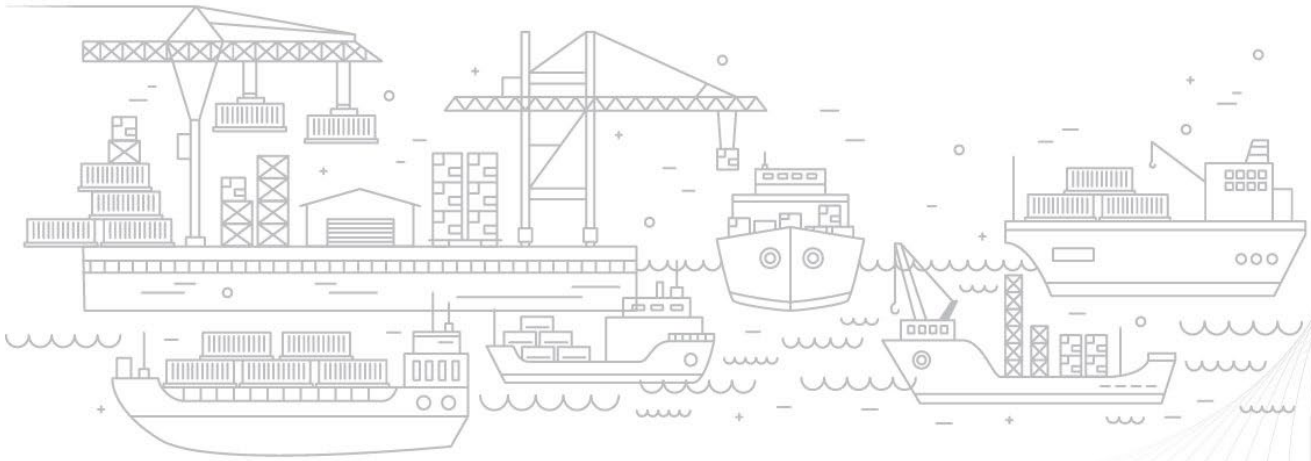
NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

# Logistics Data Bank

## ANALYTICS REPORT



MARCH - 2026


## NATIONAL LOGISTICS POLICY

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

# INDEX

# LDB AT A GLANCE - MARCH'26

| KPIs | | PAN INDIA | WESTERN REGION | SOUTHERN REGION | EASTERN REGION |
|---|---|---|---|---|---|
| VOLUME (IN BOXES) | Import | 4.65 lakhs | 3.27 lakhs | 0.99 lakhs | 0.39 lakhs |
| | Export | 4.45 lakhs | 3.20 lakhs | 0.87 lakhs | 0.38 lakhs |
| DWELL TIME | Import | 30.12 hrs | 26.07 hrs | 35.72 hrs | 50.32 hrs |
| | Export | 91.58 hrs | 92.22 hrs | 82.45 hrs | 118.88 hrs |
| TOP PERFORMER | TERMINAL | Bharat Mumbai Container Terminals (PSA) | Bharat Mumbai Container Terminals (PSA) | Chennai Container Terminal Pvt. Ltd. (CCTL) | Visakha Container Terminal, VPA |
| | CFS | Adani CFS Eximyard, Mundra | JWR CFS | Sical CFS, Chennai | Allcargo Terminals Ltd. CFS |

## 95 MILLION+ Containers Handled

**260+**
Toll Plaza Coverage

**620+**
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

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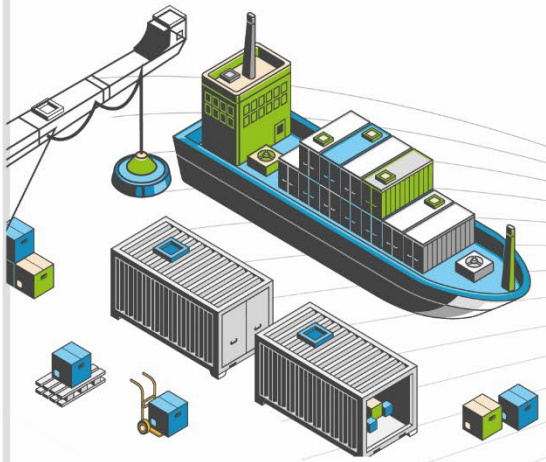
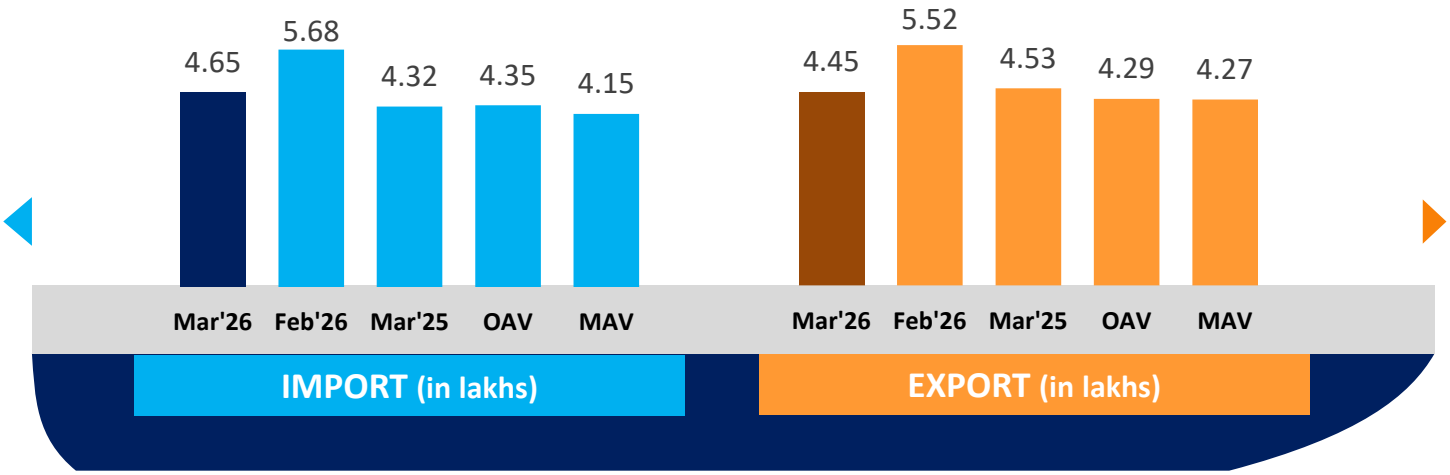
# PAN INDIA PERFORMANCE



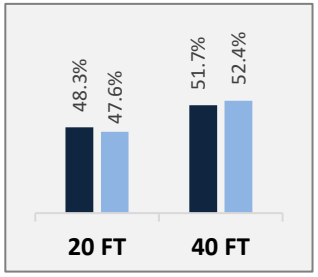
www.ldb.co.in

# Container Count : **PAN India**

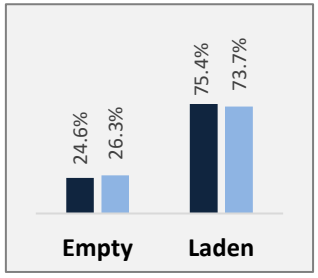
## PAN India



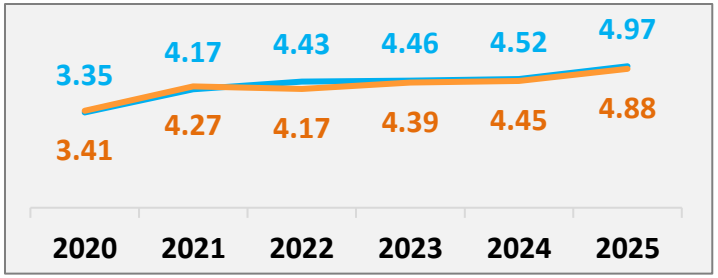

**Container Size-wise (Import)**



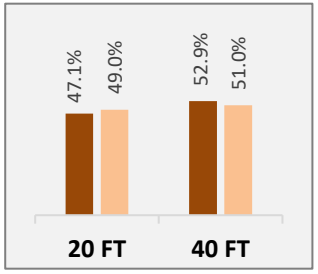

**Container Type-wise (Import)**



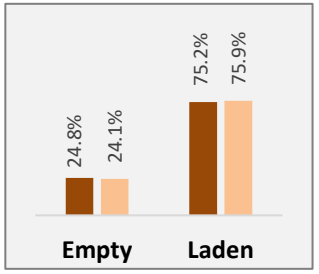

**Container Count - Annual Average (in lakhs/ month)**




**Container Size-wise (Export)**




**Container Type-wise (Export)**



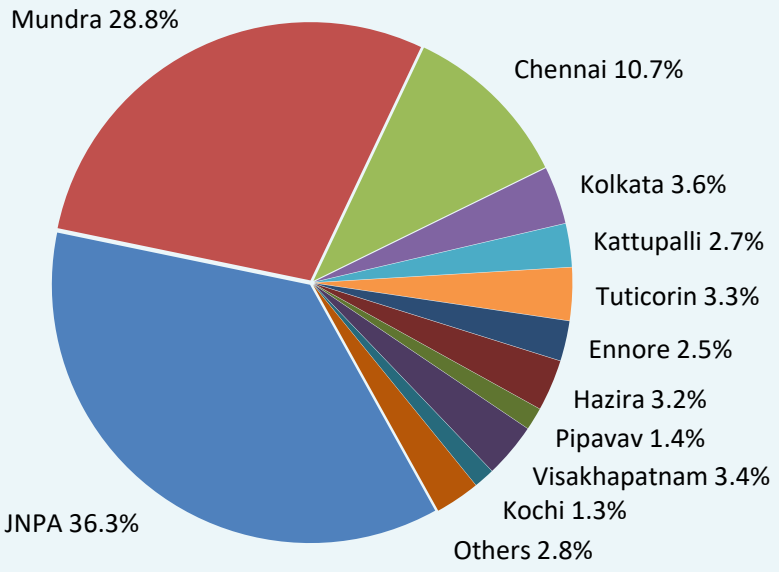

Mar'26 Feb'26 | IMPORT EXPORT | Mar'26 Feb'26

OAV – Overall Avg Volume
MAV – Monthly Avg Volume

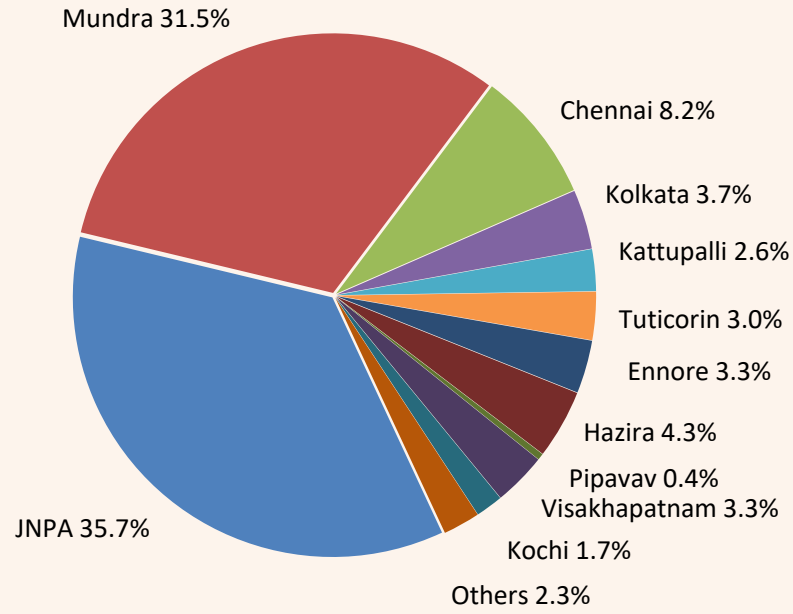
# PAN India Distribution

Distribution of EXIM containers for the month of March 2026 across all ports:

## Import Containers Distribution (51.1%)
(Container count in % for Mar'26)




## Export Containers Distribution (48.9%)
(Container count in % for Mar'26)




In the previous month, container distribution in Import and Export cycle was 50.7% and 49.3% respectively.

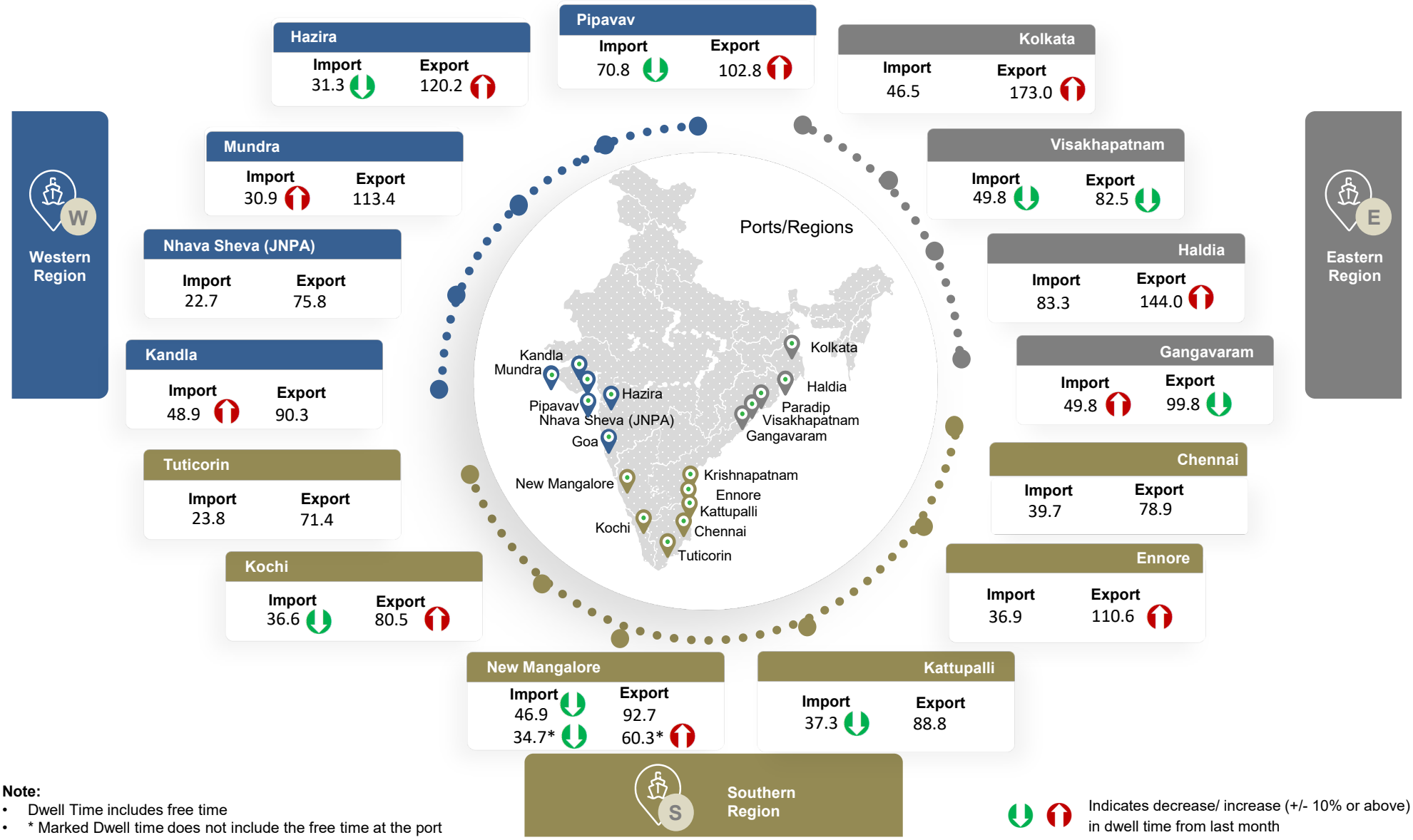
Others include Kandla, Haldia, Paradip, New Mangalore and Gangavaram.

# Key Observations

In comparison with February 2026:

| | |
|---|---|
| Pan India | • Container count (no. of boxes) has **decreased by 18%** in import cycle with **decrease** in western, southern and eastern regions by **20.7%, 10.8%** and **13.7%.**<br>• Container count (no. of boxes) has **decreased by 19%** in export cycle with **decrease** in western, southern and eastern regions by **22.3%, 9.8%** and **13.1%.**<br>• Top performing terminal for this month is Bharat Mumbai Container Terminal (PSA). |
| Western Region | • Mundra port dwell time **performance has reduced by 31%** in import cycle. This reduction due to the ongoing Middle East conflict resulting in containers being held at the port.<br>• Kandla port dwell time **performance has reduced by 56%** in import cycle. This reduction due to the ongoing Middle East conflict resulting in containers being held at the port. |
| Southern Region | • Kochi port dwell time **performance has improved by 15%** in import cycle. This improvement aligns with the seasonal trend observed, where March has seen lower dwell time.<br>• Kochi port dwell time **performance has reduced by 16%** in export cycle. This reduction due to the ongoing Middle East conflict resulting in containers being held at the port. |
| Eastern Region | • Visakhapatnam port dwell time **performance has improved by 17%** in import cycle. This improvement aligns with the seasonal trend observed, where March has seen lower dwell time.<br>• Kolkata port dwell time **performance has reduced by 59%** in export cycle. This reduction due to the ongoing Middle East conflict resulting in containers being held at the port. |

# Dwell Time Performance (March 2026): **PAN India**




**Note:**

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

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

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

## Western Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|---|---|---|
| Mar'26 | 26.1 ↑ | 92.2 ↑ |
| Feb'26 | 25.7 | 87.2 |
| Mar'25 | 31.7 | 88.7 |
| OADT | 26.2 | 90.5 |
| MADT | 25.5 | 92.0 |

## Southern Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|---|---|---|
| Mar'26 | 35.7 ↓ | 82.4 ↓ |
| Feb'26 | 40.0 | 83.4 |
| Mar'25 | 40.8 | 83.2 |
| OADT | 42.0 | 86.3 |
| MADT | 39.1 | 84.9 |

## Eastern Region

| Duration | Import Dwell Time (in hrs) | Export Dwell Time (in hrs) |
|---|---|---|
| Mar'26 | 50.3 ↓ | 118.9 ↑ |
| Feb'26 | 55.3 | 102.9 |
| Mar'25 | 46.0 | 106.2 |
| OADT | 50.1 | 107.2 |
| MADT | 46.5 | 107.3 |

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

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

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

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **26.1** | | **25.7** | **31.7** | **26.2** | **25.5** |
| JNPA | 22.7 | ↓ | 25.2 | 28.3 | 23.0 | 23.0 |
| Mundra | 30.9 | ↑ | 23.6 | 33.8 | 28.9 | 27.8 |
| Pipavav | 70.8 | ↓ | 84.6 | 79.1 | 57.9 | 53.2 |
| Kandla | 48.9 | ↑ | 31.4 | 40.2 | 46.3 | 44.6 |
| Hazira | 31.3 | ↓ | 35.0 | 31.4 | 31.8 | 28.3 |
| **Southern Region** | **35.7** | | **40.0** | **40.8** | **42.0** | **39.1** |
| Chennai | 39.7 | ↓ | 43.4 | 46.2 | 44.4 | 40.6 |
| Kochi | 36.6 | ↓ | 43.1 | 32.9 | 40.9 | 42.1 |
| Kattupalli | 37.3 | ↓ | 41.9 | 54.0 | 54.1 | 48.5 |
| Tuticorin | 23.8 | ↓ | 25.5 | 22.8 | 22.8 | 22.8 |
| Ennore | 36.9 | ↓ | 38.7 | 33.3 | 43.2 | 37.3 |
| New Mangalore | 34.7* | ↓ | 42.3* | 43.3* | 64.8 | 60.9 |
| **Eastern Region** | **50.3** | | **55.3** | **46.0** | **50.1** | **46.5** |
| Visakhapatnam | 49.8 | ↓ | 60.1 | 49.1 | 57.9 | 51.3 |
| Kolkata | 46.5 | ↓ | 51.1 | 36.7 | 38.2 | 36.1 |
| Haldia | 83.3 | ↑ | 80.6 | 64.2 | 84.5 | 83.3 |
| Gangavaram | 49.8 | ↑ | 43.4 | - | 53.9 | 57.8 |

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

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

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

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

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **92.2** | | **87.2** | **88.7** | **90.5** | **92.0** |
| JNPA | 75.8 | ↑ | 74.1 | 74.4 | 74.2 | 74.3 |
| Mundra | 113.4 | ↑ | 104.3 | 106.5 | 110.4 | 116.0 |
| Pipavav | 102.8 | ↑ | 90.4 | 103.8 | 110.5 | 108.3 |
| Kandla | 90.3 | ↑ | 82.6 | 79.5 | 106.2 | 118.9 |
| Hazira | 120.2 | ↑ | 103.8 | 114.7 | 118.7 | 119.6 |
| **Southern Region** | **82.4** | | **83.4** | **83.2** | **86.3** | **84.9** |
| Chennai | 78.9 | ↓ | 83.0 | 81.0 | 88.9 | 85.2 |
| Kochi | 80.5 | ↑ | 69.4 | 88.1 | 91.3 | 86.9 |
| Kattupalli | 88.8 | ↓ | 98.1 | 75.8 | 95.4 | 92.8 |
| Tuticorin | 71.4 | ↓ | 72.0 | 85.1 | 65.2 | 70.9 |
| Ennore | 110.6 | ↑ | 100.5 | 94.6 | 104.1 | 101.5 |
| New Mangalore | 60.3* | ↑ | 47.6* | 59.5* | 74.9 | 82.1 |
| **Eastern Region** | **118.9** | | **102.9** | **106.2** | **107.2** | **107.3** |
| Visakhapatnam | 82.5 | ↓ | 96.8 | 70.9 | 91.6 | 86.5 |
| Kolkata | 173.0 | ↑ | 109.0 | 135.0 | 124.0 | 131.4 |
| Haldia | 144.0 | ↑ | 120.0 | 144.0 | 130.8 | 143.9 |
| Gangavaram | 99.8 | ↓ | 117.2 | - | 101.3 | 99.8 |

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

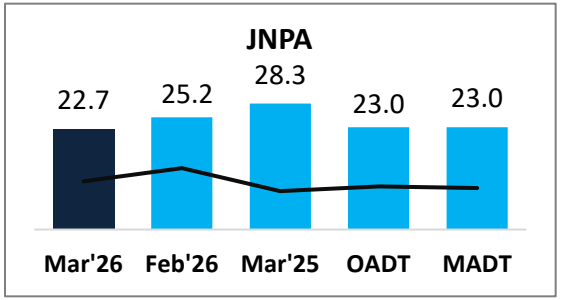
***Note:** Marked months' New Mangalore dwell time does not include the free time at the port

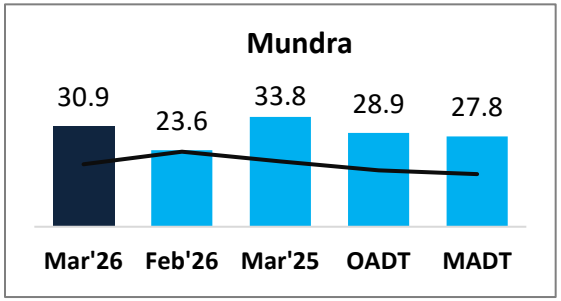
↓ ↑ Indicates decrease/ increase in dwell time from last month

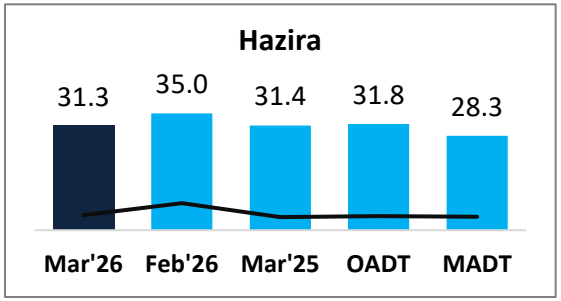
# Port Performance Comparison: **Import Cycle**

