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QUARTERLY ANALYTICS REPORT

2025 | July - August - September



NATIONAL LOGISTICS POLICY

LAUNCHED BY
SHRI NARENDRA MODI
PRIME MINISTER

* IN THE AUGUST PRESENCE OF *

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

NATIONAL LOGISTICS POLICY

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

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LDB AT A GLANCE – JAS'2025

KPIs		PAN INDIA	WESTERN REGION	SOUTHERN REGION	EASTERN REGION
VOLUME (IN BOXES)	Import	15.44 lakhs	11.02 lakhs	3.17 lakhs	1.26 lakhs
	Export	14.72 lakhs	10.96 lakhs	2.56 lakhs	1.20 lakhs
DWELL TIME	Import	34.05 hrs	30.72 hrs	38.22 hrs	49.52 hrs
	Export	88.98 hrs	88.62 hrs	84.80 hrs	110.70 hrs
TOP PERFORMER	TERMINAL	Bharat Mumbai Container Terminals, JNPA	Bharat Mumbai Container Terminals, JNPA	Chennai Container Terminal Pvt. Ltd., ChPA	Syama Prasad Mookerjee Port, SMP
	CFS	Adani CFS Eximyard, Mundra	CWC Polaris Logistics Park	Sical CFS, Tamil Nadu	Phonex CFS

88 MILLION⁺ Containers Handled

221

Toll Plaza
Coverage

590+

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

800+

Operators
Deployed at Ports

100%

EXIM Container
Terminals Covered

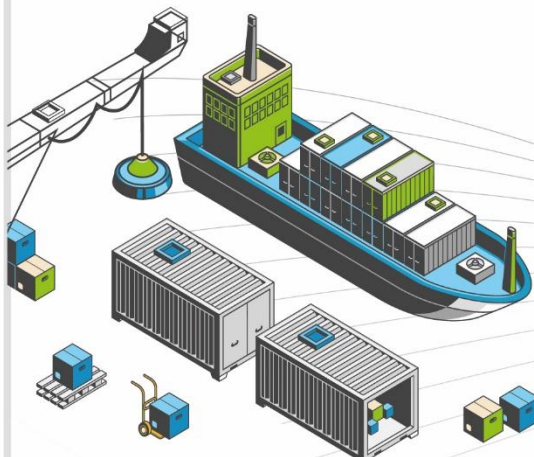
4700+

RFID Readers
Deployed PAN India

EDI

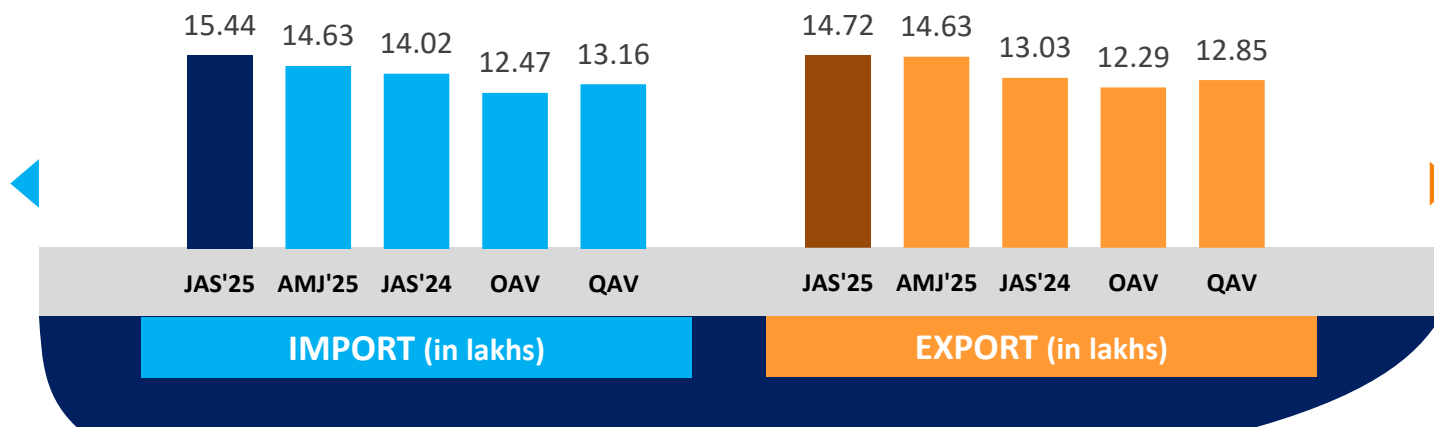
with FOIS and
31 Port Terminals

PAN INDIA PERFORMANCE

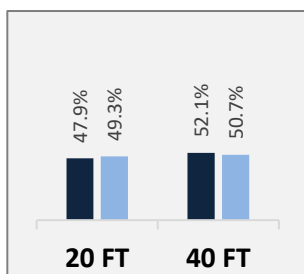


Container Count : PAN India

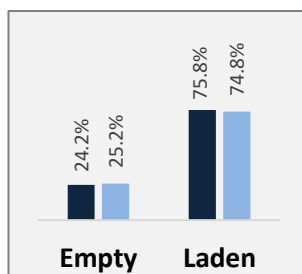
PAN India



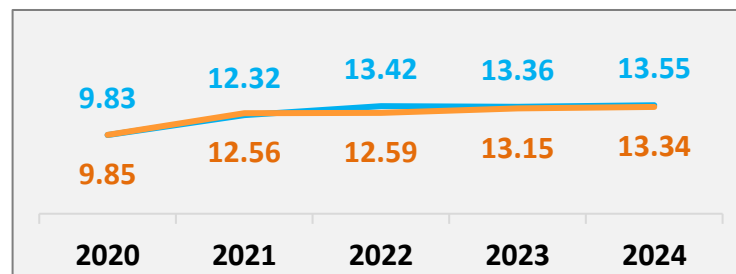
Container Size-wise (Import)



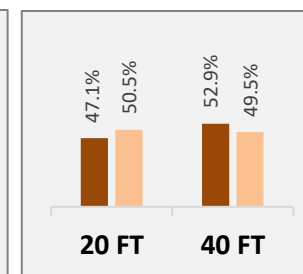
Container Type-wise (Import)



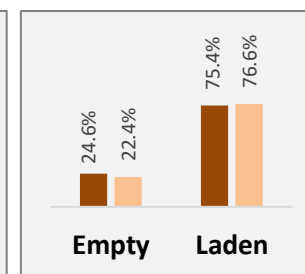
Container Count - Annual Average (in lakhs/ quarter)



Container Size-wise (Export)



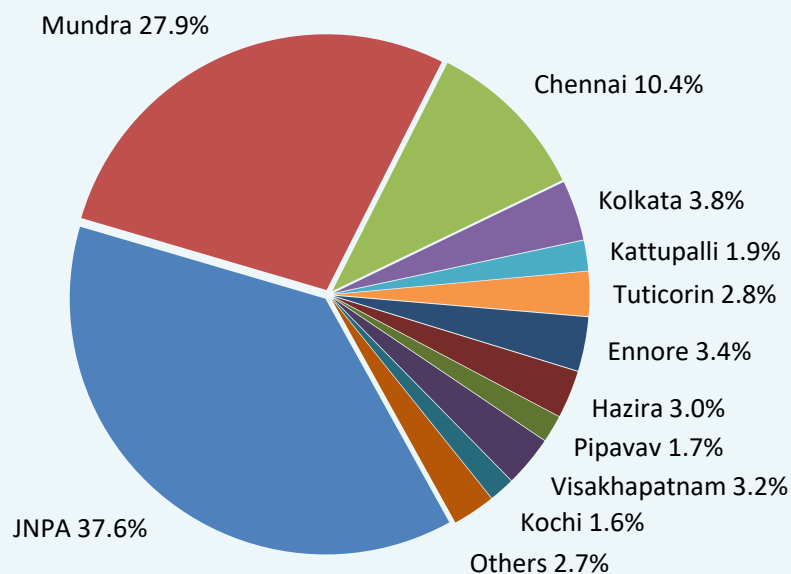
Container Type-wise (Export)



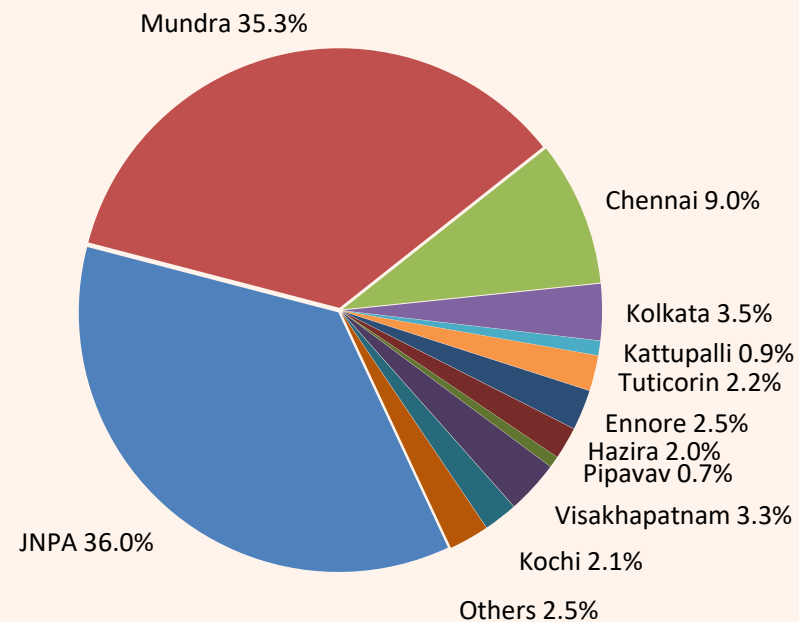
OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

Distribution of EXIM containers for JAS 2025 quarter across all ports:

Import Containers Distribution (51.2%) (Container count in % for JAS'25)



Export Containers Distribution (48.8%) (Container count in % for JAS'25)



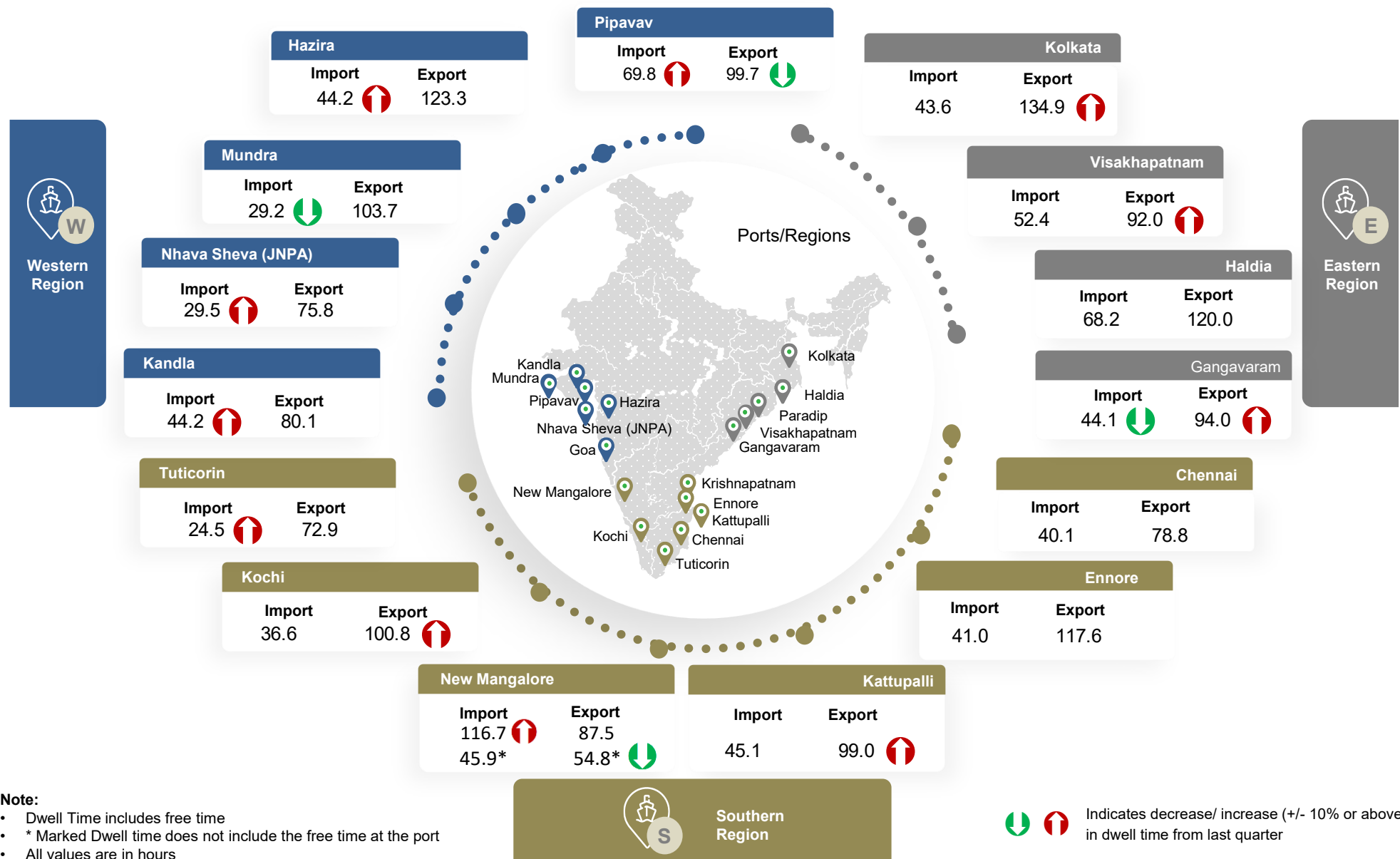
In the previous quarter, container distribution in import and export cycle was 50.0% and 50.0% respectively.

Others include Kandla, Haldia, Paradip, New Mangalore and Gangavaram.

In comparison with AMJ 2025:

Pan India	- Container count (no. of boxes) has increased by 5.6% in import cycle due to increase in western, southern and eastern regions where the volume handled has increased by 5.2%, 5.2% and 10.2%, respectively. - Container count (no. of boxes) has increased by 0.6% in export cycle due to increase in southern and eastern regions, where the volume handled has increased by 1.1% and 11.0%, respectively. - Top performing terminal for this quarter is Bharat Mumbai Container Terminals(PSA).
Western Region	- Mundra port dwell time performance has improved by 14% in import cycle. This enhanced efficiency results from completion of additional lanes inside the port, in Jul'25, that has led to efficient movement of containers within the port. - Pipavav port dwell time performance has improved by 12% in export cycle. This improvement aligns with the seasonal trend observed over the since 2021, where the JAS quarter typically experiences lower dwell time. - JNPA port dwell time performance has reduced by 11% in import cycle. This was primarily due to heavy rainfall and the Ganesh Chaturthi festival, which caused prolonged container clearance and disrupted traffic movement. This trend also aligns with a strong seasonal influence, observed since 2022, where the dwell time tends to peak in the JAS quarter. - Hazira port dwell time performance has reduced by 43% in import cycle. This reduction aligns with the seasonal trend observed since 2022, where the dwell time tends to peak in the JAS quarter. - Mundra CFS transit time performance has reduced by 22% in import cycle. This was caused by lane-widening road construction between the terminals and the CFS, leading to increased congestion along the route.
Southern Region	Kattupalli CFS transit time performance has reduced by 16% in import cycle, due to the construction work on the Chennai Peripheral Ring Road near the Kattupalli Port gate, resulting in slower trailer movement.
Eastern Region	Kolkata port dwell time performance has reduced by 18% in export cycle. This was primarily due to an increase in vessel berth turnaround time, which consequently led to prolonged container waiting at the port.

Dwell Time Performance (JAS 2025): PAN India



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

Western Region

Duration	Import Dwell Time (in hrs)	Export Dwell Time (in hrs)
JAS'25	30.7 	88.6 
AMJ'25	29.8	88.3
JAS'24	32.4	93.2
OADT	26.1	91.1
QADT	27.5	91.2

Southern Region

Duration	Import Dwell Time (in hrs)	Export Dwell Time (in hrs)
JAS'25	38.2 	84.8 
AMJ'25	39.8	85.4
JAS'24	49.1	87.1
OADT	42.5	86.5
QADT	40.6	85.8

Eastern Region

Duration	Import Dwell Time (in hrs)	Export Dwell Time (in hrs)
JAS'25	49.5 	110.7 
AMJ'25	50.5	96.0
JAS'24	54.8	102.1
OADT	49.7	106.9
QADT	48.9	110.3

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

	JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
Western Region	30.7		29.8	32.4	26.1	27.5
JNPA	29.5	↑	26.5	32.9	22.8	23.6
Mundra	29.2	↓	33.8	31.2	29.0	31.5
Pipavav	69.8	↑	62.7	56.2	56.4	60.4
Kandla	44.2	↑	32.4	54.2	46.0	46.0
Hazira	44.2	↑	30.9	23.3	31.7	35.3
Southern Region	38.2		39.8	49.1	42.5	40.6
Chennai	40.1	↓	43.2	53.6	44.9	43.3
Kochi	36.6		36.6	36.8	41.1	40.1
Kattupalli	45.1	↓	47.5	63.5	55.6	52.2
Tuticorin	24.5	↑	22.1	22.6	22.6	21.1
Ennore	41.0	↑	37.7	52.4	43.7	41.3
New Mangalore	45.9*	↑	43.6*	51.8*	68.5	75.5
Eastern Region	49.5		50.5	54.8	49.7	48.9
Visakhapatnam	52.4		52.4	56.8	58.2	58.0
Kolkata	43.6	↑	43.3	45.0	37.4	36.7
Haldia	68.2	↓	68.7	85.4	84.5	84.6
Gangavaram	44.1		-	-	56.5	44.1

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 from May'24 onwards



Indicates decrease/ increase in dwell time from last quarter

Dwell Time Performance: Port Export Cycle

EXPORT

	JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
Western Region	88.6		88.3	93.2	91.1	91.2
JNPA	75.8	↑	74.2	77.6	74.3	75.5
Mundra	103.7		103.7	111.7	111.4	110.0
Pipavav	99.7	↓	113.4	133.8	111.9	114.1
Kandla	80.1	↑	75.8	80.9	107.6	110.2
Hazira	123.3	↑	119.5	123.0	119.1	118.8
Southern Region	84.8		85.4	87.1	86.5	85.8
Chennai	78.8	↓	79.6	89.9	89.4	89.3
Kochi	100.8	↑	87.3	109.7	91.7	93.6
Kattupalli	99.0	↑	89.2	96.4	95.3	93.8
Tuticorin	72.9	↓	73.8	63.4	64.9	63.3
Ennore	117.6	↑	111.0	100.4	103.5	102.3
New Mangalore	54.8*	↓	62.7*	55.5*	77.5	76.9
Eastern Region	110.7		96.0	102.1	106.9	110.3
Visakhapatnam	92.0	↑	78.4	92.6	92.0	94.2
Kolkata	134.9	↑	114.2	110.5	123.3	131.3
Haldia	120.0		120.0	144.0	128.2	127.2
Gangavaram	94.0		-	-	88.0	94.0

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 from May'24 onwards

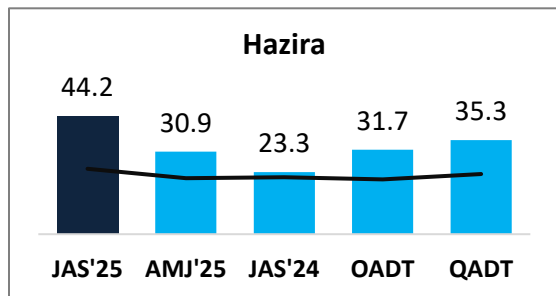
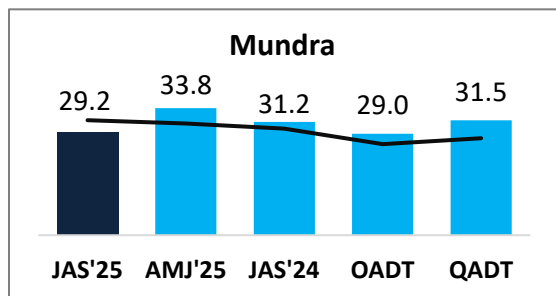
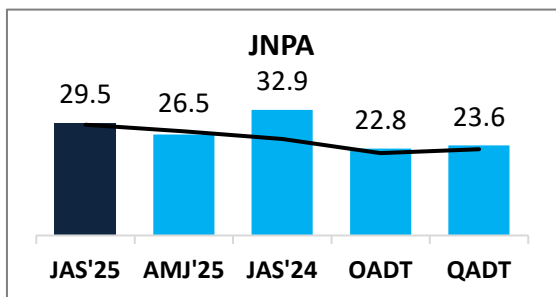


Indicates decrease/ increase in dwell time from last quarter

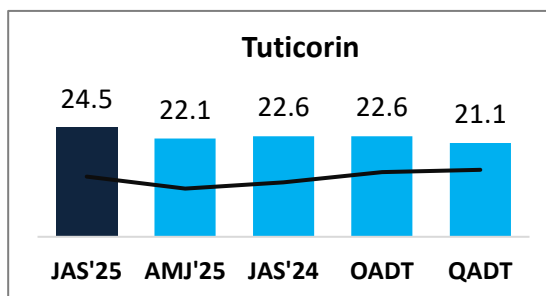
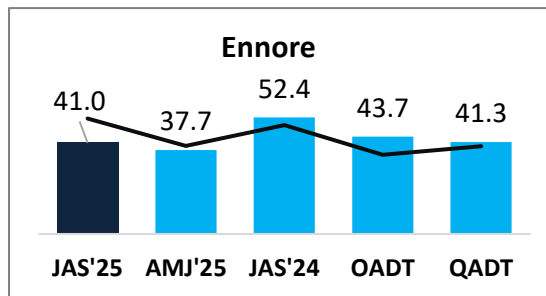
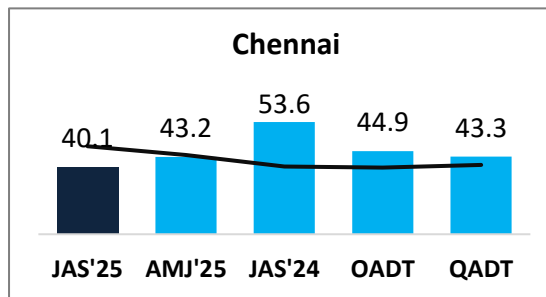
Port Performance Comparison: Import Cycle

Port dwell time performance across various time frames:

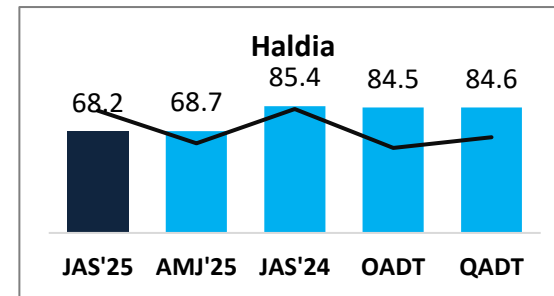
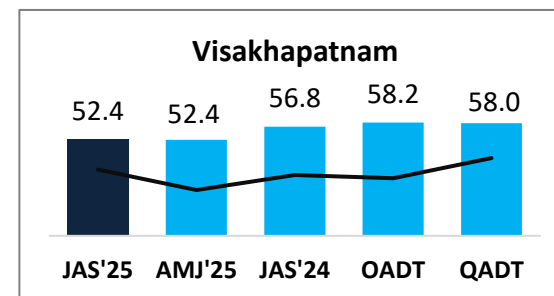
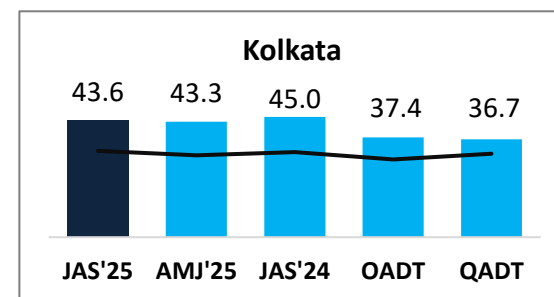
Western Region (Container count share 71.3%)



Southern Region (Container count share 20.5%)



Eastern Region (Container count share 8.2%)



— Represents the trend of container count (no. of boxes)
OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

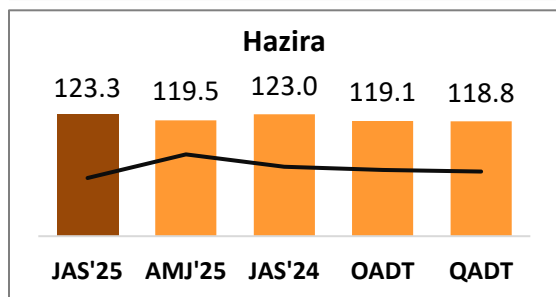
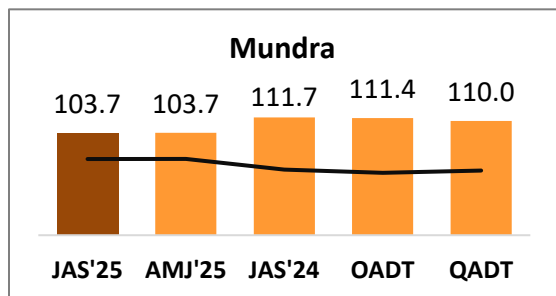
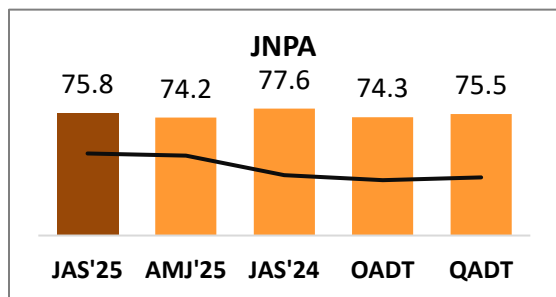
Note:

All values are in hours
Top 3 ports of the region based on container count are showcased

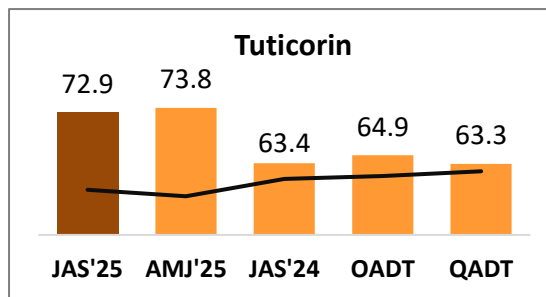
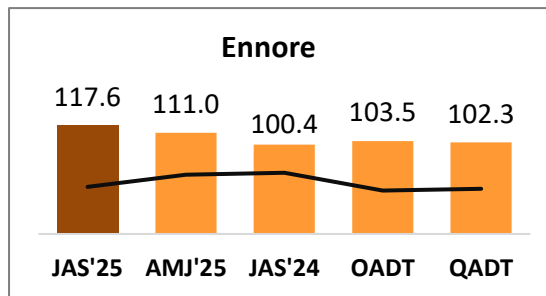
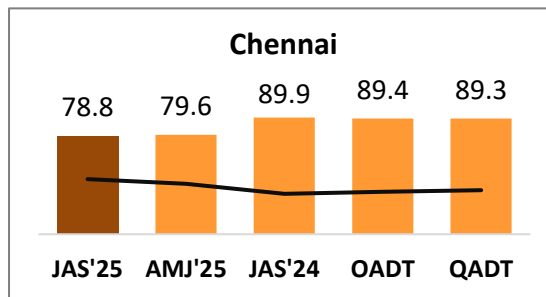
Port Performance Comparison: Export Cycle

Port dwell time performance across various time frames:

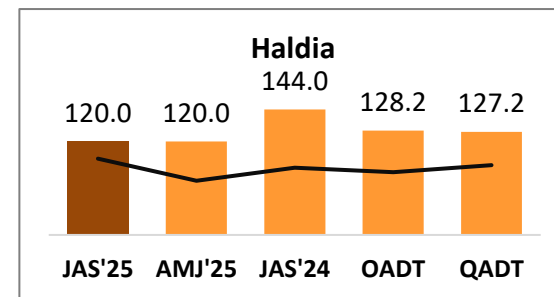
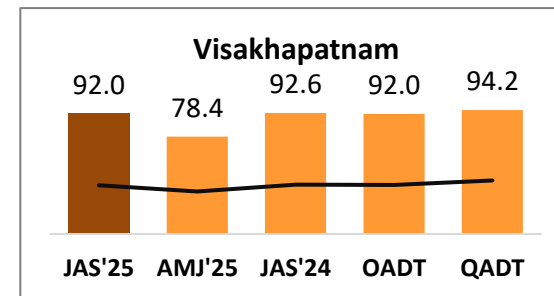
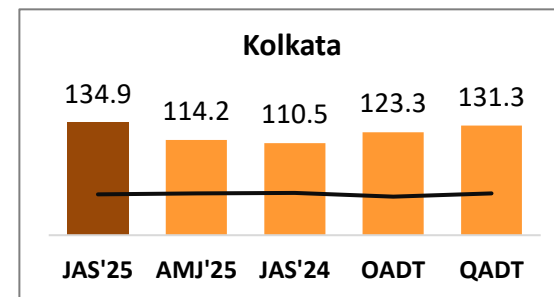
Western Region (Container count share 74.4%)



Southern Region (Container count share 17.4%)



Eastern Region (Container count share 8.2%)



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

Dwell Time Performance: Entry & Exit Type

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

DPD

IMPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	25.0	↓	26.0	27.4	28.0	28.7
	Southern	62.0	↑	59.0	78.9	51.5	47.7
	Eastern	85.3	↓	101.4	106.6	83.8	81.7

Non DPD

IMPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	31.7	↑	30.2	33.1	25.2	26.4
	Southern	36.8	↓	38.6	47.8	38.3	36.9
	Eastern	46.0	↑	45.4	49.2	47.1	46.7

DPE

EXPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	73.8	↓	75.0	79.2	77.1	77.4
	Southern	-		-	109.7	87.7	88.9
	Eastern	138.0	↑	119.0	129.7	122.8	128.0

Non DPE

EXPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	91.0	↑	90.4	95.0	84.8	85.6
	Southern	85.7	↓	89.0	86.1	84.6	83.3
	Eastern	96.0	↑	84.0	85.5	92.2	94.5

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		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	32.5	↑	31.2	35.1	26.4	28.0
	Southern	37.6	↓	39.8	49.4	40.6	39.0
	Eastern	51.4	↑	51.3	51.8	45.6	45.0

20 FT

IMPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	28.9	↑	28.3	29.8	25.9	27.1
	Southern	39.1	↓	39.8	48.8	43.9	41.8
	Eastern	48.5	↓	50.3	56.7	52.4	51.6

40 FT

EXPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	87.0	↓	87.5	94.5	90.4	90.6
	Southern	88.6	↓	89.2	91.1	89.6	88.5
	Eastern	110.9	↑	96.1	107.5	107.6	111.9

20 FT

EXPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	90.6	↑	89.0	91.9	91.6	91.7
	Southern	79.4	↓	81.0	81.7	83.2	82.7
	Eastern	110.7	↑	96.0	99.5	106.6	109.4

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		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	31.5	↓	32.0	30.3	31.1	32.4
	Southern	41.5	↓	42.5	52.7	40.4	38.3
	Eastern	58.2	↓	59.7	83.4	62.1	63.1

Laden

IMPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	30.4	↑	29.0	33.1	24.3	25.4
	Southern	36.9	↓	38.4	46.6	42.3	40.6
	Eastern	48.3	↓	49.3	51.2	49.8	49.0

Empty

EXPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	75.0	↑	72.4	72.2	69.6	69.7
	Southern	90.3	↓	91.4	93.9	86.5	85.6
	Eastern	66.0	↑	63.0	54.3	57.4	60.2

