | Continental Warehousing Corporation CFS (Nhava Seva), Chennai |
| 19 | St. John Freight Systems Ltd. - ICD Division | 42 | A.S.Shipping Agencies Pvt Ltd |
| 20 | Raja Agencies CFS | 43 | A.S.Shipping Agencies CFS,VOCPT |
| 21 | Hari CFS | 44 | Kerry Indev Logistics CFS,Tuticorin |
| 22 | Glovis India CFS, Kanchipuram | 45 | Thiru Rani Logistics CFS, Tiruvallur |
| 23 | ALS Tuticorin Terminal Private Limited | | |

# Annexure – CFS Names - Eastern Region

| List of CFS names used in Eastern CFS Performance Index | |
|---|---|
| **Ref. No.** | **Name** |
| 1 | Phonex CFS |
| 2 | Century Plyboards CFS, JJP |
| 3 | Century Plyboards CFS, Sonai |
| 4 | A L Logistics CFS |
| 5 | Sravan CFS-1 |
| 6 | Balmer Lawrie CFS,Kolkatta |
| 7 | Gateway East India CFS,Vizag |
| 8 | Transworld Terminals CFS,Kolkatta |
| 9 | VCT CFS |
| 10 | CWC CFS, Kolkata |
| 11 | Allcargo Logistics CFS,Kolkatta |
| 12 | Sravan CFS-2 |
| 13 | VPL Integral CFS |
| 14 | Ralson Petro Chemicals CFS |
| 15 | Sattava Vishaka CFS |
| 16 | Balmer Lawrie CFS |
| 17 | Gateway East India CFS |
| 18 | Transworld Terminals Pvt. Ltd. |

# Annexure – Container TAT and OADT, QADT Methodology

## Container Turnaround Time (TAT)

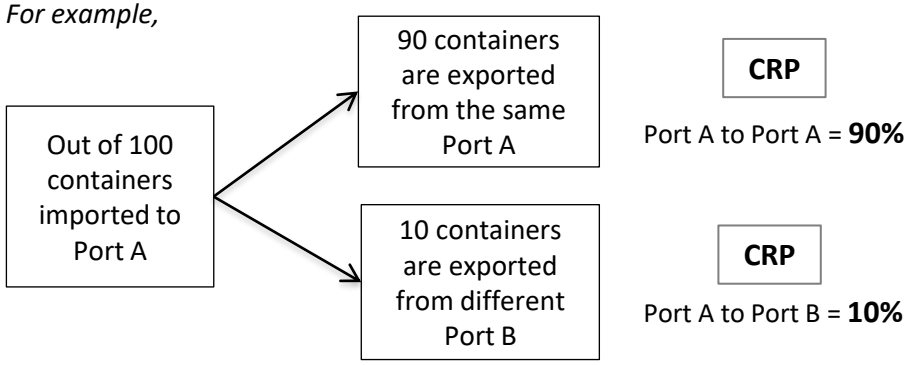
Container Turnaround Time (TAT) refers to the total time a container spends in a country, from its arrival to port in import cycle to its departure from the port in export cycle

Terminal Out Time Stamp (Export Cycle) - Terminal In Time Stamp (Import Cycle)

## Container Retention Percentage (CRP)

Container turnaround analysis also showcases the percentage of container count (no. of boxes) retained by respective ports.

*For example,*




## Overall Average Dwell Time (OADT) / Overall Average Volume (OAV)

Overall Average Dwell Time (OADT) / Overall Average Volume (OAV) refers to the average dwell time/volume of the entity, calculated from the inception of the entity

*For example,*

If the terminal/port has started its LDB operations from January 2020 then:

**OADT/OAV (current month)** = Overall average dwell time/volume of the terminal/port from January 2020 till current month

## Quarterly Average Dwell Time (QADT) / Quarterly Average Volume (QAV)

Quarterly Average Dwell Time (QADT) / Quarterly Average Volume refers to the average dwell time/volume of the entity, calculated for all years of that month

*For example,*

If the terminal/port has started its LDB operations from January 2020 then:

**QADT/QAV (OND'24)** = Quarterly average dwell time/volume of the terminal/port combined for OND'20, OND'21, OND'22, OND'23 and OND'24

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