Port dwell time performance across various time frames:

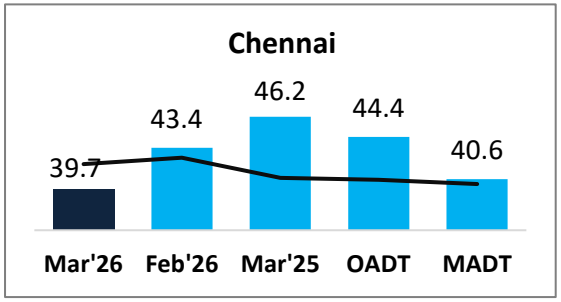
## Western Region
(Container count share 70.3%)

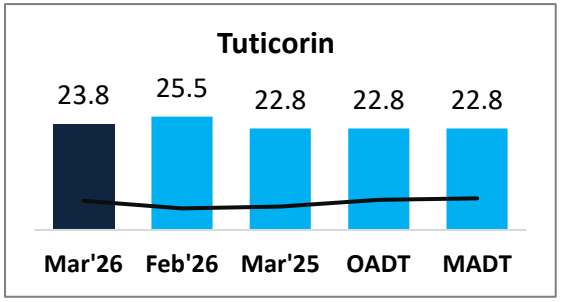


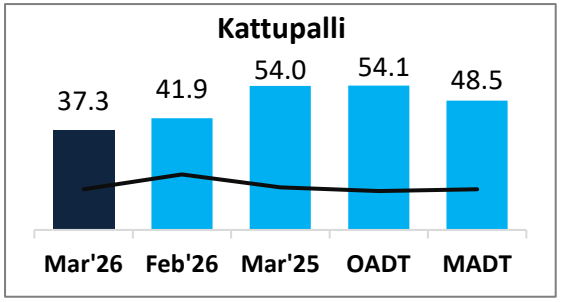



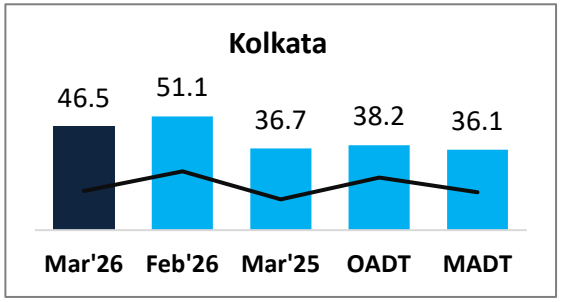

## Southern Region
(Container count share 21.4%)

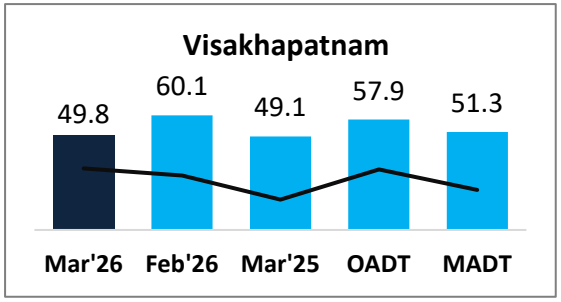


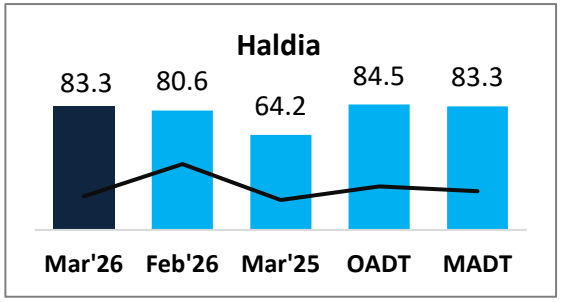




## Eastern Region
(Container count share 8.3%)




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

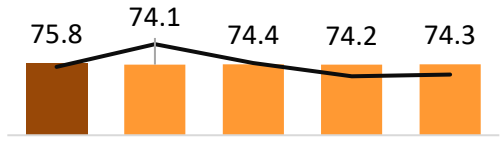
**Note:**
All values are in hours
Top 3 ports of the region based on container count are showcased

# Port Performance Comparison: **Export Cycle**

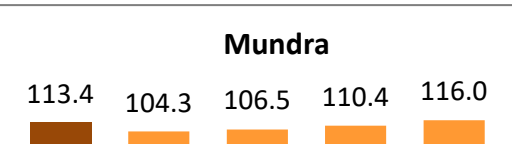
Port dwell time performance across various time frames:

## Western Region
(Container count share 72.0%)

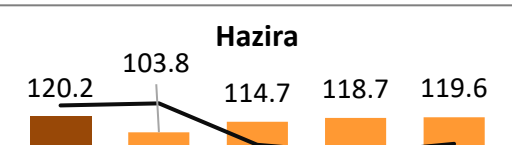
### JNPA




### Mundra

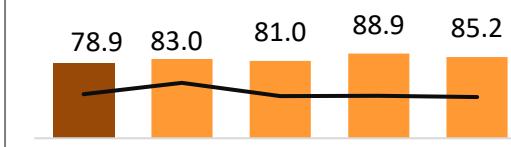



### Hazira

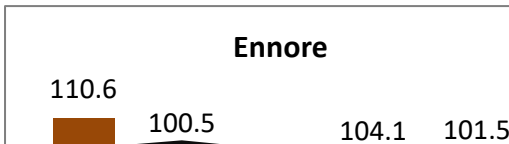



## Southern Region
(Container count share 19.5%)

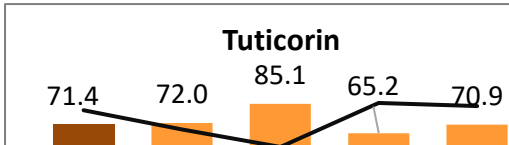
### Chennai




### Ennore

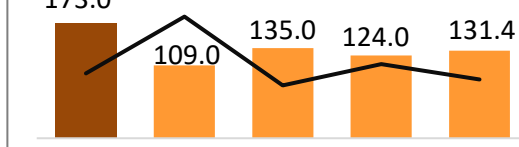



### Tuticorin

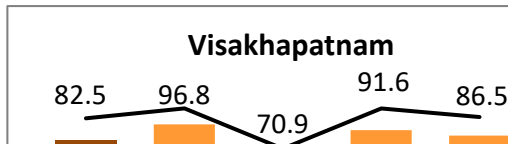



## Eastern Region
(Container count share 8.5%)

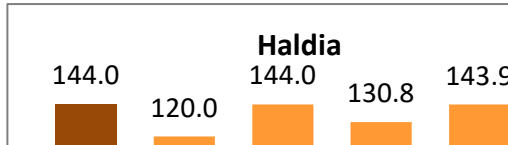
### Kolkata




### Visakhapatnam




### Haldia




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

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

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

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

### DPD

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 21.4 | ↑ | 21.2 | 25.4 | 26.9 | 25.6 |
| Southern | 47.5 | ↓ | 58.3 | 59.9 | 51.6 | 47.8 |
| Eastern | 90.5 | ↓ | 100.7 | 66.9 | 84.8 | 77.9 |

### Non DPD

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 26.9 | ↑ | 26.5 | 32.3 | 25.4 | 25.5 |
| Southern | 34.8 | ↓ | 39.1 | 39.6 | 38.1 | 35.1 |
| Eastern | 46.7 | ↓ | 53.2 | 41.3 | 47.5 | 44.4 |

### DPE

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 76.8 | ↑ | 75.6 | 78.5 | 76.6 | 77.6 |
| Southern | - | | - | - | 86.0 | 82.0 |
| Eastern | 148.2 | ↑ | 123.9 | 133.1 | 123.9 | 124.8 |

### Non DPE

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 94.9 | ↑ | 89.4 | 90.3 | 85.3 | 86.4 |
| Southern | 84.4 | ↓ | 86.7 | 84.9 | 84.8 | 83.1 |
| Eastern | 100.8 | ↑ | 91.5 | 89.8 | 92.5 | 96.0 |

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

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

# Dwell Time Performance: **Container Size – Region wise**

Port dwell time of containers based on container size:

**40 FT**

**IMPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 26.3 | ↓ | 29.5 | 32.6 | 26.6 | 26.0 |
| Southern | 37.1 | ↓ | 40.6 | 39.0 | 40.3 | 37.5 |
| Eastern | 51.2 | ↓ | 59.6 | 48.7 | 46.8 | 45.6 |

**20 FT**

**IMPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 25.8 | ↑ | 22.2 | 30.8 | 25.8 | 25.1 |
| Southern | 34.1 | ↓ | 39.2 | 42.8 | 43.3 | 40.5 |
| Eastern | 49.8 | ↓ | 52.9 | 44.4 | 52.4 | 47.7 |

**40 FT**

**EXPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 91.2 | ↑ | 85.9 | 87.2 | 89.7 | 90.7 |
| Southern | 87.5 | ↑ | 87.4 | 85.4 | 89.5 | 88.1 |
| Eastern | 124.1 | ↑ | 101.9 | 103.5 | 107.5 | 110.3 |

**20 FT**

**EXPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 93.6 | ↑ | 88.6 | 90.4 | 91.2 | 93.2 |
| Southern | 76.4 | ↓ | 78.5 | 81.1 | 83.0 | 82.0 |
| Eastern | 115.6 | ↑ | 103.4 | 107.9 | 107.0 | 106.4 |

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

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

# Dwell Time Performance: **Container State – Region wise**

Port dwell time of containers based on container state:

**Empty**

**IMPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 36.7 | ↑ | 29.5 | 37.2 | 30.9 | 35.3 |
| Southern | 36.4 | ↓ | 40.6 | 41.0 | 40.4 | 37.1 |
| Eastern | 45.0 | ↓ | 52.1 | 53.3 | 61.6 | 51.4 |

**Laden**

**IMPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 23.8 | ↓ | 24.5 | 29.1 | 24.5 | 23.2 |
| Southern | 35.3 | ↓ | 39.8 | 40.7 | 41.5 | 39.1 |
| Eastern | 51.2 | ↓ | 55.9 | 44.7 | 50.3 | 48.4 |

**Empty**

**EXPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 75.4 | ↑ | 75.0 | 72.5 | 70.3 | 71.1 |
| Southern | 95.2 | ↑ | 93.5 | 86.8 | 87.4 | 88.4 |
| Eastern | 76.8 | ↑ | 64.6 | 64.3 | 58.4 | 63.4 |

**Laden**

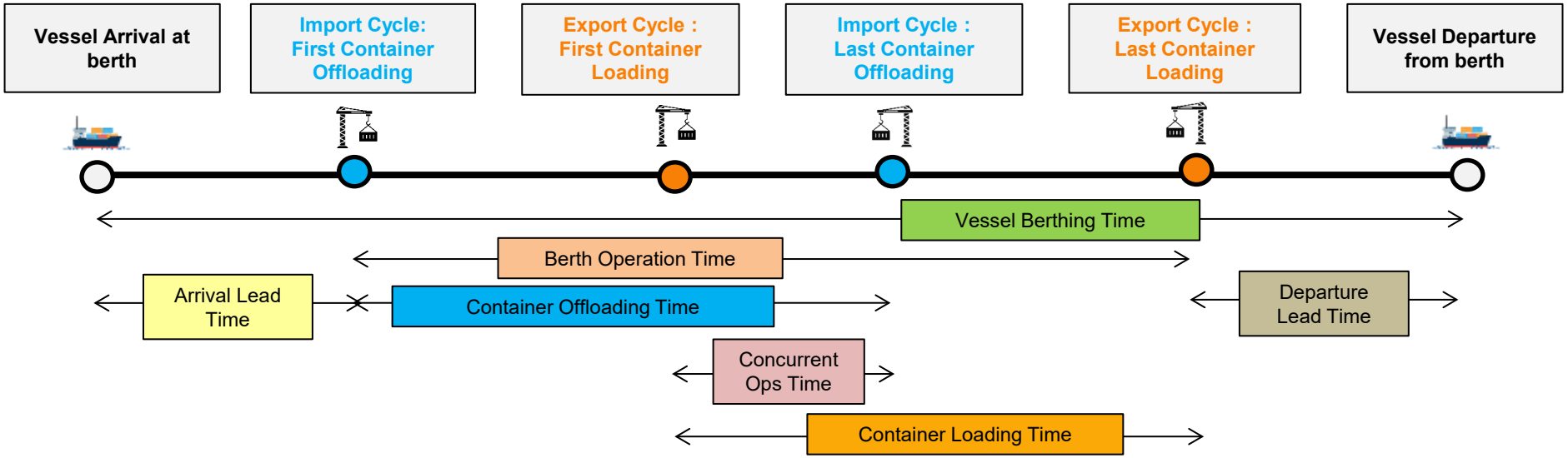
**EXPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western | 97.2 | ↑ | 90.7 | 92.6 | 92.3 | 93.1 |
| Southern | 72.3 | ↓ | 74.0 | 80.3 | 85.7 | 85.9 |
| Eastern | 127.3 | ↑ | 120.0 | 125.8 | 117.4 | 120.0 |

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

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

# Vessel Analysis: **PAN India**




| Mar'26 | 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 | 21.4 | 1.1 | 3.3 | 2.1 | 3.3 | 39.7% | 1.0 |
| Mundra | 25.1 | 1.4 | 3.1 | 1.7 | 3.1 | 28.6% | 0.9 |
| JNPA | 22.6 | 1.2 | 2.1 | 1.5 | 2.5 | 48.5% | 1.2 |
| Other Western | 10.9 | 1.0 | 3.5 | 1.5 | - | 23.7% | - |
| Southern | 19.8 | 0.7 | 2.5 | 1.7 | 3.1 | 32.6% | 1.4 |
| Eastern | 17.1 | 1.1 | 11.4 | 7.6 | 5.7 | 53.5% | 1.7 |

# Performance Benchmarking: **PAN India Terminals**

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


| Abb. | Terminals | Container count |
|---|---|---|
| A | Adani CMA Mundra Terminal (ACMTPL) | 3.84% |
| B | Adani Hazira Port Private Limited (AHPPL) | 3.69% |
| C | Adani International Container Terminal (AICTPL) | 9.94% |
| D | Adani Mundra Container Terminal (AMCT) | 4.40% |
| E | Bharat Mumbai Container Terminals(PSA) | 12.29% |
| F | Gateway Terminals India (GTI) | 9.53% |
| G | APM Terminals Pipavav, Gujarat | 0.89% |
| H | NSDT Terminal | 0.04% |
| I | Nhava Sheva Freeport Terminal (NSFT) | 3.57% |
| J | Mundra International Container Terminal (MICT) | 6.36% |
| K | Nhava Sheva India Gateway Terminal (NSIGT) | 4.77% |
| L | Nhava Sheva International Container Terminal (NSICT) | 5.82% |
| M | Kandla International Container Terminal (KICT) | 0.38% |
| N | Adani Mundra Container Terminal -2 | 5.60% |
| O | Chennai Container Terminal Pvt. Ltd. (CCTL) | 4.06% |
| P | Chennai International Terminals Pvt Ltd (CITPL) | 5.40% |
| Q | Dakshin Bharat Gateway Terminal (DBGT) | 2.89% |
| R | Tuticorin International Container Terminal (TICT) | 0.29% |
| S | International Container Transhipment Terminal, Kochi | 1.49% |
| T | Adani Kattupalli Port Private Limited (AKPPL) | 2.67% |
| U | PSA SICAL Terminals | - |
| V | Mangalore Container Terminal Private Limited (MCTPL) | 0.94% |
| W | Adani Ennore Container Terminal | 2.88% |
| X | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | - |
| Y | Haldia International Container Terminal (HICT) | 0.65% |
| Z | Syama Prasad Mookerjee Port, Kolkata (SMP) | 3.57% |
| AA | Adani Gangavaram Port | 0.59% |
| AB | Visakha Container Terminal | 3.45% |

**X-Axis:** Dwell Time
**Threshold value (in hours):** 60.7

**Y-Axis:** No. of Boxes
**Threshold value (no. of boxes):** 34,929

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

**Star Performer** ★★★
Entities with high container count and low dwell time

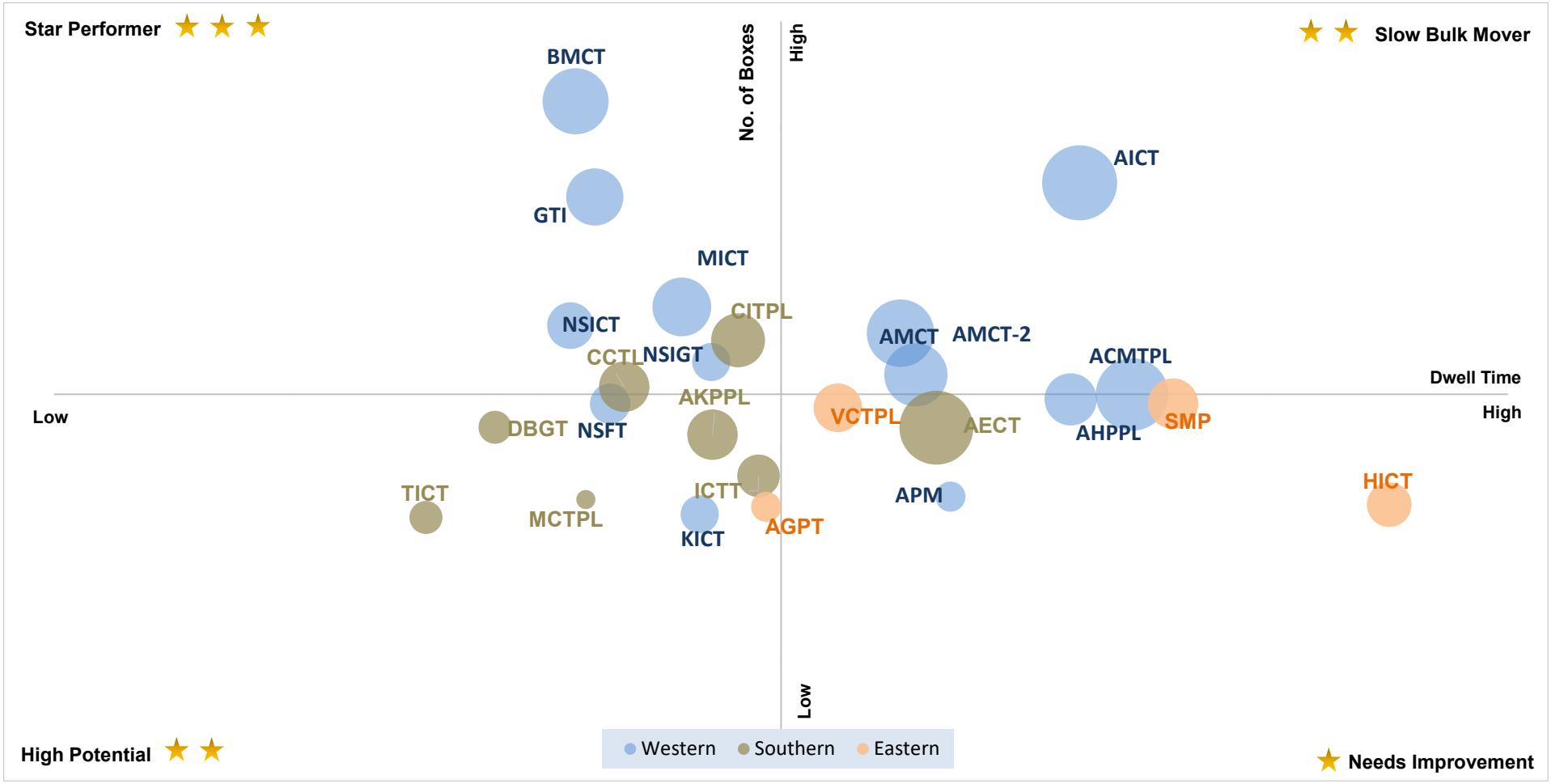
**High Potential** ★★
Entities with low container count and low dwell time

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

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

# Performance Benchmarking: **PAN India Terminals**

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Mar'26:




**X-Axis:** Dwell Time
**Threshold value (in hours):** 60.7

Bubble size represents the terminal capacity

**Y-Axis:** No. of Boxes
**Threshold value (no. of boxes):** 34,929

**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

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

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


**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 month is not included as these terminals are added from Jun'25

| Abb. | Terminals | Container count |
|---|---|---|
| A | Adani CMA Mundra Terminal (ACMTPL) | 3.84% |
| B | Adani Hazira Port Private Limited (AHPPL) | 3.69% |
| C | Adani International Container Terminal (AICTPL) | 9.94% |
| D | Adani Mundra Container Terminal (AMCT) | 4.40% |
| E | Bharat Mumbai Container Terminals(PSA) | 12.29% |
| F | Gateway Terminals India (GTI) | 9.53% |
| G | APM Terminals Pipavav, Gujarat | 0.89% |
| H | NSDT Terminal | 0.04% |
| I | Nhava Sheva Freeport Terminal (NSFT) | 3.57% |
| J | Mundra International Container Terminal (MICT) | 6.36% |
| K | Nhava Sheva India Gateway Terminal (NSIGT) | 4.77% |
| L | Nhava Sheva International Container Terminal (NSICT) | 5.82% |
| M | Kandla International Container Terminal (KICT) | 0.38% |
| N | Adani Mundra Container Terminal -2 | 5.60% |
| O | Chennai Container Terminal Pvt. Ltd. (CCTL) | 4.06% |
| P | Chennai International Terminals Pvt Ltd (CITPL) | 5.40% |
| Q | Dakshin Bharat Gateway Terminal (DBGT) | 2.89% |
| R | Tuticorin International Container Terminal (TICT) | 0.29% |
| S | International Container Transhipment Terminal, Kochi | 1.49% |
| T | Adani Kattupalli Port Private Limited (AKPPL) | 2.67% |
| U | PSA SICAL Terminals | - |
| V | Mangalore Container Terminal Private Limited (MCTPL) | 0.94% |
| W | Adani Ennore Container Terminal | 2.88% |
| X | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | - |
| Y | Haldia International Container Terminal (HICT) | 0.65% |
| Z | Syama Prasad Mookerjee Port, Kolkata (SMP) | 3.57% |
| AA | Adani Gangavaram Port | 0.59% |
| AB | Visakha Container Terminal | 3.45% |

**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

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

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


| Abb. | Terminals | Container count |
|---|---|---|
| A | Adani CMA Mundra Terminal (ACMTPL) | 3.84% |
| B | Adani Hazira Port Private Limited (AHPPL) | 3.69% |
| C | Adani International Container Terminal (AICTPL) | 9.94% |
| D | Adani Mundra Container Terminal (AMCT) | 4.40% |
| E | Bharat Mumbai Container Terminals(PSA) | 12.29% |
| F | Gateway Terminals India (GTI) | 9.53% |
| G | APM Terminals Pipavav, Gujarat | 0.89% |
| H | NSDT Terminal | 0.04% |
| I | Nhava Sheva Freeport Terminal (NSFT) | 3.57% |
| J | Mundra International Container Terminal (MICT) | 6.36% |
| K | Nhava Sheva India Gateway Terminal (NSIGT) | 4.77% |
| L | Nhava Sheva International Container Terminal (NSICT) | 5.82% |
| M | Kandla International Container Terminal (KICT) | 0.38% |
| N | Adani Mundra Container Terminal -2 | 5.60% |
| O | Chennai Container Terminal Pvt. Ltd. (CCTL) | 4.06% |
| P | Chennai International Terminals Pvt Ltd (CITPL) | 5.40% |
| Q | Dakshin Bharat Gateway Terminal (DBGT) | 2.89% |
| R | Tuticorin International Container Terminal (TICT) | 0.29% |
| S | International Container Transhipment Terminal, Kochi | 1.49% |
| T | Adani Kattupalli Port Private Limited (AKPPL) | 2.67% |
| U | PSA SICAL Terminals | - |
| V | Mangalore Container Terminal Private Limited (MCTPL) | 0.94% |
| W | Adani Ennore Container Terminal | 2.88% |
| X | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | - |
| Y | Haldia International Container Terminal (HICT) | 0.65% |
| Z | Syama Prasad Mookerjee Port, Kolkata (SMP) | 3.57% |
| AA | Adani Gangavaram Port | 0.59% |
| AB | Visakha Container Terminal | 3.45% |