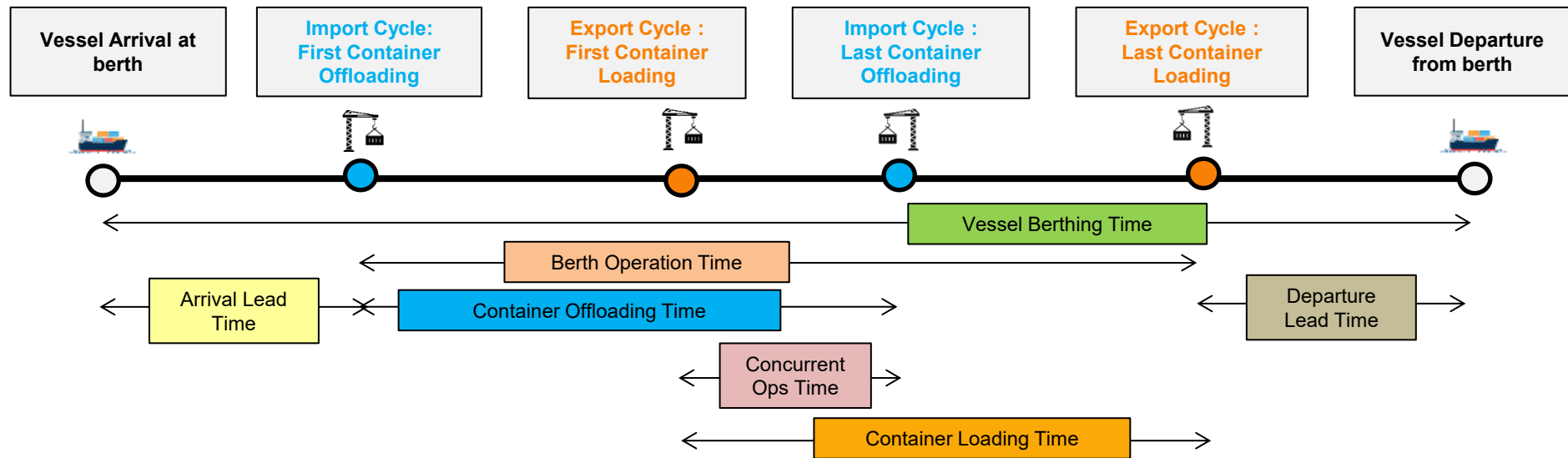
Laden

EXPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
	Western	92.7	↑	92.4	100.4	92.6	93.2
	Southern	79.3	↑	78.5	83.1	87.2	83.8
	Eastern	126.1	↑	110.6	122.9	116.2	119.3

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

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

Vessel Analysis: PAN India

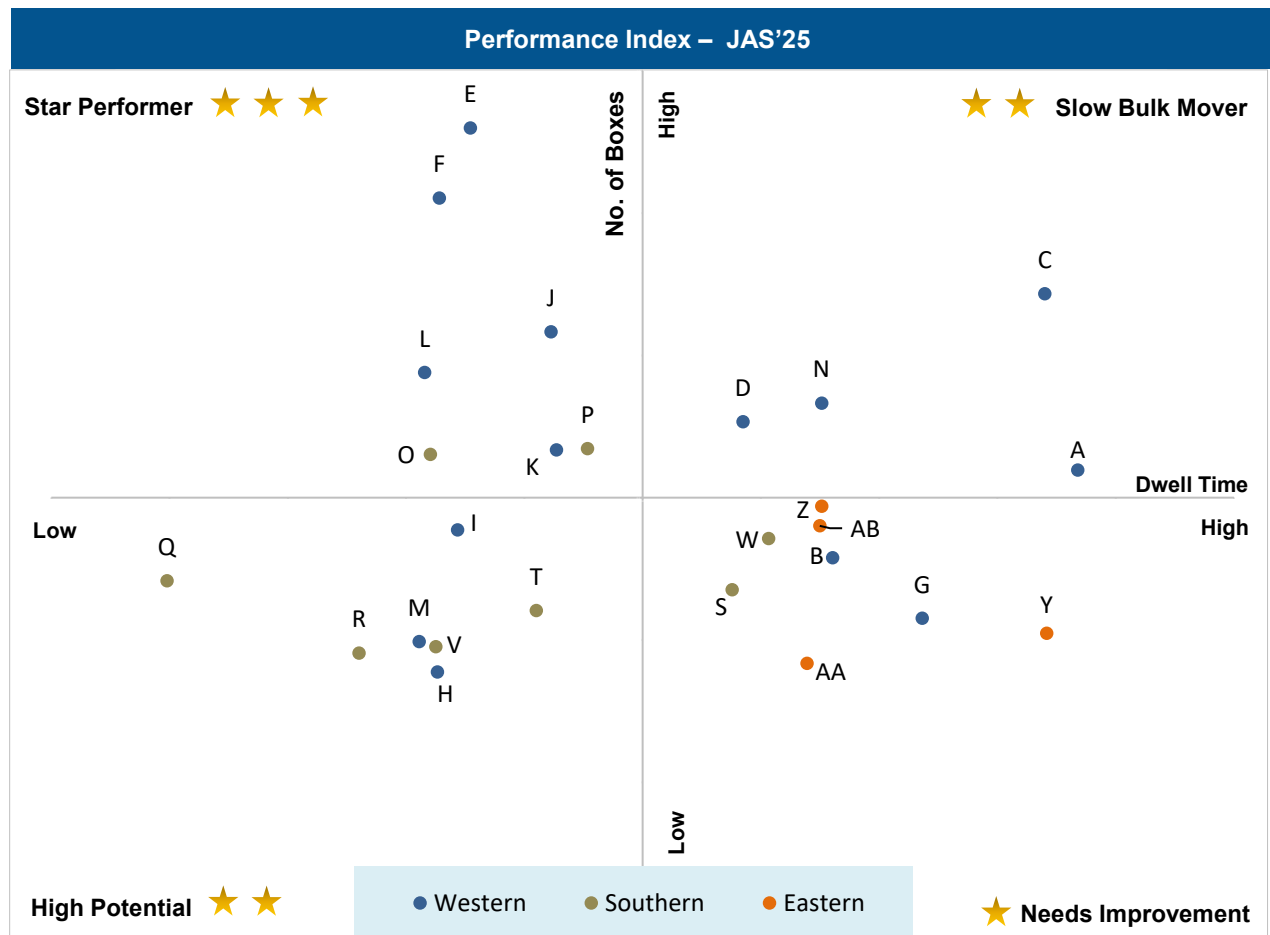


JAS'25

	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	21.8	1.8	3.3	1.8	2.2	48.2%	1.3
Mundra	26.8	2.8	3.6	1.5	1.7	52.7%	1.0
JNPA	22.7	1.3	2.5	1.7	2.0	48.2%	1.4
Other Western	18.3	0.9	3.7	1.8	-	-	-
Southern	19.4	1.6	2.4	1.6	2.2	38.4%	1.4
Eastern	18.3	1.8	6.2	4.3	5.1	49.6%	2.4

Performance Benchmarking: PAN India Terminals

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



X-Axis: Dwell Time

Threshold value (in hours): 62.5

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

Star Performer ★ ★ ★

Entities with high container count and low dwell time

High Potential ★ ★

Entities with low container count and low dwell time

Y-Axis: No. of Boxes

Threshold value (no. of boxes): 1,15,846

Slow Bulk Movers ★ ★

Entities with high container count and high dwell time

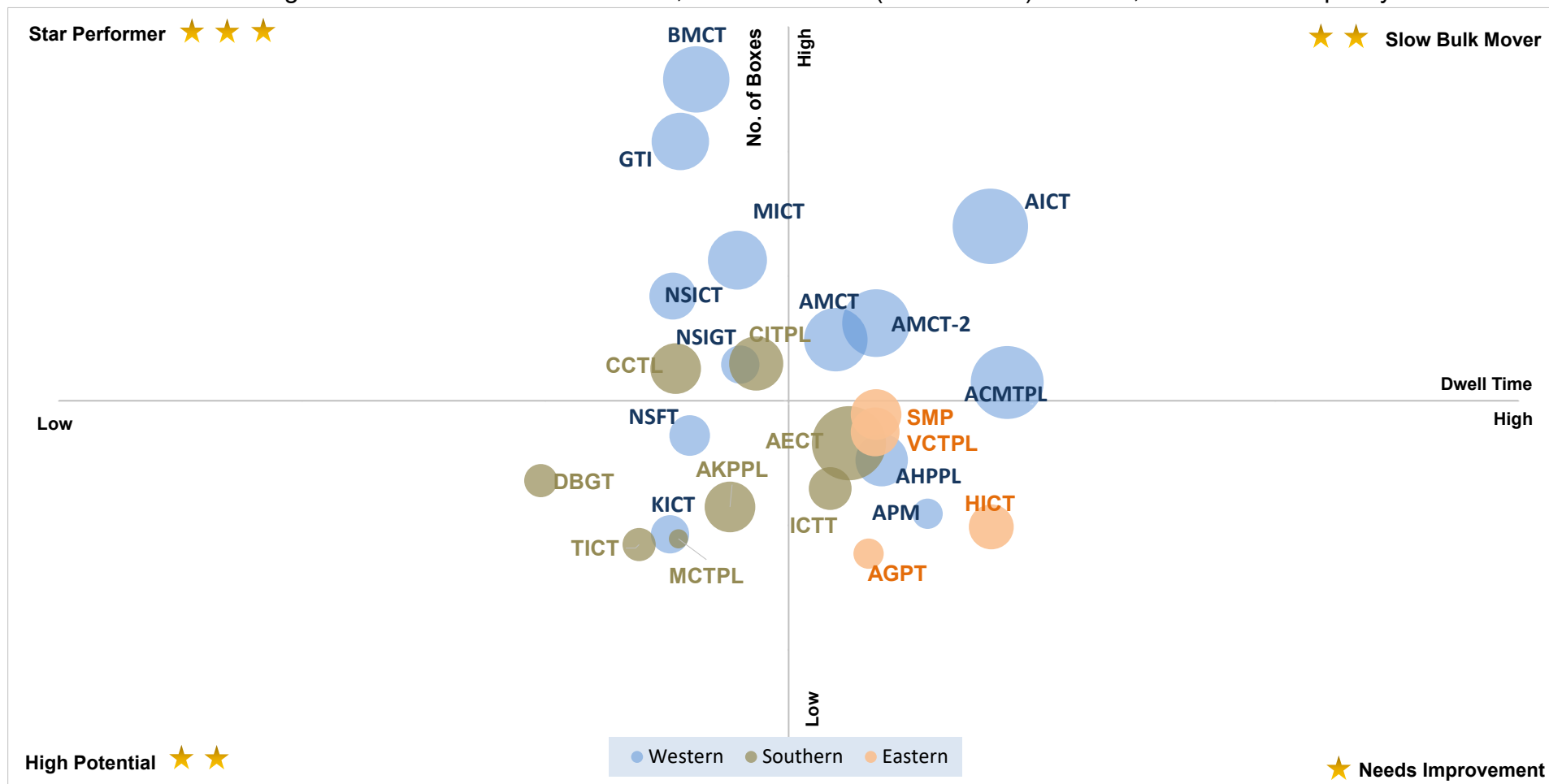
Needs Improvement ★

Entities with low container count and high dwell time

Abb.	Terminals	Container count
A	Adani CMA Mundra Terminal (ACMTPL)	4.5%
B	Adani Hazira Port Private Limited (AHPPL)	2.5%
C	Adani International Container Terminal (AICTPL)	8.3%
D	Adani Mundra Container Terminal (AMCT)	5.5%
E	Bharat Mumbai Container Terminals(PSA)	11.9%
F	Gateway Terminals India (GTI)	10.4%
G	APM Terminals Pipavav, Gujarat	1.2%
H	NSDT Terminal	0.1%
I	Nhava Sheva Freeport Terminal (NSFT)	3.2%
J	Mundra International Container Terminal (MICT)	7.5%
K	Nhava Sheva India Gateway Terminal (NSIGT)	4.9%
L	Nhava Sheva International Container Terminal (NSICT)	6.6%
M	Kandla International Container Terminal (KICT)	0.7%
N	Adani Mundra Container Terminal -2	5.9%
O	Chennai Container Terminal Pvt. Ltd. (CCTL)	4.8%
P	Chennai International Terminals Pvt Ltd (CITPL)	4.9%
Q	Dakshin Bharat Gateway Terminal (DBGT)	2.0%
R	Tuticorin International Container Terminal (TICT)	0.5%
S	International Container Transhipment Terminal, Kochi	1.8%
T	Adani Kattupalli Port Private Limited (AKPPL)	1.1%
U	PSA SICAL Terminals	-
V	Mangalore Container Terminal Private Limited (MCTPL)	0.6%
W	Adani Ennore Container Terminal	3.0%
X	Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL)	-
Y	Haldia International Container Terminal (HICT)	0.9%
Z	Syama Prasad Mookerjee Port, Kolkata (SMP)	3.7%
AA	Adani Gangavaram Port	0.3%
AB	Visakha Container Terminal	3.2%

Performance Benchmarking: PAN India Terminals

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for JAS'25:



X-Axis: Dwell Time
Threshold value (in hours): 62.5

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

Y-Axis: No. of Boxes
Threshold value (no. of boxes): 1,15,846
Needs Improvement ★

Entities with low container count 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 vis-a-vis container count (no. of boxes) handled:



X-Axis: Change in dwell time

Y-Axis: Change in no. of boxes

*Note:

- For MCTPL the free time is not included in the calculations
- For TICT and Adani Gangavaram Port, dwell time and volume for previous year same quarter is not included as these terminals are added from Jun'25

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

Abb.	Terminals	Container count
A	Adani CMA Mundra Terminal (ACMTPL)	4.5%
B	Adani Hazira Port Private Limited (AHPPL)	2.5%
C	Adani International Container Terminal (AICTPL)	8.3%
D	Adani Mundra Container Terminal (AMCT)	5.5%
E	Bharat Mumbai Container Terminals(PSA)	11.9%
F	Gateway Terminals India (GTI)	10.4%
G	APM Terminals Pipavav, Gujarat	1.2%
H	NSDT Terminal	0.1%
I	Nhava Sheva Freeport Terminal (NSFT)	3.2%
J	Mundra International Container Terminal (MICT)	7.5%
K	Nhava Sheva India Gateway Terminal (NSIGT)	4.9%
L	Nhava Sheva International Container Terminal (NSICT)	6.6%
M	Kandla International Container Terminal (KICT)	0.7%
N	Adani Mundra Container Terminal -2	5.9%
O	Chennai Container Terminal Pvt. Ltd. (CCTL)	4.8%
P	Chennai International Terminals Pvt Ltd (CITPL)	4.9%
Q	Dakshin Bharat Gateway Terminal (DBGT)	2.0%
R	Tuticorin International Container Terminal (TICT)	0.5%
S	International Container Transhipment Terminal, Kochi	1.8%
T	Adani Kattupalli Port Private Limited (AKPPL)	1.1%
U	PSA SICAL Terminals	-
V	Mangalore Container Terminal Private Limited (MCTPL)	0.6%
W	Adani Ennore Container Terminal	3.0%
X	Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL)	-
Y	Haldia International Container Terminal (HICT)	0.9%
Z	Syama Prasad Mookerjee Port, Kolkata (SMP)	3.7%
AA	Adani Gangavaram Port	0.3%
AB	Visakha Container Terminal	3.2%

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

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



X-Axis: Dwell Time

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

Y-Axis: TEU Capacity

Star Performer ★ ★ ★

Entities with high TEU capacity and low dwell time

High Potential ★ ★

Entities with low TEU capacity and low dwell time

Slow Bulk Mover ★ ★

Entities with high TEU capacity and high dwell time

Needs Improvement ★

Entities with low TEU capacity and high dwell time

Abb.	Terminals	Container count
A	Adani CMA Mundra Terminal (ACMTPL)	4.5%
B	Adani Hazira Port Private Limited (AHPPL)	2.5%
C	Adani International Container Terminal (AICTPL)	8.3%
D	Adani Mundra Container Terminal (AMCT)	5.5%
E	Bharat Mumbai Container Terminals(PSA)	11.9%
F	Gateway Terminals India (GTI)	10.4%
G	APM Terminals Pipavav, Gujarat	1.2%
H	NSDT Terminal	0.1%
I	Nhava Sheva Freeport Terminal (NSFT)	3.2%
J	Mundra International Container Terminal (MICT)	7.5%
K	Nhava Sheva India Gateway Terminal (NSIGT)	4.9%
L	Nhava Sheva International Container Terminal (NSICT)	6.6%
M	Kandla International Container Terminal (KICT)	0.7%
N	Adani Mundra Container Terminal -2	5.9%
O	Chennai Container Terminal Pvt. Ltd. (CCTL)	4.8%
P	Chennai International Terminals Pvt Ltd (CITPL)	4.9%
Q	Dakshin Bharat Gateway Terminal (DBGT)	2.0%
R	Tuticorin International Container Terminal (TICT)	0.5%
S	International Container Transhipment Terminal, Kochi	1.8%
T	Adani Kattupalli Port Private Limited (AKPPL)	1.1%
U	PSA SICAL Terminals	-
V	Mangalore Container Terminal Private Limited (MCTPL)	0.6%
W	Adani Ennore Container Terminal	3.0%
X	Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL)	-
Y	Haldia International Container Terminal (HICT)	0.9%
Z	Syama Prasad Mookerjee Port, Kolkata (SMP)	3.7%
AA	Adani Gangavaram Port	0.3%
AB	Visakha Container Terminal	3.2%

Dwell Time Performance: CFS Import Cycle

IMPORT

	JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
Western Region	96.4		91.6	93.6	92.0	94.6
JNPA	92.2	↑	85.1	86.1	85.3	87.7
Mundra	105.6	↑	102.5	105.1	101.5	104.7
Pipavav	97.8	↑	92.5	94.5	85.4	96.7
Hazira	125.6	↑	121.0	109.0	106.7	113.6
Southern Region	135.9		136.9	127.6	129.7	130.1
Chennai, Ennore, Kattupalli	124.8	↓	131.9	116.8	121.8	119.4
Kochi	145.7	↑	144.8	129.5	125.3	139.0
Tuticorin	179.3	↑	166.9	182.6	167.8	174.5
Eastern Region	151.7		150.9	155.1	148.7	149.9
Visakhapatnam	185.5	↓	189.5	183.9	173.1	175.0
Kolkata	140.1	↑	138.6	145.8	140.4	141.7
Haldia	149.5	↑	144.1	151.5	143.7	145.9

Below are number of CFSs across various ports:

JNPA	Mundra	Pipavav	Hazira	Chennai, Ennore, Kattupalli	Kochi	Tuticorin	Visakhapatnam	Kolkata	Haldia
34	19	3	6	30	5	16	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

	JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
Western Region	61.0		62.4	72.0	66.4	66.2
JNPA	60.3	↓	61.2	74.6	72.3	71.4
Mundra	63.5	↑	63.2	70.0	59.0	59.8
Pipavav	71.0	↓	72.2	96.8	69.9	69.4
Hazira	69.3	↓	80.4	45.9	61.5	58.6
Southern Region	45.2		44.0	42.8	40.4	38.5
Chennai, Ennore, Kattupalli	54.2	↑	52.8	48.1	46.7	44.4
Tuticorin	26.8	↑	24.2	27.4	25.2	25.5
Kochi	27.9	↑	25.7	45.2	32.9	36.7
Eastern Region	84.2		83.9	96.4	92.9	88.1
Visakhapatnam	79.4	↓	80.0	81.7	82.0	80.3
Kolkata	88.3		88.3	114.2	99.9	93.3
Haldia	84.9	↑	81.9	96.1	95.2	85.2

Below are number of CFSs across various ports:

JNPA	Mundra	Pipavav	Hazira	Chennai, Ennore, Kattupalli	Kochi	Tuticorin	Visakhapatnam	Kolkata	Haldia
34	19	3	6	30	5	16	9	7	4

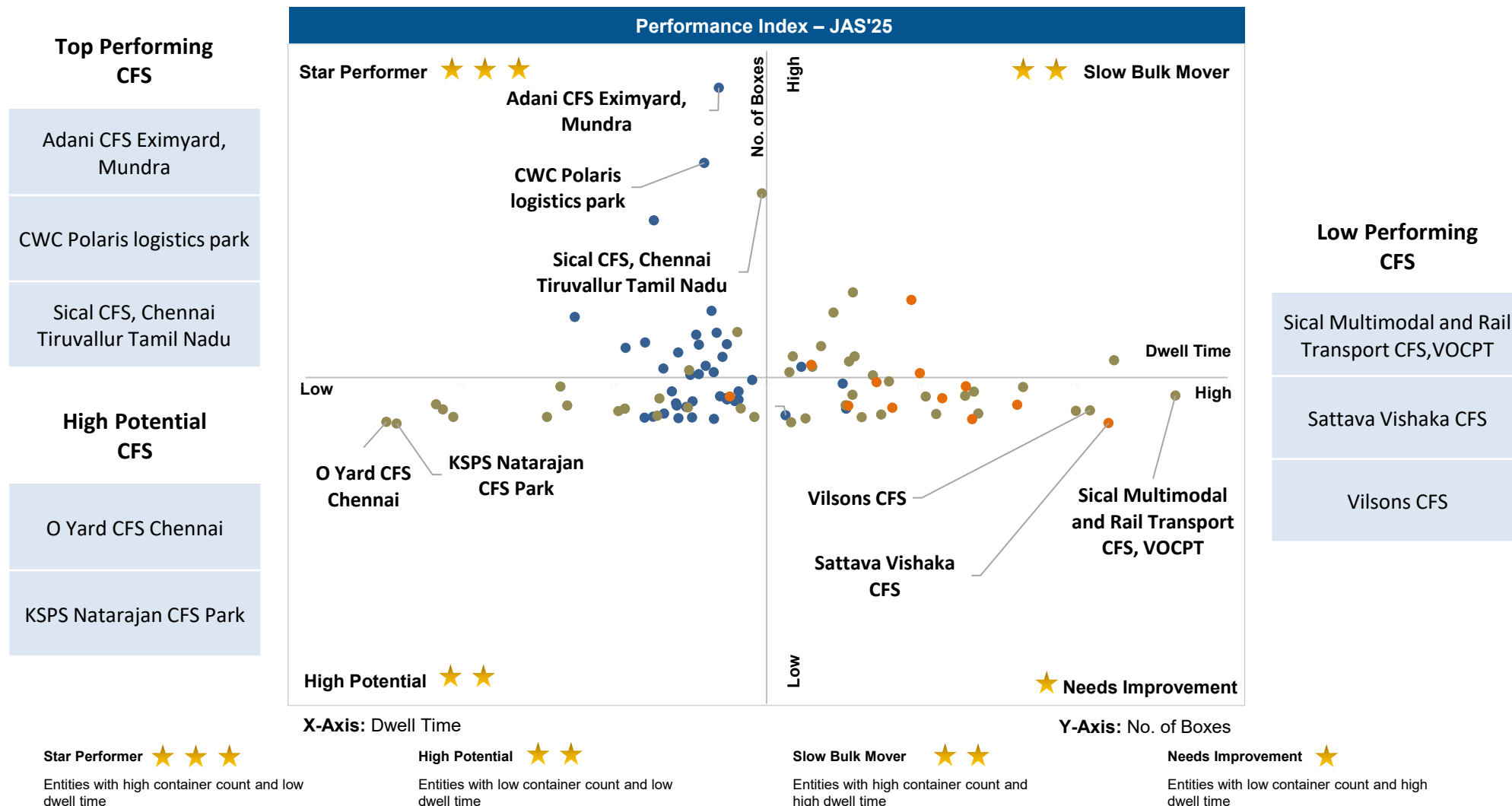
OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time



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:



Dwell Time Performance: ICD Import & Export Cycle

IMPORT

	JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
Western Region	165.6	↑	143.8	119.5	130.7	128.3
Southern Region	145.5	↑	142.3	128.4	129.4	133.1
Eastern Region	80.0	↓	85.3	122.2	103.8	108.0
Northern Region	127.8	↑	121.6	113.3	129.1	127.5

EXPORT

	JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'24 (in hrs)	OADT (in hrs)	QADT (in hrs)
Western Region	108.9	↑	105.7	114.7	103.5	105.7
Southern Region	112.8	↓	117.6	119.5	115.8	114.1
Eastern Region	92.8	↓	118.4	-	118.8	103.3
Northern Region	101.4	↓	103.3	-	100.6	99.5

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

Note: Southern and Eastern Region ICD Export Dwell Time is available from Dec'24



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:



Note:
Please refer annexure for ICD names

Dwell Time Performance: Domestic Containers

Terminal dwell time performance for handling domestic containers:

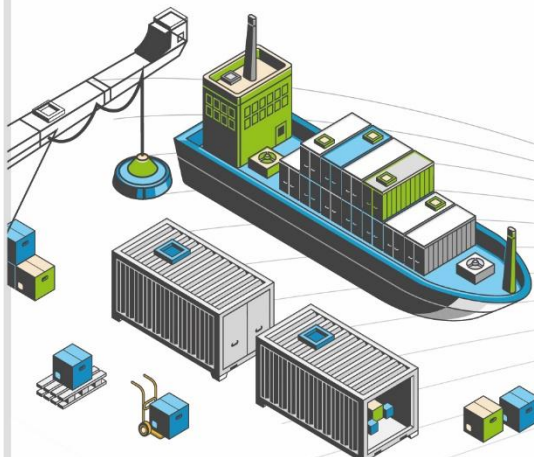
Terminals	Dwell time for handling domestic containers			Overall domestic containers distribution among terminals	
	JAS'25 (in hrs)		AMJ'25 (in hrs)	JAS'25 (%)	AMJ'25 (%)
International Container Transshipment Terminal, Kochi	64.4	↓	65.6	29.6%	31.4%
Visakha Container Terminal	56.9	↑	54.7	11.1%	15.9%
Bharat Mumbai Container Terminals(PSA)	11.0	↓	13.7	11.0%	7.3%
Mangalore Container Terminal Private Limited (MCTPL)	62.0	↓	81.6	6.1%	6.1%
Nhava Sheva India Gateway Terminal (NSIGT)	69.1	↑	67.3	5.2%	5.5%
Chennai Container Terminal Pvt. Ltd. (CCTL)	75.1	↓	91.9	4.6%	3.7%
Chennai International Terminals Pvt Ltd (CITPL)	38.5	↓	45.6	1.4%	2.2%
Dakshin Bharat Gateway Terminal (DBGT)	20.8	↓	73.4	0.8%	2.1%
Tuticorin International Container Terminal (TICT)	67.7		-	7.5%	
Kandla International Container Terminal (KICT)	149.8	↓	191.0	7.4%	8.3%
Nhava Sheva International Container Terminal (NSICT)	66.7	↑	44.1	3.8%	2.5%
Nhava Sheva Freeport Terminal (NSFT)	6.3	↓	7.9	6.8%	7.5%
Syama Prasad Mookerjee Port, Kolkata (SMP)	70.4	↑	69.5	2.4%	3.2%
Haldia International Container Terminal (HICT)	96.0		96.0	1.6%	2.1%
Paradip International Cargo Terminal	73.0	↓	86.3	0.7%	2.2%

Terminal handling highest domestic containers

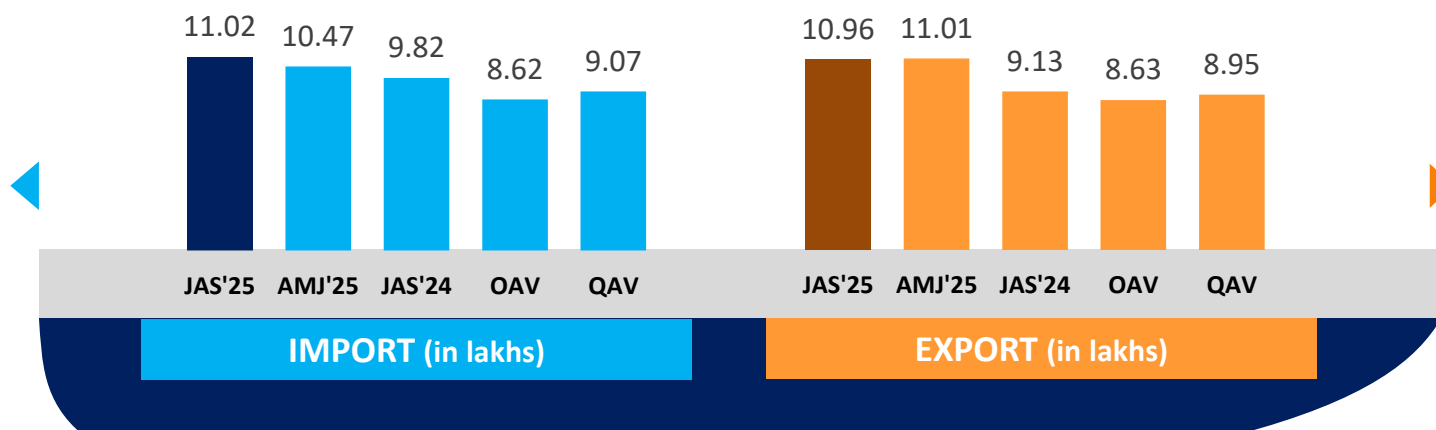


Indicates decrease/increase in dwell time from last quarter

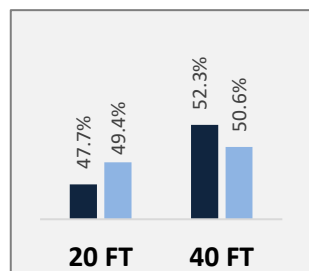
WESTERN REGION PERFORMANCE



Western Region

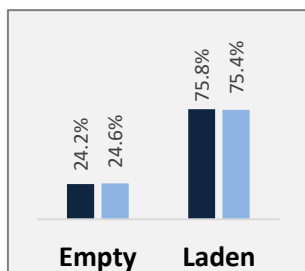


Container Size-wise (Import)

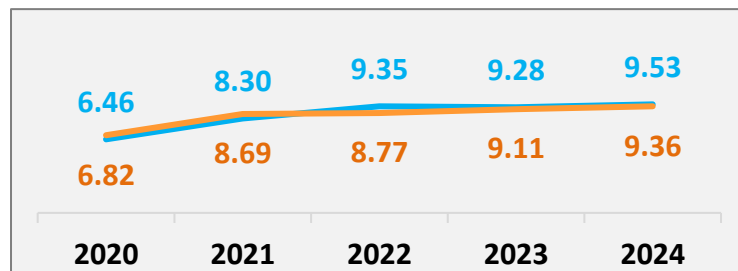


JAS'25 AMJ'25

Container Type-wise (Import)

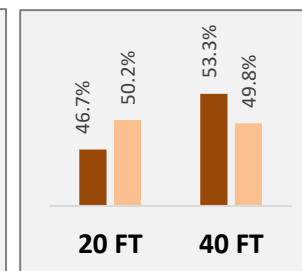


Container Count - Annual Average (in lakhs/ quarter)



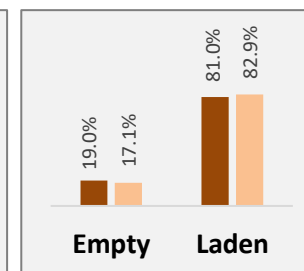
IMPORT EXPORT

Container Size-wise (Export)



JAS'25 AMJ'25

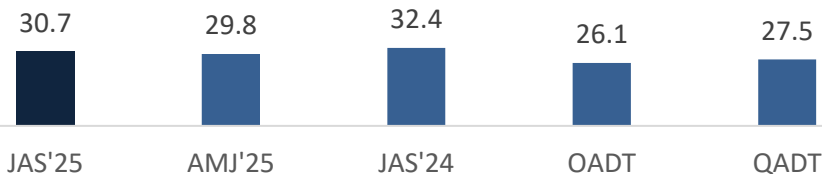
Container Type-wise (Export)



OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

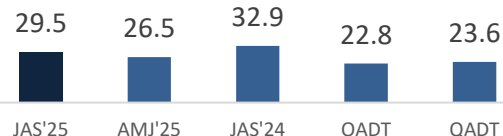
Dwell Time Performance: Western Region Import Cycle

Western Region

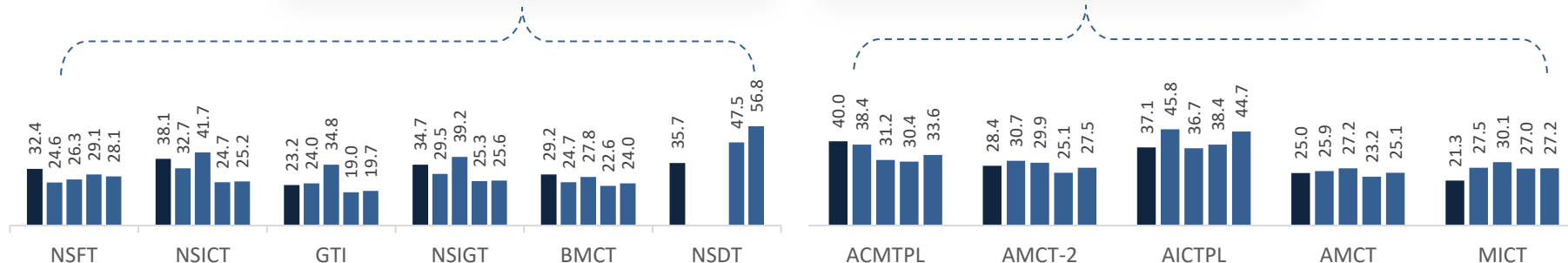
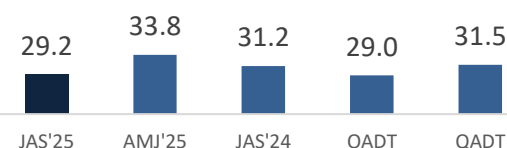


PAN India
Import Dwell Time
34.1 Hrs.
(JAS'25)

