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Executive Summary



DLDS's Logistics Databank Project(LDB) is currently providing Container visibility services for more than 70% of India's Container Volume and as on date has provided services for approximately 6 million EXIM **Containers of India** in the western corridor starting from the port till the ICD's through a single window(www.ldb.co.in).

Pan India launch of DMICDC's Logistics Databank Operations was announced on 18th Dec 2017, this will enable in bringing Visibility & Transparency across the Indian Supply Chain and reduce the Container Transportation time and the costs.

DLDS Analytics reports have been able to bring in Visibility to the Stakeholders enabling them in improvising the key performance Indicators as below:

- There has been a significant improvement in the Dwell Time of Truck bound & Train Bound Import • Containers. Based on the LDB Analytics, the Import Dwell time has improved by 40% in the month of November 2017 in comparison to October 2017.
- Post-GST, the removal of check-posts and Octroi stops has led to a significant reduction in the transit • time for trucks; As per DLDS Analytics in comparison to June 2017, the lead time between the Toll Plazas has improved by 25-27 % in Nov 2017.
- There has been an improvement of **10% in overall ICD dwell time** in comparison to October 2017. •
- **13% improvement** in **transit time** of Container movement between JNPT Port terminals and nearby ٠ Container Freight Stations(CFSs)

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- Performance Benchmarking reports are helping inculcate competition among the stakeholders in providing better Logistics Services.
- Based on the DLDS Analytics, best performing stakeholders across the supply chain were recognized for their efficiencies in handling the Containers for the financial year 2016-2017:
 - JNPCT Port terminal was awarded with Best Performing Port Terminal Operator in Mumbai Region
 - MICT Port terminal was awarded with Best Performing Port Terminal Operator in Gujarat Region
 - All Cargo Logistics was awarded with Best Performing Container Freight Station in Mumbai Region
 - **Central Warehousing Corporation** was awarded with Best Performing Container Freight Station in Gujarat Region

• CMA CGM Agencies ICD was awarded with Best Performing Inland Container Depot.

LDB Performance trend across JNPT



DLDS Logistics Redefined

DMICDC Logistics Data Services : LDB Coverage







Performance Benchmarking





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Performance benchmarking for JNPT Region for month November'17

JNPT Port Terminals							
Тор Г		Low P	Performin	ng Terminal			
Gateway Terminals India (GTI)		Dwell Time: 40.3 hrs.	N Gatev	Nhava Sheva India Gateway Terminal (NSIGT)		Dwell Time : 56.7 hrs.	
61	55.9	40.2		68		56.7	
JNPCT	GTI	GTI		GTI	NSIG	ST NSIGT	
September	October	November	S	eptember	Octob	er November	

Performance benchmarking for APSEZ Region for month November'17

Gujarat Port Terminals						
Top Performing Te	erminal		Low Performin	g Terminal		
Adani CMA Mundra Terminal (ACMTTL)	Dwell Time: 40.5 hrs.		Adani International Container Terminal (AICT)	Dwell Time : 63 hrs.		





Performance benchmarking for 'JNPT Region CFS' for month November'17

Top Performing CFS's			Low	Performing (CFS's
onogiri Rail Te Mun	rminal CFS, Navi nbai	Dwell Time : 63 hrs.	Take Care Logis	tics CFS	Dwell Time : 10 hrs.
52	52	63	Seabird CFS	119	Take care Logi
All Cargo	CWC Dronagiri	Dronogiri Rail Terminal CFS,	100	Take care Log	istics
September	October	November	September	October	November



Performance benchmarking for 'APSEZ Region CFS' for month November'17







Performance benchmarking for ICDs for month November'17



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Performance benchmarking of western corridor for month November'17

Port terminal performance across western corridor



Container freight station (CFS) performance across western corridor





Key Findings



DLDS Logistics Redefined

Improved Transit Time between Toll plaza Routes in comparison to June'17(Pre GST)



Toll Plazas routes: Avg. Travel Time & Speed							
Source	Destination Toll Plaza	Inter Distance (Km)	Avg. Travel Time (Hr.)	November'17 Avg. Speed (Km/hr.)	October'17 Avg. Speed (Km/Hr.)	June'17 Avg. Speed (Km/Hr.)	
JNPT	Khaniwade	94	5	14.2	13.4	11	
JNPT	Khalapur	60	2	18.2	15.2	22	
Khaniwade	Charoti	50	1.25	36.8	35.2	25	
Charoti	Boriach	126	4	28.3	27.7	25	
Boriach	Bharthan	142	4	33.3	33.0	36	
Bharthan	Kishangarh	686	29	20.5	21.7	24	
Bharthan	Vasad	60	1.25	38	38.7	30	
Kishangarh	Daulatpura	128	3	39.6	39.8	32	
Dhule	Khalghat	186	7	20	19.3	27	