**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

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

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **92.0** | | **87.9** | **88.7** | **92.4** | **88.9** |
| JNPA | 88.0 | ↑ | 83.7 | 79.6 | 86.2 | 83.1 |
| Mundra | 97.7 | ↓ | 99.6 | 96.4 | 102.0 | 96.5 |
| Pipavav | 73.9 | ↓ | 90.5 | 71.8 | 85.5 | 76.8 |
| Hazira | 130.4 | ↑ | 121.3 | 117.1 | 107.8 | 108.4 |
| **Southern Region** | **127.6** | | **140.3** | **134.2** | **130.8** | **122.8** |
| Chennai, Ennore, Kattupalli | 117.7 | ↓ | 130.5 | 130.8 | 122.8 | 115.6 |
| Kochi | 120.8 | ↓ | 139.7 | 143.7 | 125.3 | 121.2 |
| Tuticorin | 191.2 | ↓ | 201.8 | 162.9 | 169.6 | 159.5 |
| **Eastern Region** | **146.4** | | **146.9** | **152.4** | **148.5** | **139.9** |
| Visakhapatnam | 188.6 | ↑ | 168.9 | 175.1 | 173.6 | 162.0 |
| Kolkata | 130.6 | ↓ | 142.3 | 145.6 | 140.6 | 130.8 |
| Haldia | 166.0 | ↑ | 145.8 | 138.3 | 143.4 | 147.2 |

Below are number of CFSs across various ports:

| JNPA | Mundra | Pipavav | Hazira | Chennai, Ennore, Kattupalli | Kochi | Tuticorin | Visakhapatnam | Kolkata | Haldia |
|---|---|---|---|---|---|---|---|---|---|
| 32 | 16 | 3 | 5 | 32 | 5 | 16 | 9 | 7 | 4 |

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

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

Note: Dwell time represents the time a container spends moving in and out of the CFS

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

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| **Western Region** | **68.0** | | **63.1** | **62.9** | **65.8** | **68.8** |
| JNPA | 69.5 | ↑ | 66.0 | 61.8 | 71.0 | 73.8 |
| Mundra | 64.6 | ↑ | 57.6 | 63.5 | 58.9 | 61.4 |
| Pipavav | 71.3 | ↑ | 68.1 | 57.7 | 70.1 | 75.5 |
| Hazira | 77.5 | ↑ | 51.2 | 78.7 | 61.7 | 59.5 |
| **Southern Region** | **45.2** | | **45.3** | **47.7** | **40.8** | **43.4** |
| Chennai, Ennore, Kattupalli | 49.5 | ↓ | 53.1 | 54.0 | 47.2 | 49.5 |
| Kochi | 32.9 | ↑ | 26.8 | 27.5 | 32.5 | 31.6 |
| Tuticorin | 35.3 | ↑ | 25.0 | 25.8 | 25.4 | 25.3 |
| **Eastern Region** | **91.9** | | **90.5** | **83.9** | **92.2** | **92.6** |
| Visakhapatnam | 85.3 | ↑ | 83.5 | 84.1 | 81.8 | 83.5 |
| Kolkata | 92.9 | ↑ | 90.4 | 83.7 | 97.9 | 95.2 |
| Haldia | 98.9 | ↓ | 119.4 | 81.5 | 95.4 | 106.3 |

Below are number of CFSs across various ports:

| JNPA | Mundra | Pipavav | Hazira | Chennai, Ennore, Kattupalli | Kochi | Tuticorin | Visakhapatnam | Kolkata | Haldia |
|---|---|---|---|---|---|---|---|---|---|
| 32 | 16 | 3 | 5 | 32 | 5 | 16 | 9 | 7 | 4 |

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

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

Note: Dwell time represents the time a container spends moving in and out of the CFS

# Performance Benchmarking: **PAN India CFSs**

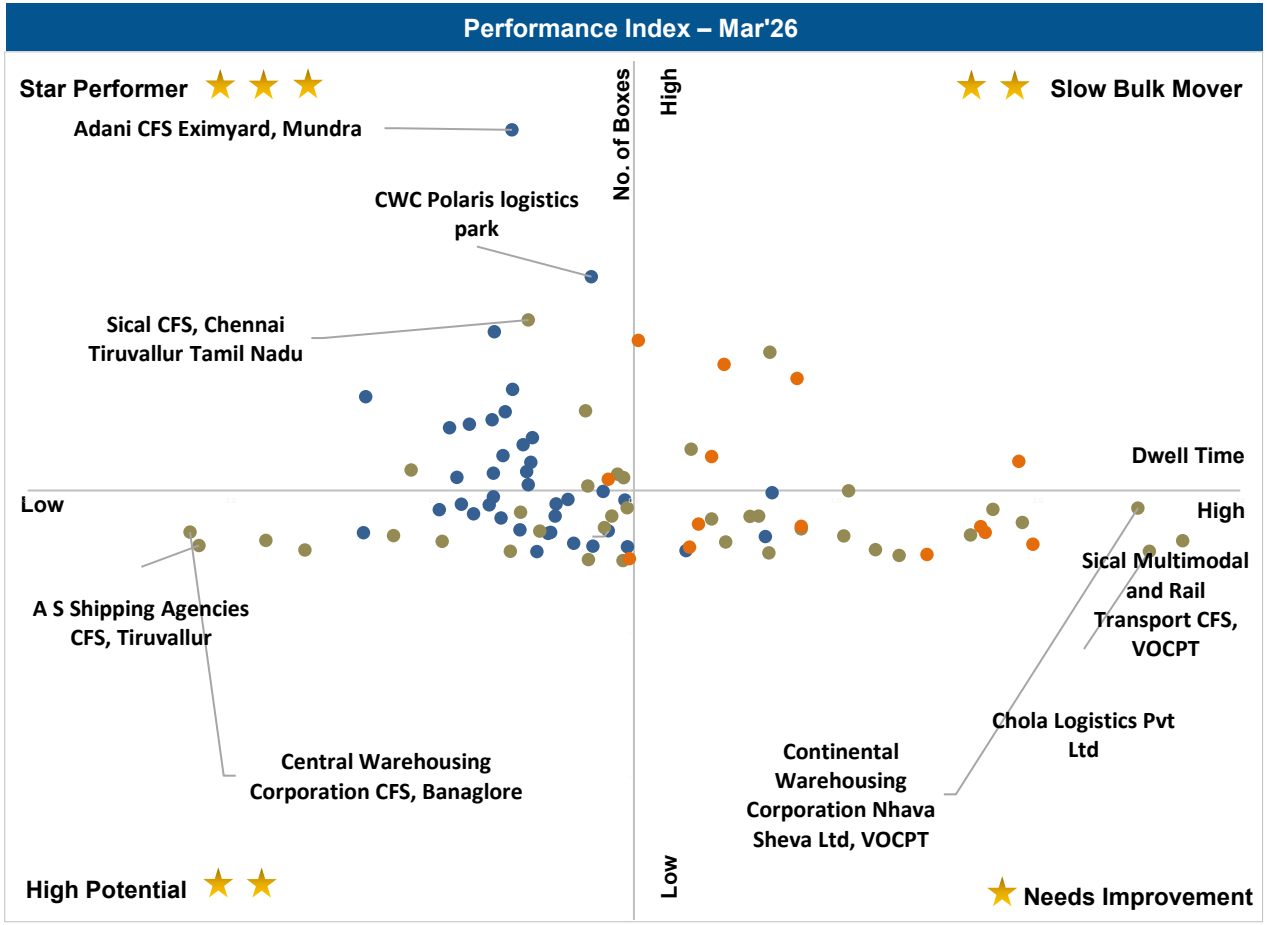
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing CFS**

- Adani CFS Eximyard, Mundra
- CWC Polaris logistics park
- Sical CFS, Chennai Tiruvallur Tamil Nadu

**High Potential CFS**

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




**Low Performing CFS**

- Sical Multimodal and Rail Transport CFS,VOCPT
- Chola Logistics Pvt Ltd
- Continental Warehousing Corporation Nhava Sheva Ltd, VOCPT

**Star Performer** ★★★
Entities with high container count and low dwell time

**High Potential** ★★
Entities with low container count and low dwell time

**Slow Bulk Mover** ★★
Entities with high container count and high dwell time

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

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

## IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western Region | 171.1 | | 171.1 | 157.0 | 131.8 | 124.9 |
| Southern Region | 157.7 | ↓ | 167.8 | 125.9 | 133.3 | 115.4 |
| Eastern Region | 106.4 | ↑ | 54.4 | 92.6 | 100.9 | 109.5 |
| Northern Region | 182.0 | ↑ | 158.1 | 146.4 | 129.5 | 126.3 |

## EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'25 (in hrs) | OADT (in hrs) | MADT (in hrs) |
|---|---|---|---|---|---|---|
| Western Region | 114.4 | ↑ | 114.1 | 108.5 | 105.4 | 108.4 |
| Southern Region | 114.5 | ↓ | 116.3 | 118.0 | 115.5 | 116.8 |
| Eastern Region | 138.7 | ↓ | 141.6 | 165.4 | 130.9 | 156.4 |
| Northern Region | 103.0 | ↓ | 103.8 | 101.1 | 101.8 | 101.7 |

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

Note:
- Dwell time represents the time a container spends moving in and out of the ICD
- Southern and Eastern Region ICD Export Dwell Time is available from Dec'24

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

# ICD Performance Benchmarking: **PAN India**

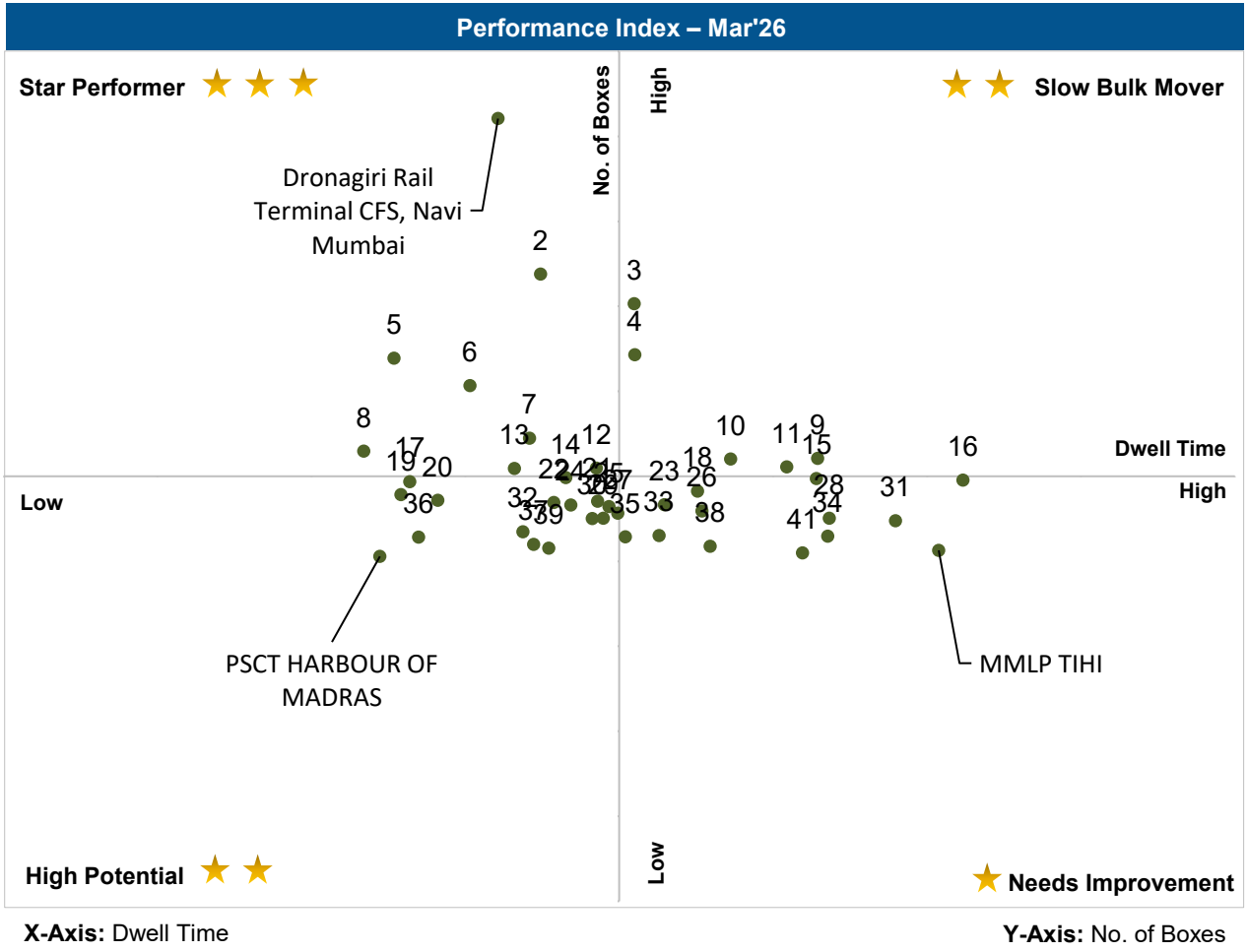
Performance benchmarking of ICDs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing ICD**

Dronagiri Rail Terminal CFS, Navi Mumbai

**High Potential ICD**

PSCT HARBOUR OF MADRAS




**Low Performing ICD**

MMLP TIHI

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

# Dwell Time Performance: **Domestic Containers**

Terminal dwell time performance for handling domestic containers:

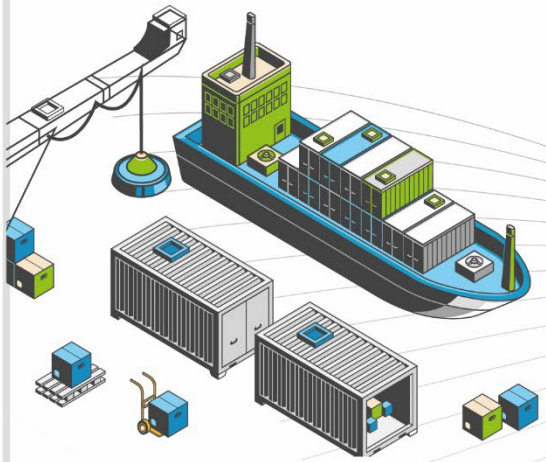
| Terminals | Dwell time for handling domestic containers | | | Overall domestic containers distribution among terminals | |
|---|---|---|---|---|---|
| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'26 (%) | Feb'26 (%) |
| International Container Transhipment Terminal, Kochi | 69.5 | ↑ | 61.5 | 32.06% | 29.40% |
| Visakha Container Terminal | 110.8 | ↑ | 52.2 | 13.77% | 7.49% |
| Bharat Mumbai Container Terminals (PSA) | 15.2 | ↑ | 8.9 | 8.51% | 8.43% |
| Nhava Sheva Freeport Terminal (NSFT) | 15.8 | ↓ | 16.7 | 6.77% | 8.03% |
| Tuticorin International Container Terminal (TICT) | 84.6 | ↑ | 61.7 | 2.31% | 3.30% |
| Mangalore Container Terminal Private Limited (MCTPL) | 76.5 | ↑ | 63.6 | 5.99% | 4.82% |
| Kandla International Container Terminal (KICT) | 189.5 | ↑ | 167.2 | 7.02% | 8.27% |
| Chennai Container Terminal Pvt. Ltd. (CCTL) | 76.4 | ↓ | 82.7 | 5.73% | 6.96% |
| Chennai International Terminals Pvt Ltd (CITPL) | 59.1 | ↓ | 73.6 | 2.78% | 4.16% |
| Dakshin Bharat Gateway Terminal (DBGT) | 44.2 | ↓ | 52.6 | 0.56% | 1.75% |
| Haldia International Container Terminal (HICT) | 96.0 | | 96.0 | 2.16% | 1.68% |
| Syama Prasad Mookerjee Port, Kolkata (SMP) | 65.9 | ↓ | 68.9 | 2.77% | 3.54% |
| Nhava Sheva India Gateway Terminal (NSIGT) | 73.3 | ↑ | 67.2 | 3.55% | 6.17% |
| Nhava Sheva International Container Terminal (NSICT) | 53.8 | ↓ | 56.0 | 4.40% | 4.93% |
| Paradip International Cargo Terminal | 40.4 | ↓ | 63.1 | 1.62% | 1.07% |

Terminal handling highest domestic containers

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

NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

# WESTERN REGION PERFORMANCE



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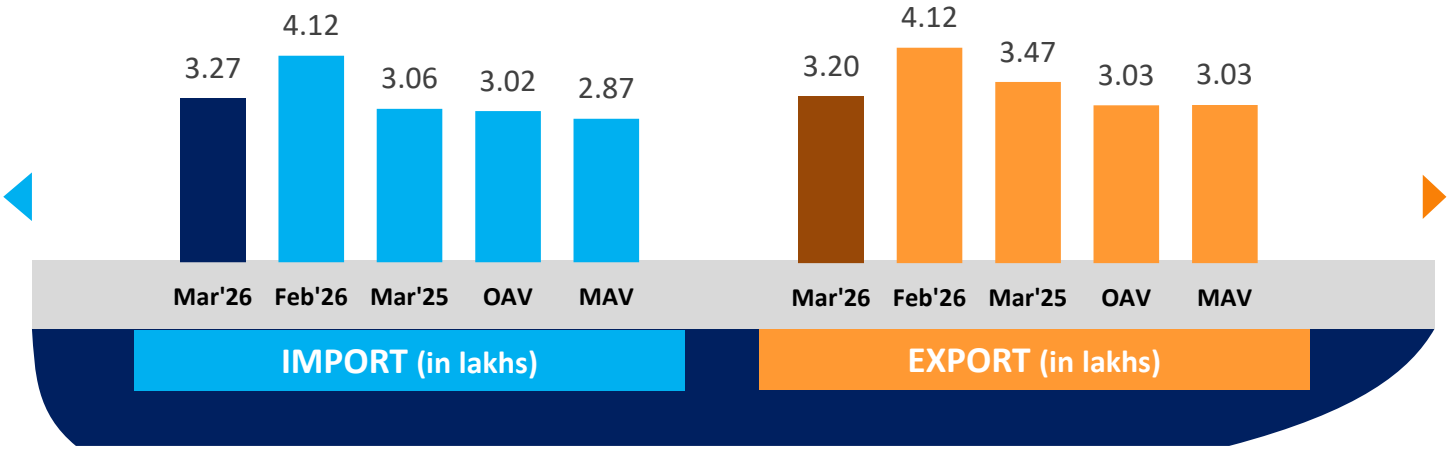
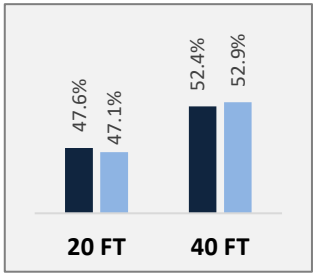
# Container Count: **Western Region**