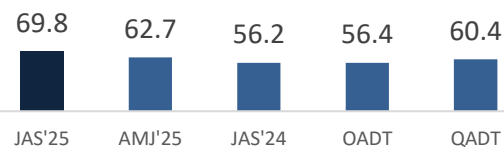
JNPA



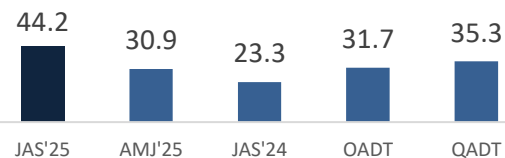
Mundra



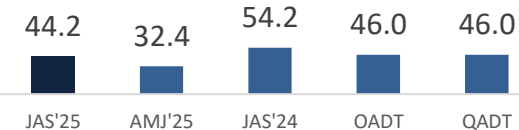
Pipavav



Hazira



Kandla

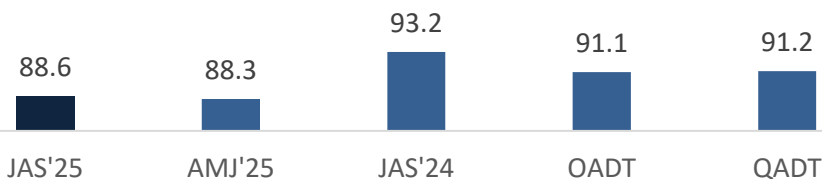


OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

Note:
All values are in hours

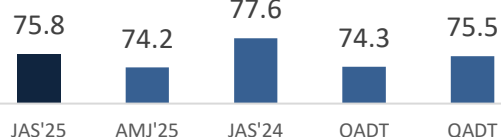
Dwell Time Performance: Western Region Export Cycle

Western Region

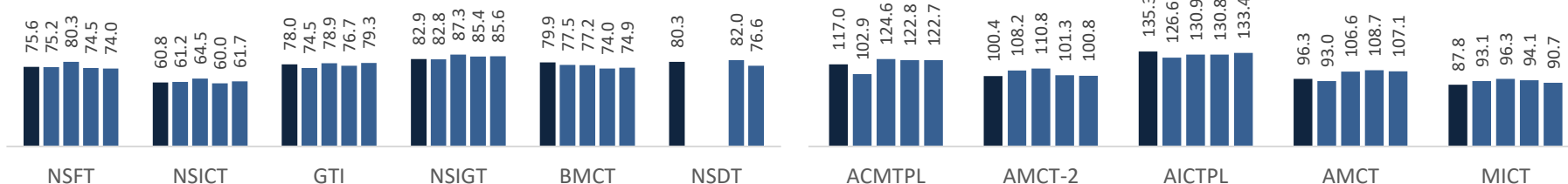
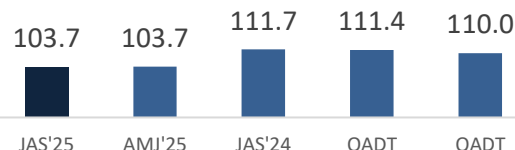


PAN India
Export Dwell Time
89.0 Hrs.
(JAS'25)

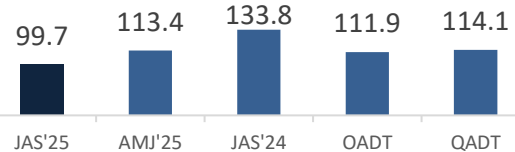
JNPA



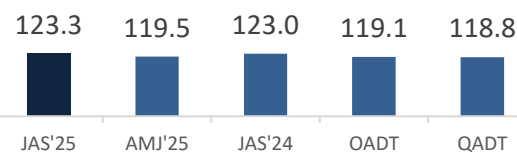
Mundra



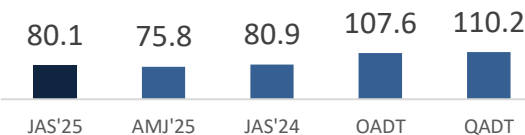
Pipavav



Hazira



Kandla



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

Note:
All values are in hours

EXPORT

Container Turnaround Analysis: Western Region

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

Port In (Import Cycle)	Port Out (Export Cycle)	No. of Boxes Handled (in Percentage)			Turnaround Time (in Days)		
		JAS'25	AMJ'25	JAS'24	JAS'25	AMJ'25	JAS'24
JNPA	JNPA	97%	96%	96%	28.6	27.5	27.7
	Other Ports	3%	4%	4%	55.4	55.8	51.3
Mundra	Mundra	95%	96%	94%	33.6	33.5	35.2
	Other Ports	5%	4%	6%	49.1	46.9	47.2
Hazira	Hazira	92%	95%	94%	31.7	37.8	27.7
	Other Ports	8%	5%	6%	50.6	45.2	64.2
Kandla	Kandla	83%	78%	67%	35.1	44.5	35.5
	Mundra	17%	22%	33%	49.4	70.3	46.0
Pipavav	Pipavav	45%	46%	46%	32.9	29.0	30.1
	Mundra	50%	51%	50%	43.9	42.9	45.4
	Other Ports	5%	3%	4%	38.5	46.5	48.4

Note: Please refer annexure for Container Turnaround Analysis Methodology

Container Turnaround Analysis: JNPA Port

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

Port Terminal In (Import Cycle)	Port Terminal Out (Export Cycle)	No. of Boxes Handled (in Percentage)			Turnaround Time (in Days)		
		JAS'25	AMJ'25	JAS'24	JAS'25	AMJ'25	JAS'24
Bharat Mumbai Container Terminals(PSA)	Bharat Mumbai Container Terminals(PSA)	46%	42%	45%	29.9	28.5	27.1
	Gateway Terminals India (GTI)	20%	22%	28%	28.8	27.1	26.4
	Nhava Sheva Freeport Terminal (NSFT)	7%	8%	6%	32.3	30.1	32.5
	Nhava Sheva India Gateway Terminal (NSIGT)	12%	11%	9%	24.7	25.3	29.1
	Nhava Sheva International Container Terminal (NSICT)	15%	17%	12%	29.4	30.3	28.5
Gateway Terminals India (GTI)	Bharat Mumbai Container Terminals(PSA)	20%	17%	32%	29.6	26.7	26.3
	Gateway Terminals India (GTI)	46%	46%	44%	28.7	26.0	27.4
	Nhava Sheva Freeport Terminal (NSFT)	6%	6%	5%	31.9	28.5	30.3
	Nhava Sheva India Gateway Terminal (NSIGT)	12%	15%	7%	24.8	22.6	27
	Nhava Sheva International Container Terminal (NSICT)	16%	16%	12%	26.7	24.9	26.5
Nhava Sheva Freeport Terminal (NSFT)	Bharat Mumbai Container Terminals(PSA)	20%	24%	28%	33.6	37.4	28.8
	Gateway Terminals India (GTI)	19%	18%	28%	31.5	31.4	28.6
	Nhava Sheva Freeport Terminal (NSFT)	34%	30%	20%	27.7	30.8	27.9
	Nhava Sheva India Gateway Terminal (NSIGT)	12%	14%	14%	24.9	28.4	25.1
	Nhava Sheva International Container Terminal (NSICT)	15%	14%	10%	30.2	33.1	29.8
Nhava Sheva India Gateway Terminal (NSIGT)	Bharat Mumbai Container Terminals(PSA)	24%	23%	25%	27.3	33.4	27
	Gateway Terminals India (GTI)	28%	28%	19%	25.2	25.3	29.8
	Nhava Sheva Freeport Terminal (NSFT)	9%	8%	8%	27.0	32.9	27.6
	Nhava Sheva India Gateway Terminal (NSIGT)	26%	29%	34%	26.8	26.4	27.9
	Nhava Sheva International Container Terminal (NSICT)	13%	12%	14%	31.8	32.5	31.7
Nhava Sheva International Container Terminal (NSICT)	Bharat Mumbai Container Terminals(PSA)	22%	21%	27%	30.2	31.1	30.8
	Gateway Terminals India (GTI)	26%	30%	29%	27.2	28.0	27.2
	Nhava Sheva Freeport Terminal (NSFT)	4%	5%	6%	43.0	41.2	34.3
	Nhava Sheva India Gateway Terminal (NSIGT)	9%	10%	7%	36.2	29.2	27.5
	Nhava Sheva International Container Terminal (NSICT)	39%	34%	31%	27.8	27.1	28.3

Note: Please refer annexure for Container Turnaround Analysis Methodology

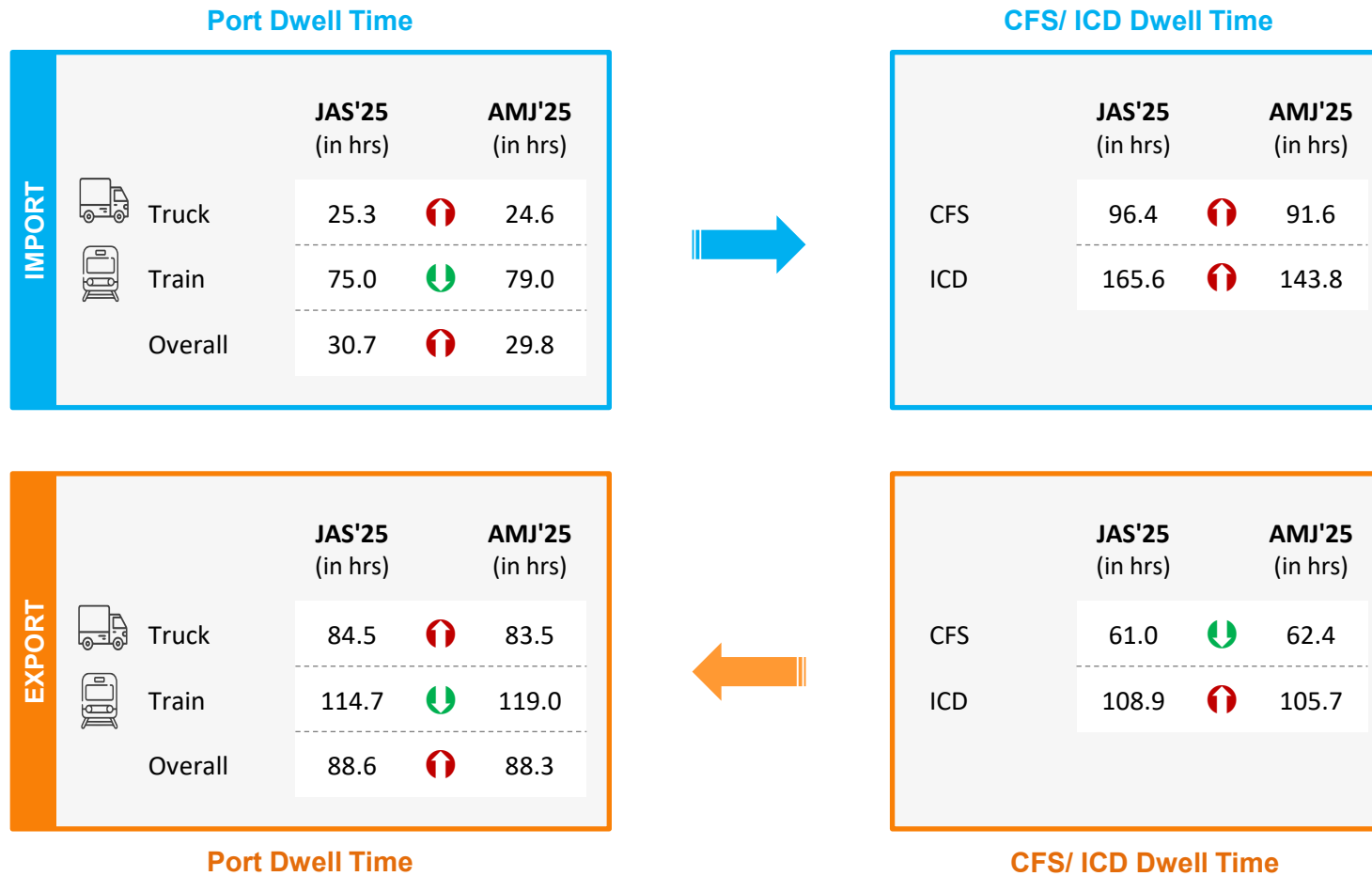
Container Turnaround Analysis: Mundra Port

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

Port Terminal In (Import Cycle)	Port Terminal Out (Export Cycle)	No. of Boxes Handled (in Percentage)			Turnaround Time (in Days)		
		JAS'25	AMJ'25	JAS'24	JAS'25	AMJ'25	JAS'24
Adani CMA Mundra Terminal (ACMTPL)	Adani CMA Mundra Terminal (ACMTPL)	65%	67%	61%	32.2	27.7	35.0
	Adani International Container Terminal (AICTPL)	3%	5%	1%	39.2	37.1	28.4
	Adani Mundra Container Terminal (AMCT)	13%	8%	26%	33.3	42.1	32.3
	Adani Mundra Container Terminal -2	10%	9%	6%	33.3	37.4	35.4
	Mundra International Container Terminal (MICT)	9%	11%	6%	29.3	24.5	32.6
Adani International Container Terminal (AICTPL)	Adani CMA Mundra Terminal (ACMTPL)	4%	5%	2%	33.0	21.8	30.5
	Adani International Container Terminal (AICTPL)	76%	72%	77%	42.9	48.2	48.1
	Adani Mundra Container Terminal (AMCT)	7%	7%	8%	29.3	38.8	32.3
	Adani Mundra Container Terminal -2	8%	7%	9%	32.6	35.2	36.7
	Mundra International Container Terminal (MICT)	5%	9%	4%	33.7	31.0	33.8
Adani Mundra Container Terminal (AMCT)	Adani CMA Mundra Terminal (ACMTPL)	9%	8%	18%	29.3	32.8	35.6
	Adani International Container Terminal (AICTPL)	8%	10%	4%	30.5	31.2	28.9
	Adani Mundra Container Terminal (AMCT)	39%	38%	42%	34.3	29.6	30.9
	Adani Mundra Container Terminal -2	26%	26%	24%	38.1	34.8	31.5
	Mundra International Container Terminal (MICT)	18%	18%	12%	29.5	30.9	27.8
Adani Mundra Container Terminal -2	Adani CMA Mundra Terminal (ACMTPL)	7%	9%	11%	29.0	33.4	33.9
	Adani International Container Terminal (AICTPL)	10%	9%	8%	26.9	33.2	25.2
	Adani Mundra Container Terminal (AMCT)	24%	18%	29%	29.8	33.8	30.5
	Adani Mundra Container Terminal -2	47%	48%	39%	34.9	33.5	34.3
	Mundra International Container Terminal (MICT)	12%	16%	13%	28.4	28.3	31.1
Mundra International Container Terminal (MICT)	Adani CMA Mundra Terminal (ACMTPL)	5%	8%	6%	25.8	27.6	36.1
	Adani International Container Terminal (AICTPL)	6%	9%	4%	38.6	37.2	39.0
	Adani Mundra Container Terminal (AMCT)	16%	15%	13%	32.8	34.0	33.5
	Adani Mundra Container Terminal -2	11%	7%	10%	35.9	40.2	37.6
	Mundra International Container Terminal (MICT)	62%	61%	67%	22.5	23.7	33.5

Note: Please refer annexure for Container Turnaround Analysis Methodology

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)



 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 count (no. of boxes) handled:

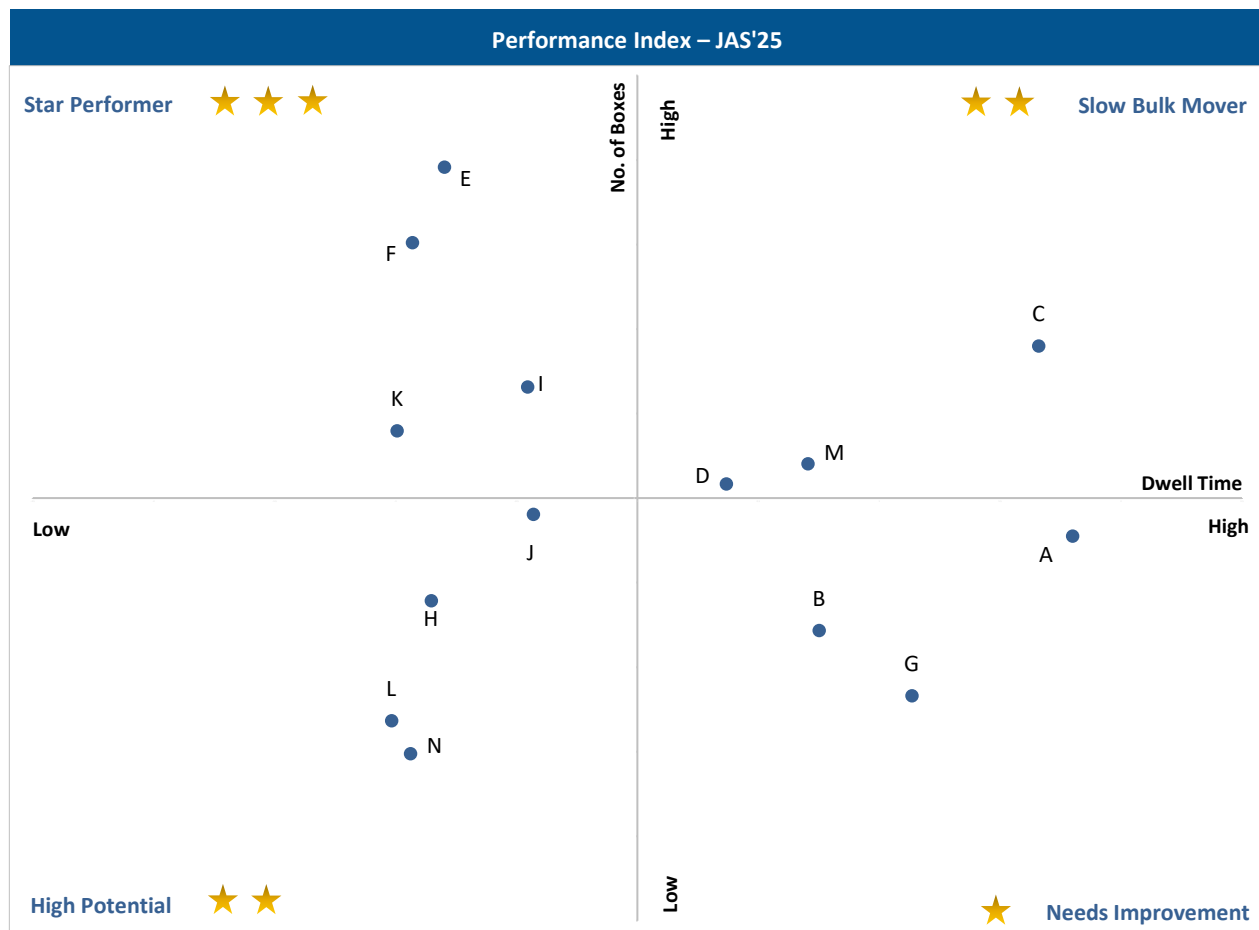
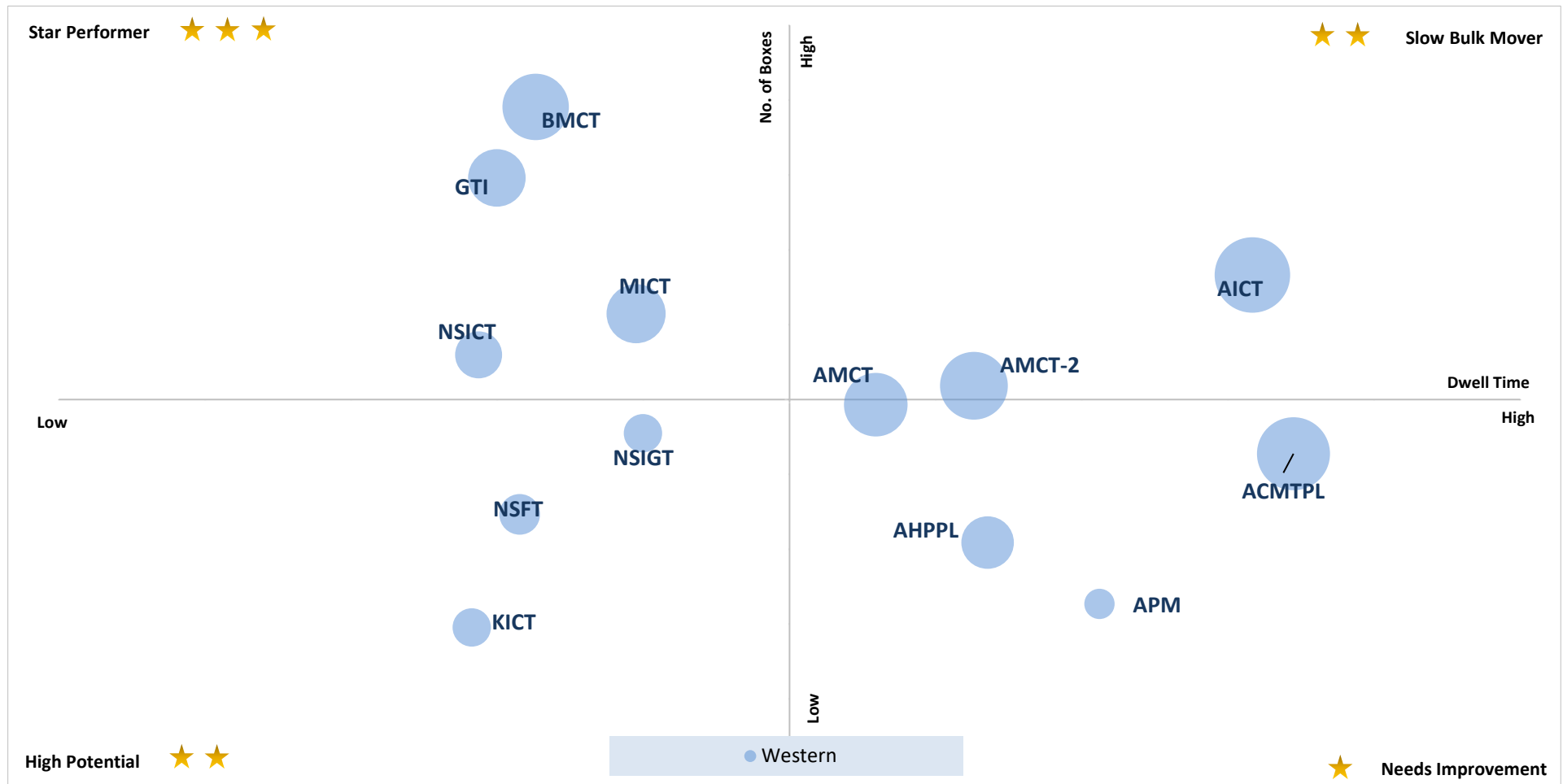


Abb.	Name of Terminal
A	Adani CMA Mundra Terminal (ACMTPL)
B	Adani Hazira Port Private Limited (AHPPL)
C	Adani International Container Terminal (AICTPL)
D	Adani Mundra Container Terminal (AMCT)
E	Bharat Mumbai Container Terminals(PSA)
F	Gateway Terminals India (GTI)
G	APM Terminals Pipavav, Gujarat
H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

Performance Benchmarking: Western Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for JAS'25:



X-Axis: Dwell Time

Threshold value (in hours): 63.3

Star Performer ★★ ★★ ★★

Entities with high container count and low dwell time

○ Bubble size represents the terminal capacity

High Potential ★★ ★★

Entities with low container count and low dwell time

Slow Bulk Movers ★★ ★★

Entities with high container count and high dwell time

Y-Axis: No. of Boxes

Threshold value (no. of boxes): 1,56,937

Needs Improvement ★

Entities with low container count and high dwell time

Note: Terminal abbreviation details are mentioned in annexure

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

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



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

X-Axis: Change in dwell time

Y-Axis: Change in no. of boxes

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

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



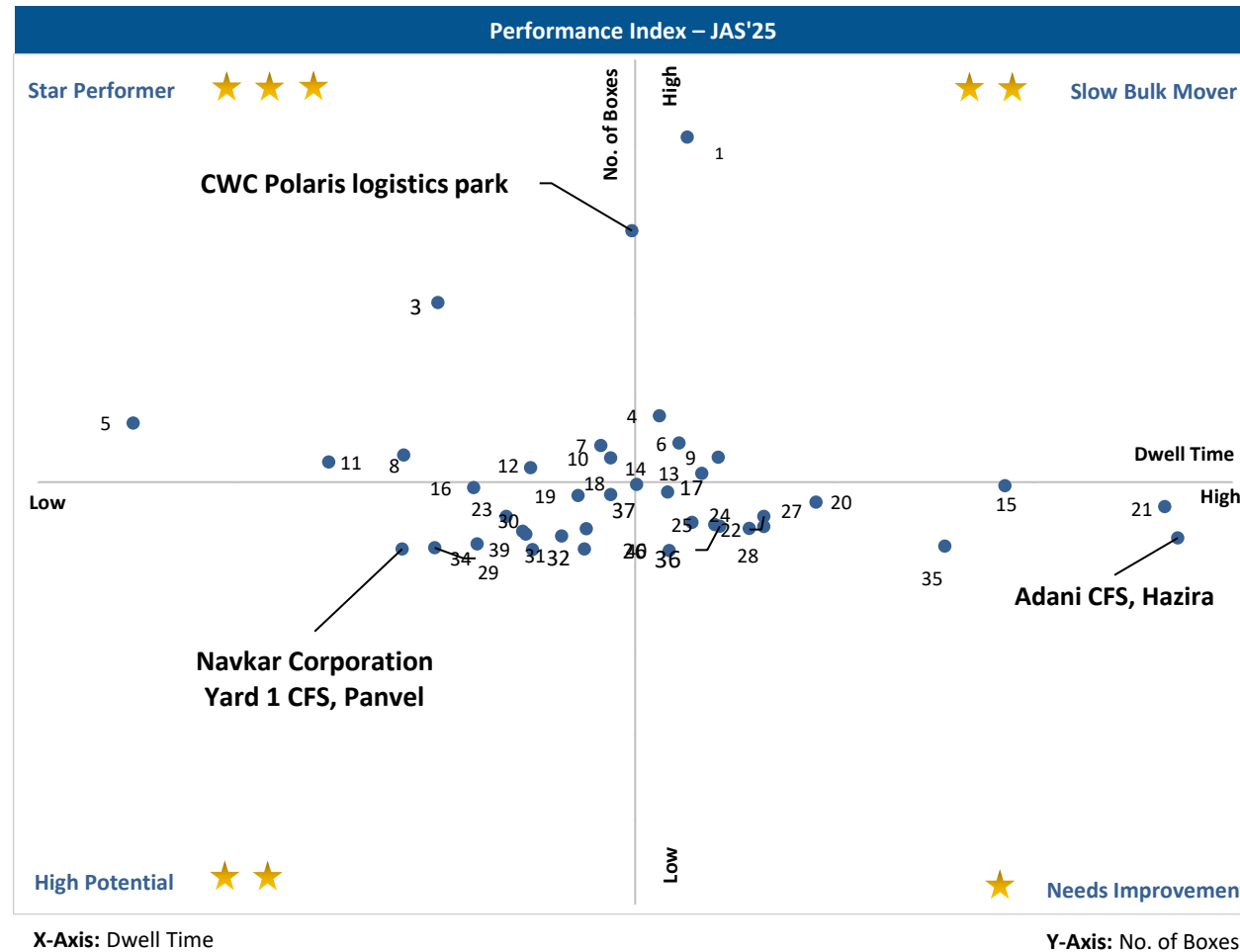
X-Axis: Dwell Time

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)
N	NSDT Terminal

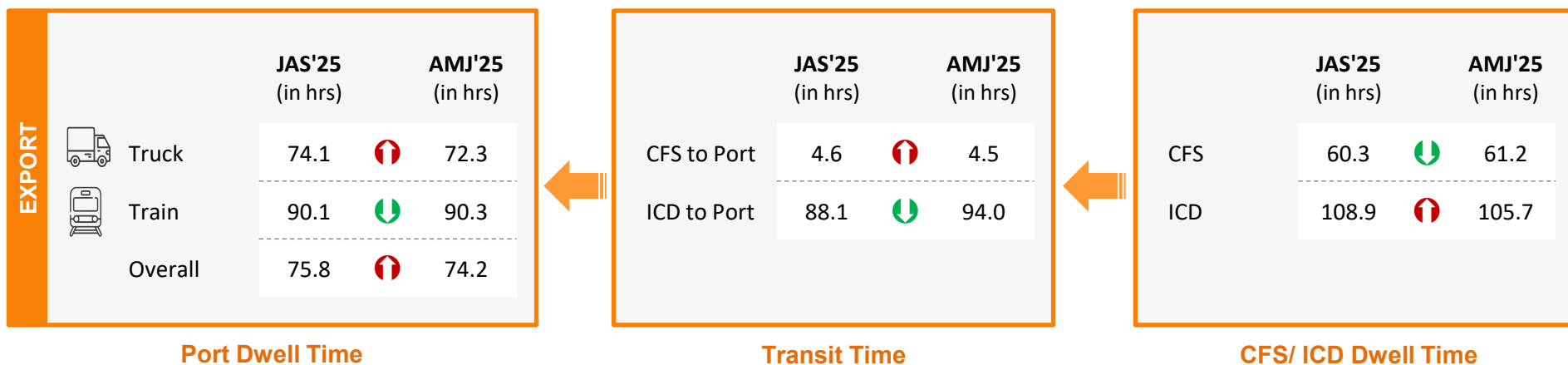
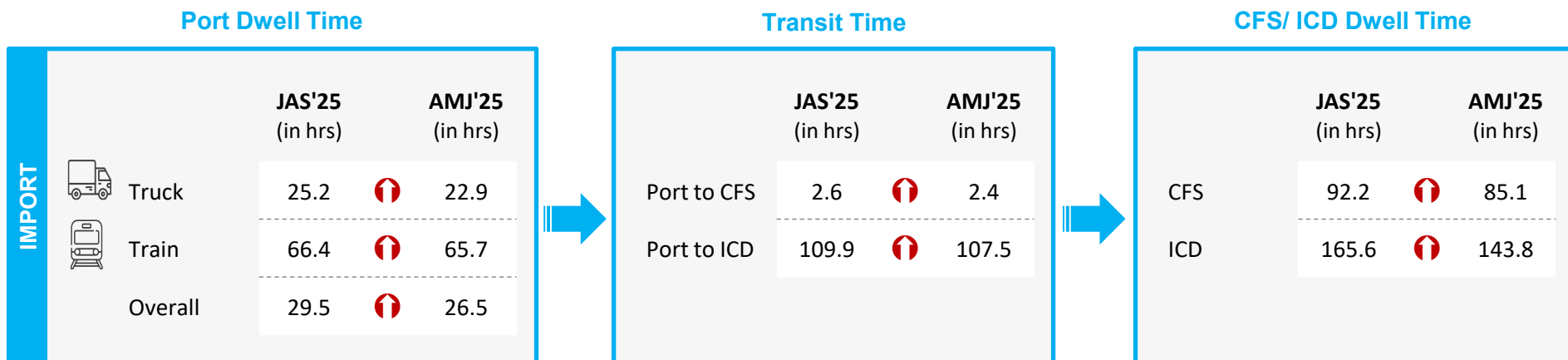
CFS Performance Benchmarking: Western Region

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



Note:
Please refer annexure for CFS names

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last 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	JAS'25 (in hrs)	AMJ'25 (in hrs)
Gate in - Gate Out	5.6	5.8

Container Count Percentage: Hour-wise (JAS'25)

	Within 2 hrs	2-4 hrs	4-8 hrs	8-16 hrs	16-24 hrs	More than 24 hrs
Parking Plaza Dwell Time	10%	24%	33%	22%	6%	5%