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Port Dwell Time Analysis



JNPT region port dwell time has been improved in month of November'17 due to effective container clearance



Gate Throughput



Gate throughput is defined as the number of containers passing through the port terminal gate per hour. The gate throughput has been calculated by taking the number of containers moving out of the port terminal in Import cycle plus the number of containers entering the port terminal during the export cycle





The overall gate throughput can be bifurcated on the basis of Import and Export cycle as shown below. The terminal wise segregation of gate throughput is represented for the months of September'17, October'17 and November'17 as follows





Performance Index





To assess the relative performance the relative dwell time as well as the volume of containers handled are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors.





The below graph depicts the Performance Index for all CFS for month of November'17. The Quadrant II represent the best CFS with high frequency Index i.e. high container volume at lower dwell time





The below graph depicts the Performance Index for all ICDs for month of November'17. The Quadrant II represent the best ICD with high frequency Index i.e. high container volume at lower dwell time

ICD	Performance	Index	for Noveml	per'17
Quadrant : II	Albeirees	tainer ume	- -	Quadrant : I
Star performer	Inland Ports ICD, Dadri	Con	- -	Slow Bulk Movers
	APM Terminals ICD, Dad	ri		
	Allcargo Logistics Park ICD, Dadri	-		
low	I	1	I	High Dwell Time
Quadrant : III		_		Quadrant : I
High Potential	ACTL ICD	_		Laggard
CMA CGN ICD,	A Agencies Dadri	-	CONCOR ICD	
	<mark>●</mark> ~ CWC L	oni		

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In order to assess the relative performance Port, Container Freight Station and Inland Container Depot, the relative dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors.

The figure depicts the Frequency Index i.e. volume by dwell time performance for JNPT Port terminals for November'17. The Quadrant II represents the high performing ports with high frequency Index i.e. high container volume at lower dwell time

Slow Bulk Movers : consist of Ports which	Star Performer: consist of Ports which
have catered higher container volume at	have catered relatively high container
higher dwell time	volume in lower dwell time

High Potential : consist of Ports which have catered relatively lower container volume in lower dwell time

Quadrant IV : consist of Ports which have catered relatively lower container volume at higher dwell time





JNPT port dwell time trend :

The below table shows the overall port dwell time (i.e. import and export cycle combine) trend of all the JNPT Port terminals for month of November'17. Port dwell time is the time duration between the entry of the container in Port terminal to the time it moves out of the Port terminal



The Average line represent the
JNPT region average dwell time
with respect to the individual
component (i.e. Overall Dwell
time, Import and Export cycle) for
the present month
·

The below tables showcase the Import and Export cycle dwell time for both rail and truck bound containers for month of November'17







Gujarat port dwell time trend :

The below table shows the overall port dwell time (i.e. import and export cycle combine) trend of all the Gujarat Port terminals for month of November'17. Port dwell time is the time duration between the entry of the container in Port terminal to the time it moves out of the Port terminal



The Average line represent the Gujarat region average dwell time with respect to the individual component (i.e. Overall Dwell time, Import and Export cycle) for the present month

The below tables showcase the Import and Export cycle dwell time for both rail and truck bound containers for month of November'17