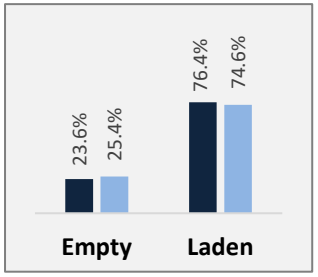
## Western Region



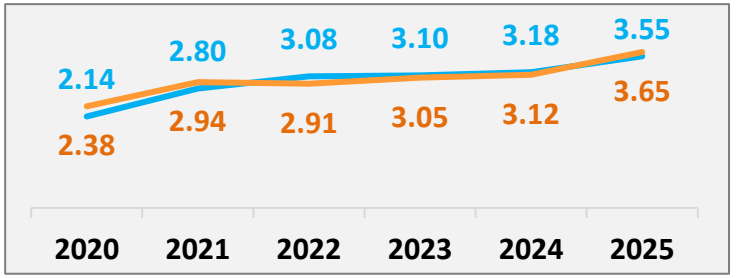

**Container Size-wise (Import)**



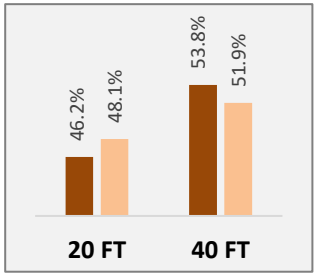

**Container Type-wise (Import)**



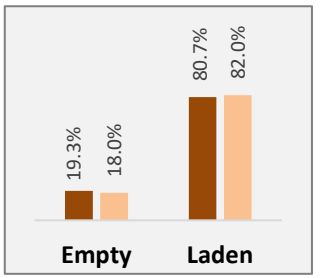

**Container Count - Annual Average (in lakhs/ month)**




**Container Size-wise (Export)**




**Container Type-wise (Export)**



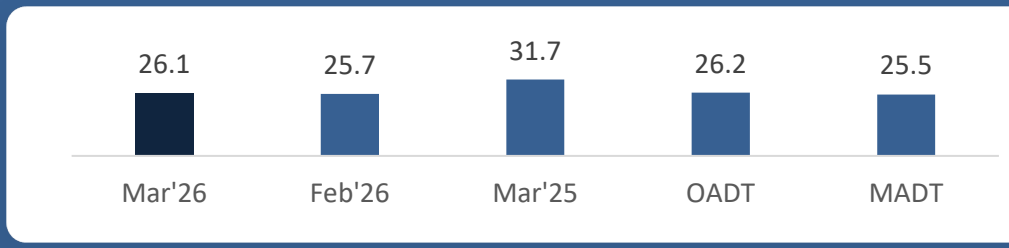

Mar'26 Feb'26

OAV – Overall Avg Volume
MAV – Monthly Avg Volume

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

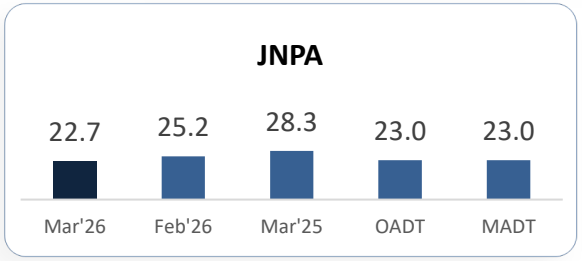
IMPORT

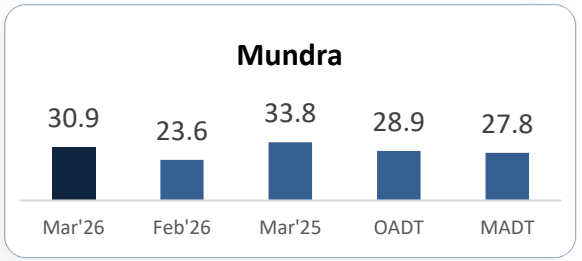
**Western Region**

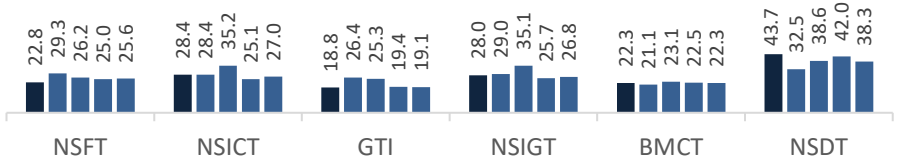



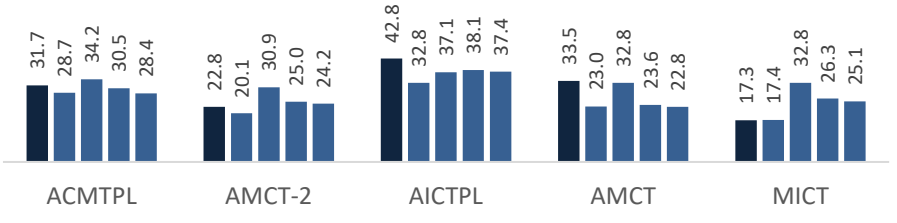

**PAN India Import Dwell Time**

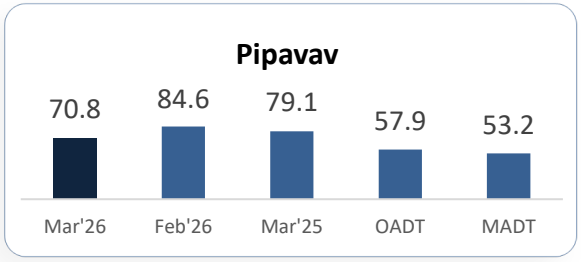
**30.1 Hrs. (Mar'26)**

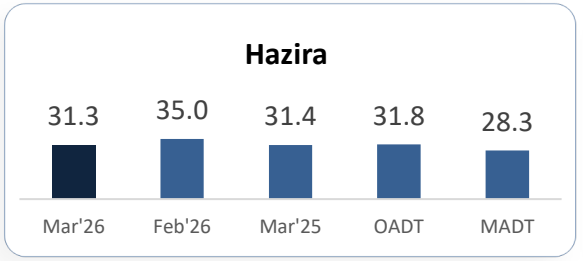


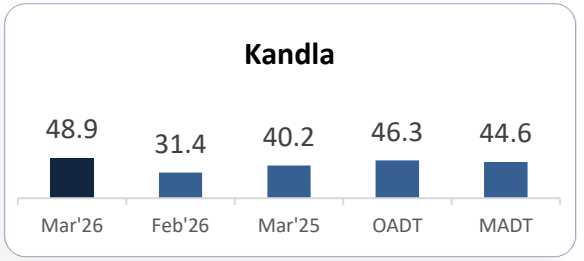



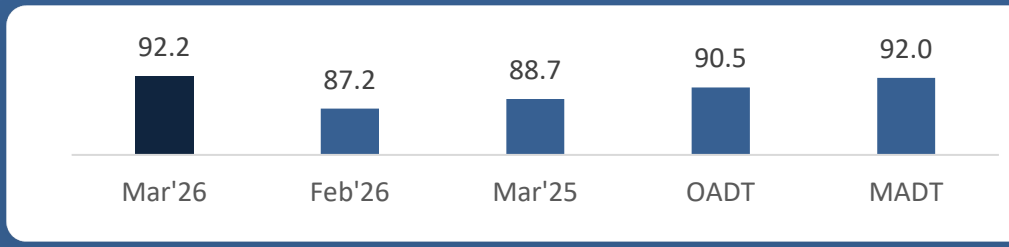

OADT – Overall Avg Dwell Time
MADT – Monthly Avg Dwell Time

**Note:**
All values are in hours

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

EXPORT

## Western Region

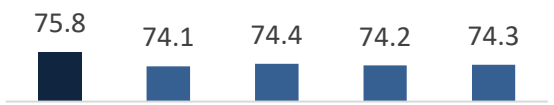



**PAN India Export Dwell Time**

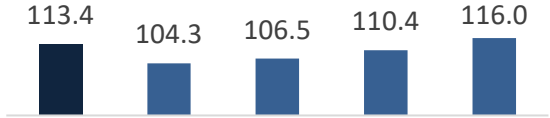
**91.6 Hrs.**

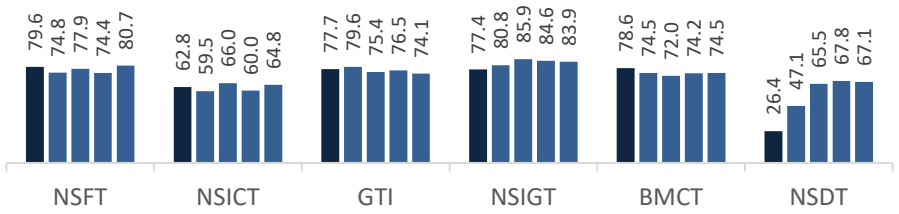
**(Mar'26)**

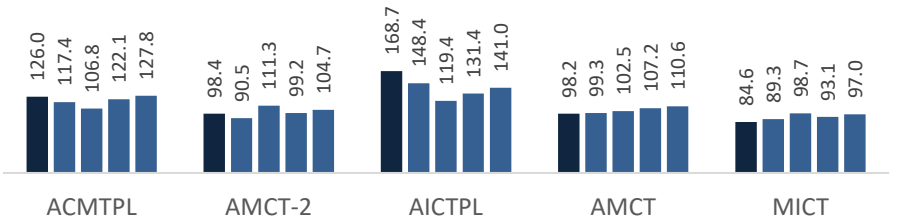
### JNPA



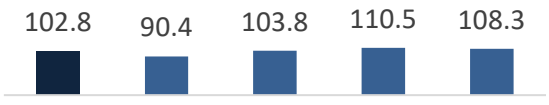

### Mundra



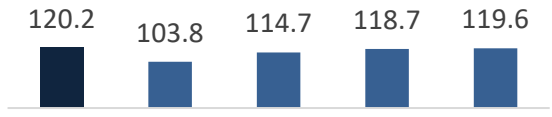



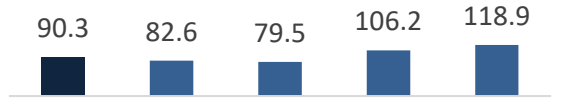

### Pipavav




### Hazira




### Kandla




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

**Note:**
All values are in hours

# Container Turnaround Analysis: **Western Region**

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

| **Port In (Import Cycle)** | **Port Out (Export Cycle)** | No. of Boxes Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | **Mar'26** | **Feb'26** | **Mar'25** | **Mar'26** | **Feb'26** | **Mar'25** |
| JNPA | JNPA | 97% | 97% | 95% | 25.6 | 25.3 | 32.9 |
| | Other Ports | 3% | 3% | 5% | 59.2 | 55.7 | 52.4 |
| Mundra | Mundra | 97% | 94% | 97% | 32.3 | 32.2 | 36.3 |
| | Other Ports | 3% | 6% | 3% | 48.1 | 43.7 | 44.5 |
| Hazira | Hazira | 96% | 95% | 96% | 28.8 | 27.2 | 20.1 |
| | Other Ports | 4% | 5% | 4% | 38.4 | 41.8 | 52.0 |
| Kandla | Kandla | 71% | 80% | 88% | 20.2 | 31.8 | 14.3 |
| | Mundra | 29% | 20% | 12% | 32.3 | 27.1 | 56.4 |
| Pipavav | Pipavav | 35% | 45% | 46% | 32.1 | 31.3 | 19.1 |
| | Mundra | 61% | 52% | 50% | 45.4 | 41.3 | 47.7 |
| | Other Ports | 4% | 3% | 4% | 43.2 | 35.2 | 20.2 |

**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) | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Bharat Mumbai Container Terminals(PSA) | Bharat Mumbai Container Terminals(PSA) | 49% | 51% | 42% | 27.8 | 26.2 | 29.6 |
| | Gateway Terminals India (GTI) | 17% | 20% | 25% | 24.9 | 25.0 | 35.3 |
| | Nhava Sheva Freeport Terminal (NSFT) | 7% | 6% | 6% | 32.0 | 23.7 | 40.7 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 12% | 9% | 10% | 21.6 | 19.1 | 35.5 |
| | Nhava Sheva International Container Terminal (NSICT) | 15% | 14% | 17% | 26.0 | 25.1 | 36.3 |
| Gateway Terminals India (GTI) | Bharat Mumbai Container Terminals(PSA) | 23% | 18% | 8% | 22.9 | 26.9 | 33.7 |
| | Gateway Terminals India (GTI) | 46% | 46% | 59% | 24.8 | 25.2 | 31.4 |
| | Nhava Sheva Freeport Terminal (NSFT) | 6% | 10% | 5% | 27.9 | 26.3 | 35.9 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 11% | 10% | 8% | 24.1 | 22.3 | 32.3 |
| | Nhava Sheva International Container Terminal (NSICT) | 14% | 16% | 20% | 21.0 | 23.5 | 20.3 |
| Nhava Sheva Freeport Terminal (NSFT) | Bharat Mumbai Container Terminals(PSA) | 12% | 11% | 10% | 35.6 | 44.8 | 37.1 |
| | Gateway Terminals India (GTI) | 18% | 14% | 23% | 28.1 | 34.7 | 39.4 |
| | Nhava Sheva Freeport Terminal (NSFT) | 55% | 61% | 31% | 27.9 | 24.0 | 37.5 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 6% | 3% | 18% | 31.0 | 41.2 | 30.5 |
| | Nhava Sheva International Container Terminal (NSICT) | 9% | 11% | 18% | 29.4 | 32.1 | 39.8 |
| Nhava Sheva India Gateway Terminal (NSIGT) | Bharat Mumbai Container Terminals(PSA) | 22% | 27% | 5% | 24.9 | 24.1 | 46.0 |
| | Gateway Terminals India (GTI) | 27% | 28% | 18% | 22.4 | 22.1 | 21.6 |
| | Nhava Sheva Freeport Terminal (NSFT) | 4% | 4% | 8% | 28.7 | 29.6 | 43.9 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 32% | 29% | 50% | 23.2 | 22.4 | 21.4 |
| | Nhava Sheva International Container Terminal (NSICT) | 15% | 12% | 19% | 24.2 | 22.4 | 40.1 |
| Nhava Sheva International Container Terminal (NSICT) | Bharat Mumbai Container Terminals(PSA) | 22% | 22% | 6% | 29.5 | 28.7 | 37.8 |
| | Gateway Terminals India (GTI) | 30% | 31% | 38% | 22.0 | 23.6 | 22.7 |
| | Nhava Sheva Freeport Terminal (NSFT) | 5% | 5% | 5% | 26.0 | 36.4 | 43.2 |
| | Nhava Sheva India Gateway Terminal (NSIGT) | 12% | 11% | 10% | 24.8 | 29.5 | 26.9 |
| | Nhava Sheva International Container Terminal (NSICT) | 31% | 31% | 41% | 26.1 | 25.6 | 20.8 |

**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) | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Adani CMA Mundra Terminal (ACMTPL) | Adani CMA Mundra Terminal (ACMTPL) | 76% | 78% | 56% | 30.7 | 31.1 | 28.7 |
| | Adani International Container Terminal (AICTPL) | 3% | 2% | 4% | 26.7 | 22.6 | 26.3 |
| | Adani Mundra Container Terminal (AMCT) | 10% | 10% | 14% | 30.5 | 32.0 | 39.8 |
| | Adani Mundra Container Terminal -2 | 6% | 5% | 16% | 30.5 | 34.2 | 44.6 |
| | Mundra International Container Terminal (MICT) | 5% | 5% | 10% | 30.7 | 29.6 | 18.5 |
| Adani International Container Terminal (AICTPL) | Adani CMA Mundra Terminal (ACMTPL) | 3% | 3% | 2% | 32.6 | 25.5 | 16.3 |
| | Adani International Container Terminal (AICTPL) | 80% | 73% | 87% | 41.7 | 42.0 | 45.7 |
| | Adani Mundra Container Terminal (AMCT) | 5% | 7% | 3% | 29.4 | 36.6 | 39.7 |
| | Adani Mundra Container Terminal -2 | 6% | 8% | 4% | 31.1 | 31.2 | 36.8 |
| | Mundra International Container Terminal (MICT) | 6% | 9% | 4% | 24.7 | 33.2 | 36.7 |
| Adani Mundra Container Terminal (AMCT) | Adani CMA Mundra Terminal (ACMTPL) | 13% | 14% | 12% | 29.3 | 33.3 | 26.7 |
| | Adani International Container Terminal (AICTPL) | 6% | 6% | 8% | 24.7 | 23.8 | 35.0 |
| | Adani Mundra Container Terminal (AMCT) | 34% | 35% | 34% | 27.4 | 28.2 | 22.6 |
| | Adani Mundra Container Terminal -2 | 25% | 24% | 27% | 32.9 | 32.4 | 40.1 |
| | Mundra International Container Terminal (MICT) | 22% | 21% | 19% | 29.8 | 29.4 | 18.6 |
| Adani Mundra Container Terminal -2 | Adani CMA Mundra Terminal (ACMTPL) | 4% | 7% | 9% | 29.0 | 37.7 | 19.6 |
| | Adani International Container Terminal (AICTPL) | 6% | 5% | 6% | 28.7 | 26.6 | 15.1 |
| | Adani Mundra Container Terminal (AMCT) | 23% | 21% | 22% | 28.7 | 41.0 | 29.9 |
| | Adani Mundra Container Terminal -2 | 56% | 54% | 50% | 36.0 | 37.8 | 36.1 |
| | Mundra International Container Terminal (MICT) | 11% | 13% | 13% | 27.6 | 38.1 | 36.0 |
| Mundra International Container Terminal (MICT) | Adani CMA Mundra Terminal (ACMTPL) | 4% | 6% | 6% | 26.1 | 29.3 | 20.3 |
| | Adani International Container Terminal (AICTPL) | 6% | 5% | 5% | 26.3 | 28.2 | 40.0 |
| | Adani Mundra Container Terminal (AMCT) | 15% | 19% | 19% | 28.0 | 28.9 | 36.8 |
| | Adani Mundra Container Terminal -2 | 9% | 6% | 7% | 33.8 | 36.0 | 41.1 |
| | Mundra International Container Terminal (MICT) | 66% | 64% | 63% | 28.3 | 25.2 | 29.7 |

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

# Western Region Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 22.8 | ↑ | 21.4 |
| Train | 47.7 | ↓ | 64.0 |
| Overall | 26.1 | ↑ | 25.7 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 92.0 | ↑ | 87.9 |
| ICD | 171.1 | | 171.1 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 90.3 | ↑ | 85.9 |
| Train | 111.5 | ↑ | 98.0 |
| Overall | 92.2 | ↑ | 87.2 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 68.0 | ↑ | 63.1 |
| ICD | 114.4 | ↑ | 114.1 |

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

# Port Performance Benchmarking: **Western Region**

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

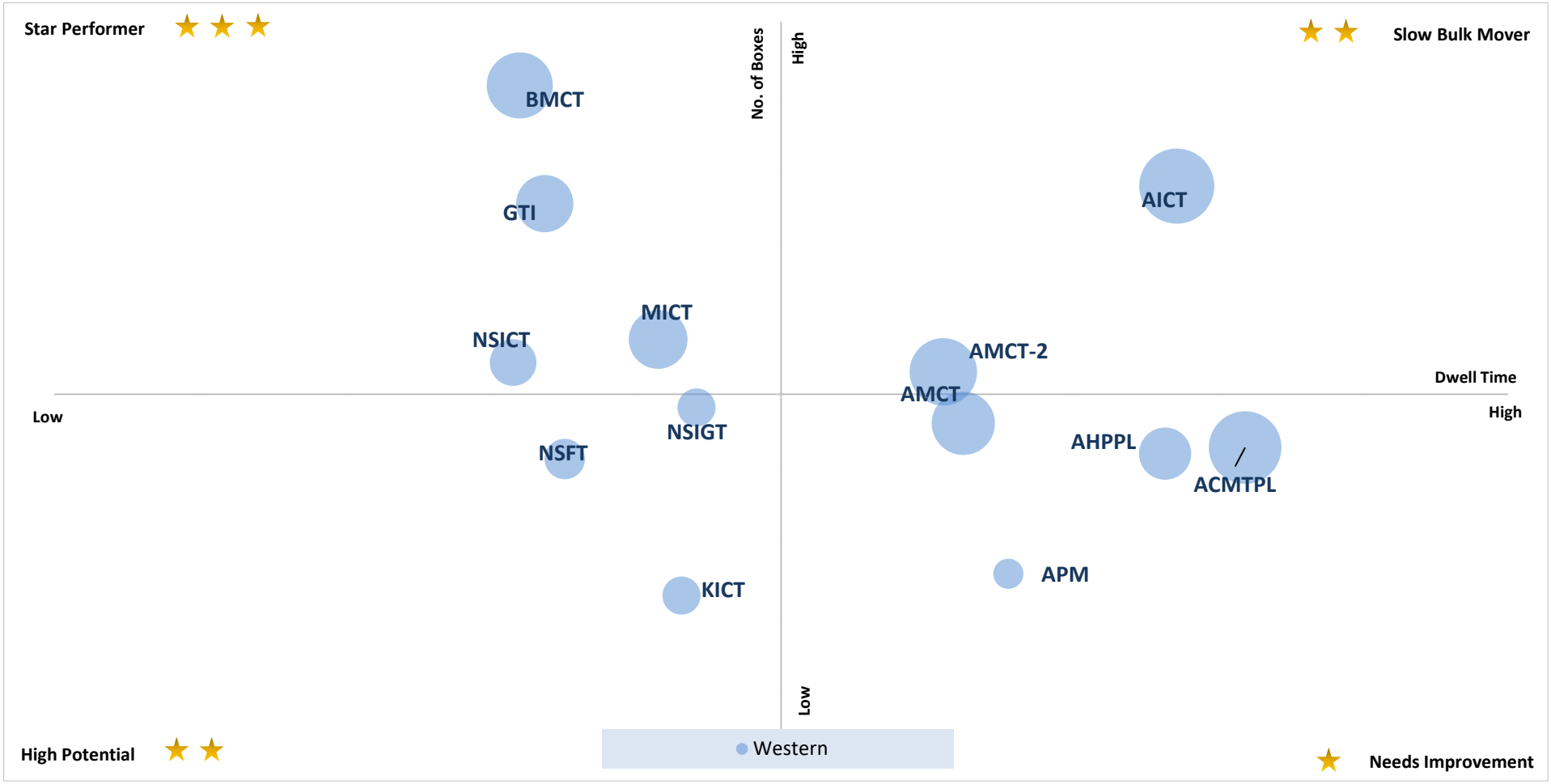

**X-Axis:** Dwell Time
**Threshold value (in hours):** 60.3

**Y-Axis:** No. of Boxes
**Threshold value (no. of boxes):** 46,204

| 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 Mar'26:




**X-Axis:** Dwell Time

**Threshold value (in hours):** 60.3

Bubble size represents the terminal capacity

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

**Threshold value (no. of boxes):** 46,204

**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 month): **Western Region**

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


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

**Y-Axis:** Change in no. of boxes

| 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 |

# 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:

**Top Performing CFS**

Adani CFS Eximyard, Mundra

**High Potential CFS**

Vaishno Logistics CFS, Navi Mumbai


**Low Performing CFS**

Adani CFS, Hazira

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

# JNPA Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 21.1 | ↓ | 22.6 |
| Train | 44.5 | ↓ | 56.0 |
| Overall | 22.7 | ↓ | 25.2 |

### Transit Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Port to CFS | 2.7 | ↓ | 2.8 |
| Port to ICD | 101.4 | | 101.4 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 88.0 | ↑ | 83.7 |
| ICD | 171.1 | | 171.1 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 73.4 | ↑ | 73.1 |
| Train | 98.3 | ↑ | 84.7 |
| Overall | 75.8 | ↑ | 74.1 |

### Transit Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS to Port | 4.7 | ↑ | 4.5 |
| ICD to Port | 85.4 | ↓ | 95.6 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 69.5 | ↑ | 66.0 |
| ICD | 114.4 | ↑ | 114.1 |

↓ ↑ Indicates decrease/ increase in time from last month

# 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 | Mar'26 (in hrs) | Feb'26 (in hrs) |
|---|---|---|
| Gate in - Gate Out | 4.6 | 4.4 |

**Container Count Percentage: Hour-wise (Mar'26 )**

| | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|---|---|---|---|---|---|---|
| Parking Plaza Dwell Time | 18% | 26% | 29% | 18% | 6% | 3% |

| Parking Plaza to JNPA Port | Mar'26 (in hrs) | Feb'26 (in hrs) |
|---|---|---|
| Gate Out – Terminal In | 2.1 | 2.5 |

| Port Terminal | Mar'26 (in hrs) | Feb'26 (in hrs) |
|---|---|---|
| NSFT | 0.6 | 1.6 |
| NSICT | 2.7 | 1.8 |
| GTI | 0.6 | 4.6 |
| NSIGT | 1.6 | 1.2 |
| BMCT | 5.7 | 3.0 |
| NSDT | 1.7 | 1.7 |

**Container Count Percentage: Hour-wise (Mar'26 )**

| 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 | 70% | 19% | 5% | 2% | 1% | 3% |
| NSICT | 22% | 20% | 12% | 10% | 8% | 28% |
| GTI | 68% | 17% | 8% | 2% | 2% | 3% |
| NSIGT | 41% | 12% | 10% | 12% | 8% | 17% |
| BMCT | 2% | 12% | 12% | 10% | 8% | 56% |
| NSDT | 6% | 81% | - | 6% | - | 7% |

# Mundra Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 23.9 | ↑ | 15.9 |
| Train | 51.6 | ↓ | 73.3 |
| Overall | 30.9 | ↑ | 23.6 |

### Transit Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Port to CFS | 0.8 | | 0.8 |
| Port to ICD | 63.1 | ↓ | 73.2 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 97.7 | ↓ | 99.6 |
| ICD | 171.1 | | 171.1 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 111.3 | ↑ | 102.6 |
| Train | 135.7 | ↑ | 116.5 |
| Overall | 113.4 | ↑ | 104.3 |

### Transit Time

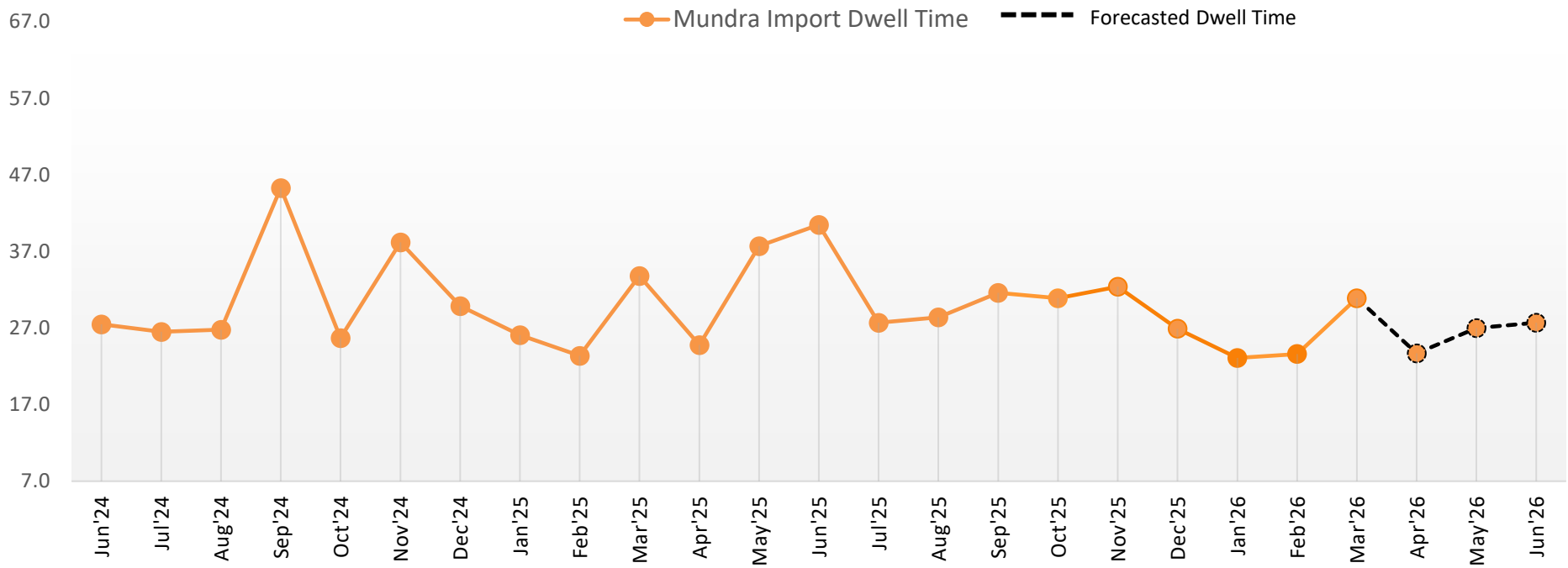
| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS to Port | 1.1 | ↑ | 0.9 |
| ICD to Port | 48.0 | ↓ | 64.5 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 64.6 | ↑ | 57.6 |
| ICD | 114.4 | ↑ | 114.1 |