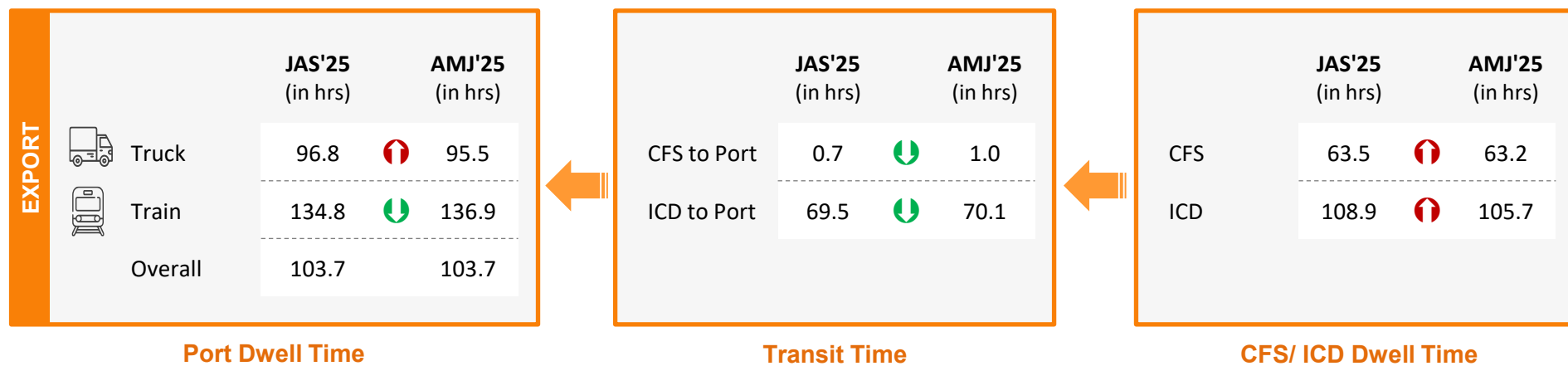
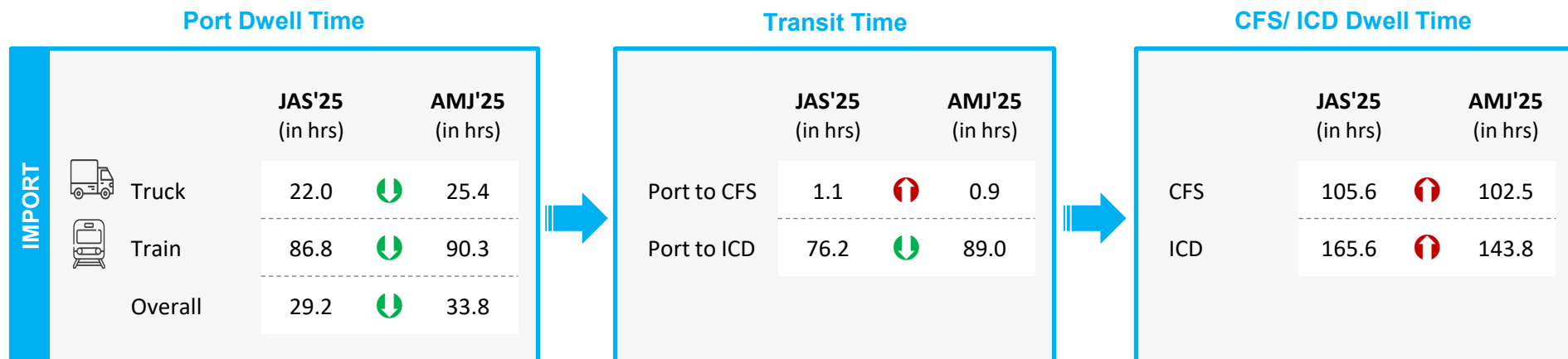
Parking Plaza to JNPA Port	JAS'25 (in hrs)	AMJ'25 (in hrs)
Gate Out – Terminal In	1.9	2.0

Container Count Percentage: Hour-wise (JAS'25)

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	52%	22%	9%	6%	4%	7%
NSICT	16%	15%	16%	15%	10%	28%
GTI	40%	30%	19%	6%	2%	3%
NSIGT	40%	18%	11%	7%	6%	18%
BMCT	2%	14%	14%	12%	14%	44%
NSDT	-	-	-	-	-	-

Port Terminal	JAS'25 (in hrs)	AMJ'25 (in hrs)
NSFT	0.9	0.7
NSICT	3.2	2.6
GTI	1.3	1.6
NSIGT	1.5	2.4
BMCT	4.6	4.5
NSDT	-	-

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last quarter

Parking Plaza Analysis: Mundra Port

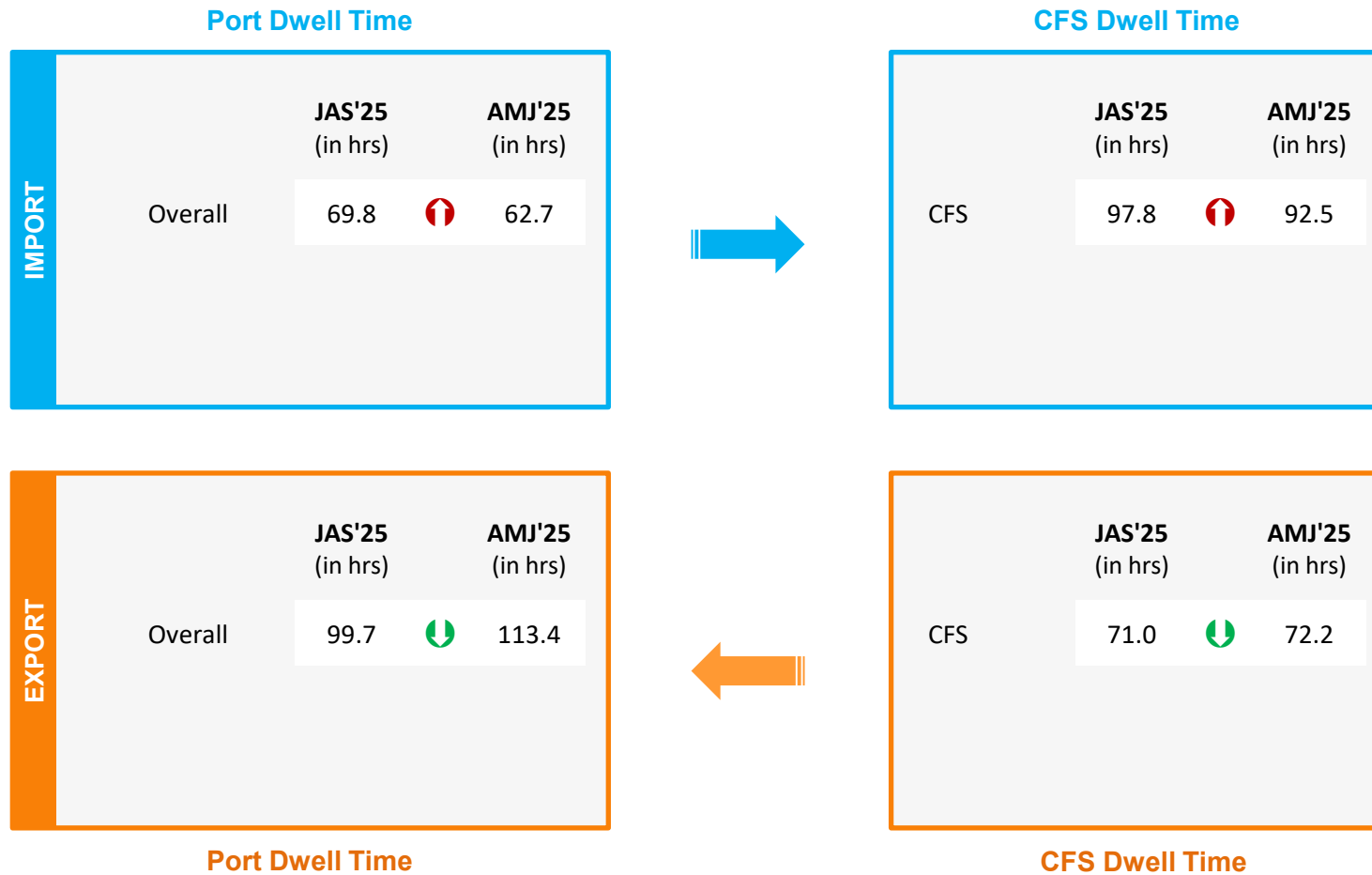
The analysis showcases waiting time of containers at parking plaza:

Parking Plaza Dwell Time (Gate In – Gate Out)	JAS'25 (in hrs)	AMJ'25 (in hrs)
Adani Parking Yard No.1	1.3	1.4
North Gate Parking Yard, Mundra	9.1	10.6

Container Count Percentage: Hour-wise (JAS'25)

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	65%	15%	11%	6%	3%	-
North Gate Parking Yard, Mundra	14%	13%	19%	25%	16%	13%

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in dwell time from last quarter

Container Lifecycle (Import Cycle)

Port Dwell Time

IMPORT			JAS'25 (in hrs)		AMJ'25 (in hrs)
	Overall		44.2	↑	32.4

EXPORT			JAS'25 (in hrs)		AMJ'25 (in hrs)
	Overall		80.1	↑	75.8

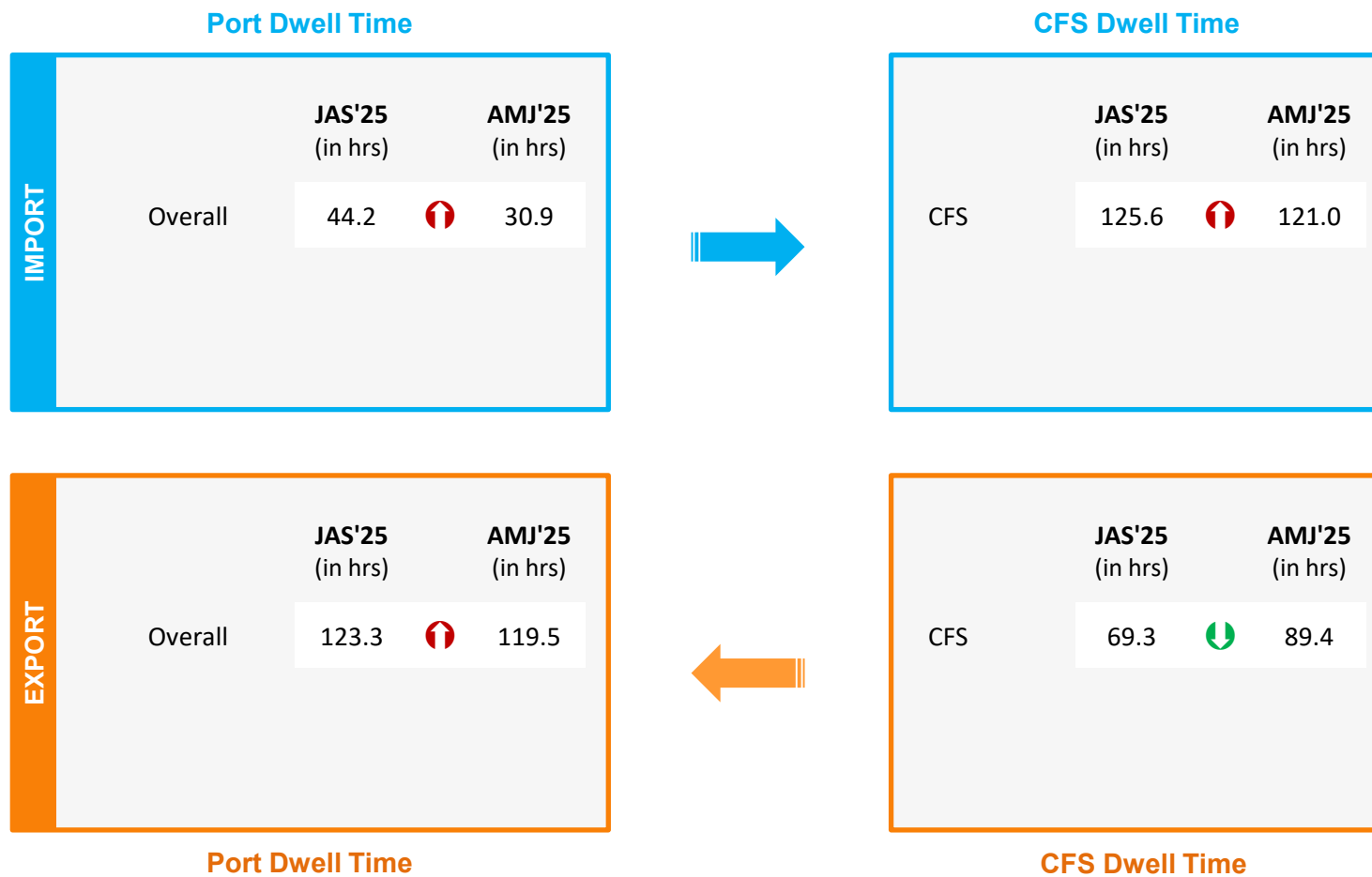
Port Dwell Time

Container Lifecycle (Export Cycle)



Indicates decrease/ increase in dwell time from last quarter

Container Lifecycle (Import Cycle)



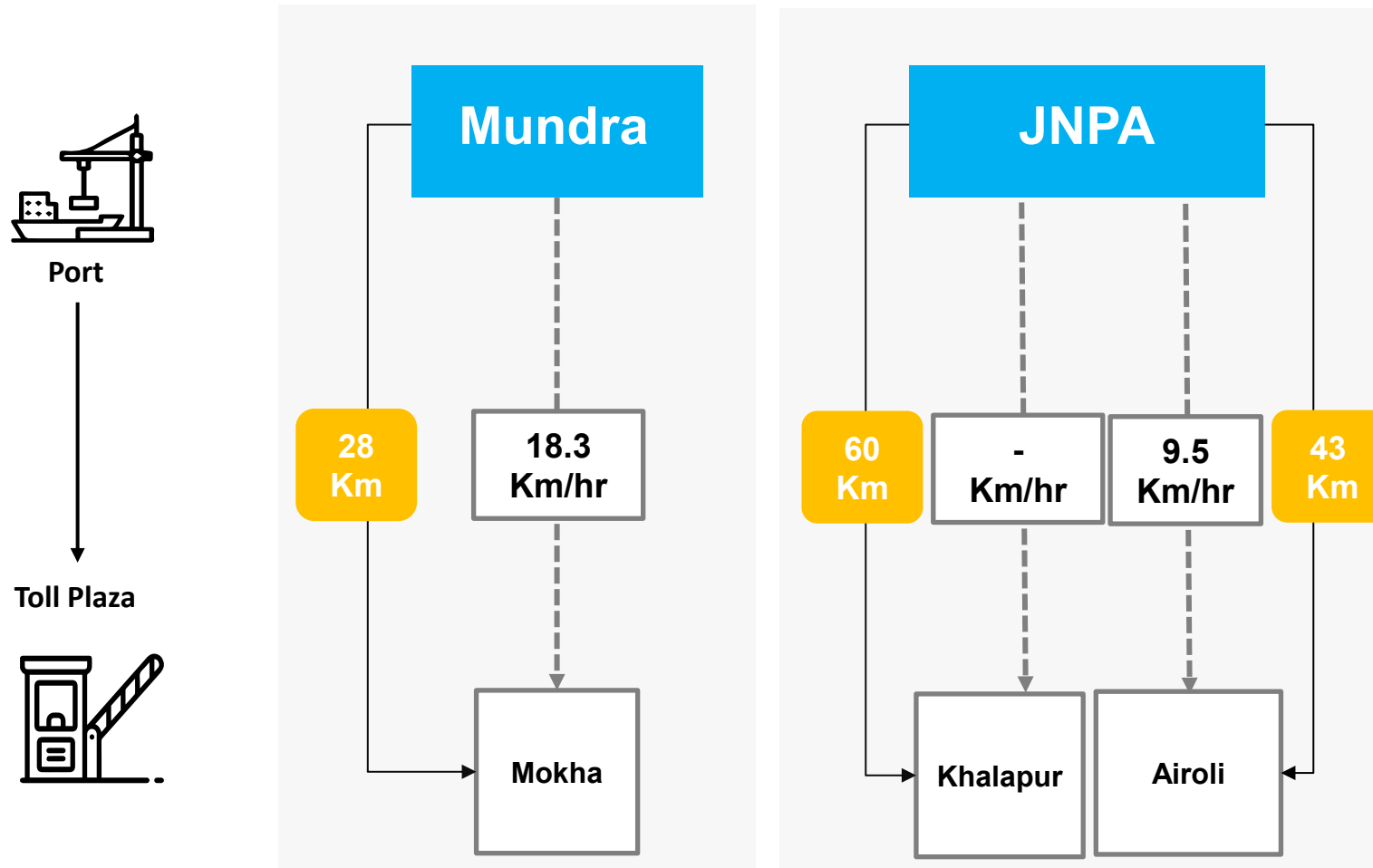
Container Lifecycle (Export Cycle)



Indicates decrease/ increase in dwell time from last quarter

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

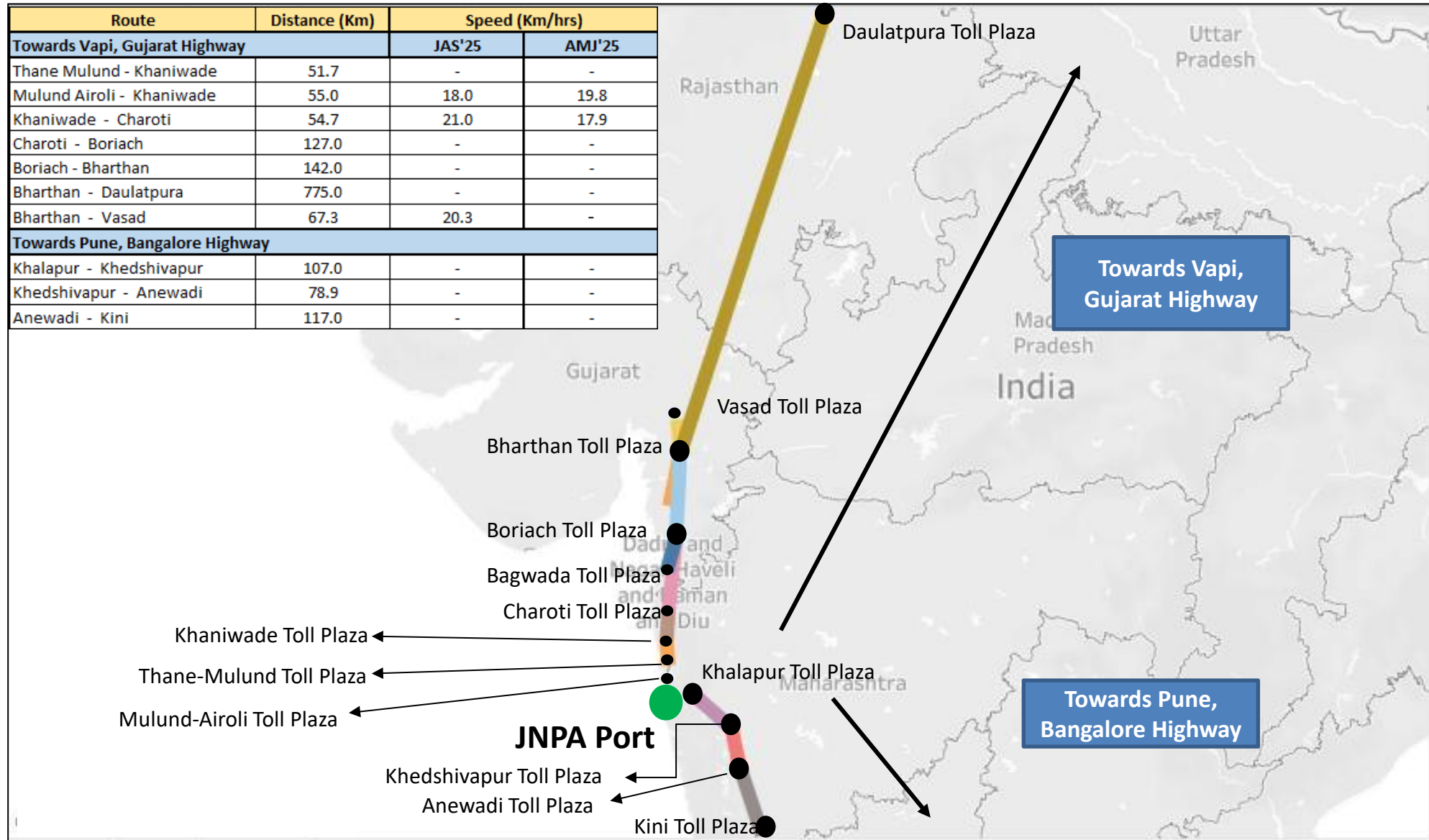
Average speed of trucks to cover the distance between port to nearest toll plaza for JAS'25:



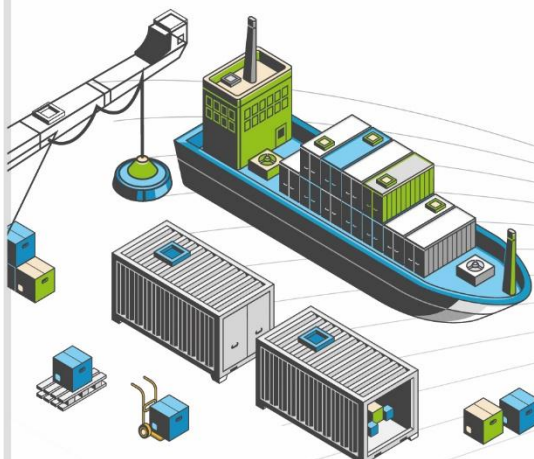
Toll Plaza Analysis: JNPA Port

The average speed of trucks to cover the distance between adjacent toll plazas for JAS'25:

Route	Distance (Km)	Speed (Km/hrs)	
Towards Vapi, Gujarat Highway		JAS'25	AMJ'25
Thane Mulund - Khaniwade	51.7	-	-
Mulund Airoli - Khaniwade	55.0	18.0	19.8
Khaniwade - Charoti	54.7	21.0	17.9
Charoti - Boriach	127.0	-	-
Boriach - Bharthan	142.0	-	-
Bharthan - Daulatpura	775.0	-	-
Bharthan - Vasad	67.3	20.3	-
Towards Pune, Bangalore Highway			
Khalapur - Khedshivapur	107.0	-	-
Khedshivapur - Anewadi	78.9	-	-
Anewadi - Kini	117.0	-	-

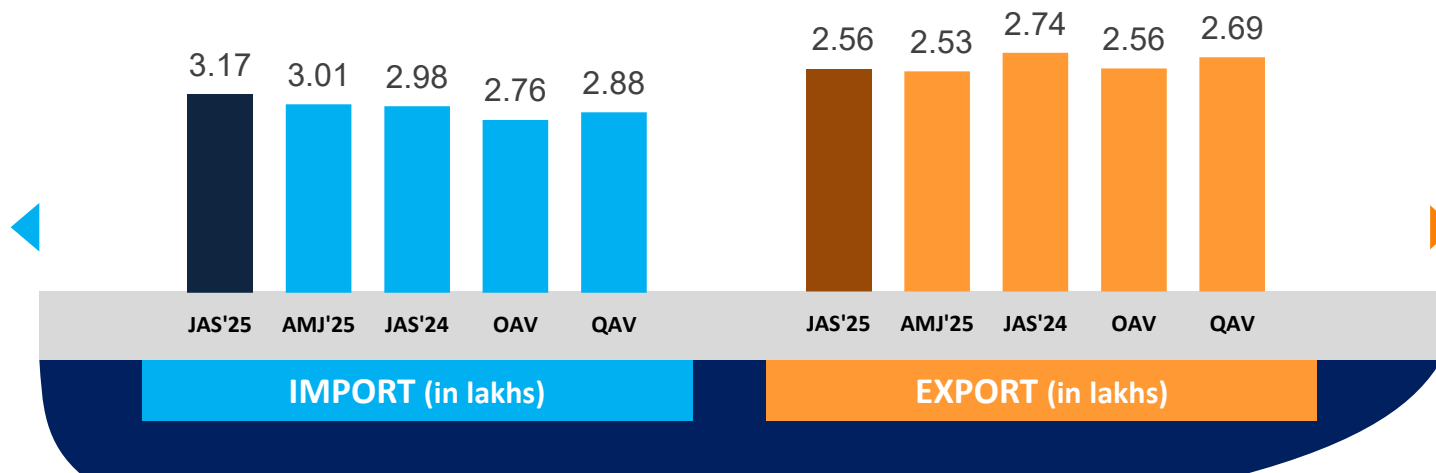


SOUTHERN REGION PERFORMANCE

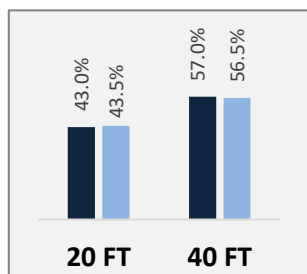


Container Count: Southern Region

Southern Region

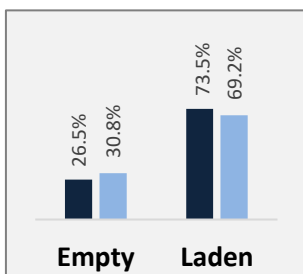


Container Size-wise (Import)

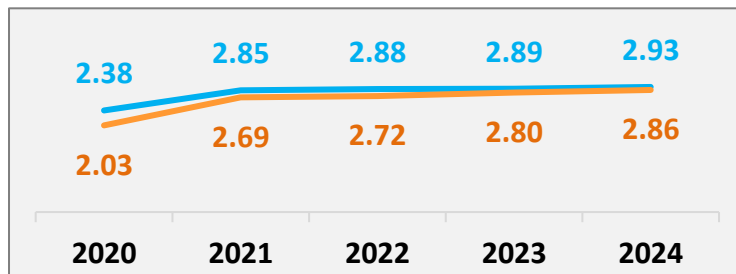


JAS'25 AMJ'25

Container Type-wise (Import)

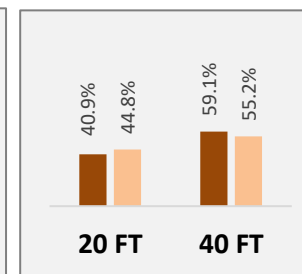


Container Count - Annual Average (in lakhs/ quarter)



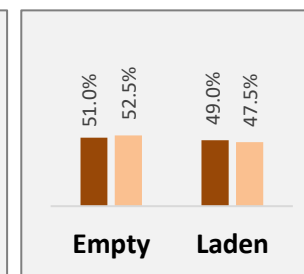
IMPORT EXPORT

Container Size-wise (Export)



JAS'25 AMJ'25

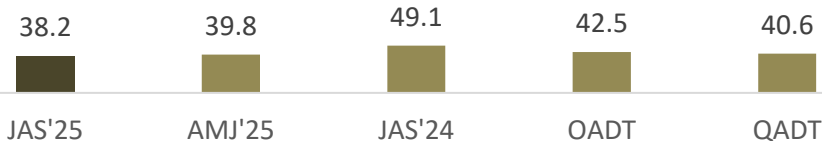
Container Type-wise (Export)



OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

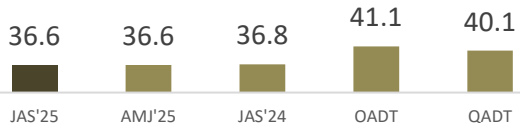
Dwell Time Performance: Southern Region Import Cycle

Southern Region

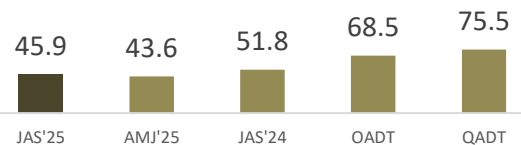


PAN India
Import Dwell Time
34.1 Hrs.
(JAS'25)

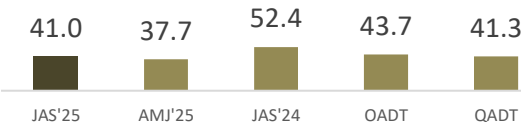
Kochi



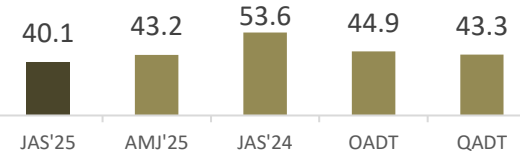
New Mangalore



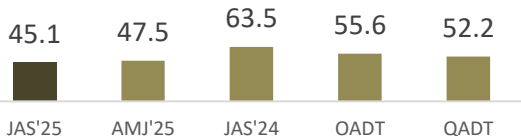
Ennore



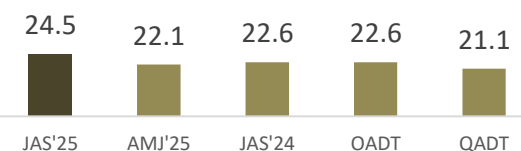
Chennai



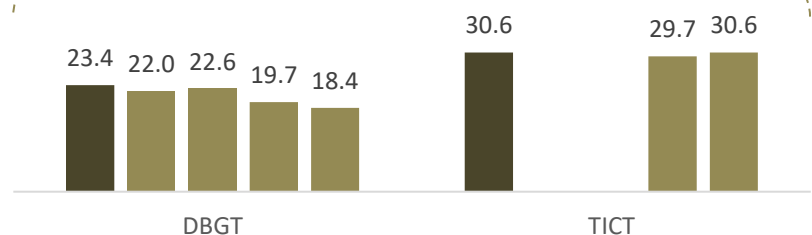
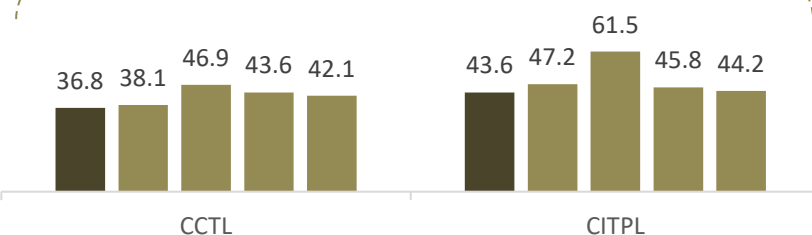
Kattupalli



Tuticorin



Terminals



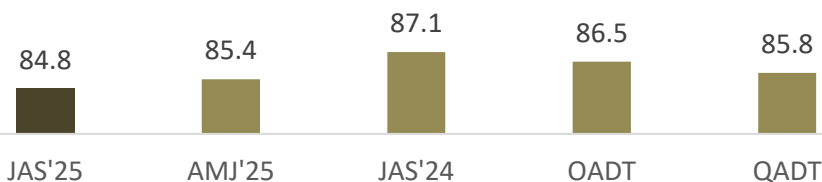
OADT – Overall Avg Dwell Time
QADT – Quarterly Avg Dwell Time

Note:

- New Mangalore dwell time does not include the free time at the port from May'24 onwards
- All values are in hours

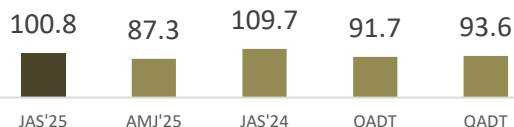
Dwell Time Performance: Southern Region Export Cycle

Southern Region

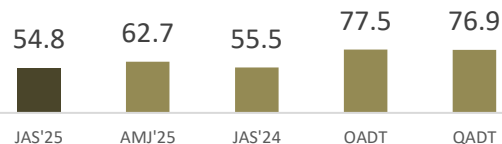


PAN India
Export Dwell Time
89.0 Hrs.
(JAS'25)

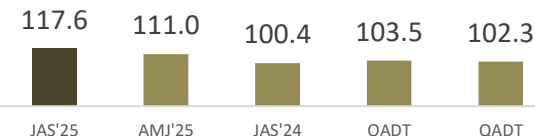
Kochi



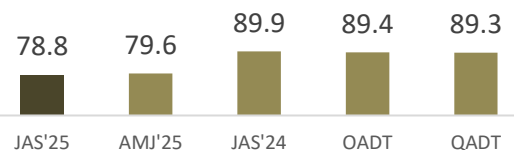
New Mangalore



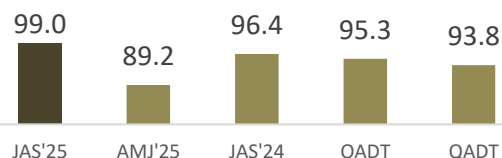
Ennore



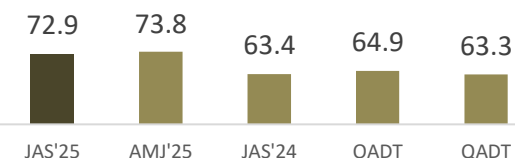
Chennai



Kattupalli

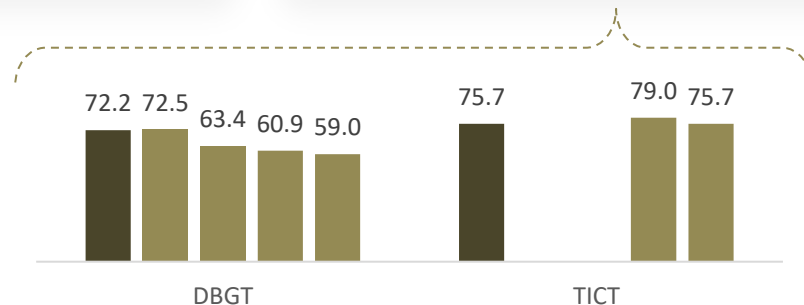
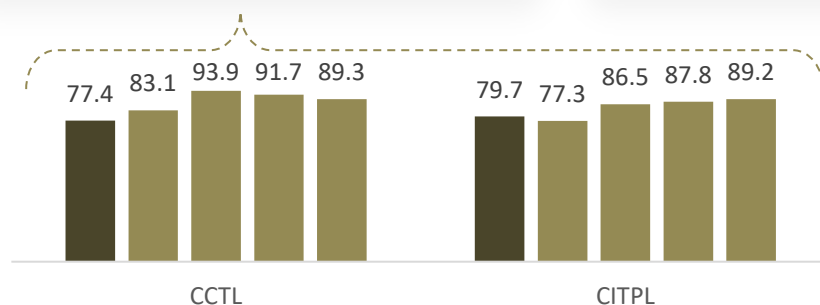