JNPT REGION : CONGESTION ANALYSIS AND HEAT MAP



Cluster 2

JNPT REGION : CONGESTION ANALYSIS

Congestion Analysis around Mumbai Region

DAMBAN		Adal 🔶	Cluster 8 Vale	D1	Cluster I	
oogle Maps 🔍 💠	SEAWOODS	PANVEL EAST		III O (S	JNPT Area	Bhendkhal area, Khopate road
N.		548 PANVEL Vichumbe		a ab la		
26 km	348A ULWE	apoli 48 48	Prab	almachi biorabal	Cluster 3	Cluster 4
Charapuri INIPT	Wahal 348	Mosare Kudaye 48	ž Alivali	Padaghe	Sonari area,JNPT road	Chirle area , JNPT road
	Padegnar	.) 🖊 🗮 🗮	Shedung Mohape	211	Cluster 5	Cluster 6
Cluste	Jasai Cluster 4 Jasai Custer 4 Jasai Ville Veshvi	Cfuster 5 Nanoshi	Bhatan 48	18	Plaspa area, Coachi kanyakumari Highway	Salva apta rd area, Bangalore highway
Sonari	Cluster 3	Dev	loli	Nadhal	Cluster 7	Cluster 8
Kegav Beach Bori	Cluster 7	66 Karnala Bird Sanctuary Karnala Fort 🕄	Rasayani Mohopada Ambivali Tarf Wankhal	1948 Chouk	Patilpada area, Khopate JNPT road	Taloja, Navi Mumbai
URAN Balai Daaur Nagar	(104) Chirner	Karnala	No. the Dada	Asa Kopari		
Uran Pirwad Beach	Koproli	Barapada	201 - 1	Cluster with bottle	eneck	
Karanja ^K aranja Cr.	Pirkon	Dolghar Koliw		Cluster		
- dek	Sarde Google	Kanw Kharpada		Medium Congestion Low Congestion	on	

Congestions around Cluster 1 & Cluster 8 was on higher side in the month of November 2017

NSIGT Terminal GTI Terminal JNPCT Terminal NSICT Terminal ω ω Congestion Level Export Cycle :-Congestion Level Export Cycle :-Congestion Level Export Cycle :-Congestion Level Export Cycle :-Import Cycle :-Import Cycle :-Import Cycle :-Import Cycle :-Scale : High Congestion Medium Congestion Low Congestion Note : Congestion is measured w.r.t actual time taken to cover the respective distance between clusters and terminals(Port to CFS)



Custom Gate and Rangoli Gate Analysis-Mundra







HEAT MAP : Overall Mumbai region



Region	October'1 7	November '17
Mumbai Region	47%	48%
Pune	19%	22%
NH8	22%	17%
NH3	2%	3%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.

HEAT MAP : GTI Port Termina	
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Region	October' 17	Novemb er'17
Mumbai Region	58%	59%
Pune	14%	19%
NH8	16%	10%
NH3	2%	2%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.



HEAT MAP : JNPCT Port Terminal



Region	October'1 7	Novembe r'17	
Mumbai Region	51%	50%	T d
Pune	15%	18%	n
NH8	22%	19%	C C
NH3	2%	3%	a re
Others	10%	10%	

The heat map above depicts the movement of containers in and around the Mumbai region.

HEAT MAP : NSICT Port Terminal



Region	October' 17	Novemb er'17
Mumbai Region	53%	47%
Pune	15%	20%
NH8	15%	20%
NH3	3%	3%
Others	10%	10%

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The heat map above depicts the movement of containers in and around the Mumbai region.

Heat Map: JNPT Region



Container Movement around JNPT region via Train

The map shows the volume wise container movement through different railway routes in export and import cycle



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The below table shows all the toll plazas covered under DLDS connected with JNPT , the average speed has marginally decreased between **Bharthan and Kishangarh** and **Bharthan and Vasaad** toll plaza.

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Avg. Travel Time & Speed between Toll Plazas (November 17)							
Source	Destination Toll Plaza	Inter Distanc e (Km)	Avg. Travel Time (Hr)	Avg. Speed (Km/Hr)	Previous month Avg. speed (km/hr)		
JNPT	Khaniwade	94	7.0	14.2	13.4		
JNPT	Khalapur	60	4.0	18.2	15.2		
Khaniwade	Charoti	50	1.4	36.8	35.2		
Charoti	Boriach	126	4.6	28.3	27.7		
Boriach	Bharthan	142	4.3	33.3	33.0		
Bharthan	Kishangarh	686	31.6	20.5	21.7		
Bharthan	Vasad	60	1.6	38.0	38.7		
Kishangarh	Daulatpura	128	3.2	39.6	39.8		
Dhule	Khalghat	186	7	20	19.3		



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The below table shows all the toll plazas covered under DLDS in Mundra region.

Avg. Travel Time & Speed between Toll Plazas (November'17)								
Source	Destination Toll Plaza	Inter Distance (Km)	Avg. Travel Time (Hr)	Avg. Speed November' 17 (Km/Hr.)	Avg. Speed October'17 (Km/Hr.)			
МІСТ	Mokha	28	1.2	23.3	22			
Mokha	Makhel	150	6.6	22.7	24.5			
Mokha	Surajbari	115	4.2	27.3	25.5			





Thank You !!