↓ ↑ Indicates decrease/ increase in time from last month

# Predictive Analysis: **Mundra Port**




*Basis global benchmark, minimum dwell time of 7 hours is considered

| | Jan'26 | Feb'26 | Mar'26 | Apr'26 | May'26 | Jun'26 |
|---|---|---|---|---|---|---|
| Actual Dwell Time (in hours) | 23.1 | 23.6 | 30.9 | - | - | - |
| Forecasted Dwell Time (in hours) | 19.3 | 19.2 | 21.8 | 23.7 | 27.0 | 27.7 |

**Note:**
All values are in hours

# Parking Plaza Analysis: **Mundra Port**

The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time (Gate In – Gate Out) | Mar'26 (in hrs) | Feb'26 (in hrs) |
|---|---|---|
| North Gate Parking Yard, Mundra | 8.8 | 10.8 |

**Container Count Percentage: Hour-wise (Mar'26 )**

| Parking Plaza Dwell Time | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|---|---|---|---|---|---|---|
| North Gate Parking Yard, Mundra | 9% | 16% | 22% | 21% | 19% | 13% |

# Pipavav Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 70.8 | ↓ | 84.6 |

### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 73.9 | ↓ | 90.5 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 102.8 | ↑ | 90.4 |

### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 71.3 | ↑ | 68.1 |

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

# Kandla Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 48.9 | ↑ | 31.4 |

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 90.3 | ↑ | 82.6 |

### Port Dwell Time

## Container Lifecycle (Export Cycle)

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

# Hazira Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 31.3 | ↓ | 35.0 |

### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 130.4 | ↑ | 121.3 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 120.2 | ↑ | 103.8 |

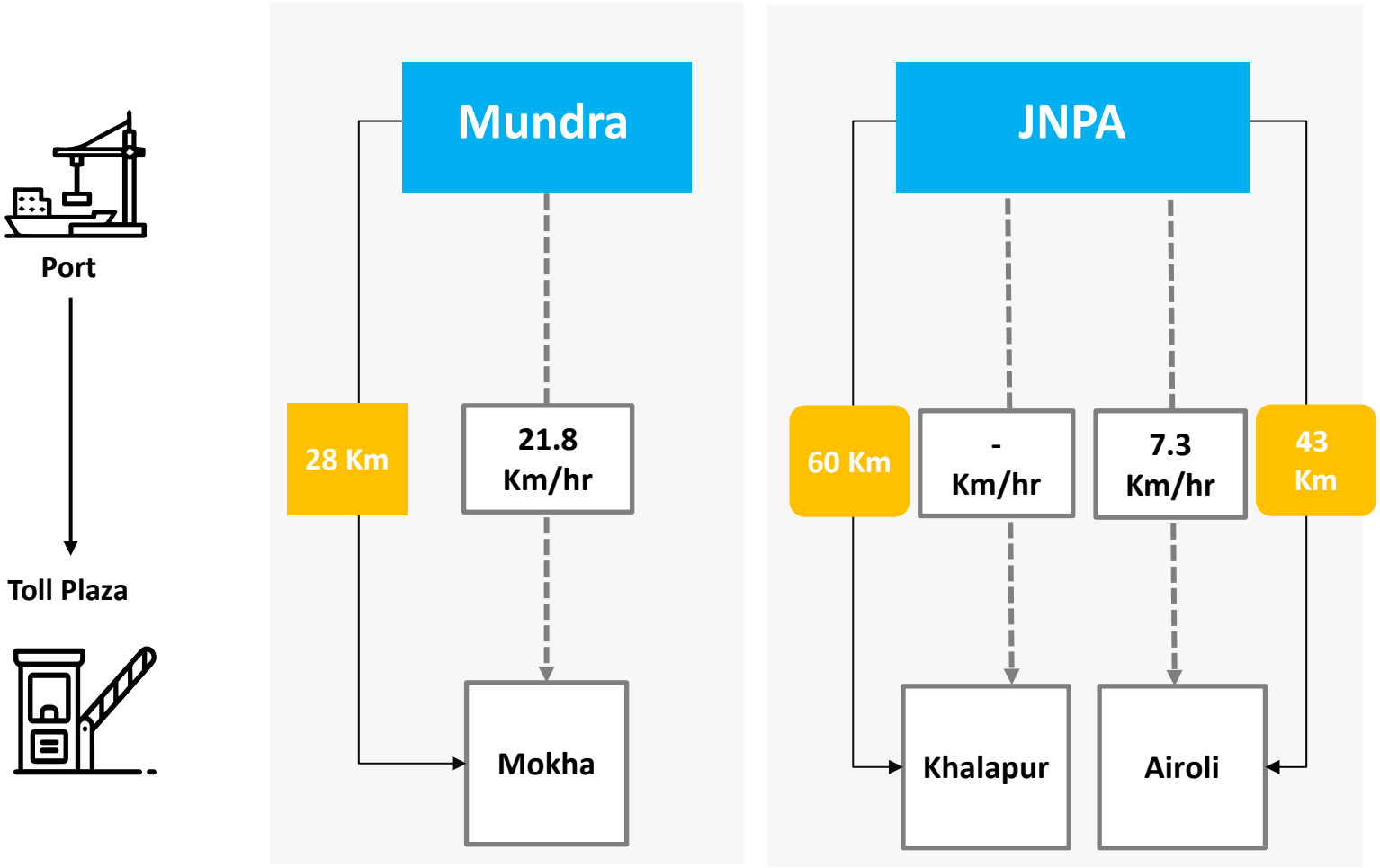
### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 77.5 | ↑ | 51.2 |

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

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

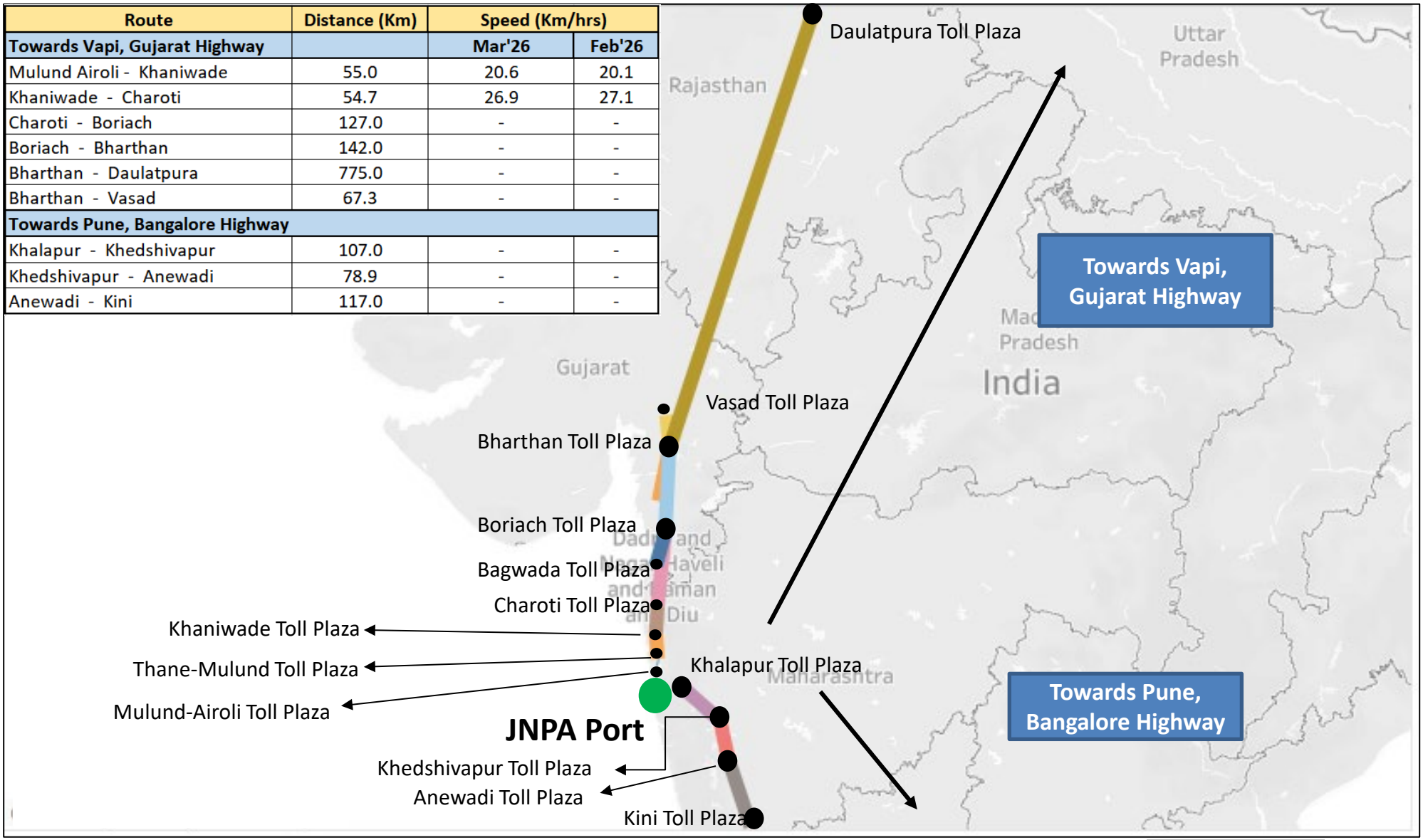
Average speed of trucks to cover the distance between port to nearest toll plaza for Mar'26:



# Toll Plaza Analysis: **JNPA Port**

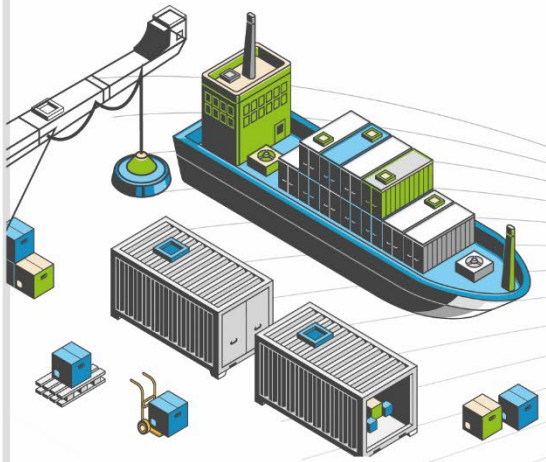
The average speed of trucks to cover the distance between adjacent toll plazas for Mar'26:

| Route | Distance (Km) | Speed (Km/hrs) | |
|---|---|---|---|
| **Towards Vapi, Gujarat Highway** | | **Mar'26** | **Feb'26** |
| Mulund Airoli - Khaniwade | 55.0 | 20.6 | 20.1 |
| Khaniwade - Charoti | 54.7 | 26.9 | 27.1 |
| Charoti - Boriach | 127.0 | - | - |
| Boriach - Bharthan | 142.0 | - | - |
| Bharthan - Daulatpura | 775.0 | - | - |
| Bharthan - Vasad | 67.3 | - | - |
| **Towards Pune, Bangalore Highway** | | | |
| Khalapur - Khedshivapur | 107.0 | - | - |
| Khedshivapur - Anewadi | 78.9 | - | - |
| Anewadi - Kini | 117.0 | - | - |



NLDS
NICDC LOGISTICS DATA SERVICES LTD
Logistics Redefined

# SOUTHERN REGION PERFORMANCE



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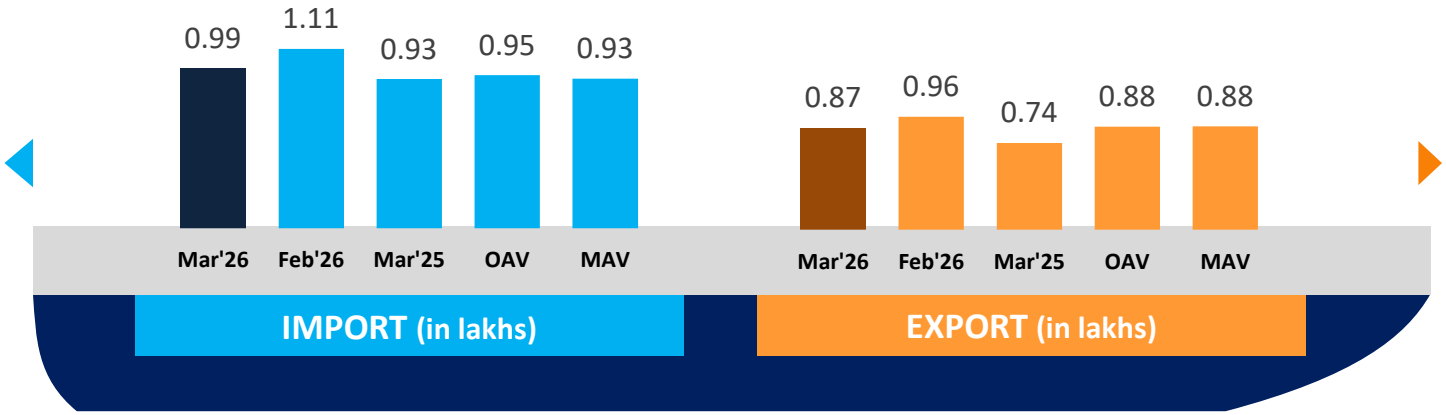
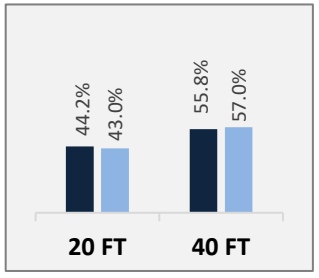
# Container Count: **Southern Region**

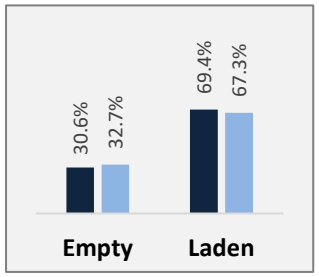
## Southern Region



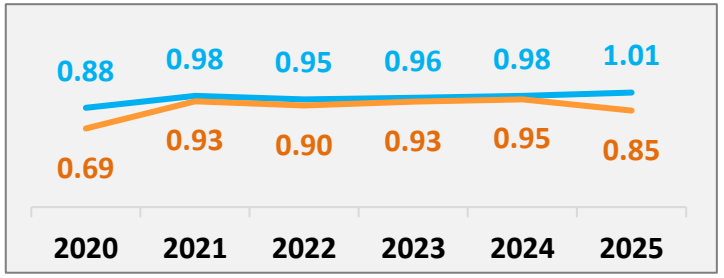

**Container Size-wise (Import)**



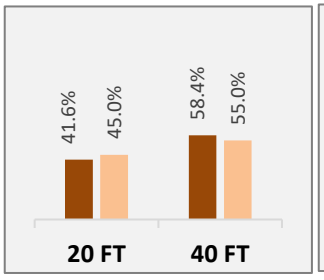

**Container Type-wise (Import)**



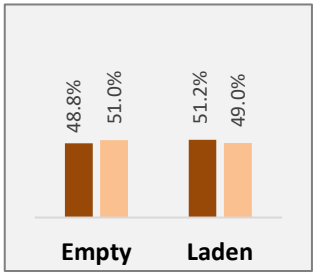

**Container Count - Annual Average (in lakhs/ month)**




**Container Size-wise (Export)**




**Container Type-wise (Export)**

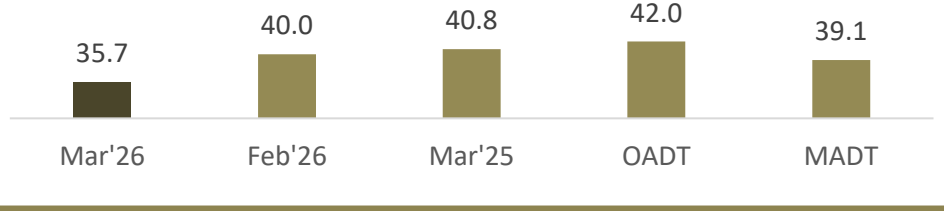



OAV – Overall Avg Volume
MAV – Monthly Avg Volume

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

IMPORT

## Southern Region



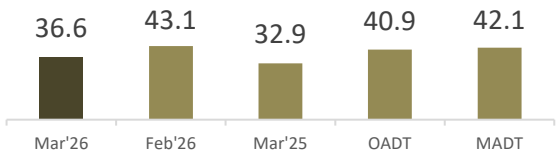

**PAN India Import Dwell Time**

**30.1 Hr.**

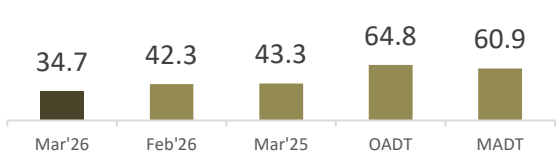
**(Mar'26)**

Ports

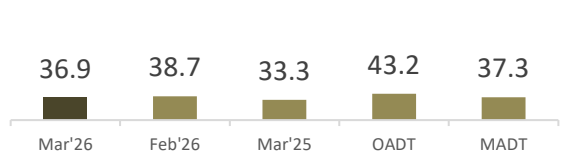
### Kochi



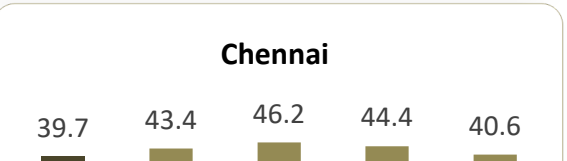

### New Mangalore



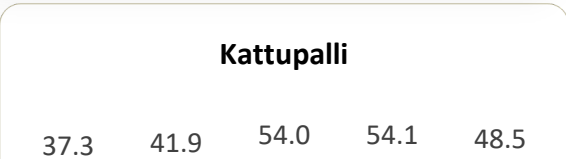

### Ennore




### Chennai

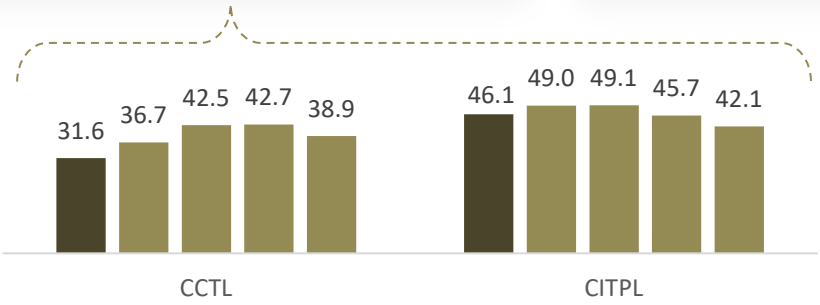


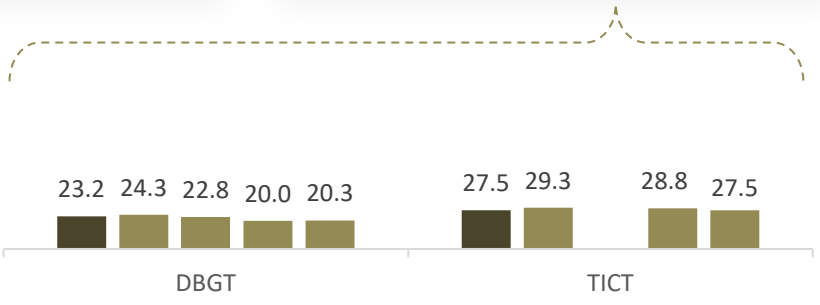

### Kattupalli




### Tuticorin


Terminals




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

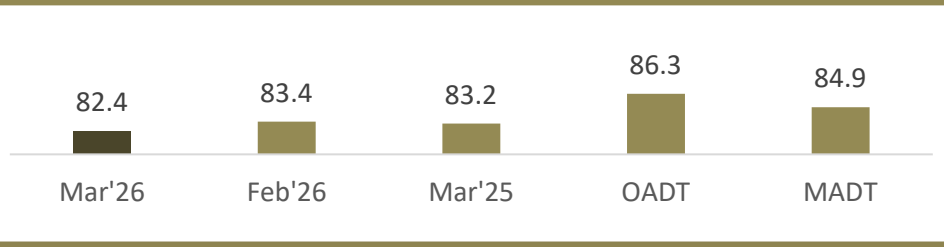
**Note:**

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

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

EXPORT

## Southern Region



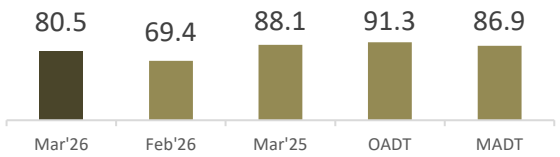

**PAN India Export Dwell Time**

**91.6 Hr.**

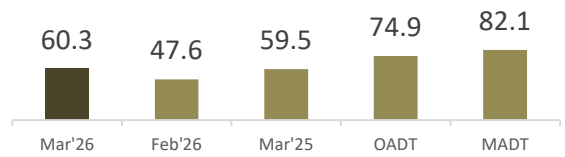
**(Mar'26)**

Ports

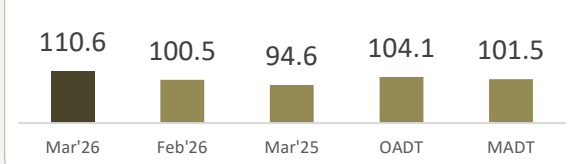
### Kochi



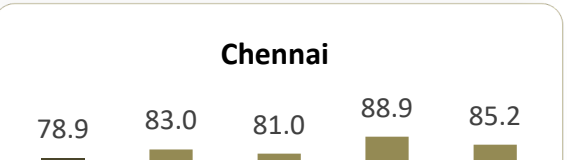

### New Mangalore



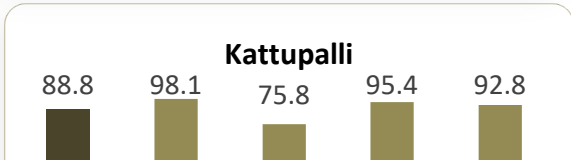

### Ennore



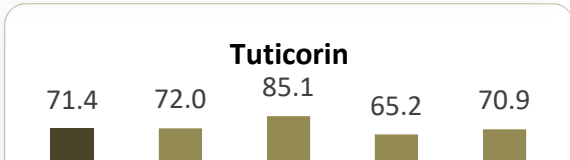

### Chennai



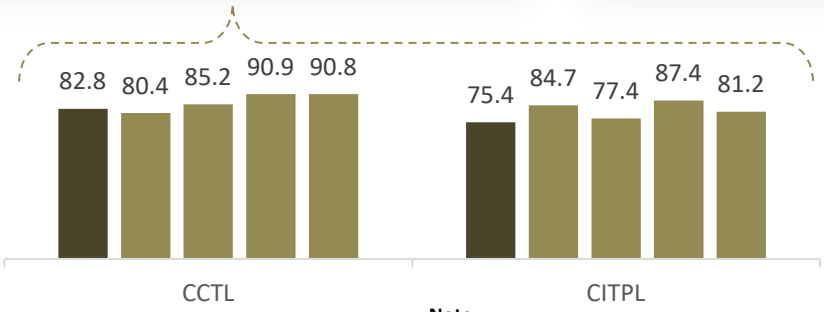

### Kattupalli

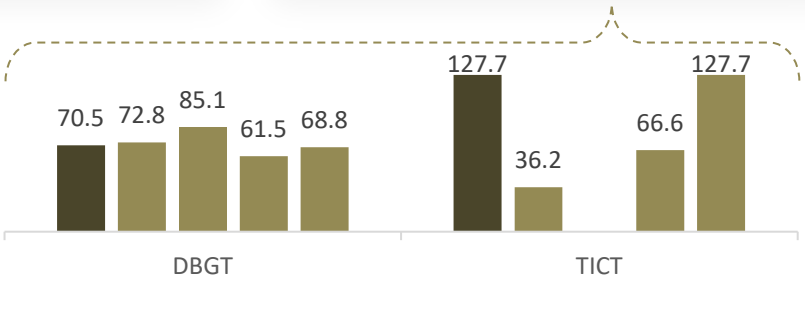



### Tuticorin




Terminals




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

**Note:**

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

# Container Turnaround Analysis: **Southern Region**

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

| **Port In (Import Cycle)** | **Port Out (Export Cycle)** | No. of Boxes Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | **Mar'26** | **Feb'26** | **Mar'25** | **Mar'26** | **Feb'26** | **Mar'25** |
| Kochi | Kochi | 100% | 100% | 100% | 22.6 | 19.6 | 18.4 |
| | Other Ports | - | - | - | - | - | - |
| Ennore | Ennore | 75% | 74% | 91% | 28.3 | 24.8 | 21.8 |
| | Other Ports | 25% | 26% | 9% | 28.5 | 30.2 | 34.7 |
| Tuticorin | Tuticorin | 100% | 100% | 100% | 21.7 | 28.8 | 21.5 |
| | Other Ports | - | - | - | - | - | - |
| Chennai | Chennai | 82% | 86% | 92% | 24.8 | 23.7 | 18.2 |
| | Kattupalli | 13% | 10% | 2% | 25.0 | 24.6 | 36.6 |
| | Other Ports | 5% | 4% | 6% | 42.1 | 34.1 | 19.3 |
| Kattupalli | Kattupalli | 36% | 42% | 25% | 23.5 | 24.6 | 35.5 |
| | Chennai | 31% | 30% | 45% | 23.7 | 25.3 | 27.9 |
| | Other Ports | 33% | 28% | 30% | 24.4 | 29.9 | 33.9 |