Tuticorin



Ports

Terminals



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

Note:

- New Mangalore dwell time does not include the free time at the port from May'24 onwards
- All values are in hours

Container Turnaround Analysis: Southern Region

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

Port In (Import Cycle)	Port Out (Export Cycle)	No. of Boxes Handled (in Percentage)			Turnaround Time (in Days)		
		JAS'25	AMJ'25	JAS'24	JAS'25	AMJ'25	JAS'24
Kochi	Kochi	100%	100%	100%	22.8	22.5	25.1
	Other Ports	-	-	-	-	-	-
Ennore	Ennore	80%	80%	94%	22.4	23.1	24.8
	Other Ports	20%	20%	6%	25.8	32.5	36.1
Tuticorin	Tuticorin	100%	100%	100%	25.2	25.4	23.5
	Other Ports	-	-	-	-	-	-
Chennai	Chennai	90%	89%	77%	24.0	23.8	23.9
	Kattupalli	5%	6%	19%	26.9	24.4	25.6
	Other Ports	5%	5%	4%	35.1	28.4	37.9
Kattupalli	Kattupalli	20%	20%	64%	26.6	29.5	30.4
	Chennai	45%	41%	28%	31.1	29.4	29.1
	Other Ports	35%	39%	8%	26.4	27.7	40.2

Note: Please refer annexure for Container Turnaround Analysis Methodology

Container Turnaround Analysis: Chennai Port

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

Port Terminal In (Import Cycle)	Port Terminal Out (Export Cycle)	No. of Boxes Handled (in Percentage)			Turnaround Time (in Days)		
		JAS'25	AMJ'25	JAS'24	JAS'25	AMJ'25	JAS'24
CCTL	CCTL	63%	56%	71%	25.2	24.3	23.6
	CITPL	37%	44%	29%	23.2	21.7	22.6
CITPL	CITPL	65%	72%	64%	23.9	24.9	25.6
	CCTL	35%	28%	36%	22.7	21.8	22.4

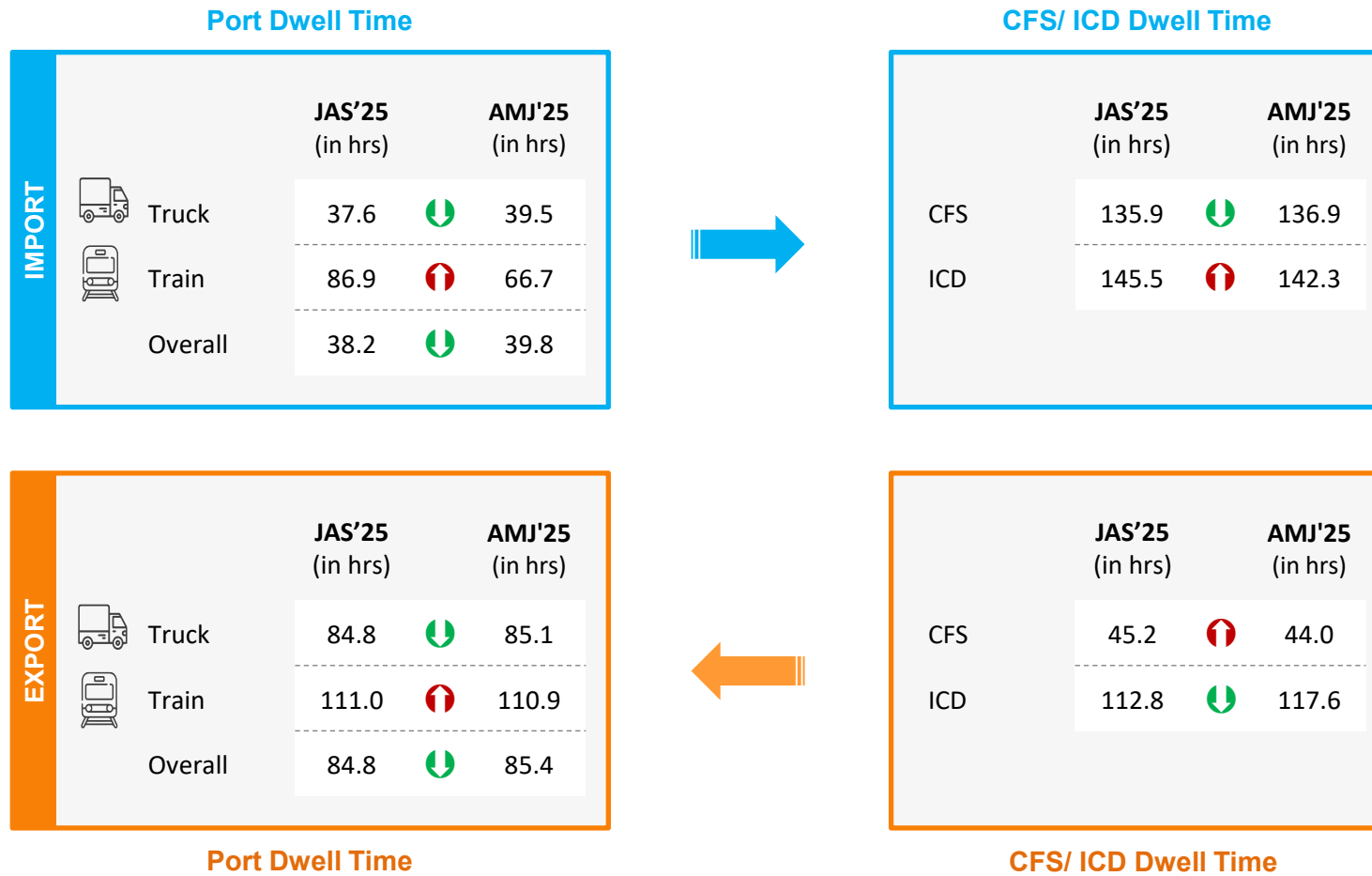
Note: Please refer annexure for Container Turnaround Analysis Methodology

Container Turnaround Analysis: Tuticorin Port

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

Port Terminal In (Import Cycle)	Port Terminal Out (Export Cycle)	No. of Boxes Handled (in Percentage)			Turnaround Time (in Days)		
		JAS'25	AMJ'25	JAS'24	JAS'25	AMJ'25	JAS'24
DBGT	DBGT	95%	-	-	25.3	-	-
	TICT	5%	-	-	30.9	-	-
TICT	TICT	61%	-	-	25.9	-	-
	DBGT	39%	-	-	19.4	-	-

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last quarter

Port Performance Benchmarking: Southern Region

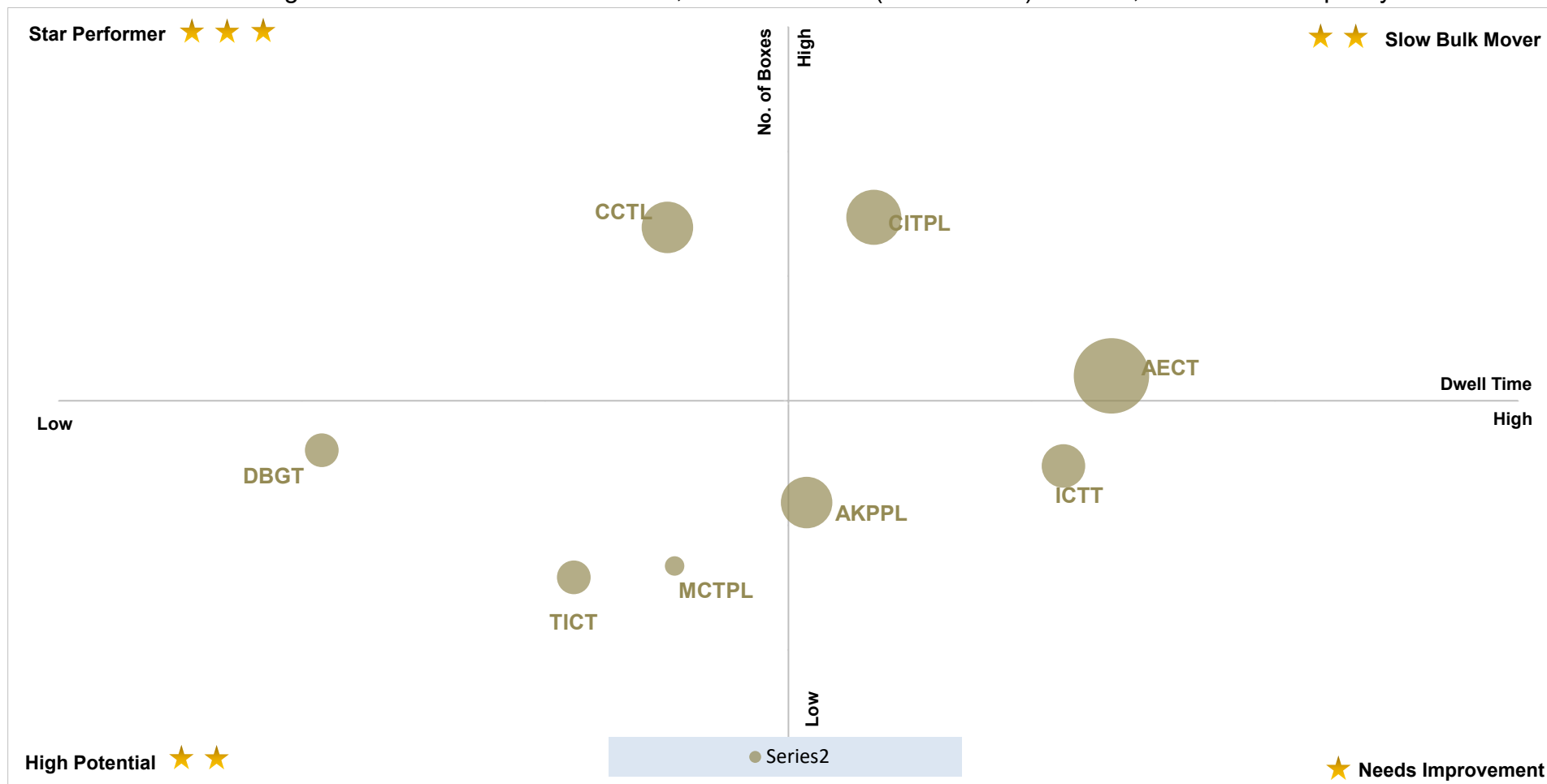
Performance benchmarking of terminals based on dwell time vis-à-vis container count (no. of boxes) handled::



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

Performance Benchmarking: Southern Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for JAS'25:



X-Axis: Dwell Time
Threshold Value (in hours): 55.9

○ Bubble size represents the terminal capacity

Y-Axis: No. of Boxes
Threshold Value (no. of boxes): 79,711

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

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 count (no. of boxes) handled:

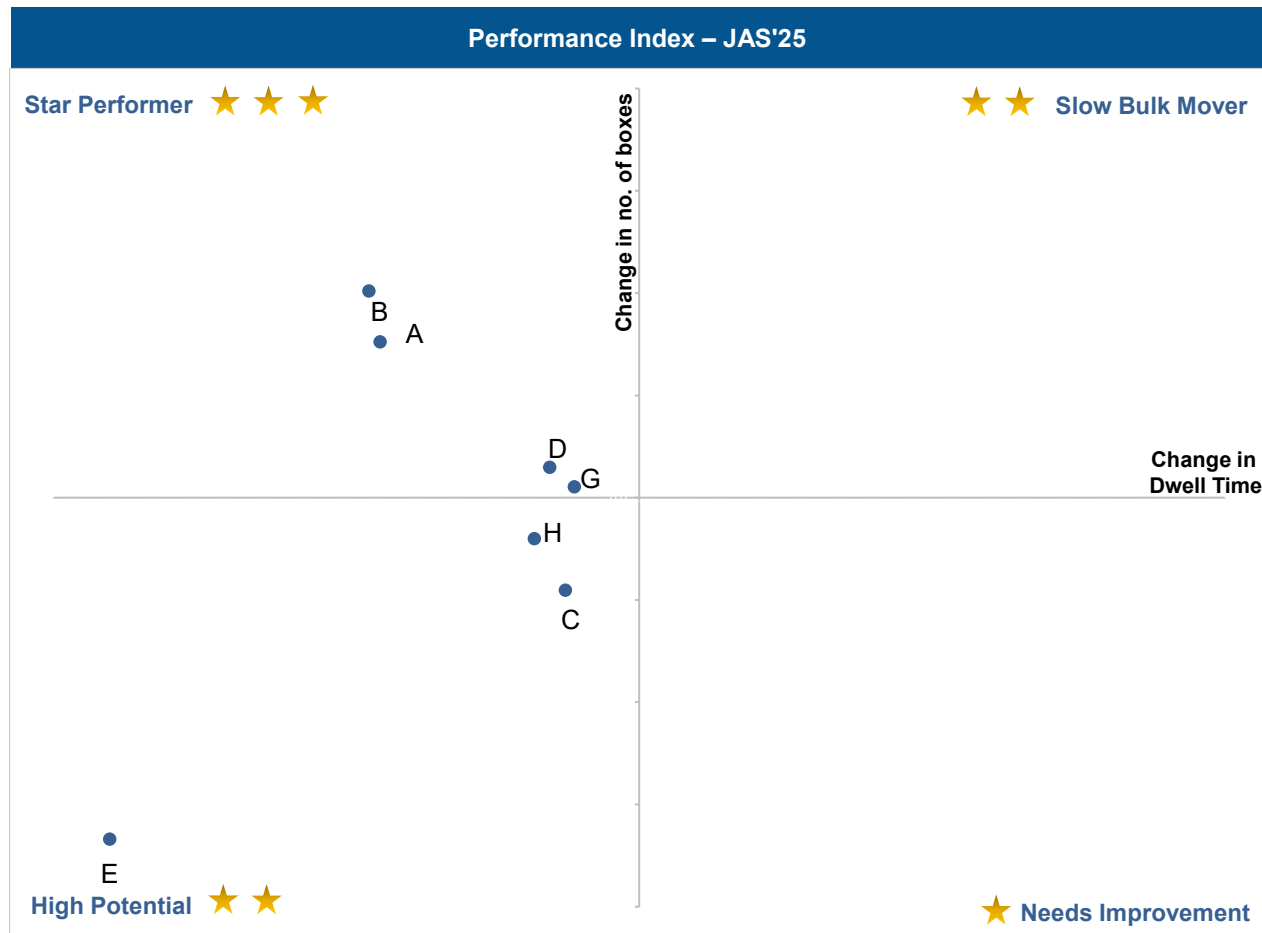


Abb.	Name of Terminal
A	Chennai Container Terminal Pvt. Ltd. (CCTL)
B	Chennai International Terminals Pvt Ltd (CITPL)
C	Dakshin Bharat Gateway Terminal (DBGT)
D	International Container Transshipment Terminal, Kochi
E	Adani Kattupalli Port Private Limited (AKPPL)
F	PSA SICAL Terminals
G	Mangalore Container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

X-Axis: Change in dwell time

Y-Axis: Change in no. of boxes

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

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



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

Performance Index – JAS'25

Star Performer ★ ★ ★

Slow Bulk Mover ★ ★

High Potential ★ ★

Needs Improvement ★

Top Performing CFS

Sical CFS, Chennai Tiruvallur Tamil Nadu

High Potential CFS

O Yard CFS Chennai

Sical Multimodal and Rail Transport CFS, VOCPT

X-Axis: Dwell Time

Y-Axis: No. of boxes

Low **High**

Low **High**

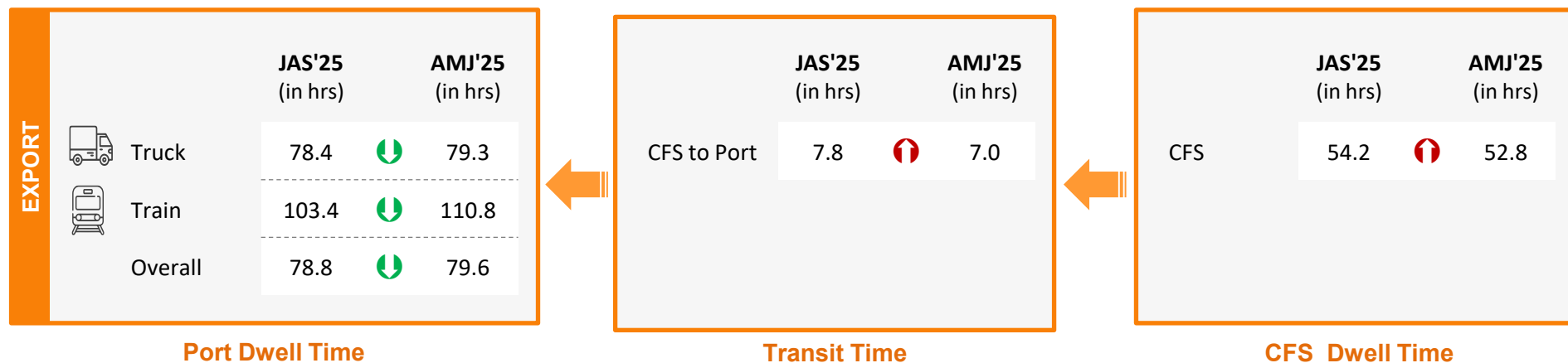
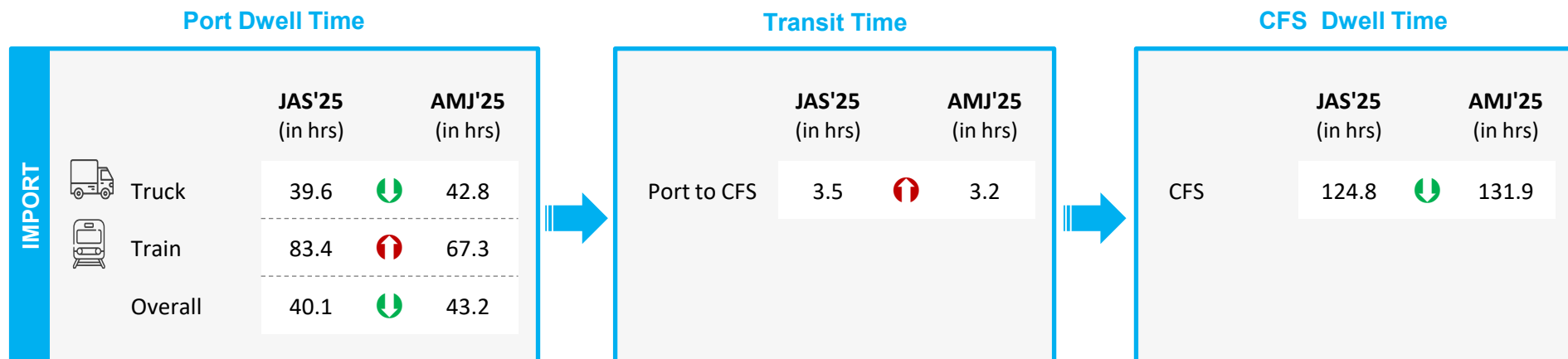
Dwell Time

No. of boxes

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41

Southern Region Page 63

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

↓ ↑ Indicates decrease/ increase in time from last quarter

Parking Plaza Analysis: Chennai Port

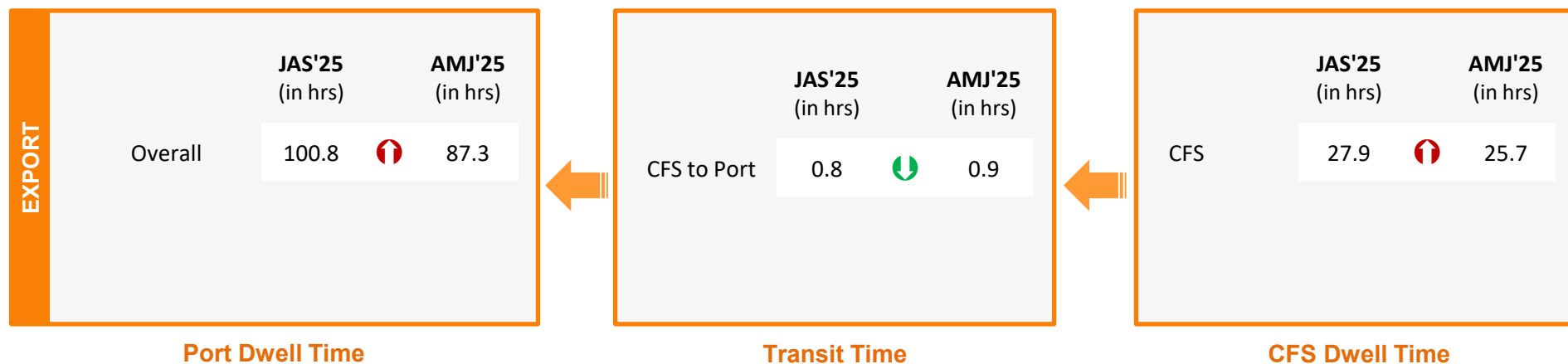
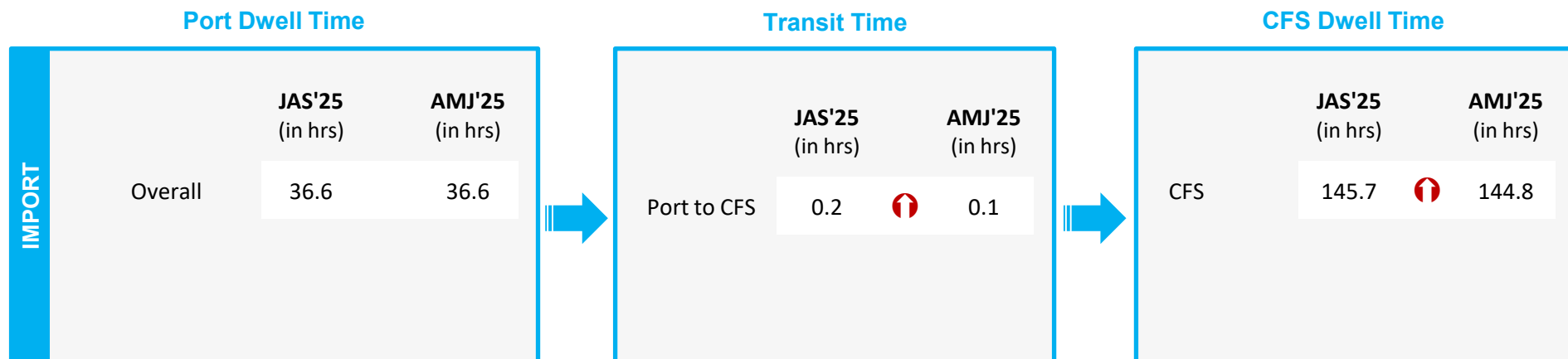
The analysis showcases the waiting time of containers at parking plaza:

Parking Plaza Dwell Time (Gate In – Gate Out)	JAS'25 (in hrs)	AMJ'25 (in hrs)
Thiruvottiyur CWC DPE Facility	4.9	5.0

Container Count Percentage: Hour-wise (JAS'25)

	Within 2 hrs	2-4 hrs	4-8 hrs	8-16 hrs	16-24 hrs	More than 24 hrs
Parking Plaza Dwell Time	10%	30%	32%	20%	5%	3%

Container Lifecycle (Import Cycle)

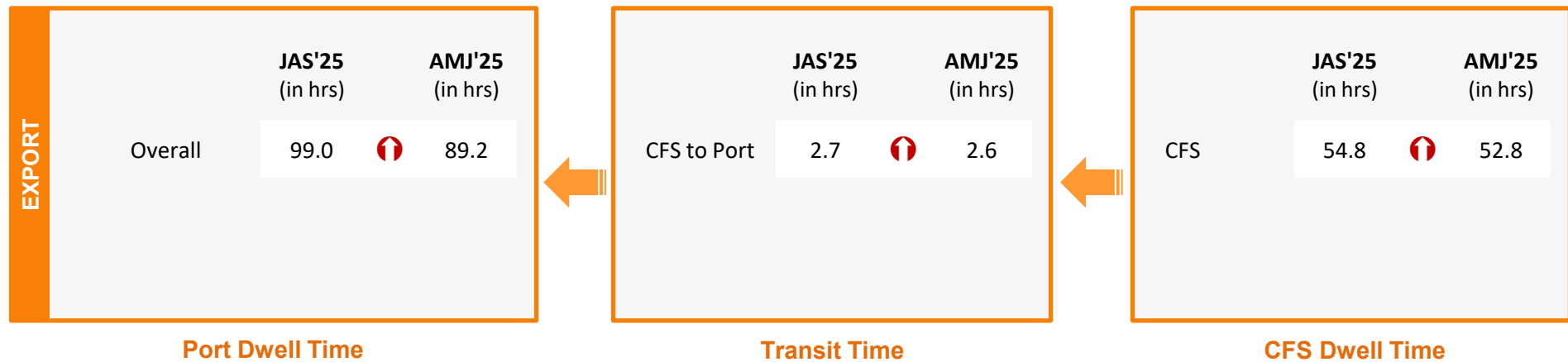
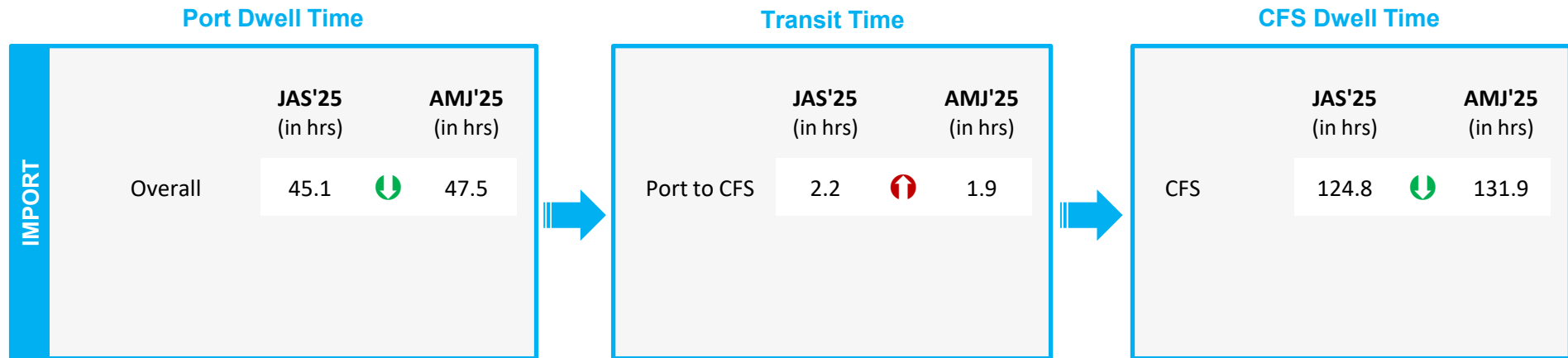


Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last quarter

Container Lifecycle (Import Cycle)

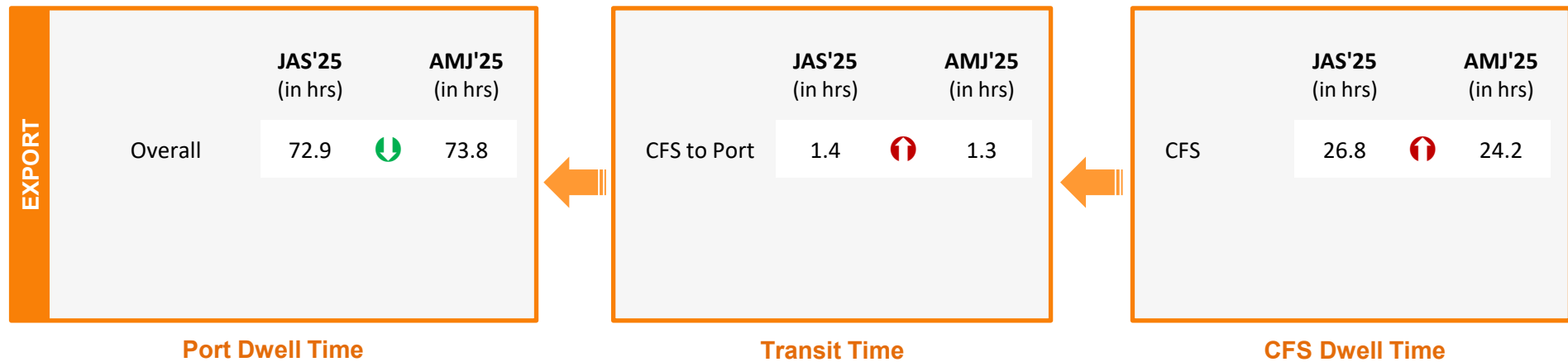
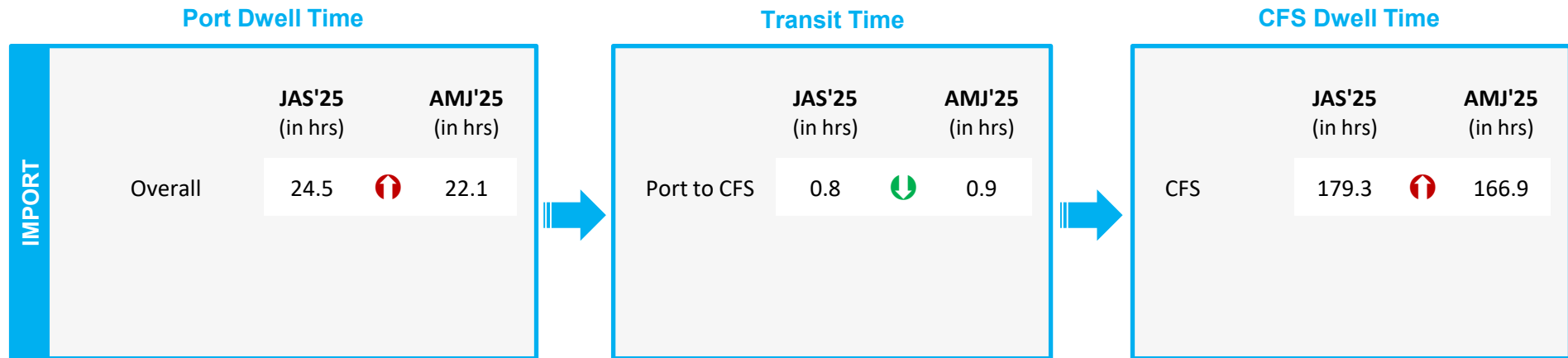


Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last quarter

Container Lifecycle (Import Cycle)

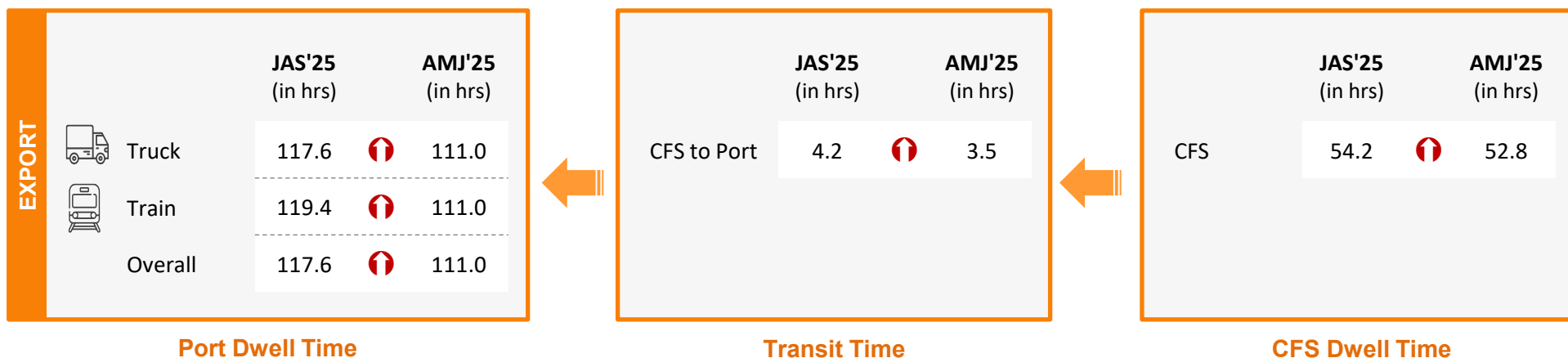
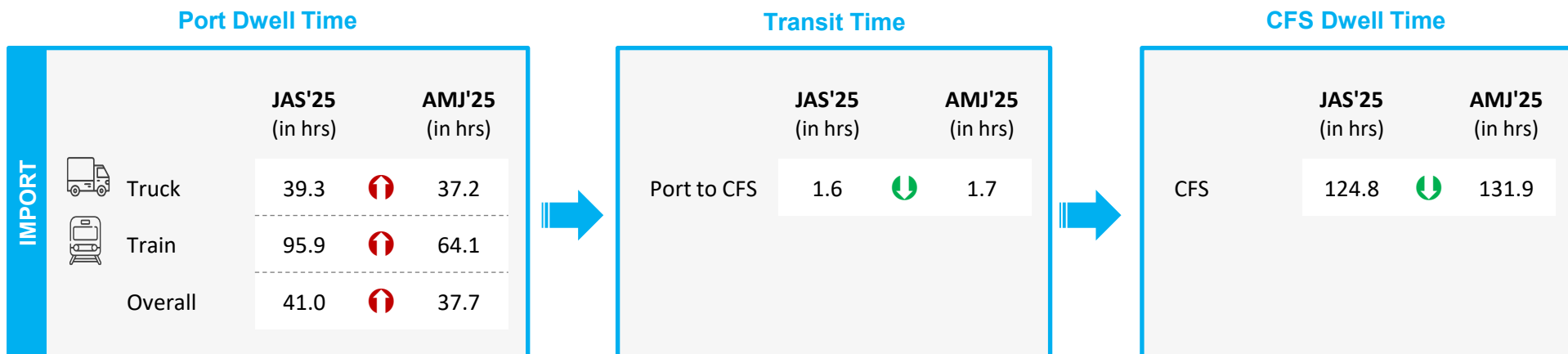


Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last quarter

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last quarter

Container Lifecycle (Import Cycle)

Port Dwell Time

IMPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)
	Overall	45.9*	↑	43.6*

EXPORT		JAS'25 (in hrs)		AMJ'25 (in hrs)
	Overall	54.8*	↓	62.7*

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

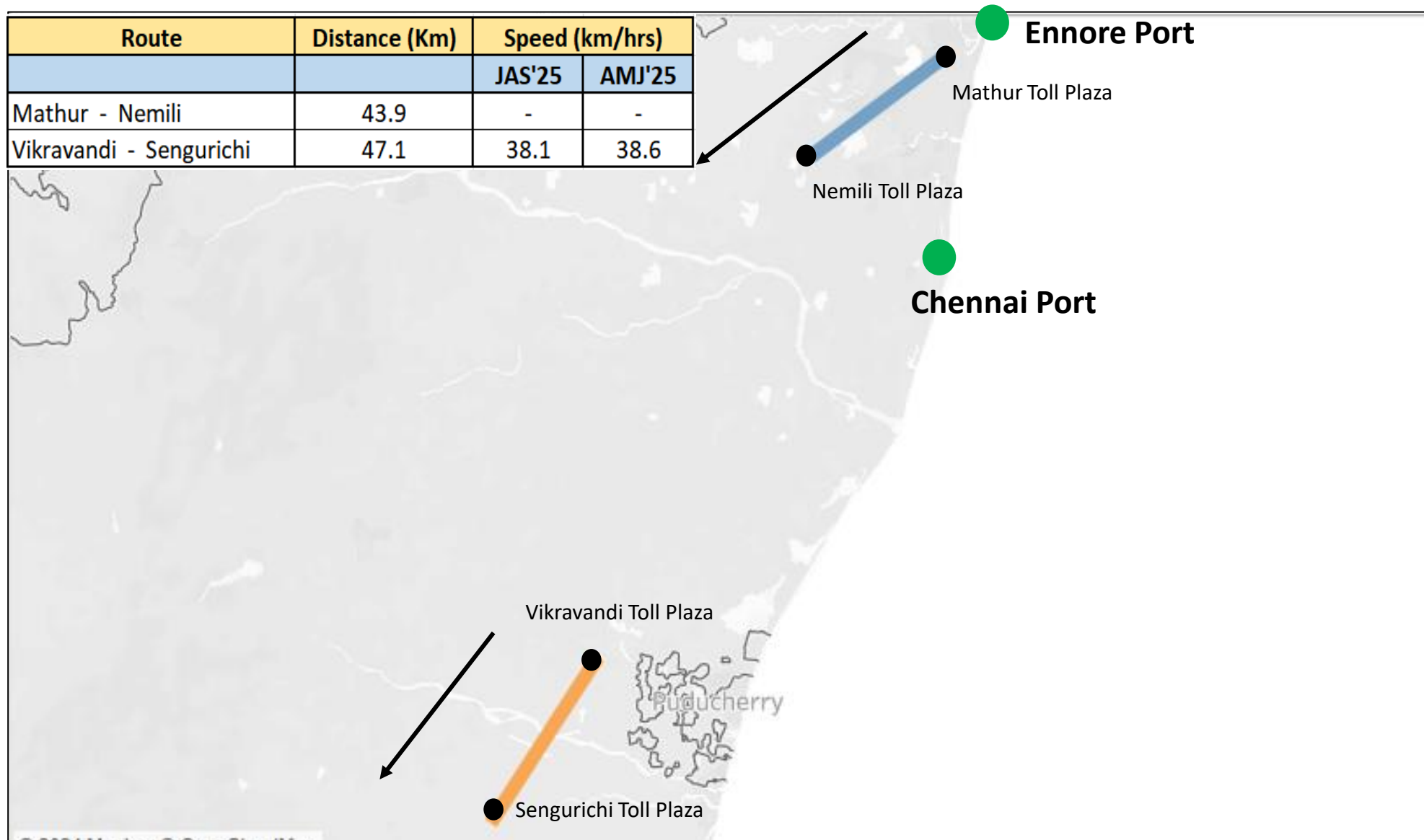
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

Region	Port	Adjacent Toll plaza	Distance (in Km)	Average Speed (in Km/ hr)	
				JAS'25	AMJ'25
Southern	Kochi	Ponnarimangalam	5	17.6	18.8
	New Mangalore	Brahamarakotlu	25	24.0	26.8
		Gundmi Toll Plaza, NH66	69	11.0	20.7
		Talapady Toll Plaza, NH66	23	23.0	21.9
	Chennai	Mathur	25	9.8	11.9
	Kattupalli	Mathur	28	16.8	18.3
	Ennore	Mathur	21	14.2	13.0
	Tuticorin	Pudurpandiyapuram	29	43.5	42.4

Toll Plaza Analysis: Chennai and Ennore Port

The average speed of trucks to cover the distance between adjacent toll plazas for JAS'25:

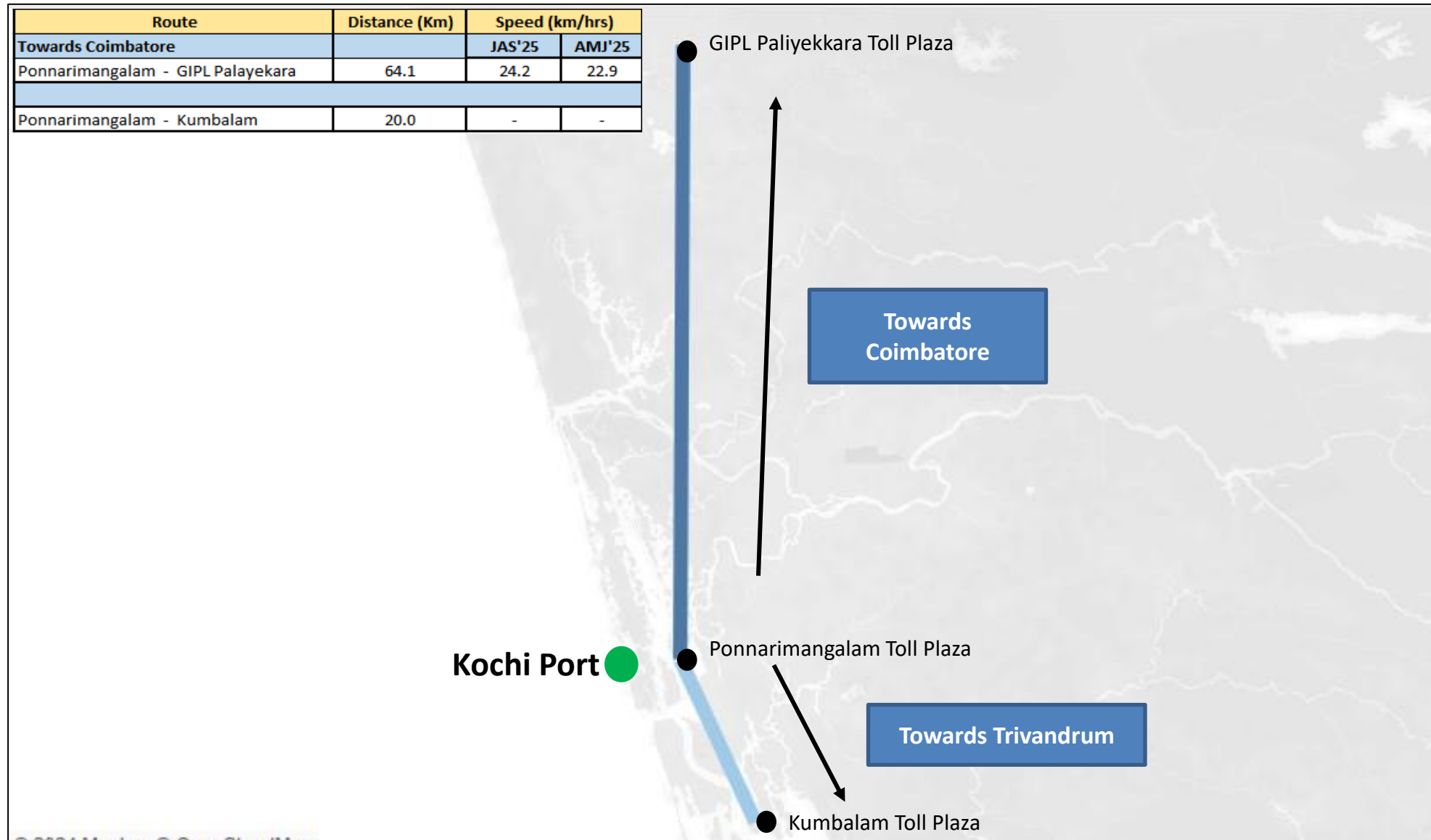
Route	Distance (Km)	Speed (km/hrs)	
		JAS'25	AMJ'25
Mathur - Nemili	43.9	-	-
Vikravandi - Sengurichi	47.1	38.1	38.6



Toll Plaza Analysis: Kochi Port

The average speed of trucks to cover the distance between adjacent toll plazas for JAS'25:

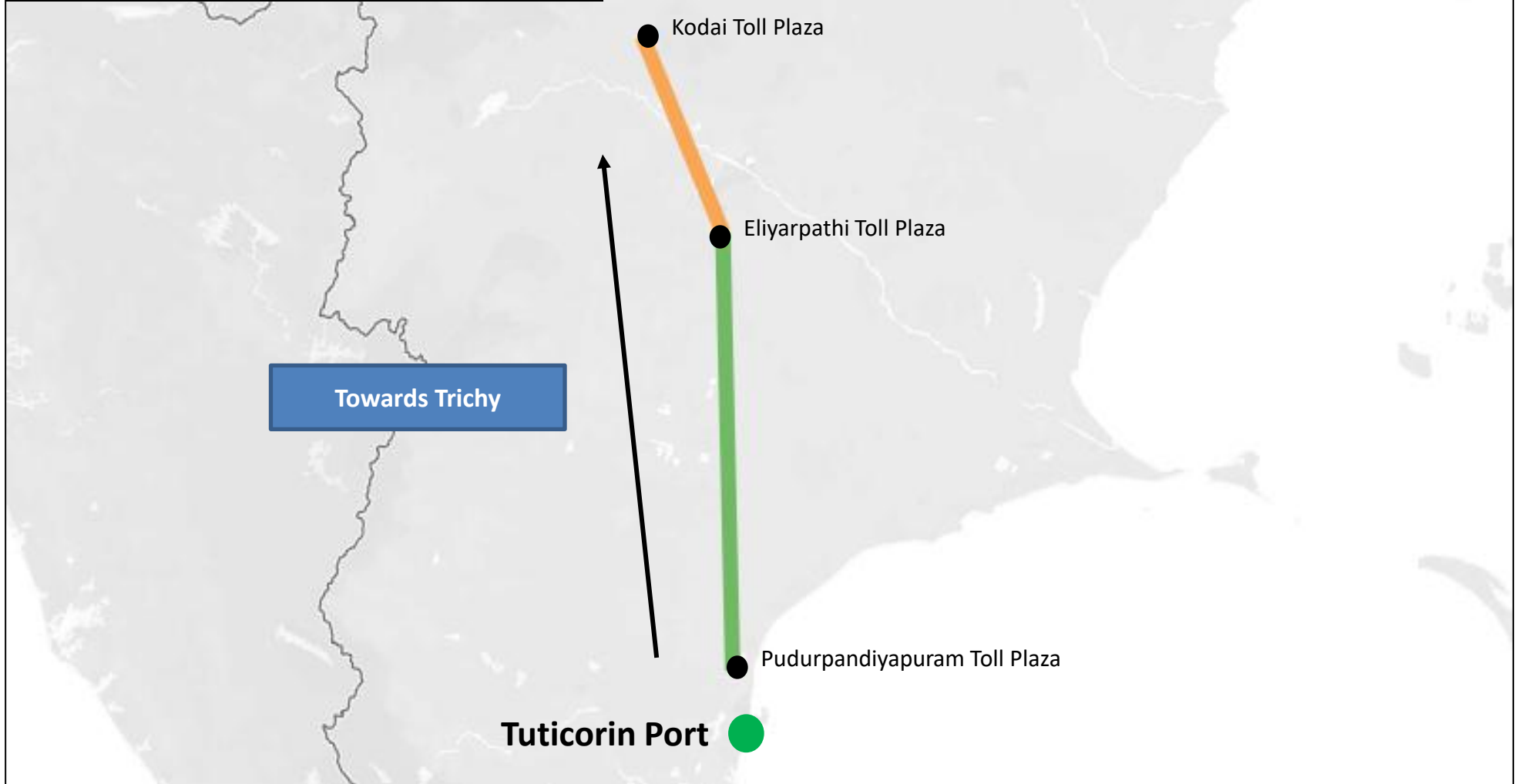
Route	Distance (Km)	Speed (km/hrs)	
		JAS'25	AMJ'25
Towards Coimbatore			
Ponnarimangalam - GIPL Palayekara	64.1	24.2	22.9
Ponnarimangalam - Kumbalam	20.0	-	-



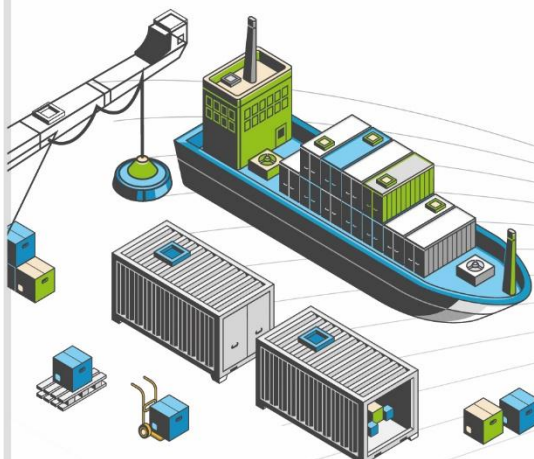
Toll Plaza Analysis: Tuticorin Port

The average speed of trucks to cover the distance between adjacent toll plazas for JAS'25:

Route	Distance (Km)	Speed (km/hrs)	
		JAS'25	AMJ'25
Towards Trichy			
Pudurpandiyapuram - Eliyarthi	113.0	22.2	22.3
Eliyarthi - Kodai	60.8	7.7	8.5

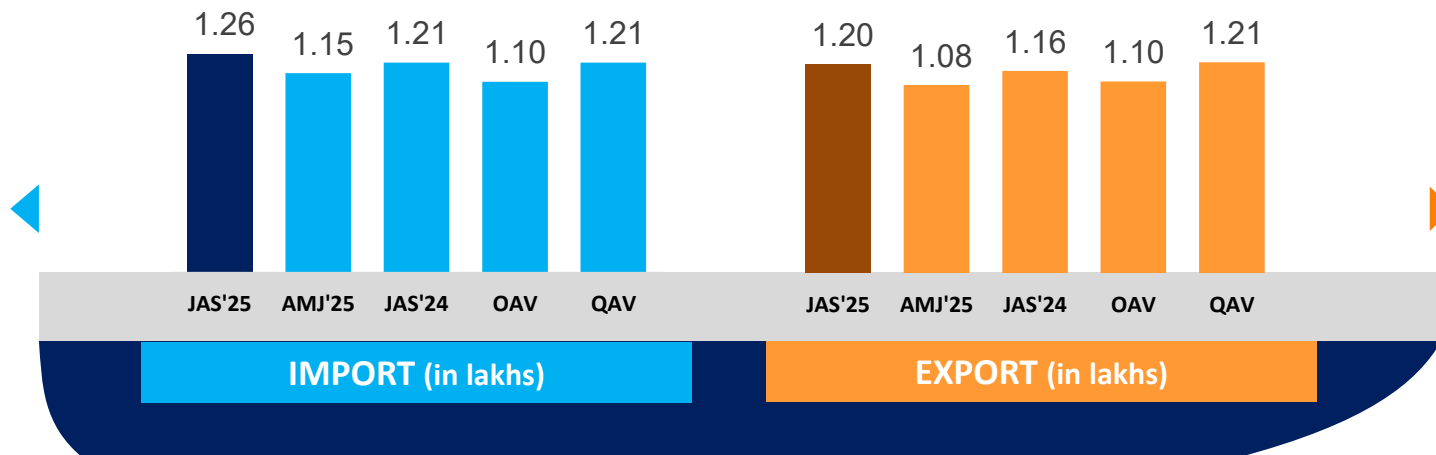


EASTERN REGION PERFORMANCE

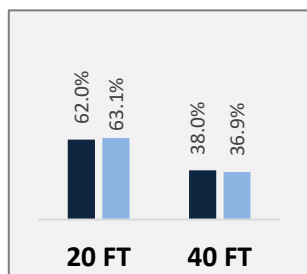


Container Count: Eastern Region

Eastern Region

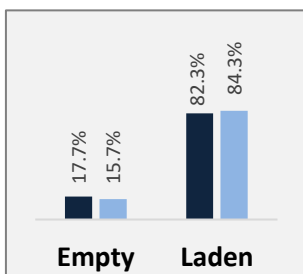


Container Size-wise (Import)

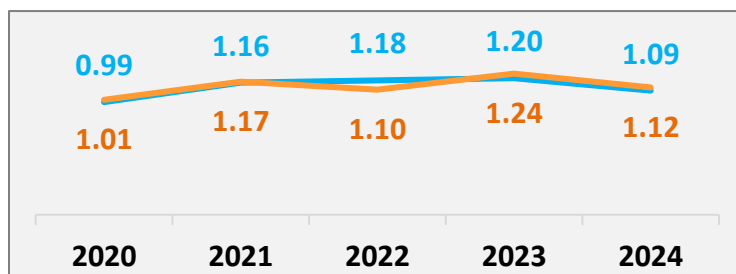


JAS'25 AMJ'25

Container Type-wise (Import)

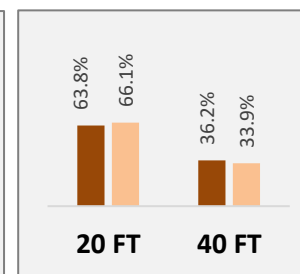


Container Count - Annual Average (in lakhs/ quarter)



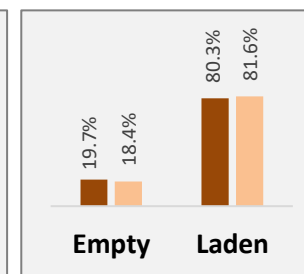
IMPORT EXPORT

Container Size-wise (Export)



JAS'25 AMJ'25

Container Type-wise (Export)



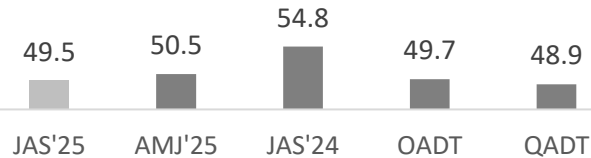
OAV – Overall Avg Volume
QAV – Quarterly Avg Volume

Dwell Time Performance: Eastern Region Import and Export Cycle

Eastern Region



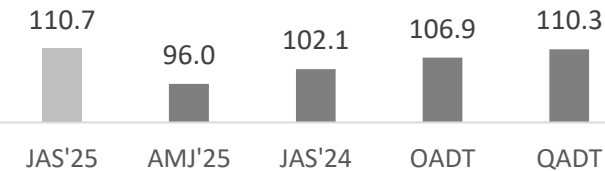
IMPORT



PAN India Import Dwell Time (JAS'25)

34.1Hrs.

EXPORT



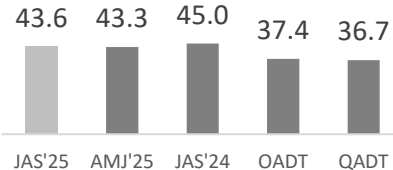
PAN India Export Dwell Time (JAS'25)

89.0 Hrs.

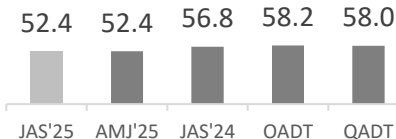
IMPORT

Ports

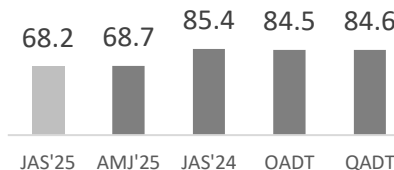
Kolkata



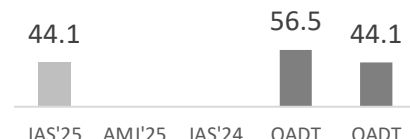
Vishakhapatnam



Haldia



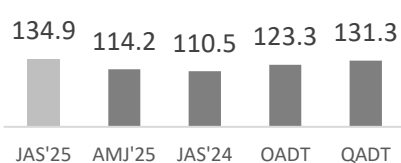
Gangavaram



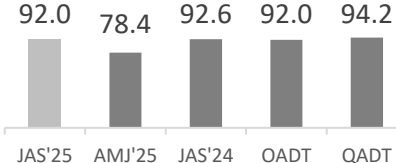
EXPORT

Ports

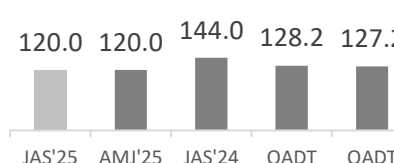
Kolkata



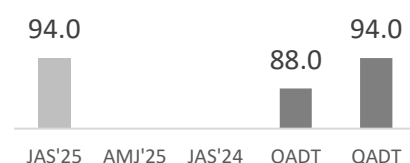
Vishakhapatnam



Haldia



Gangavaram



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

Note:
All values are in hours

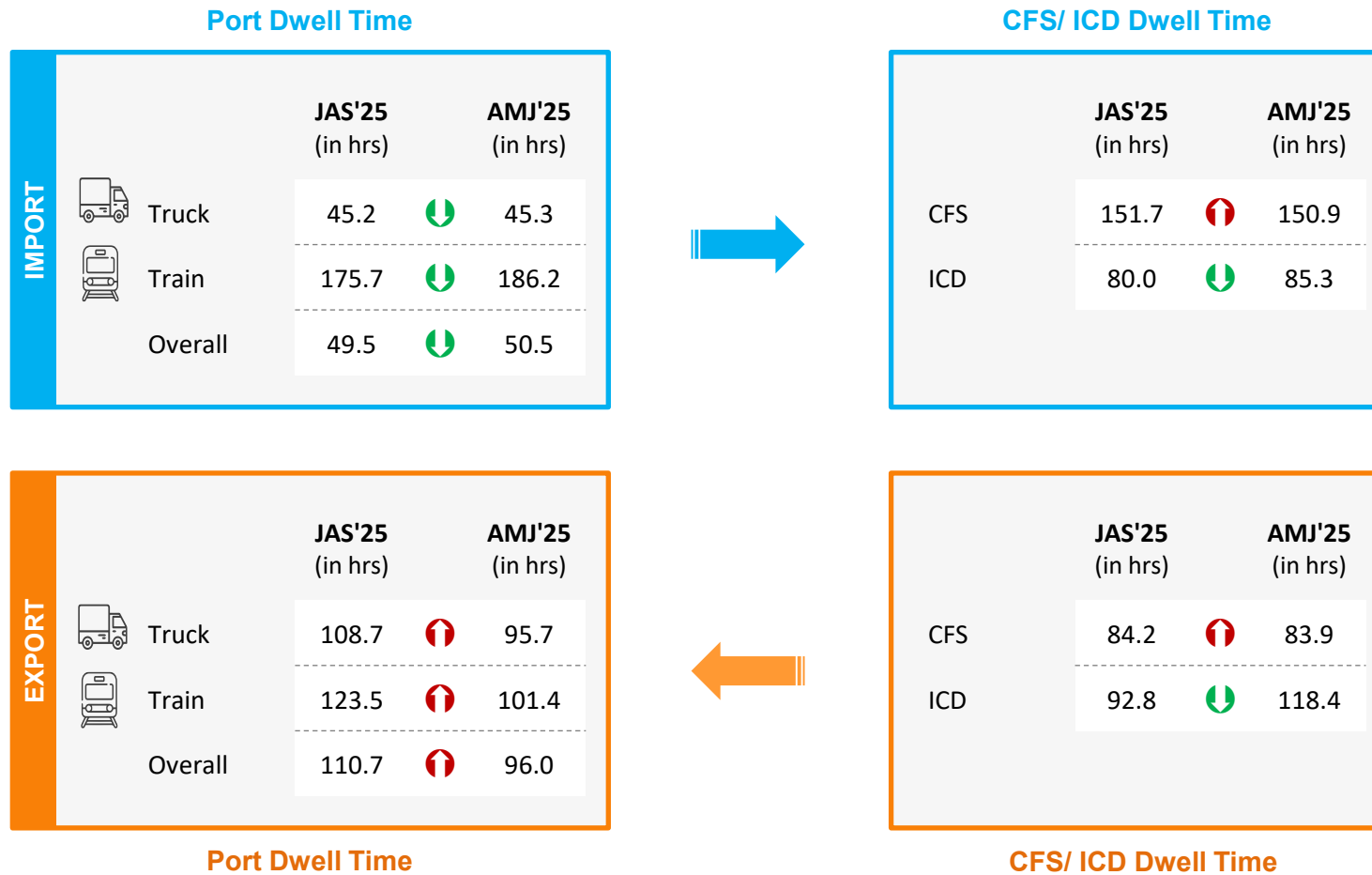
Container Turnaround Analysis: Eastern Region

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

Port In (Import Cycle)	Port Out (Export Cycle)	No. of Boxes Handled (in Percentage)			Turnaround Time (in Days)		
		JAS'25	AMJ'25	JAS'24	JAS'25	AMJ'25	JAS'24
Visakhapatnam	Visakhapatnam	89%	91%	95%	34.5	37.7	29.8
	Other Ports	11%	9%	5%	42.5	68.5	60.0
Kolkata	Kolkata	90%	94%	92%	32.5	31.7	34.0
	Haldia	7%	4%	6%	38.6	39.7	40.7
	Other Ports	3%	2%	2%	49.7	48.7	54.9
Haldia	Haldia	71%	68%	72%	30.0	31.0	33.0
	Kolkata	27%	31%	27%	39.7	61.5	47.2
	Other Ports	2%	1%	1%	54.1	78.6	51.4
Gangavaram	Gangavaram	52%	-	-	30.3	-	-
	Gangavaram - Others	48%	-	-	36.2	-	-

Note: Please refer annexure for Container Turnaround Analysis Methodology

Container Lifecycle (Import Cycle)



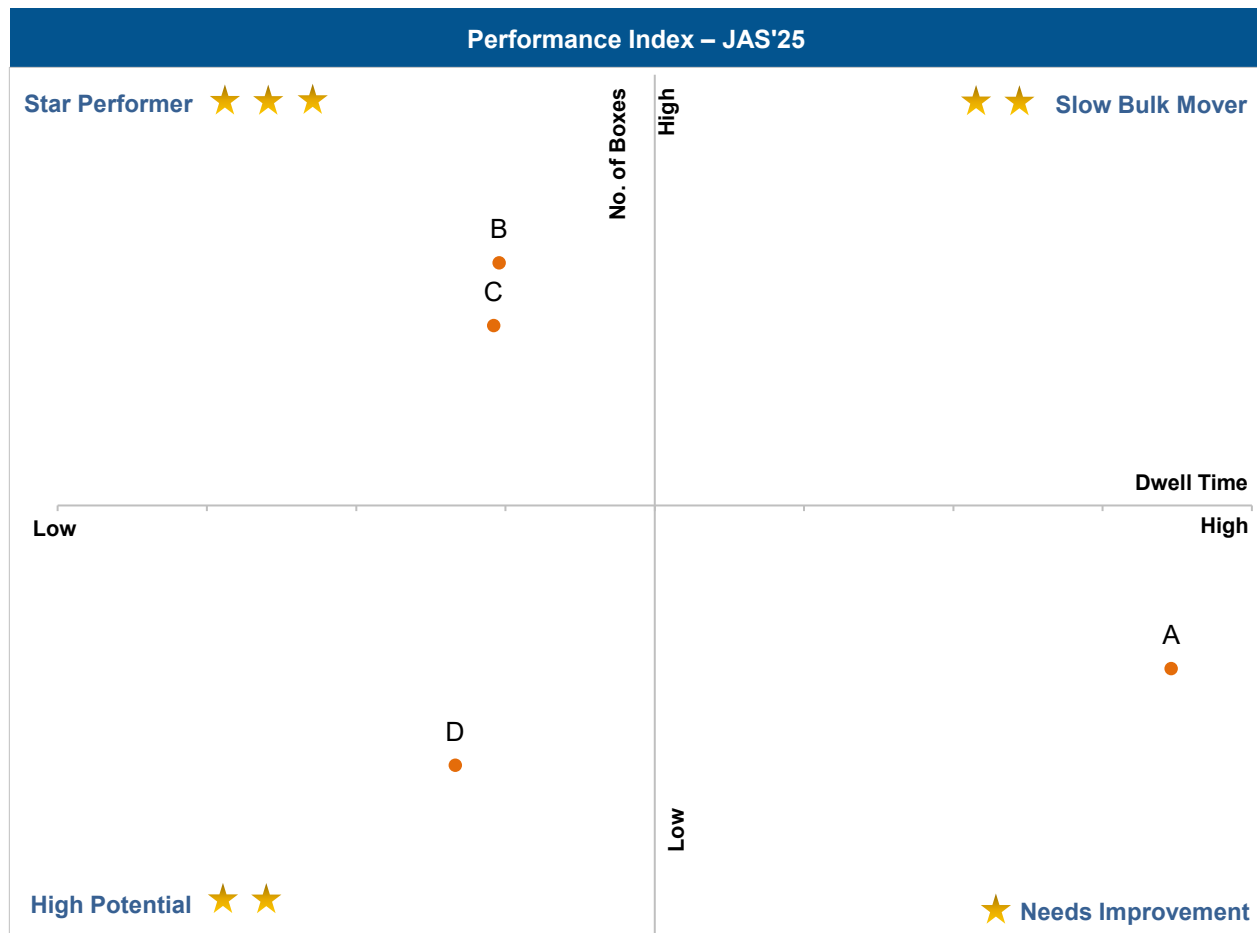
Container Lifecycle (Export Cycle)



 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 count (no. of boxes) handled:



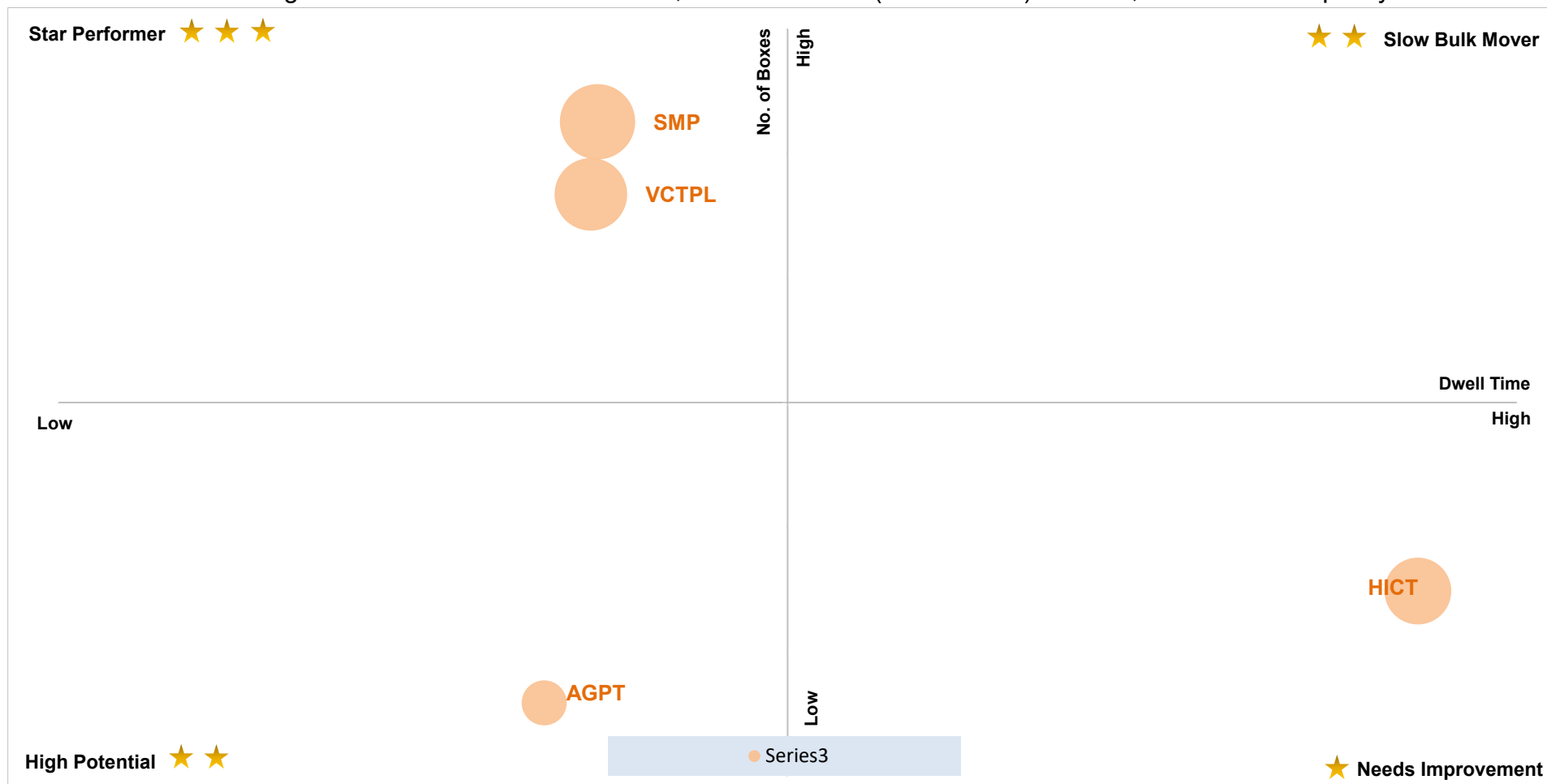
X-Axis: Dwell Time
Threshold Value (in hours): 75.2

Y-Axis: No. of Boxes
Threshold Value (no. of boxes): 60,578

Abb.	Name of Terminal
A	Haldia International Container Terminal (HICT)
B	Syama Prasad Mookerjee Port, Kolkata (SMP)
C	Visakha Container Terminal
D	Adani Gangavaram Port (AGPT)

Performance Benchmarking: Eastern Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for JAS'25:



X-Axis: Dwell Time

Threshold Value (in hours): 75.2

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

Y-Axis: No. of Boxes

Threshold Value (no. of boxes): 60,578

Needs Improvement ★

Entities with low container count and high dwell time

○ Bubble size represents the terminal capacity

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 count (no. of boxes) handled:



Abb.	Name of Terminal
A	Haldia International Container Terminal (HICT)
B	Syama Prasad Mookerjee Port, Kolkata (SMP)
C	Visakha Container Terminal
D	Adani Gangavaram Port (AGPT)

X-Axis: Change in dwell time

Y-Axis: Change in no. of boxes

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

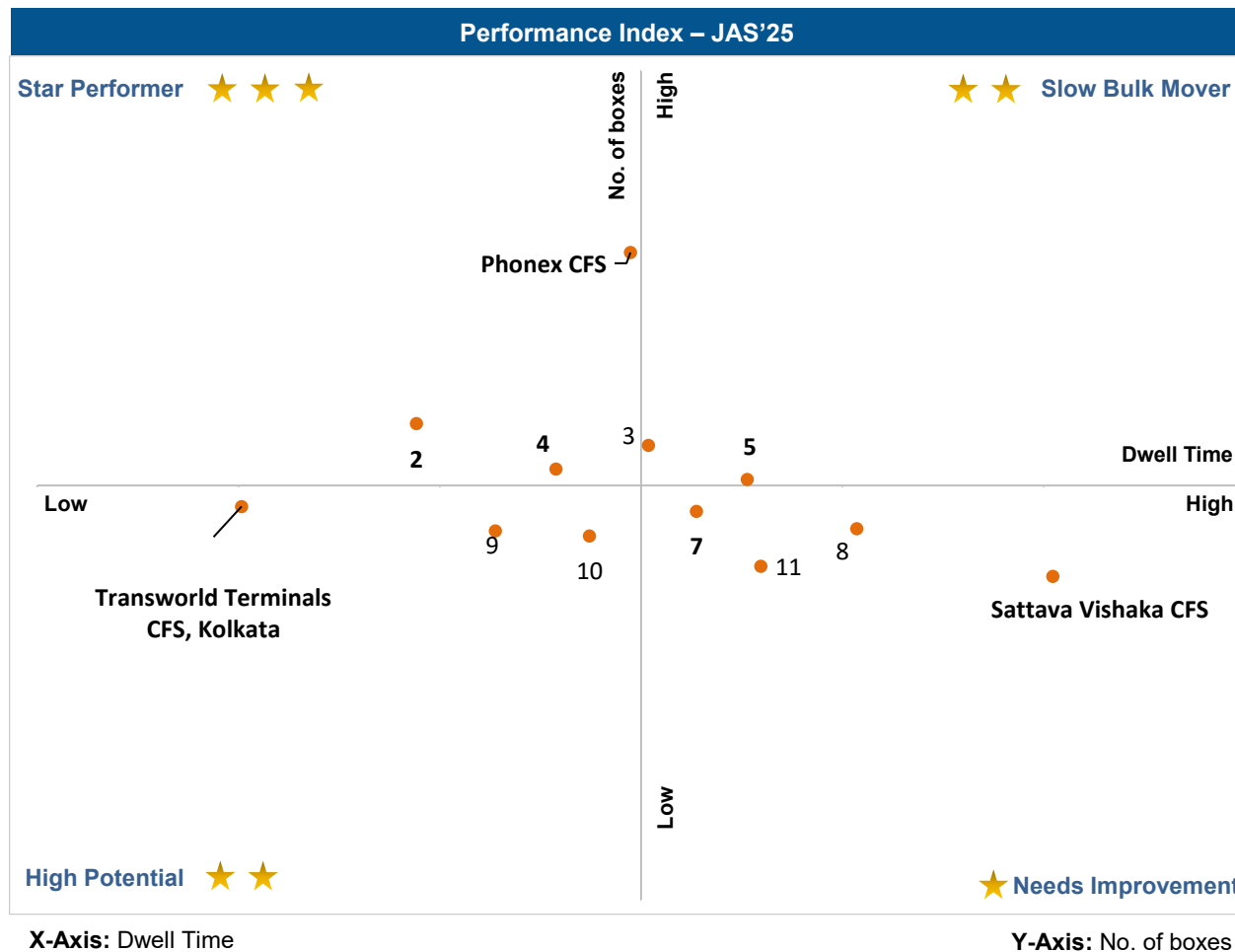
Performance benchmarking of terminals based on dwell time vis-a-vis capacity (in TEU):



Abb.	Name of Terminal
A	Haldia International Container Terminal (HICT)
B	Syama Prasad Mookerjee Port, Kolkata (SMP)
C	Visakha Container Terminal
D	Adani Gangavaram Port (AGPT)

CFS Performance Benchmarking: Eastern Region

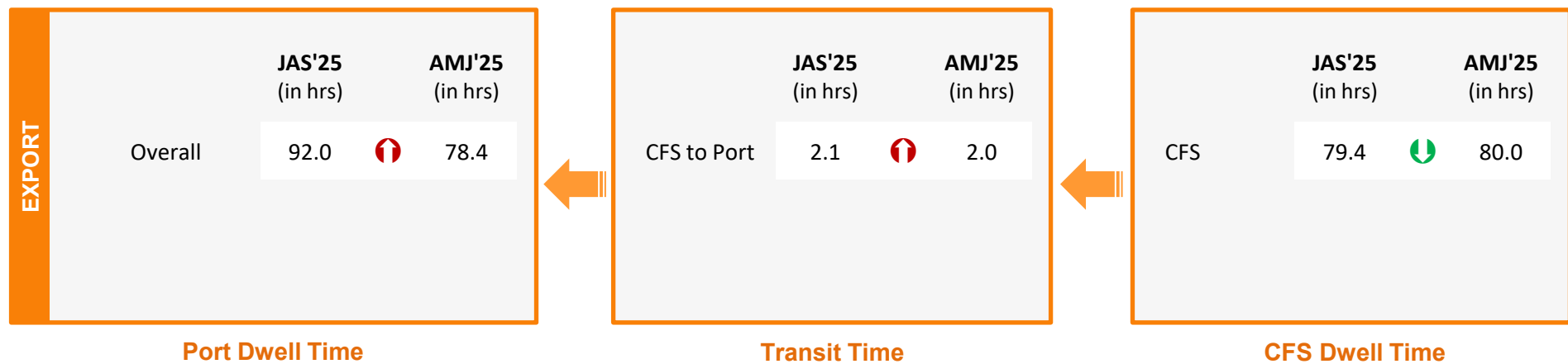
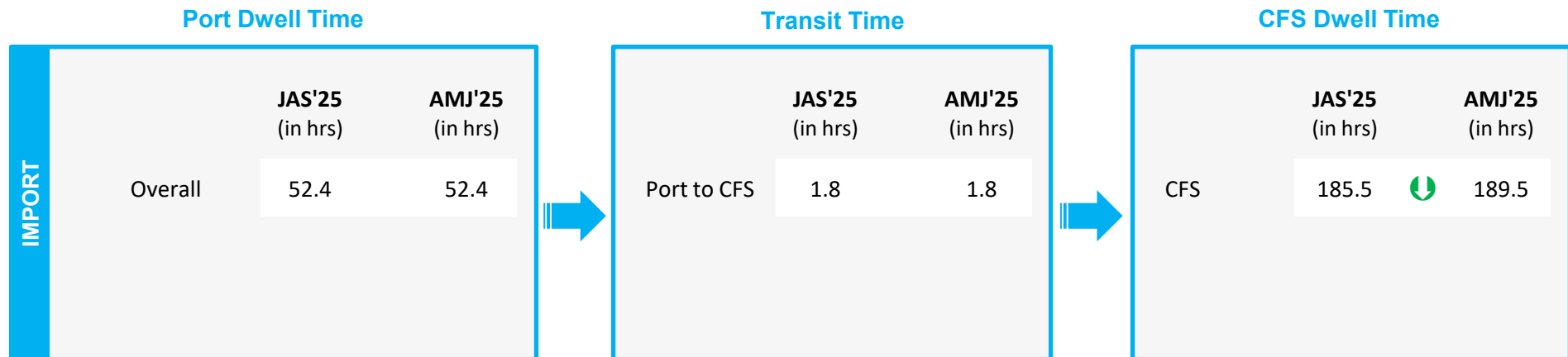
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:



Note:

Please refer annexure for CFS names

Container Lifecycle (Import Cycle)

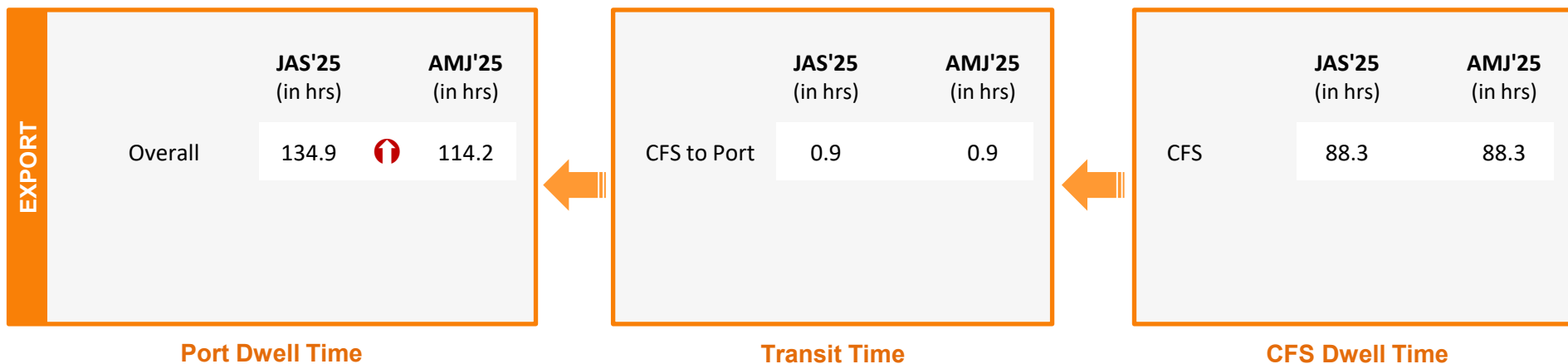
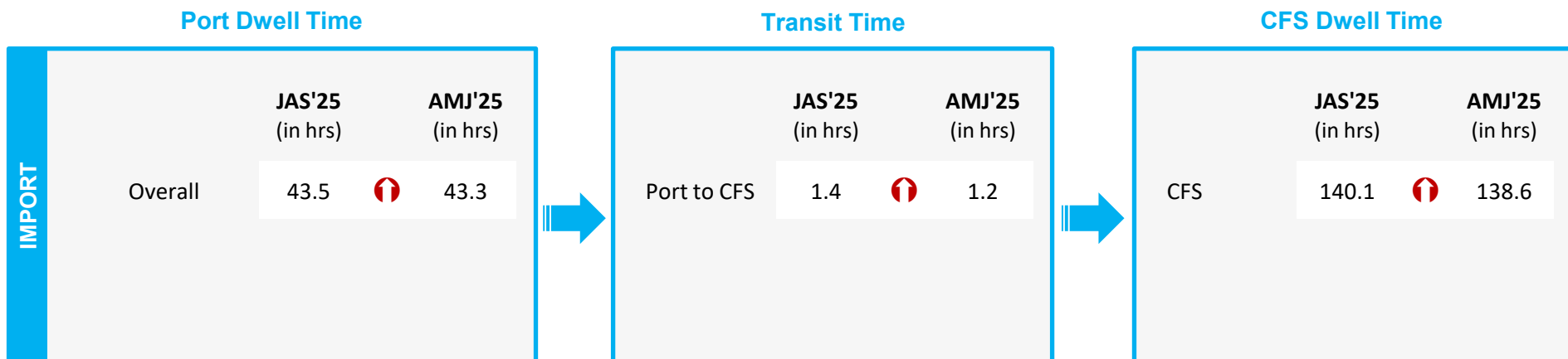


Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last quarter

Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)



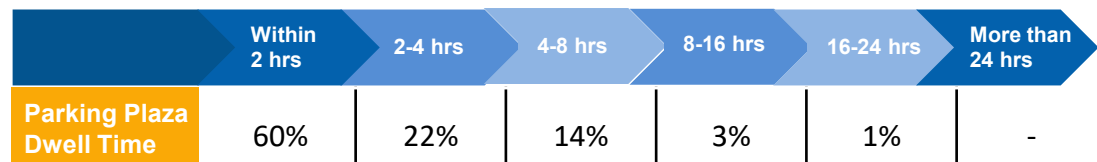
Indicates decrease/ increase in time
from last quarter

Parking Plaza Analysis: Kolkata Port

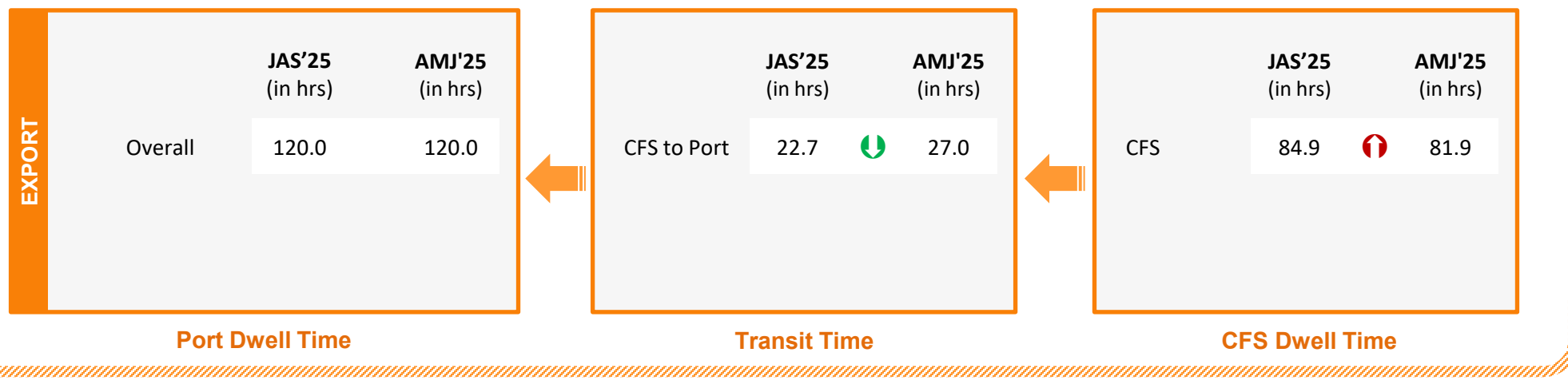
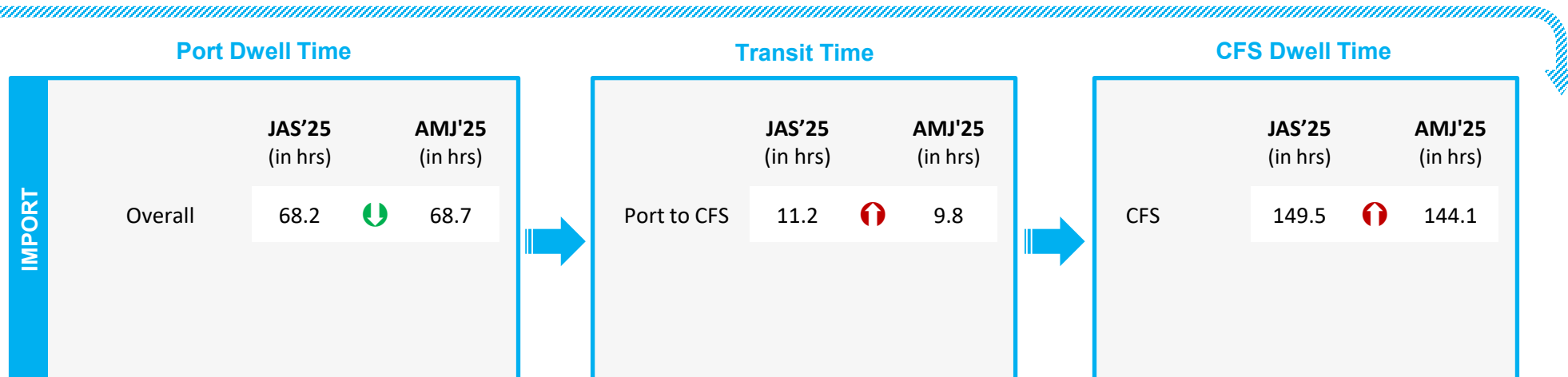
The analysis showcases waiting time of containers at parking plaza

Parking Plaza Dwell Time (Gate In – Gate Out)	JAS'25 (in hrs)	AMJ'25 (in hrs)
Phonex M, Q Parking Yard Kolkata	1.6	2.1

Container Count Percentage: Hour-wise (JAS'25)



Container Lifecycle (Import Cycle)



Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last quarter

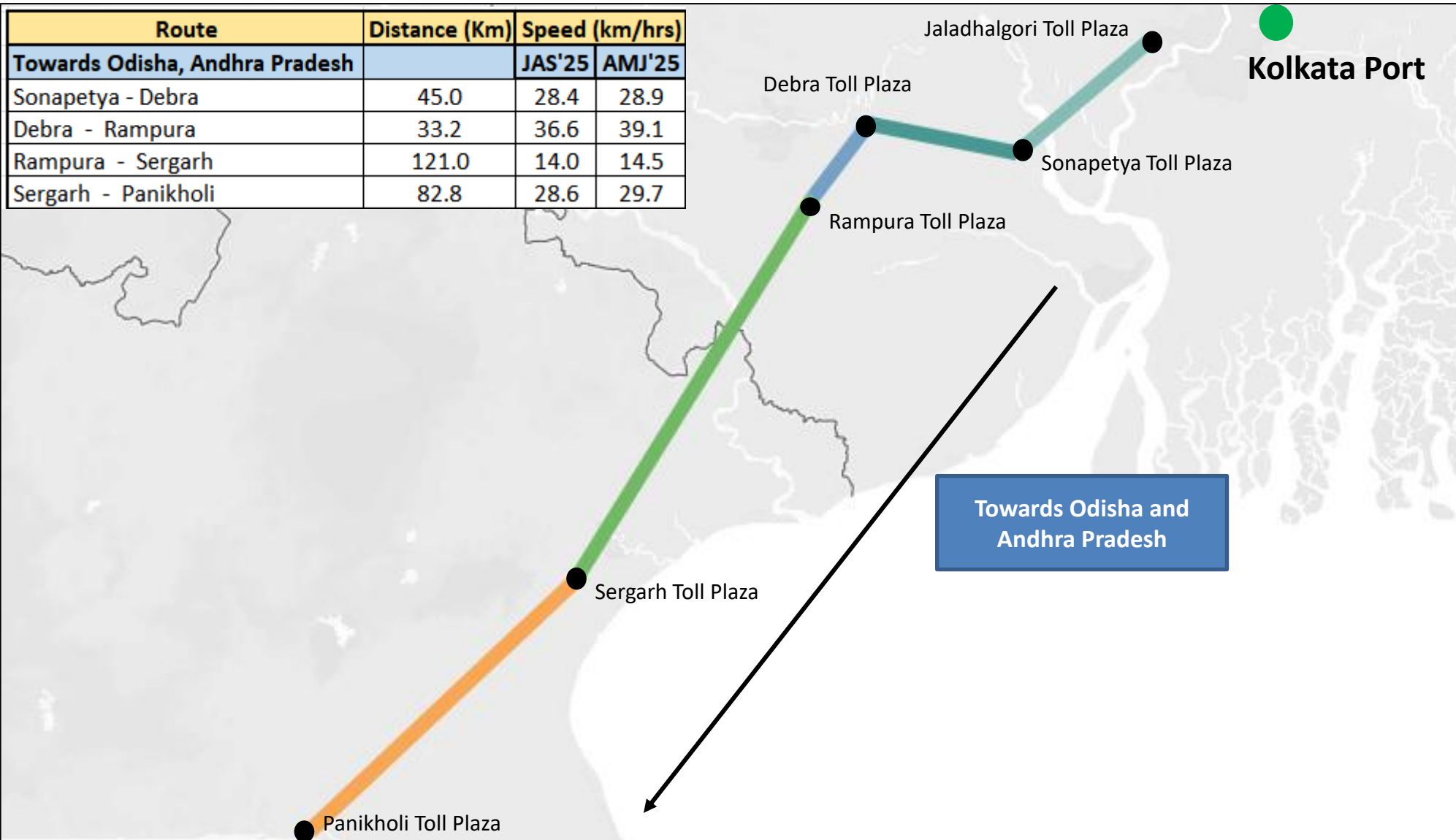
Port to Toll Plaza Analysis: Eastern Region

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

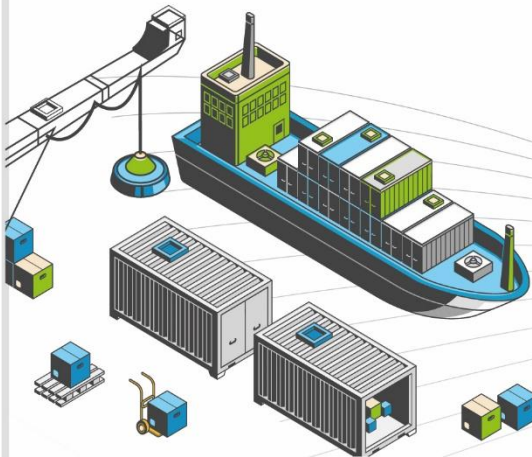
Region	Port	Adjacent Toll plaza	Distance (in KM)	Average Speed (in Km/hrs)	
				JAS'25	AMJ'25
Eastern	Kolkata	Rampura	134	12.6	14.6
	Haldia	Sonapetya	44	8.5	9.1
	Visakhapatnam	Nathavalasa	59	13.1	16.5
		Sheelanagar	23	29.4	30.0

Toll Plaza Analysis: Kolkata Port

The average speed of trucks to cover the distance between adjacent toll plazas for JAS'25:



CONGESTION & TRANSIT ANALYSIS



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

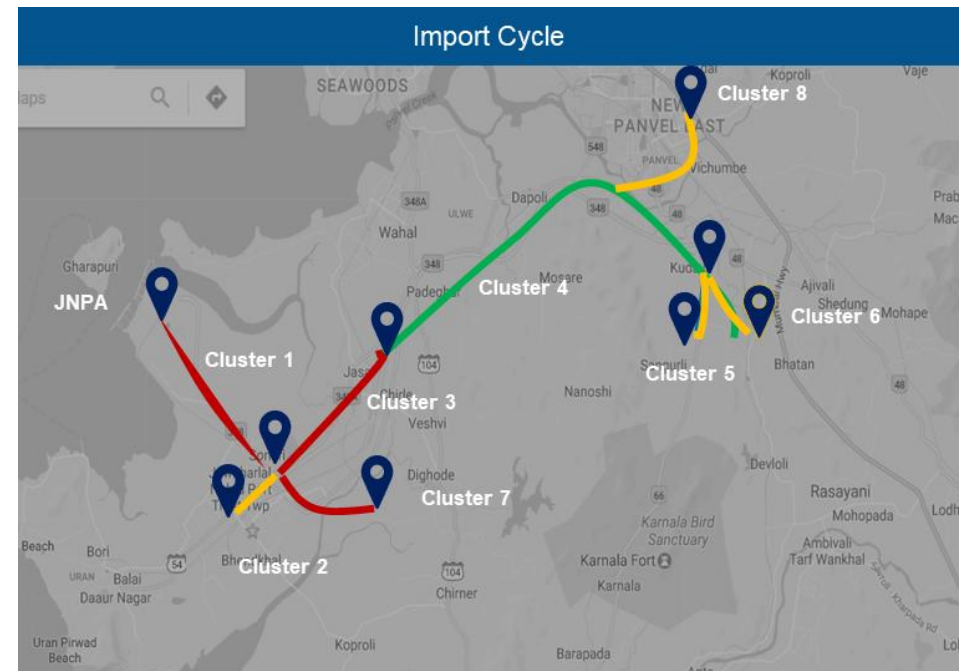
Methodology

Step 1 CFSs are divided into clusters based on their vicinity

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

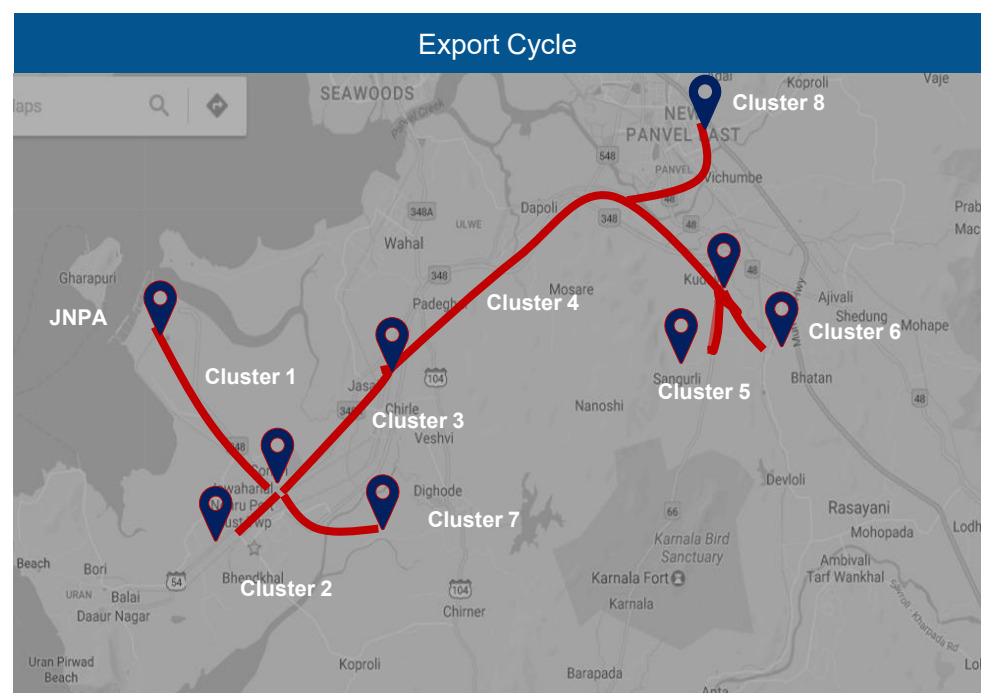
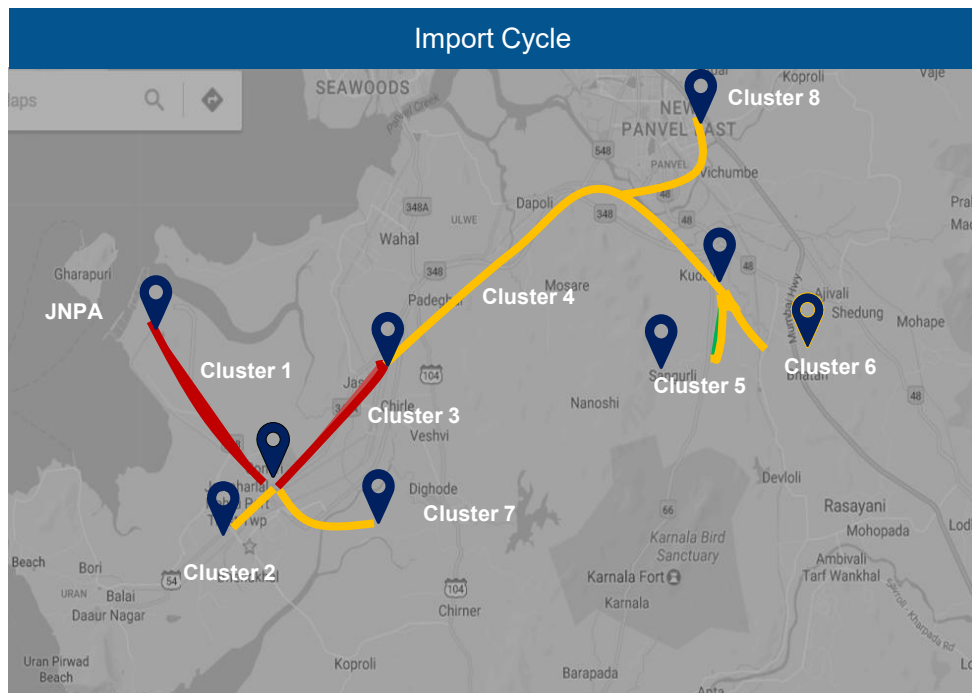
Step 3 Cluster based congestion level is calculated as per below steps:

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



Congestion Level ■ High ■ Medium ■ Low

Congestion Analysis: JNPA Region

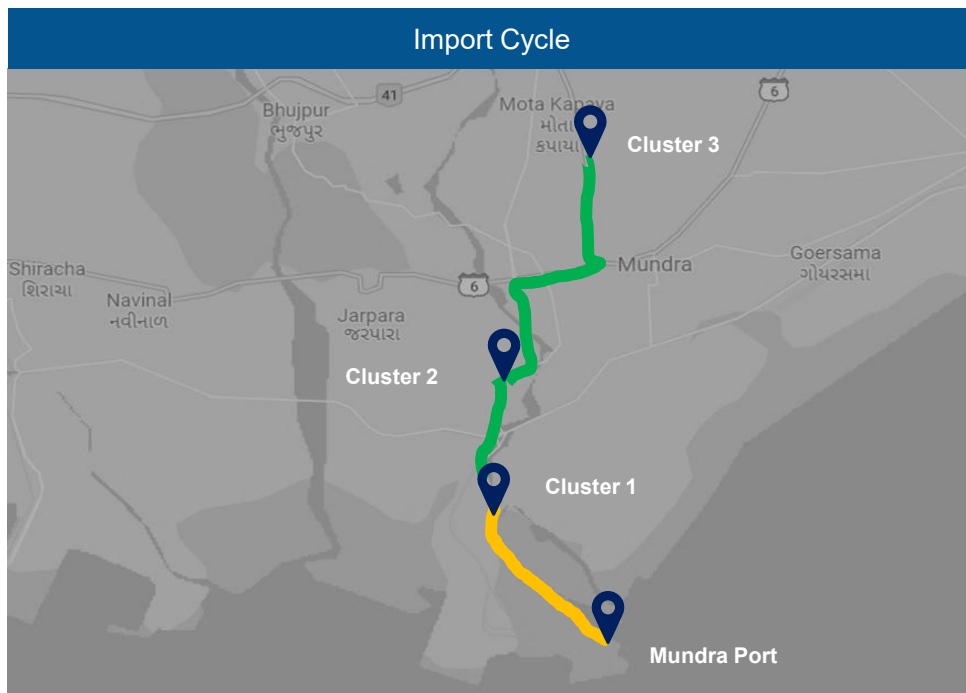


Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	JNPA Area	1	8.11%	High
Cluster 2	Bhendkhal Area, Khopate Road	6	36.07%	Medium
Cluster 3	Sonari Area, JNPA Road	2	14.78%	High
Cluster 4	Chirle Area, JNPA Road	1	0.75%	Medium
Cluster 5	Plaspa Area, Coach Kanyakumari Highway	2	11.13%	Medium
Cluster 6	Salva Apta Road Area, Bangalore Highway	5	18.97%	Medium
Cluster 7	Patilpada Area, Khopate JNPA Road	3	9.78%	Medium
Cluster 8	Taloja, Navi Mumbai	1	0.41%	Medium