**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) | | |
|---|---|---|---|---|---|---|---|
| | | **Mar'26** | **Feb'26** | **Mar'25** | **Mar'26** | **Feb'26** | **Mar'25** |
| CCTL | CCTL | 63% | 63% | 54% | 24.8 | 26.0 | 18.3 |
| | CITPL | 37% | 37% | 46% | 24.5 | 21.9 | 16.3 |
| CITPL | CITPL | 78% | 69% | 77% | 25.7 | 24.1 | 19.5 |
| | CCTL | 22% | 31% | 23% | 21.7 | 21.6 | 18.9 |

**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) | | |
|---|---|---|---|---|---|---|---|
| | | **Mar'26** | **Feb'26** | **Mar'25** | **Mar'26** | **Feb'26** | **Mar'25** |
| DBGT | DBGT | 100% | 100% | 100% | 21.7 | 28.9 | 21.5 |
| | TICT | - | - | - | - | - | - |
| TICT | TICT | 12% | 15% | - | 33.2 | 34.0 | - |
| | DBGT | 88% | 85% | - | 20.0 | 30.8 | - |

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

# Southern Region Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 35.3 | ↓ | 39.7 |
| Train | 72.7 | ↑ | 70.2 |
| Overall | 35.7 | ↓ | 40.0 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 127.6 | ↓ | 140.3 |
| ICD | 157.7 | ↓ | 167.8 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 81.8 | ↓ | 83.1 |
| Train | 122.8 | ↑ | 93.0 |
| Overall | 82.4 | ↓ | 83.4 |

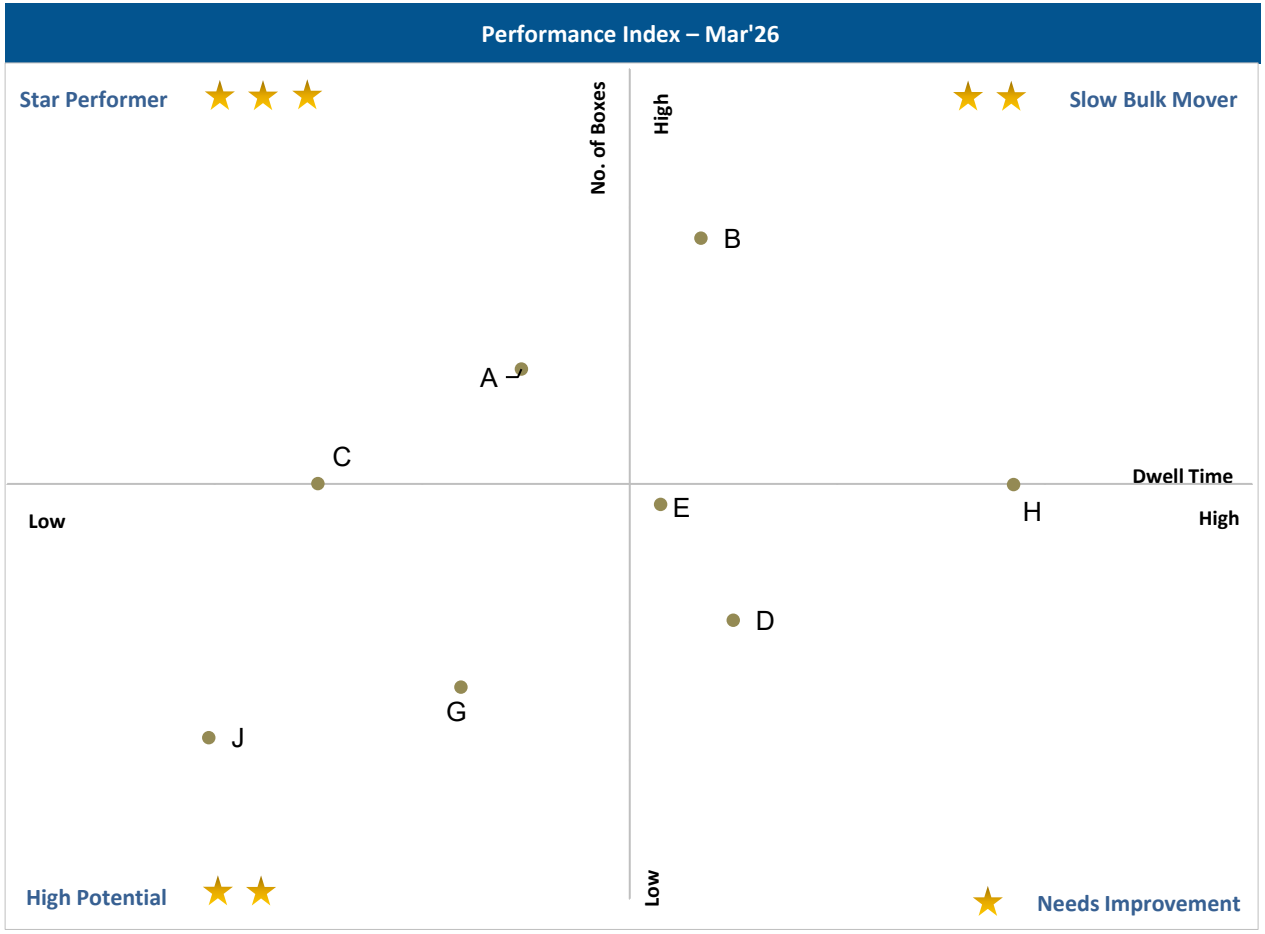
### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 45.2 | ↓ | 45.3 |
| ICD | 114.5 | ↓ | 116.3 |

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

# Port Performance Benchmarking: **Southern Region**

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




**X-Axis:** Dwell Time
**Threshold value (in hours):** 51.2

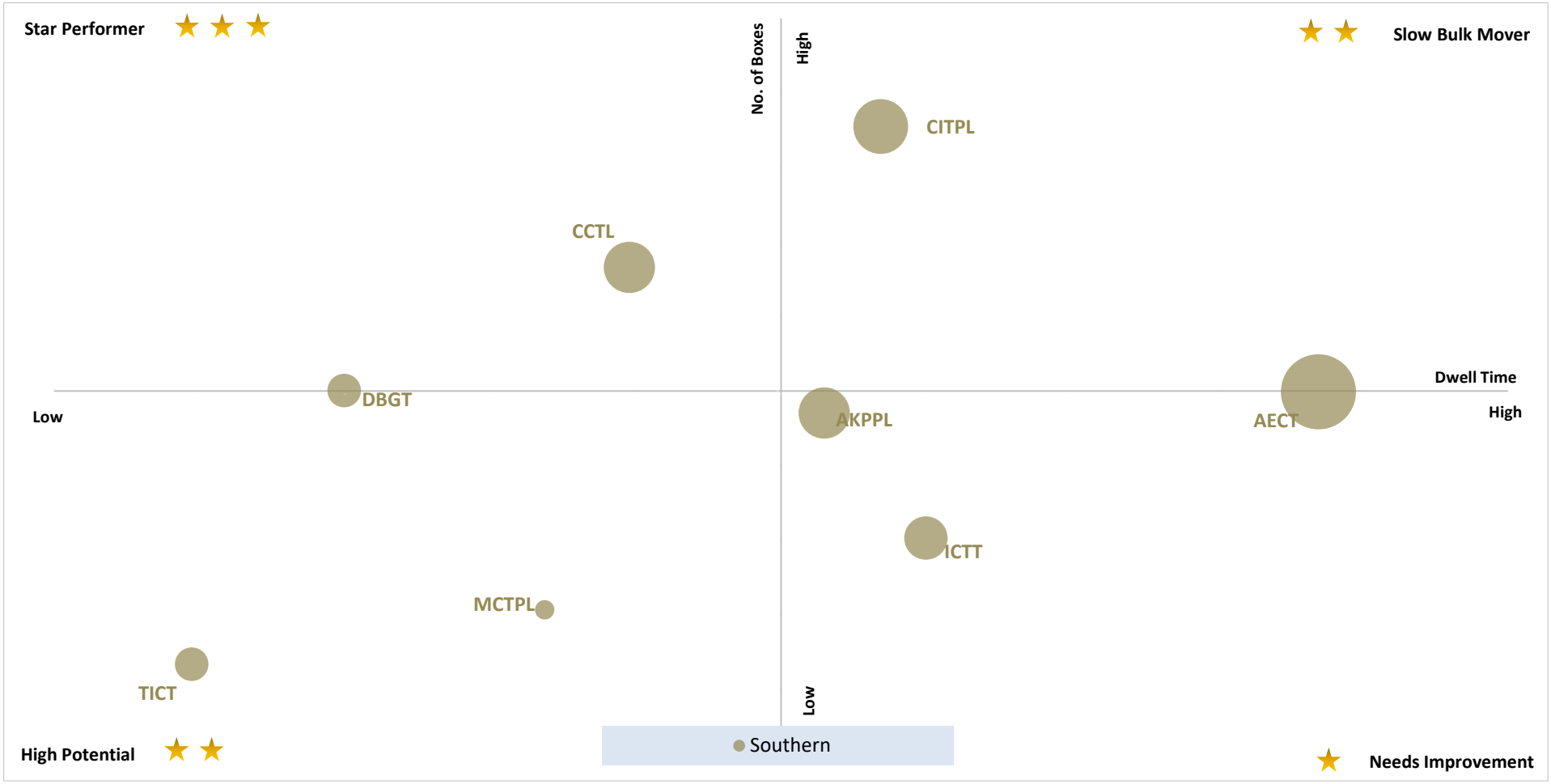
**Y-Axis:** No. of Boxes
**Threshold value (no. of boxes):** 23,268

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

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

# Performance Benchmarking: **Southern Region**

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Mar'26:




**X-Axis:** Dwell Time
**Threshold value (in hours):** 51.2

Bubble size represents the terminal capacity

**Y-Axis:** No. of Boxes
**Threshold value (no. of boxes):** 23,268

**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

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

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

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


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

**Y-Axis:** Change in no. of boxes

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

*Note:
- For MCTPL the free time is not included in the calculations
- For TICT, dwell time and volume for previous year same month is not included as this terminal is added from Jun'25

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

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


**X-Axis:** Dwell Time

**Y-Axis:** TEU Capacity

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

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

# CFS Performance Benchmarking: **Southern Region**

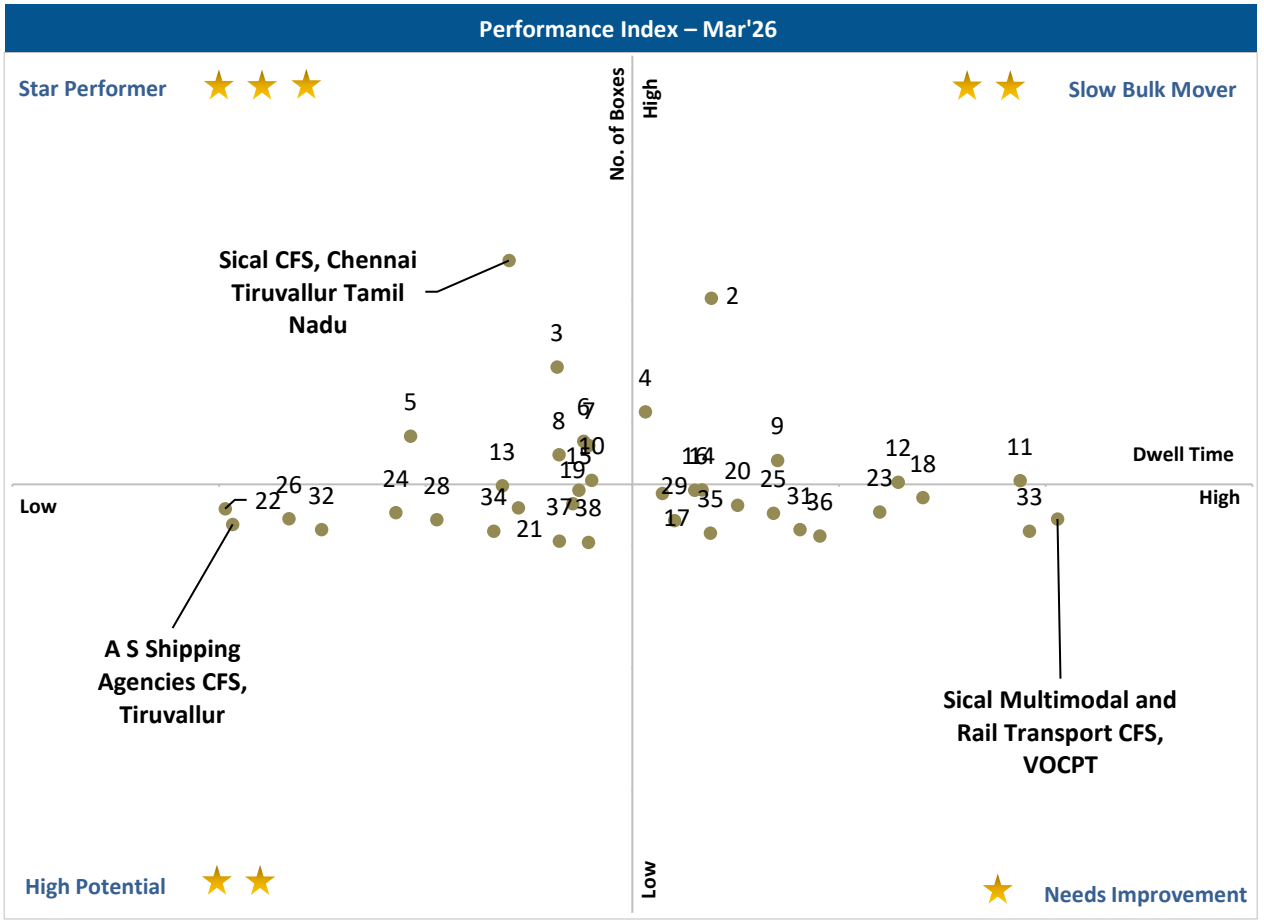
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing CFS**

Sical CFS, Chennai Tiruvallur Tamil Nadu

**High Potential CFS**

A S Shipping Agencies CFS, Tiruvallur




**Low Performing CFS**

Sical Multimodal and Rail Transport CFS,VOCPT

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

# Chennai Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 39.1 | ↓ | 43.2 |
| Train | 70.3 | ↑ | 69.7 |
| Overall | 39.7 | ↓ | 43.4 |

### Transit Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Port to CFS | 2.8 | ↓ | 3.1 |

### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 117.7 | ↓ | 130.5 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 78.1 | ↓ | 82.9 |
| Train | 107.5 | ↑ | 84.6 |
| Overall | 78.9 | ↓ | 83.0 |

### Transit Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS to Port | 10.5 | ↑ | 8.7 |

### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 49.5 | ↓ | 53.1 |

↓ ↑ Indicates decrease/ increase in time from last month

# Parking Plaza Analysis: **Chennai Port**

The analysis showcases waiting time of containers at parking plaza

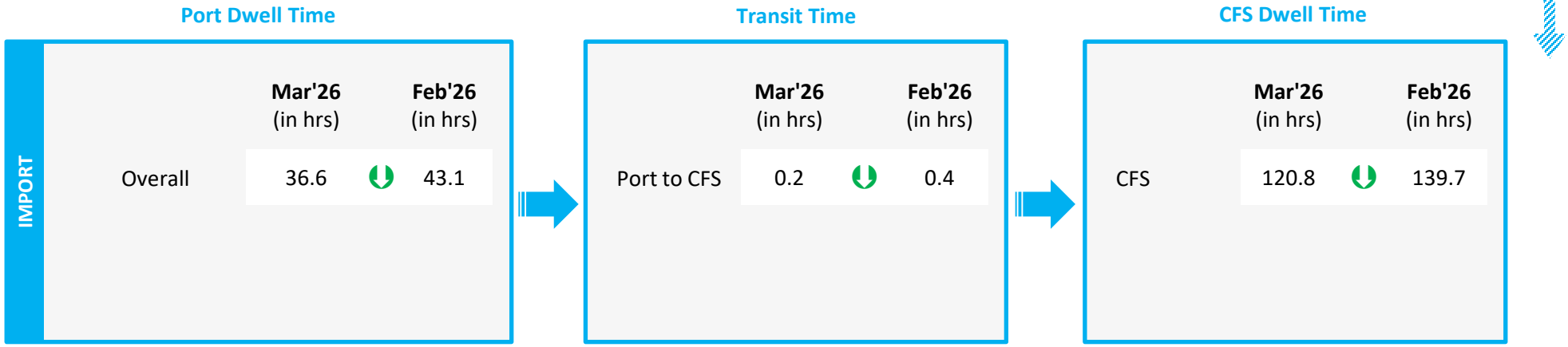
| Parking Plaza Dwell Time (Gate In – Gate Out) | Mar'26 (in hrs) | Feb'26 (in hrs) |
|---|---|---|
| Thiruvottiyur CWC DPE Facility | 3.6 | 4.1 |

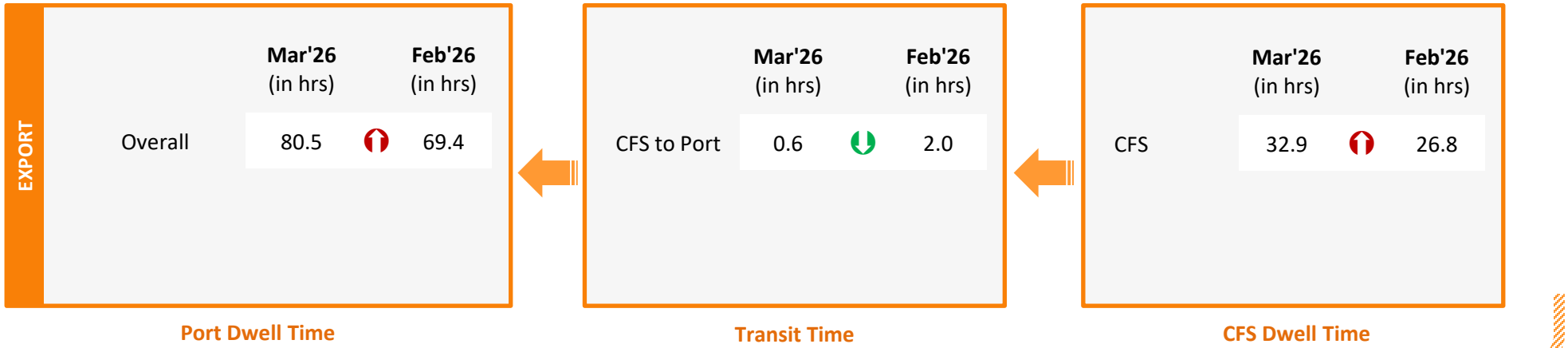
**Container Count Percentage: Hour-wise (Mar'26 )**

| | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|---|---|---|---|---|---|---|
| Parking Plaza Dwell Time | 14% | 41% | 21% | 14% | 8% | 2% |

# Kochi Port Performance

## Container Lifecycle (Import Cycle)



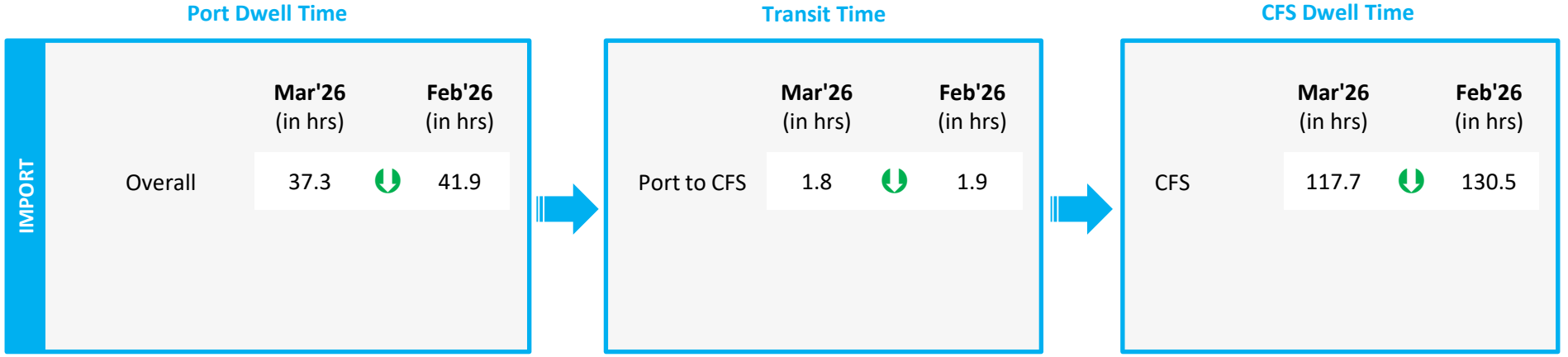



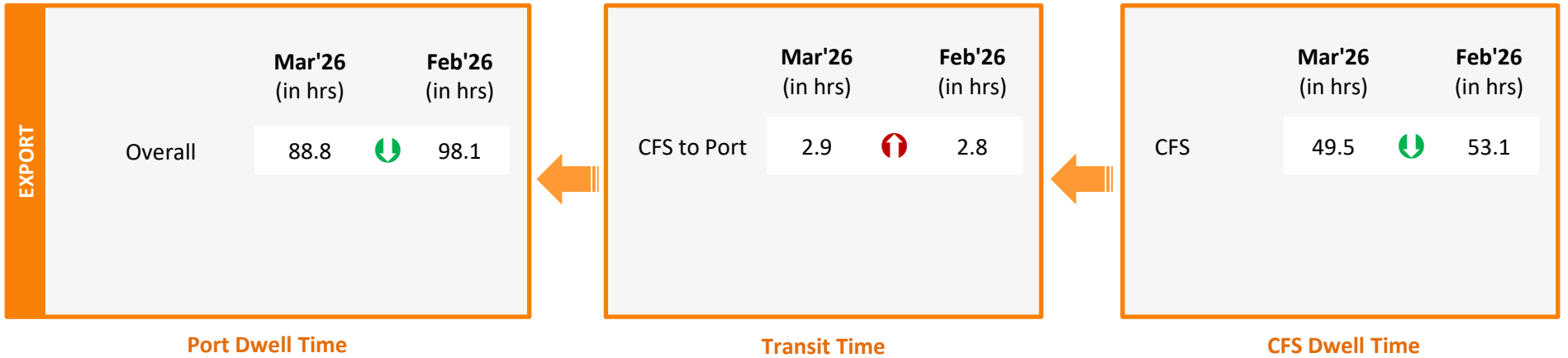

## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

# Kattupalli Port Performance

## Container Lifecycle (Import Cycle)



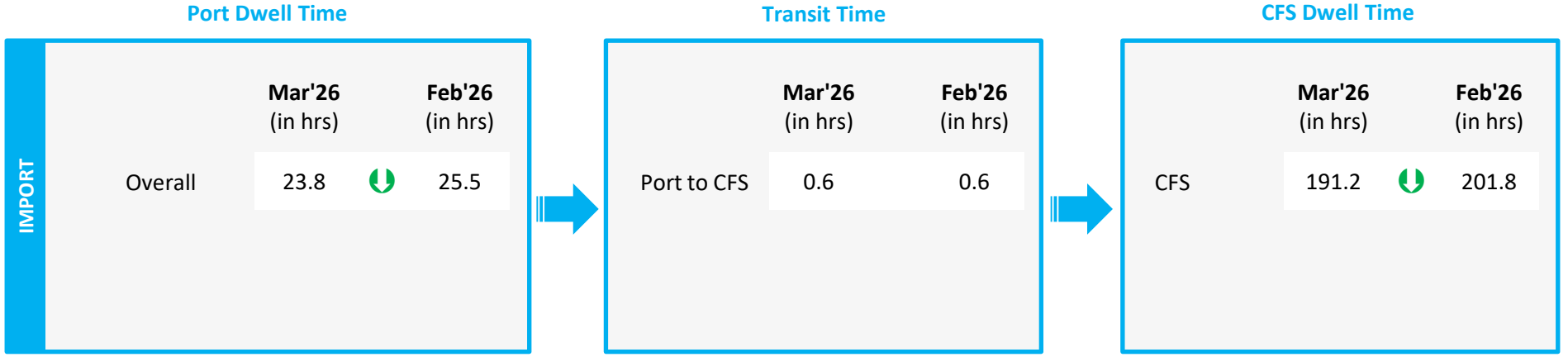



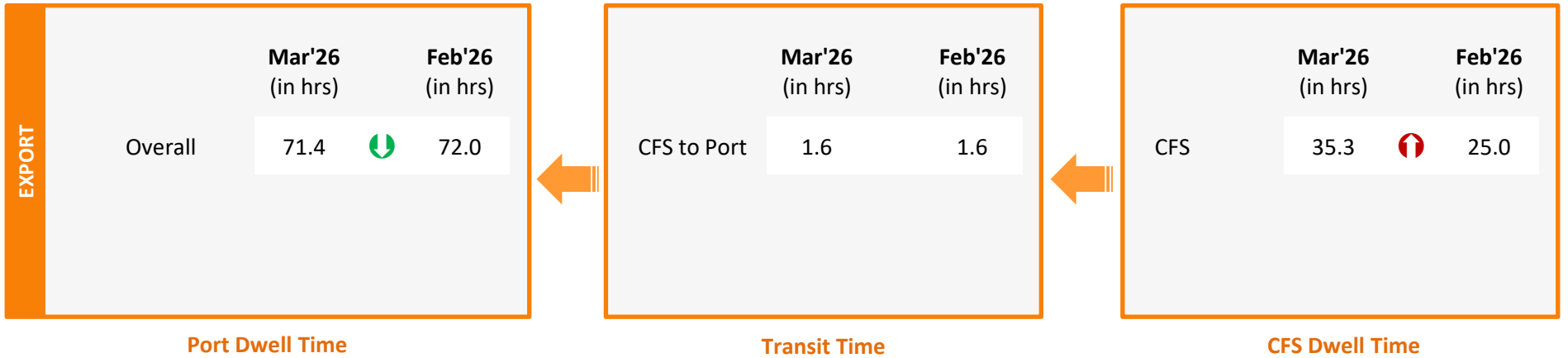

## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

# Tuticorin Port Performance

## Container Lifecycle (Import Cycle)




## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

# Ennore Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 35.9 | ↓ | 37.5 |
| Train | 75.5 | ↑ | 70.4 |
| Overall | 36.9 | ↓ | 38.7 |

### Transit Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Port to CFS | 1.7 | ↑ | 1.6 |

### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 117.7 | ↓ | 130.5 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 109.8 | ↑ | 100.2 |
| Train | 129.1 | ↑ | 107.7 |
| Overall | 110.6 | ↑ | 100.5 |

### Transit Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS to Port | 3.4 | ↓ | 4.8 |

### CFS Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 49.5 | ↓ | 53.1 |

↓ ↑ Indicates decrease/ increase in time from last month

# New Mangalore Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

**IMPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 34.7* | ↓ | 42.3* |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

**EXPORT**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 60.3* | ↑ | 47.6* |

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

↓ ↑ Indicates decrease/ increase in time from last month

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

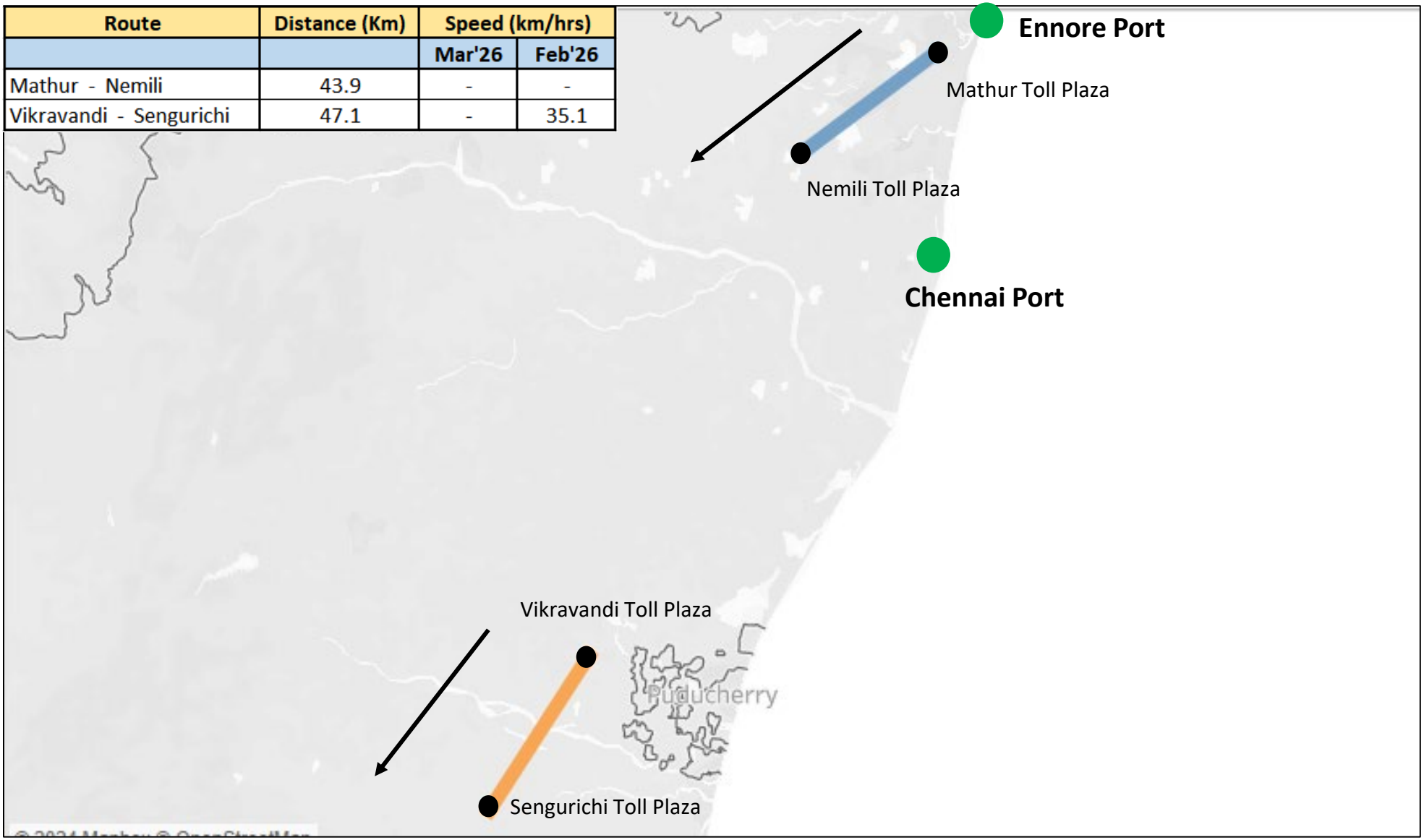
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region | Port | Adjacent Toll plaza | Distance (in Km) | Average Speed (in Km/hr) | |
|---|---|---|---|---|---|
| | | | | Mar'26 | Feb'26 |
| Southern | Kochi | Ponnarimangalam | 5 | 18.8 | 20.0 |
| | | | | | |
| | Chennai | Mathur | 25 | 13.5 | 11.6 |
| | Kattupalli | Mathur | 28 | 17.4 | 17.3 |
| | Ennore | Mathur | 21 | 12.4 | 13.5 |
| | | | | | |
| | Tuticorin | Pudurpandiyapuram | 29 | 44.6 | 45.8 |

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

The average speed of trucks to cover the distance between adjacent toll plazas for Mar'26:

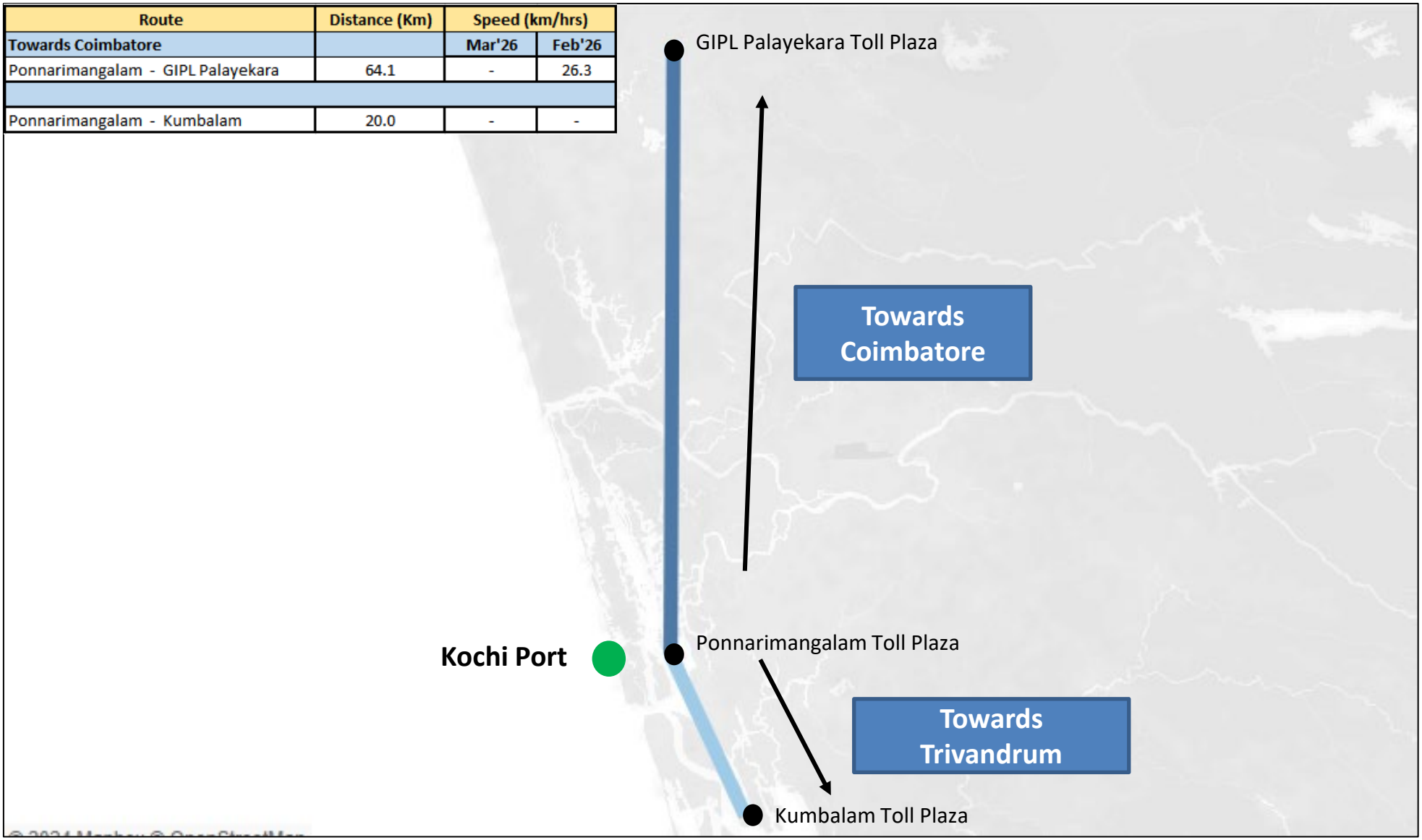
| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| | | Mar'26 | Feb'26 |
| Mathur - Nemili | 43.9 | - | - |
| Vikravandi - Sengurichi | 47.1 | - | 35.1 |



# Toll Plaza Analysis: **Kochi Port**

The average speed of trucks to cover the distance between adjacent toll plazas for Mar'26:

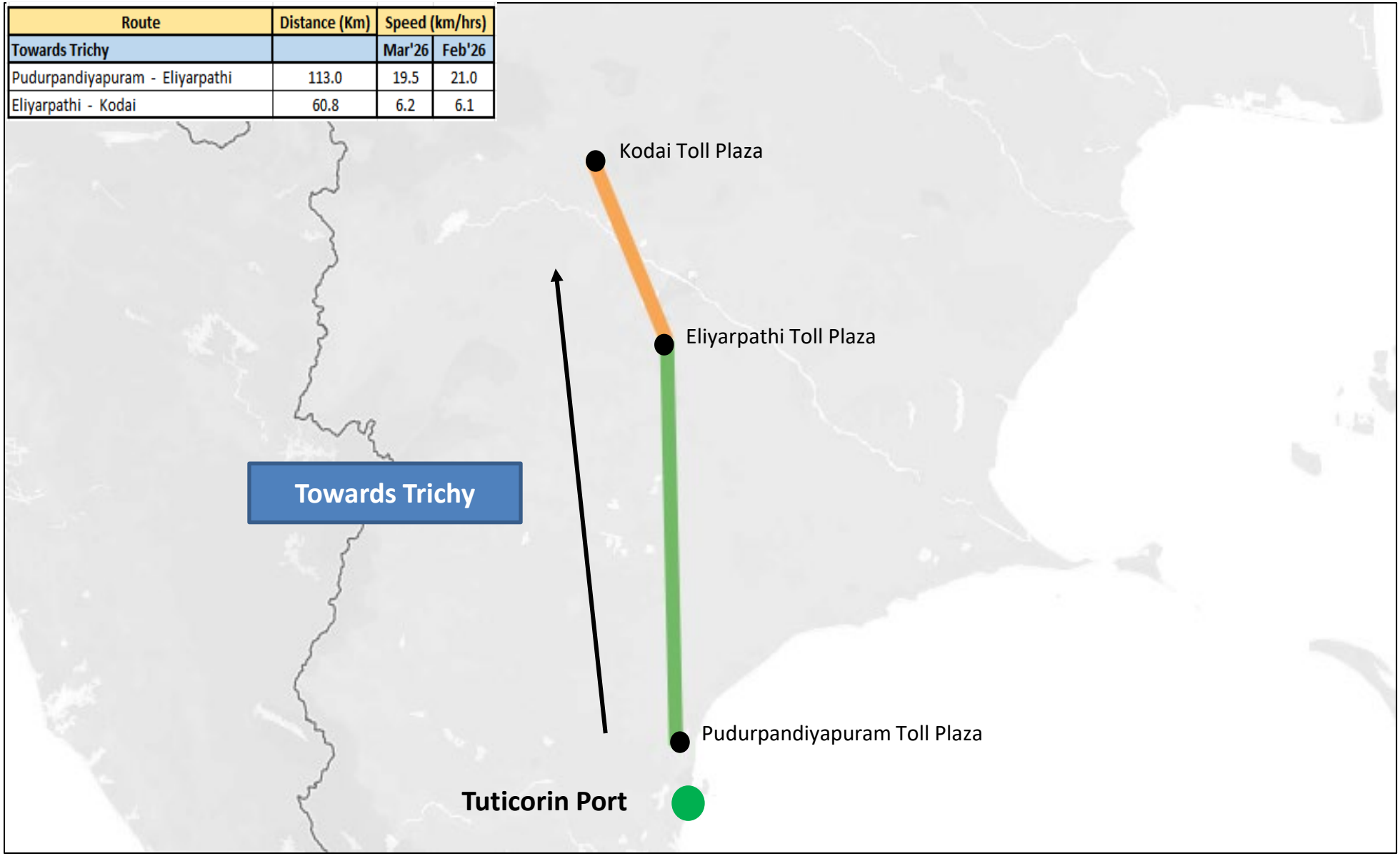
| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| **Towards Coimbatore** | | Mar'26 | Feb'26 |
| Ponnarimangalam - GIPL Palayekara | 64.1 | - | 26.3 |
| | | | |
| Ponnarimangalam - Kumbalam | 20.0 | - | - |



# Toll Plaza Analysis: **Tuticorin Port**

The average speed of trucks to cover the distance between adjacent toll plazas for Mar'26:

| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| **Towards Trichy** | | **Mar'26** | **Feb'26** |
| Pudurpandiyapuram - Eliyarpathi | 113.0 | 19.5 | 21.0 |
| Eliyarpathi - Kodai | 60.8 | 6.2 | 6.1 |



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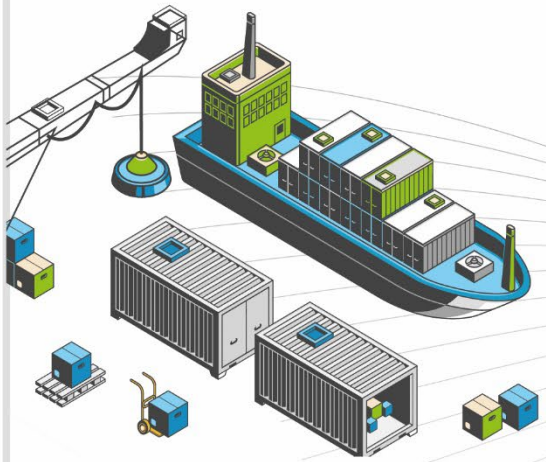
# EASTERN REGION PERFORMANCE



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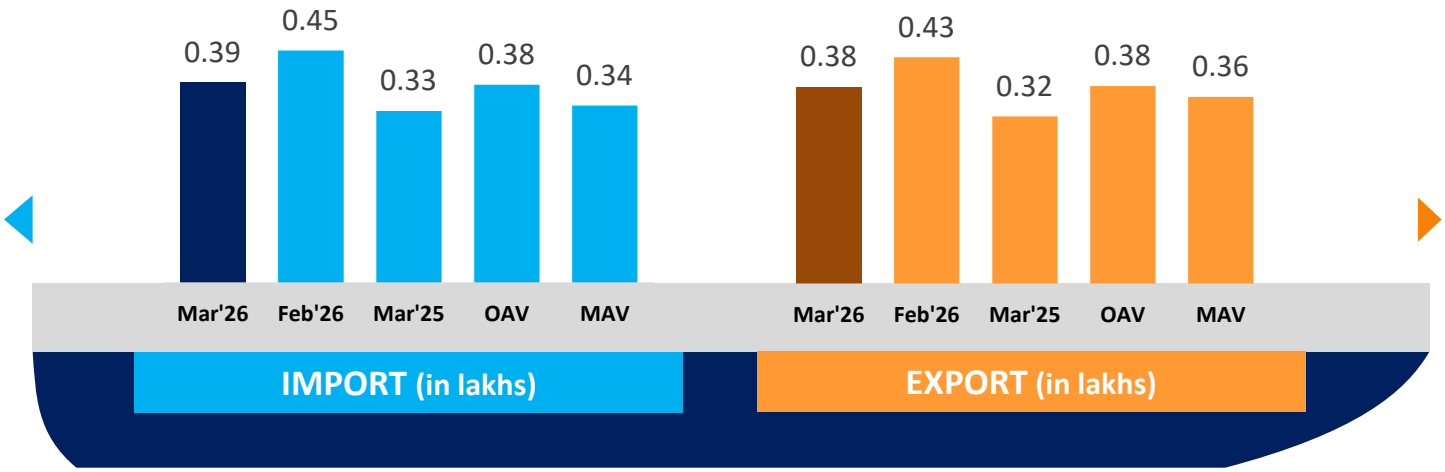
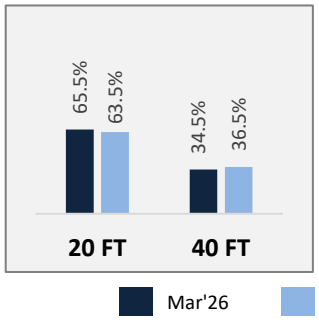
# Container Count: **Eastern Region**