Congestion Level ■ High ■ Medium ■ Low

Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	JNPA Area	1	2.73%	High
Cluster 2	Bhendkhal Area, Khopate Road	6	25.55%	High
Cluster 3	Sonari Area, JNPA Road	2	17.90%	High
Cluster 4	Chirle Area, JNPA Road	1	3.80%	High
Cluster 5	Plaspa Area, Coach Kanyakumari Highway	2	15.12%	High
Cluster 6	Salva Apta Road Area, Bangalore Highway	5	23.91%	High
Cluster 7	Patilpada Area, Khopate JNPA Road	3	10.55%	High
Cluster 8	Taloja, Navi Mumbai	1	0.44%	High

Congestion Analysis: Mundra Region



Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	APSEZ Area	12	64.96%	Medium
Cluster 2	Hind Circle	2	26.08%	Low
Cluster 3	Mota Kapaya	1	8.96%	Low

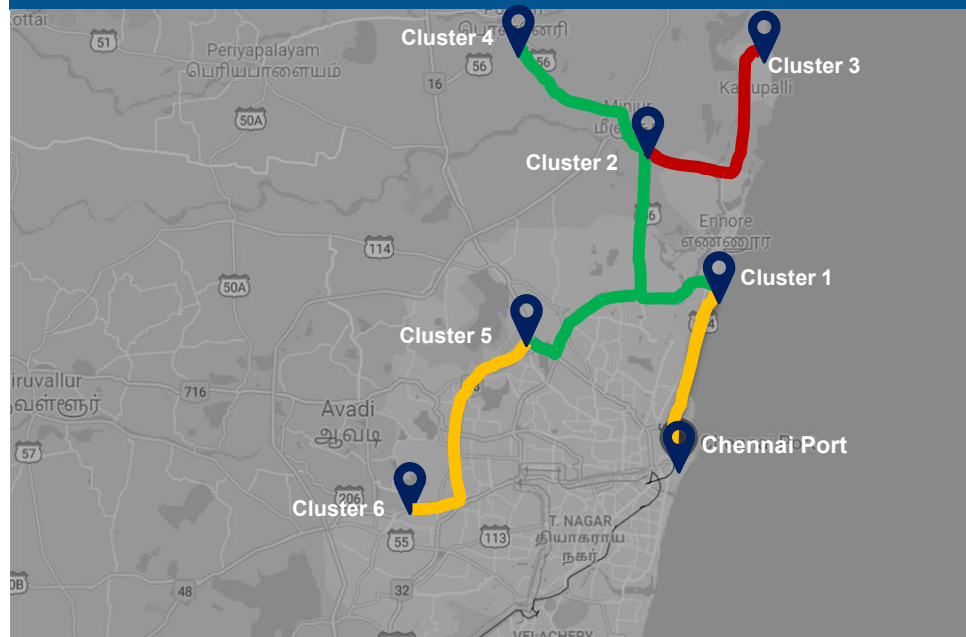


Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	APSEZ Area	12	98.30%	Low
Cluster 2	Hind Circle	2	0.48%	Low
Cluster 3	Mota Kapaya	1	1.22%	Low

Congestion Level ■ High ■ Medium ■ Low

Congestion Analysis: Chennai Region

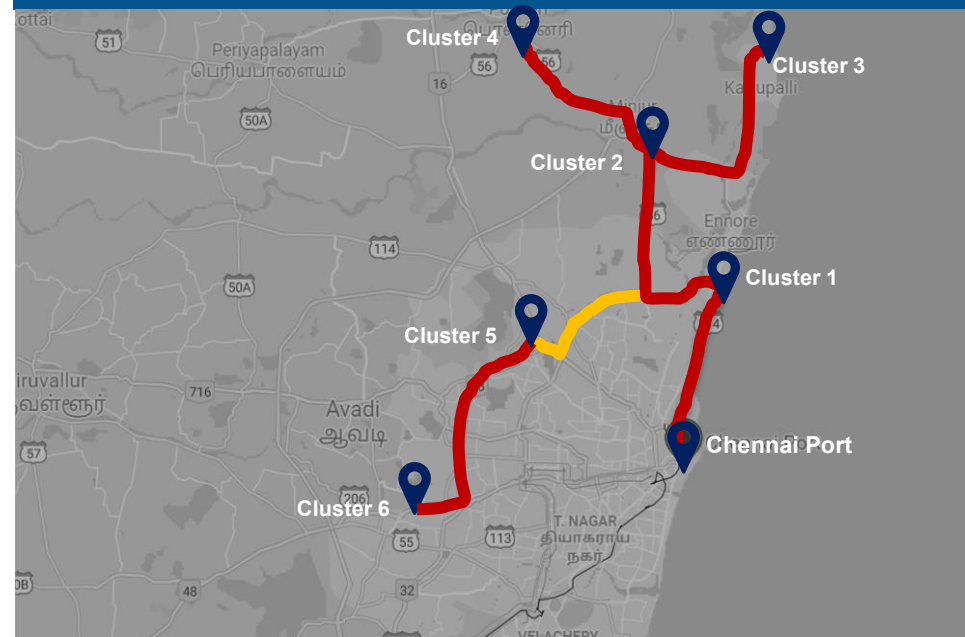
Import Cycle



Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Thiruvottiur High Road Junction	3	21.71%	Medium
Cluster 2	Aandarkuppam - Melur Junction	14	63.40%	Low
Cluster 3	Kattupalli Port bound Area	2	0.29%	High
Cluster 4	Minjur - Ponneri bound Area	3	1.70%	Low
Cluster 5	Madhavaram - Moolakadai Junction	3	9.07%	Low
Cluster 6	Poonamallee - Sriperumbadur Junction	5	3.83%	Medium

Congestion Level ■ High ■ Medium ■ Low

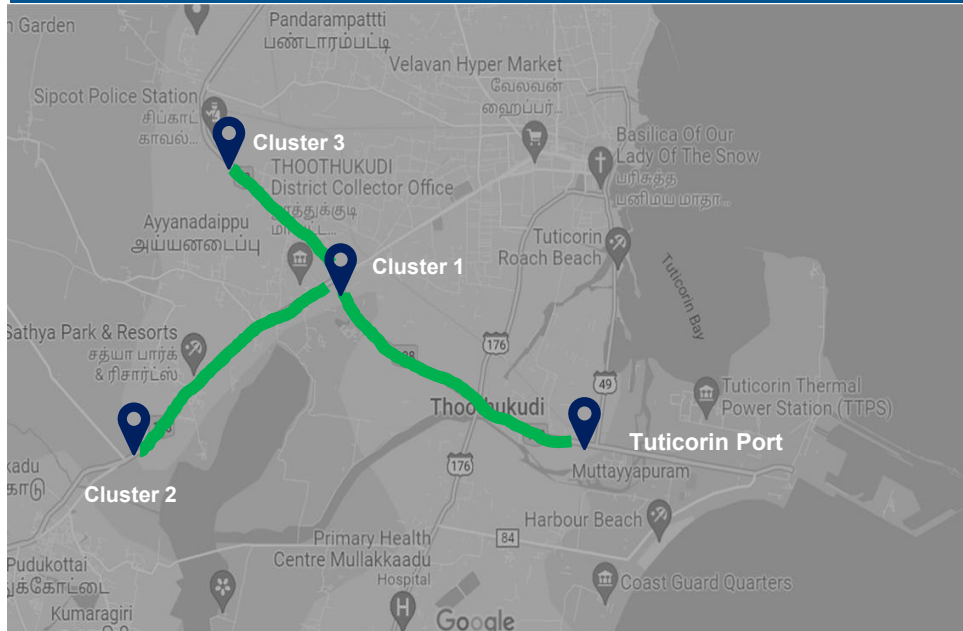
Export Cycle



Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Thiruvottiur High Road Junction	3	21.82%	High
Cluster 2	Aandarkuppam - Melur Junction	14	54.29%	High
Cluster 3	Kattupalli Port bound Area	2	0.91%	High
Cluster 4	Minjur - Ponneri bound Area	3	9.75%	High
Cluster 5	Madhavaram - Moolakadai Junction	3	4.84%	Medium
Cluster 6	Poonamallee - Sriperumbadur Junction	5	8.39%	High

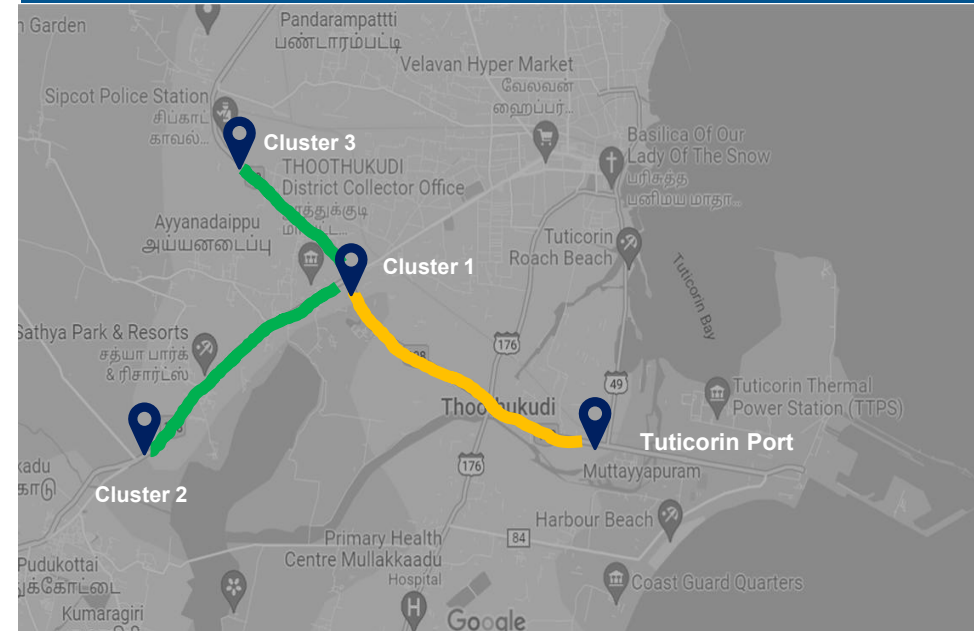
Congestion Analysis: Tuticorin Region

Import Cycle



Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Periyanaayagapuram, Thoothukudi, Madurai Road	4	47.44%	Low
Cluster 2	Tirunelveli Road near by Podukottai	2	10.89%	Low
Cluster 3	Sipcot Area near by Madurai Road	8	41.67%	Low

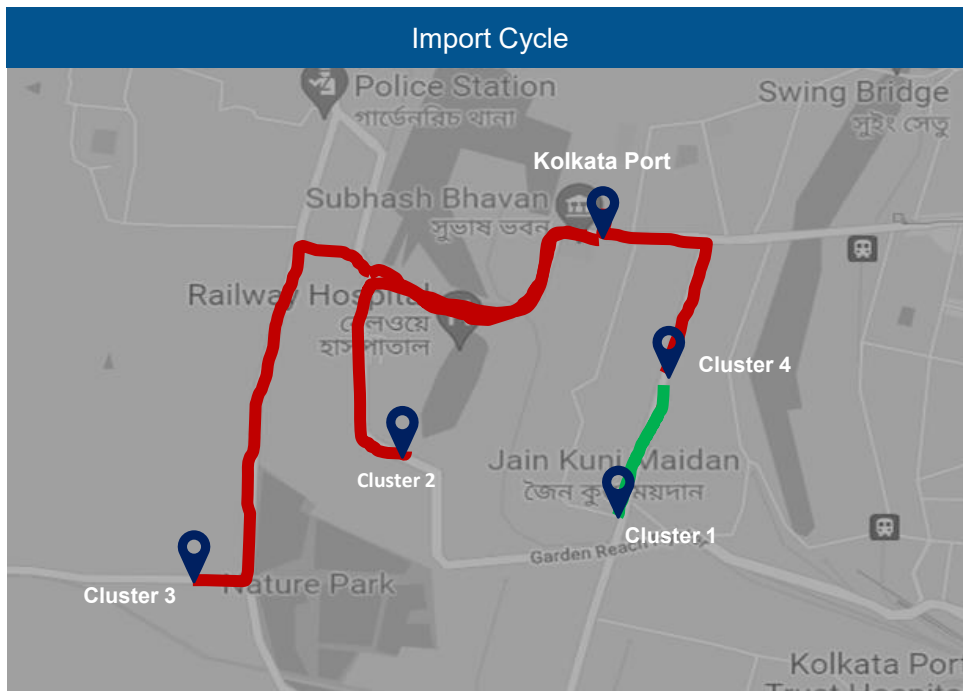
Export Cycle



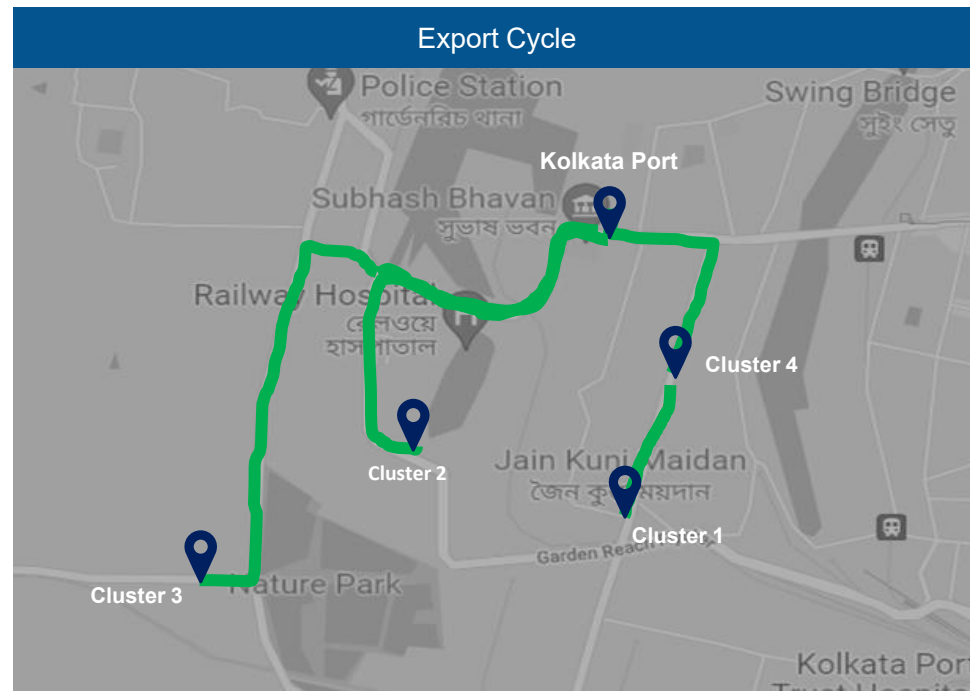
Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Periyanaayagapuram, Thoothukudi, Madurai Road	4	25.04%	Medium
Cluster 2	Tirunelveli Road near by Podukottai	2	12.50%	Low
Cluster 3	Sipcot Area near by Madurai Road	8	62.46%	Low

Congestion Level ■ High ■ Medium ■ Low

Congestion Analysis: Kolkata Region



Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Base Bridge Area	3	53.55%	Low
Cluster 2	Sonapur Road Area	1	0.49%	High
Cluster 3	Nature Park Area	1	39.90%	High
Cluster 4	Babu Bazar Area	1	6.06%	High

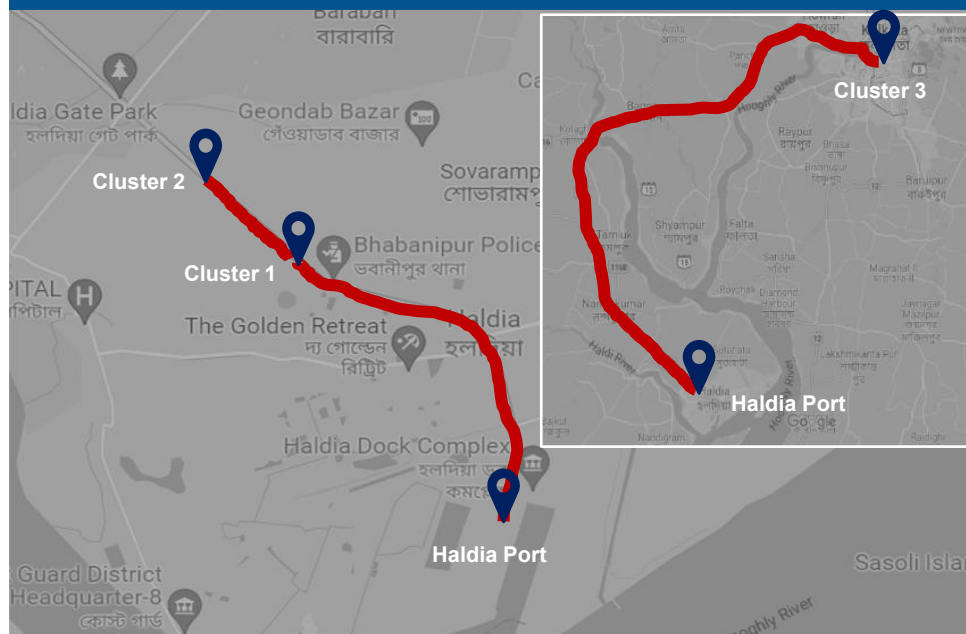


Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Base Bridge Area	3	38.83%	Low
Cluster 2	Sonapur Road Area	1	4.95%	Low
Cluster 3	Nature Park Area	1	34.90%	Low
Cluster 4	Babu Bazar Area	1	21.32%	Low

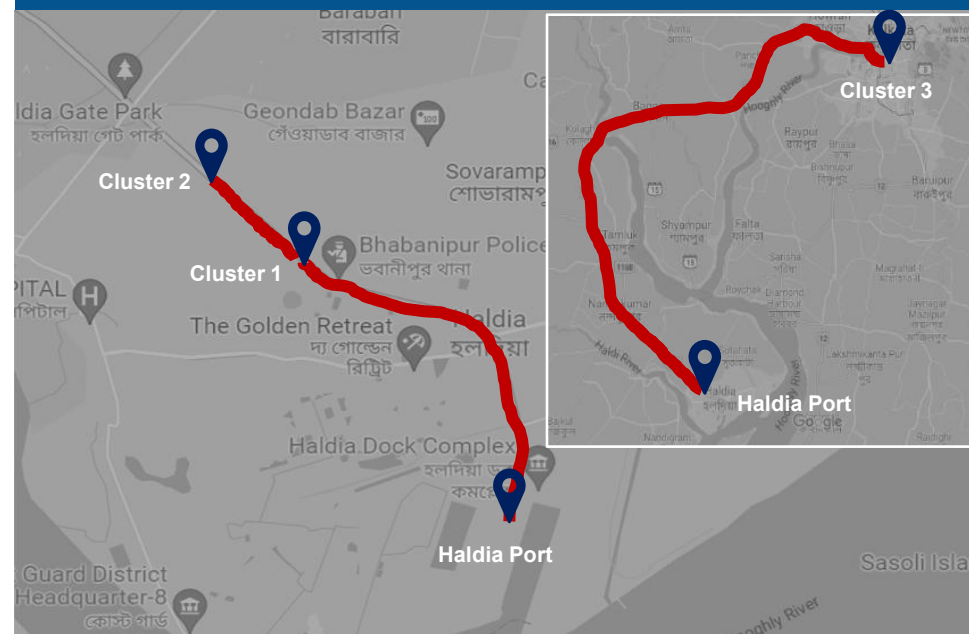
Congestion Level ■ High ■ Medium ■ Low

Congestion Analysis: Haldia Region

Import Cycle



Export Cycle



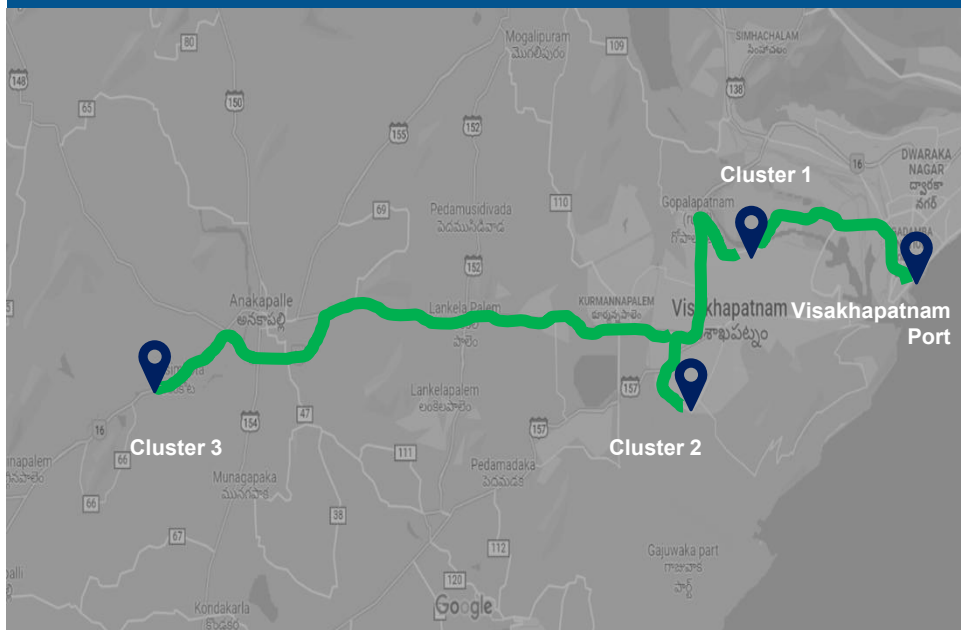
Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Talpukur Area, Kolkata Highway	1	30.58%	High
Cluster 2	City Centre Area, Kolkata Highway	2	38.94%	High
Cluster 3	Silpodanga Area	1	30.48%	High

Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Talpukur Area, Kolkata Highway	1	10.12%	High
Cluster 2	City Centre Area, Kolkata Highway	2	65.72%	High
Cluster 3	Silpodanga Area	1	24.16%	High

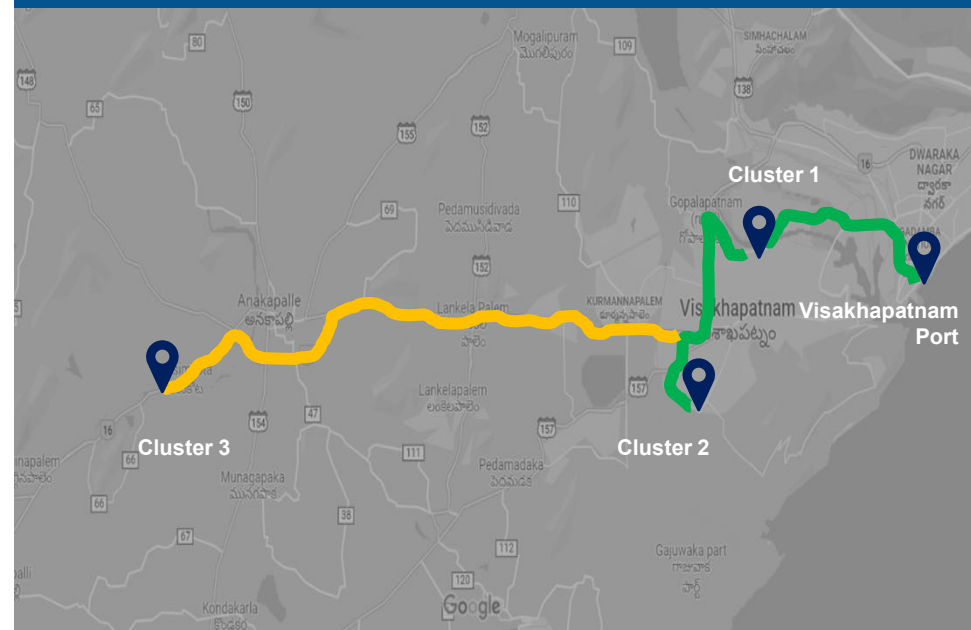
Congestion Level ■ High ■ Medium ■ Low

Congestion Analysis: Visakhapatnam Region

Import Cycle



Export Cycle



Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Port Road, Gopalapatnam Area	4	86.30%	Low
Cluster 2	Autonagar, Gajuwaka Area	3	9.98%	Low
Cluster 3	Chennai – Kolkata Highway, Bayyavaram Area	1	3.72%	Low

Cluster	Cluster Name	No. of CFS	% of Total Containers	Congestion
Cluster 1	Port Road, Gopalapatnam Area	4	80.81%	Low
Cluster 2	Autonagar, Gajuwaka Area	3	12.23%	Low
Cluster 3	Chennai – Kolkata Highway, Bayyavaram Area	1	6.96%	Medium

Congestion Level ■ High ■ Medium ■ Low

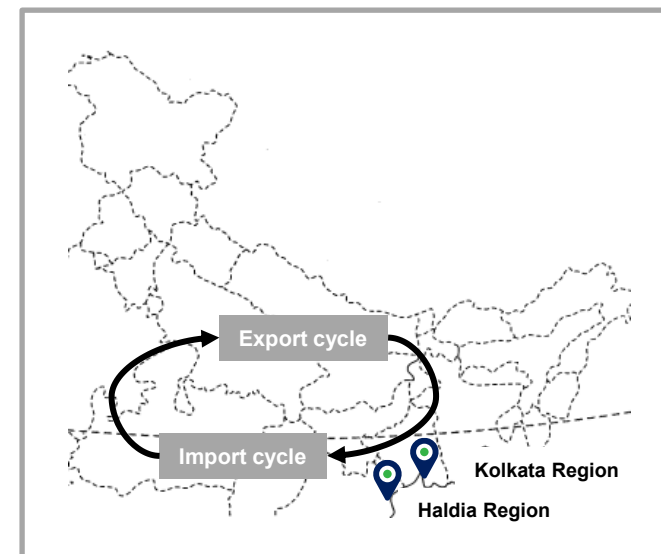
Transit movement across ICPs from Kolkata & Haldia Port Terminal:

Kolkata Port Terminal

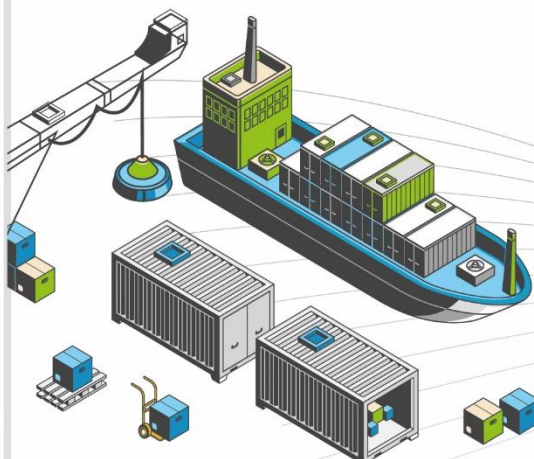
Import Cycle	Mode	ICP Raxaul	ICP Jogbani
	Overall	108.9 hrs	86.4 hrs

Haldia Port Terminal

Import Cycle	Mode	ICP Raxaul	ICP Jogbani
	Overall	131.7 hrs	163.8 hrs



ANNEXURE



Annexure – Terminal Names

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

Abb.	Terminal Name	Port Name
CCTL	Chennai Container Terminal Pvt. Ltd.	Chennai
CITPL	Chennai International Terminals Pvt Ltd	Chennai
ICTT	International Container Transshipment Terminal, Kochi	Kochi
AKPPL	Adani Kattupalli Port Private Limited	Kattupalli
AECT	Adani Ennore Container Terminal	Ennore
DBGT	Dakshin Bharat Gateway Terminal	Tuticorin
PSA Sical	PSA SICAL Terminals	Tuticorin
AKCTPL	Adani Krishnapatnam Container Terminal Pvt Ltd	Krishnapatnam
MCTPL	Mangalore Container Terminal Private Limited	New Mangalore
SMP	Syama Prasad Mookerjee Port	Kolkata
HICT	Haldia International Container Terminal	Haldia
VCTPL	Visakha Container Terminal	Visakhapatnam
Paradip	Paradip International Cargo Terminal	Paradip

List of ICD names used in the ICD Performance Index

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

Annexure – CFS Names - Western Region

List of CFS names used in the Western CFS Performance Index

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

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	23	Central Warehousing Corporation CFS, Bangalore
2	Allcargo Global Logistics CFS, Chennai	24	MIV CFS
3	Gateway Distriparks CFS, Chennai	25	Viking Warehousing CFS, Chennai
4	Ennore Cargo Container Terminal CFS, Chennai	26	Supply Chain Logistics Pvt LTD CFS, Chennai
5	Balmer Lawrie CFS, Chennai	27	Apm Terminals India CFS, Tiruvallur
6	St. John Freight Systems Ltd. - ICD Division	28	Chandra CFS, Tiruvallur
7	Sanco Trans CFS, Chennai	29	A S Shipping Agencies CFS, Tiruvallur
8	Hari CFS	30	Vilsons CFS
9	Kerry Indev Logistics ICD, Kanchipuram	31	Chola Logistics Pvt Ltd
10	Sattva Cfs And Logistics CFS, Chennai	32	Glovis India CFS, Kanchipuram
11	Triway CFS, Chennai	33	Continental Warehousing Corporation Nhava Sheva Ltd, VOCPT
12	Calyx Container Terminal CFS, Chennai	34	Diamond CFS Park
13	STP Services CFS, Chennai	35	Continental Warehousing Corporation CFS (Nhava Seva), Tiruvallur
14	ICBC CFS Chennai	36	Sun Global Logistics CFS, Kanchipuram
15	Kences CFS Chennai	37	Batco Integrated Logistics Pvt Ltd
16	ALS Tuticorin Terminal Private Limited	38	Transworld Terminals CFS, VOCPT
17	Kerry Indev Logistics CFS, Tuticorin	39	Marigold Logistics CFS
18	Raja Agencies CFS	40	Sattva Hi-Tech And Conware CFS, Chennai
19	Sical Multimodal and Rail Transport CFS, VOCPT	41	Continental Warehousing Corporation CFS (Nhava Seva), Chennai
20	Prompt Terminals (P) Ltd	42	O Yard CFS Chennai
21	GDKL CFS	43	Thiru Rani Logistics CFS, Tiruvallur
22	Adani CFS, Kattupalli Tiruvallur Tamil Nadu	44	KSPS Natarajan CFS Park

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, Sonai
3	Century Plyboards CFS, JJP
4	Sravan CFS-1
5	Gateway East India CFS, Vizag
6	Transworld Terminals CFS, Kolkata
7	A L Logistics CFS
8	VCT CFS
9	Balmer Lawrie CFS, Kolkata
10	Sravan CFS-2
11	CWC CFS, Kolkata
12	Sattava Vishaka CFS

Container Turnaround Time (TAT)

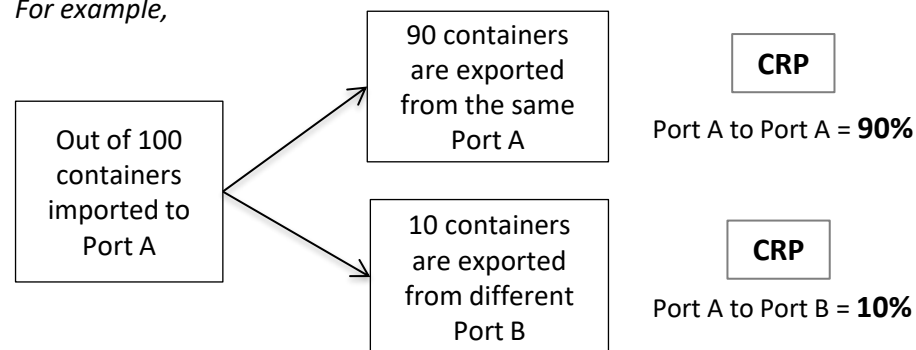
Container Turnaround Time (TAT) refers to the total time a container spends in a country, from its arrival to port in import cycle to its departure from the port in export cycle

$$\text{Terminal Out Time Stamp (Export Cycle)} - \text{Terminal In Time Stamp (Import Cycle)}$$

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 quarter

For example,

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

QADT/QAV (JAS'25) = Quarterly average dwell time/volume of the terminal/port combined for JAS'20, JAS'21, JAS'22, JAS'23 and JAS'24



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