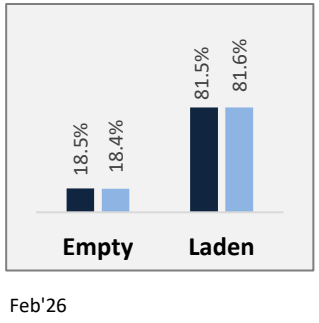
## Eastern Region



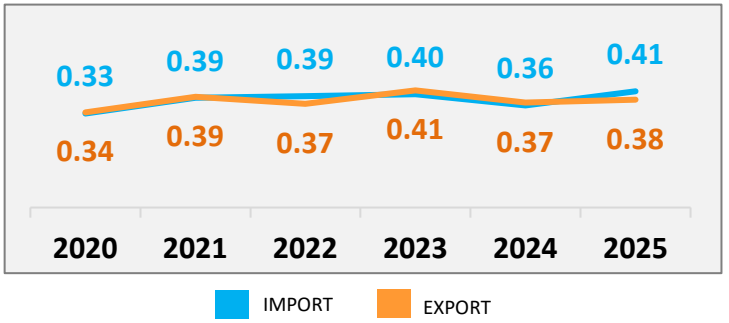

**Container Size-wise (Import)**



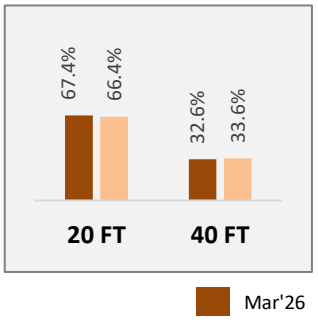

**Container Type-wise (Import)**



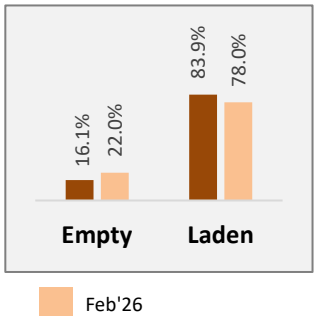

**Container Count - Annual Average (in lakhs/ month)**




**Container Size-wise (Export)**




**Container Type-wise (Export)**

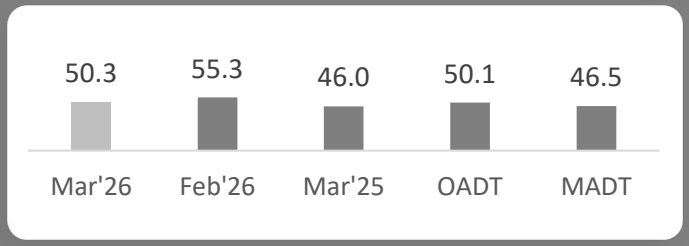



OAV – Overall Avg Volume
MAV – Monthly Avg Volume

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

## Eastern Region

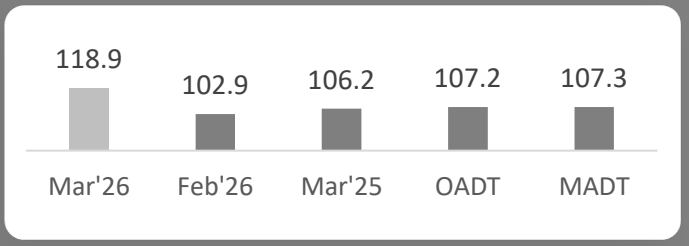
### IMPORT




**PAN India Import Dwell Time (Mar'26)**

**30.1 Hrs.**

### EXPORT

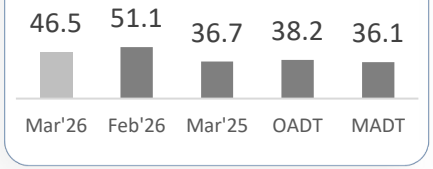



**PAN India Export Dwell Time (Mar'26)**

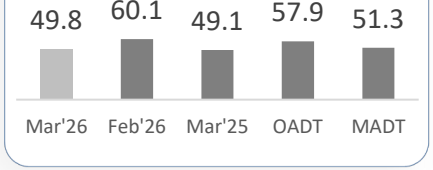
**91.6 Hrs.**

## IMPORT Ports

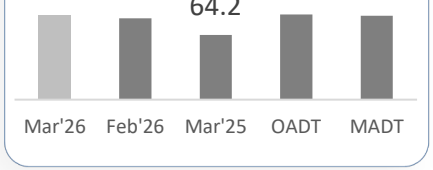
### Kolkata



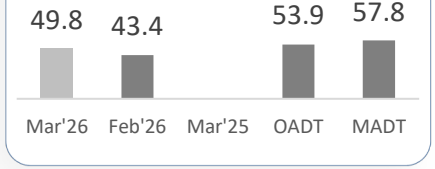

### Visakhapatnam




### Haldia

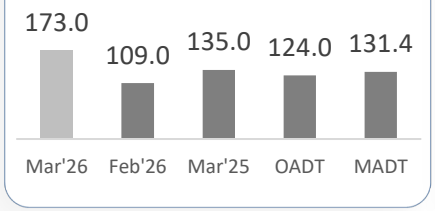



### Gangavaram

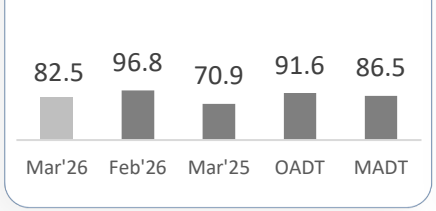



## EXPORT Ports

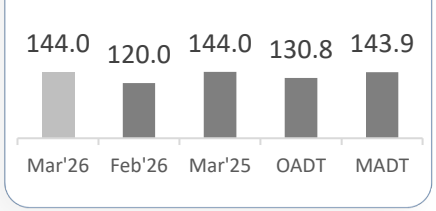
### Kolkata



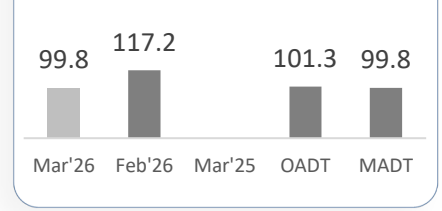

### Visakhapatnam




### Haldia




### Gangavaram




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

**Note:**
All values are in hours

# Container Turnaround Analysis: **Eastern Region**

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

| **Port In (Import Cycle)** | **Port Out (Export Cycle)** | No. of Boxes Handled (in Percentage) | | | Turnaround Time (in Days) | | |
|---|---|---|---|---|---|---|---|
| | | **Mar'26** | **Feb'26** | **Mar'25** | **Mar'26** | **Feb'26** | **Mar'25** |
| Visakhapatnam | Visakhapatnam | 90% | 92% | 89% | 35.5 | 34.8 | 39.7 |
| | Other Ports | 10% | 8% | 11% | 34.0 | 58.8 | 60.3 |
| Kolkata | Kolkata | 93% | 93% | 83% | 35.3 | 32.5 | 36.6 |
| | Haldia | - | - | - | - | - | - |
| | Other Ports | 7% | 7% | 17% | 39.7 | 54.3 | 43.0 |
| Haldia | Haldia | 58% | 48% | 75% | 35.0 | 34.0 | 41.0 |
| | Kolkata | - | - | - | - | - | - |
| | Other Ports | 42% | 52% | 25% | 54.0 | 38.9 | 39.0 |
| Gangavaram | Gangavaram | 63% | 75% | - | 24.9 | 31.0 | - |
| | Other Ports | 37% | 25% | - | 29.2 | 33.1 | - |

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

# Eastern Region Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 46.4 | ↓ | 49.7 |
| Train | 340.2 | ↑ | 256.7 |
| Overall | 50.3 | ↓ | 55.3 |

### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 146.4 | ↓ | 146.9 |
| ICD | 106.4 | ↑ | 54.4 |

## Container Lifecycle (Export Cycle)

### Port Dwell Time

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Truck | 119.0 | ↑ | 98.4 |
| Train | 117.4 | ↓ | 135.3 |
| Overall | 118.9 | ↑ | 102.9 |

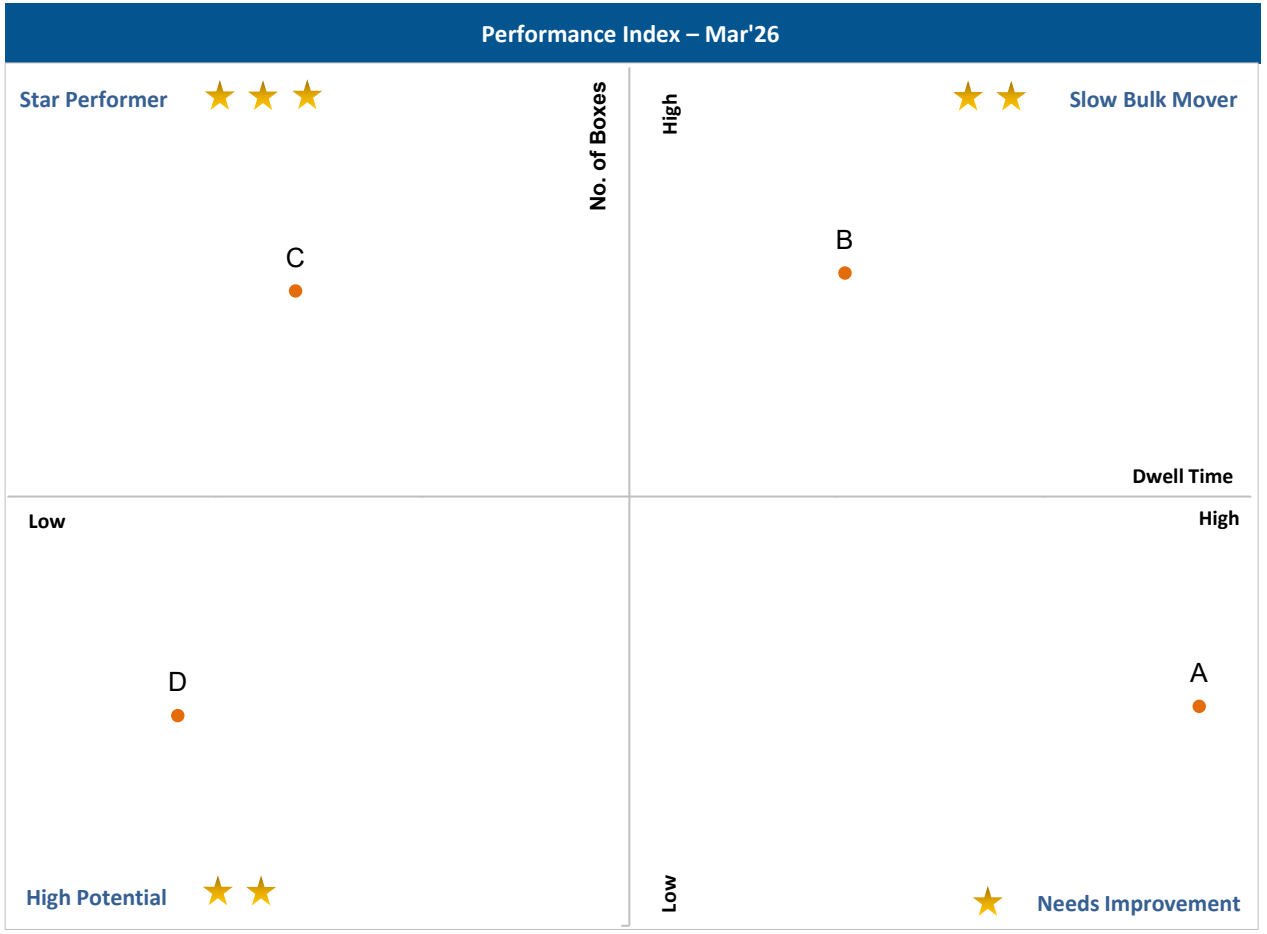
### CFS/ ICD Dwell Time

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 91.9 | ↑ | 90.5 |
| ICD | 138.7 | ↓ | 141.6 |

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

# Port Performance Benchmarking: **Eastern Region**

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



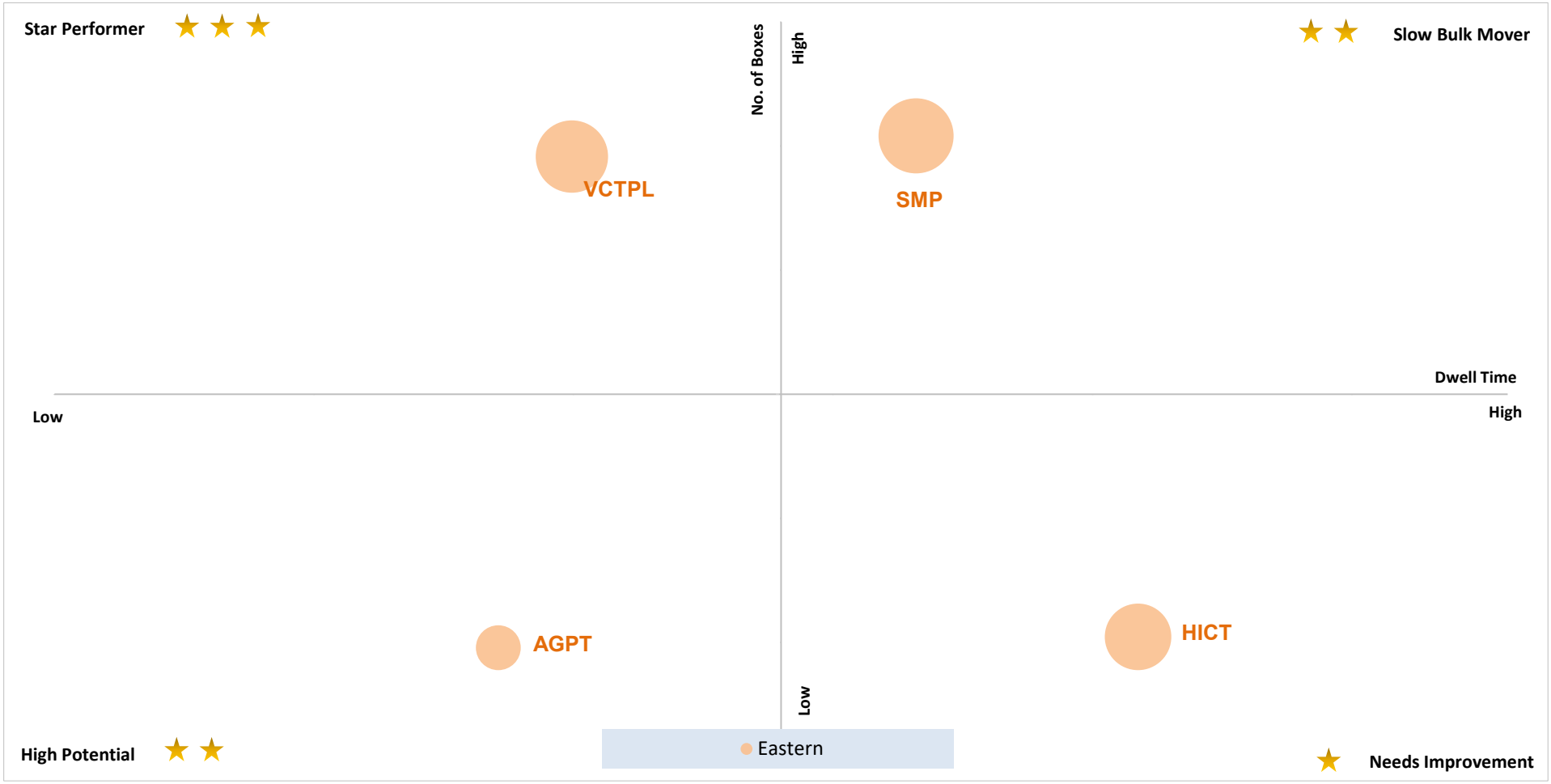

**X-Axis:** Dwell Time
**Threshold value (in hours):** 81.0

**Y-Axis:** No. of Boxes
**Threshold value (no. of boxes):** 18,792

| 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 Mar'26:




**X-Axis:** Dwell Time
**Threshold value (in hours):** 81.0

Bubble size represents the terminal capacity

**Y-Axis:** No. of Boxes
**Threshold value (no. of boxes):** 18,792

**Star Performer** ★ ★ ★
Entities with high container count and low dwell time

**High Potential** ★ ★
Entities with low container count and low dwell time

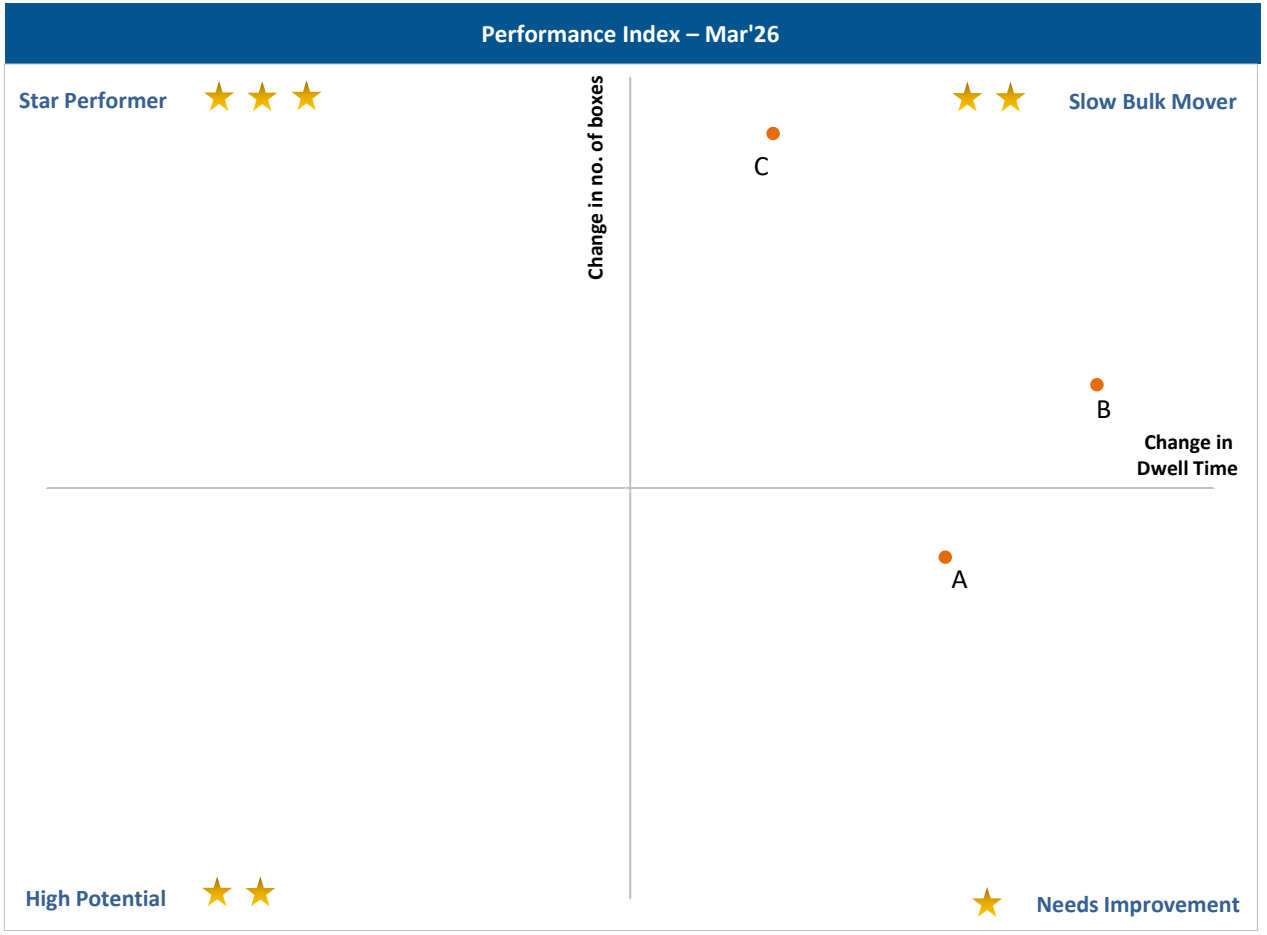
**Slow Bulk Movers** ★ ★
Entities with high container count and high dwell time

**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 month): **Eastern Region**

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




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

**Y-Axis:** Change in no. of boxes

| 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) |

*Note: For Adani Gangavaram Port (AGPT), dwell time and volume for previous year same month is not included as this terminal is added from Jun'25

# 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) |

**X-Axis:** Dwell Time

**Y-Axis:** TEU Capacity

# CFS Performance Benchmarking: **Eastern Region**

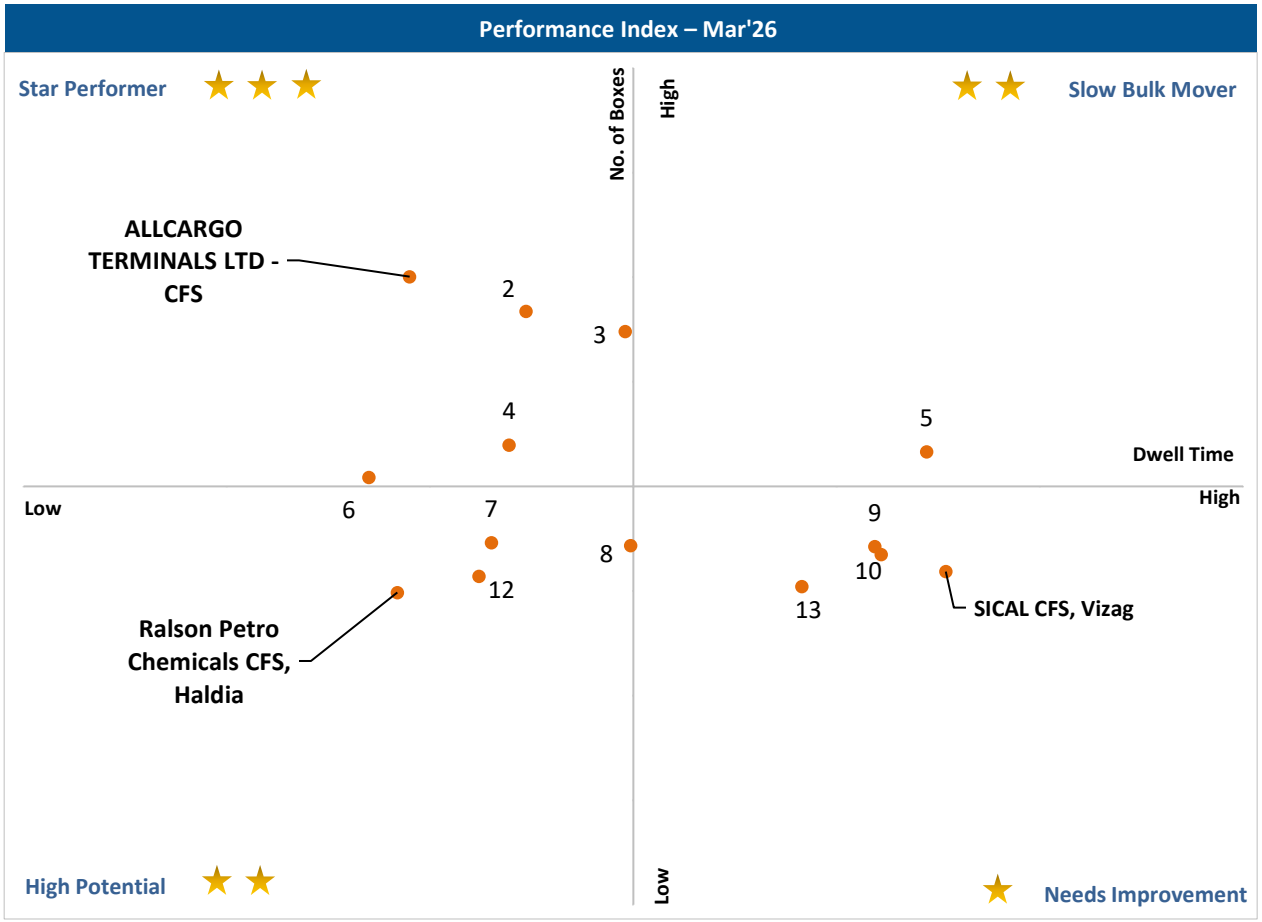
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:

**Top Performing CFS**

ALLCARGO TERMINALS LTD - CFS

**High Potential CFS**

Ralson Petro Chemicals CFS, Haldia



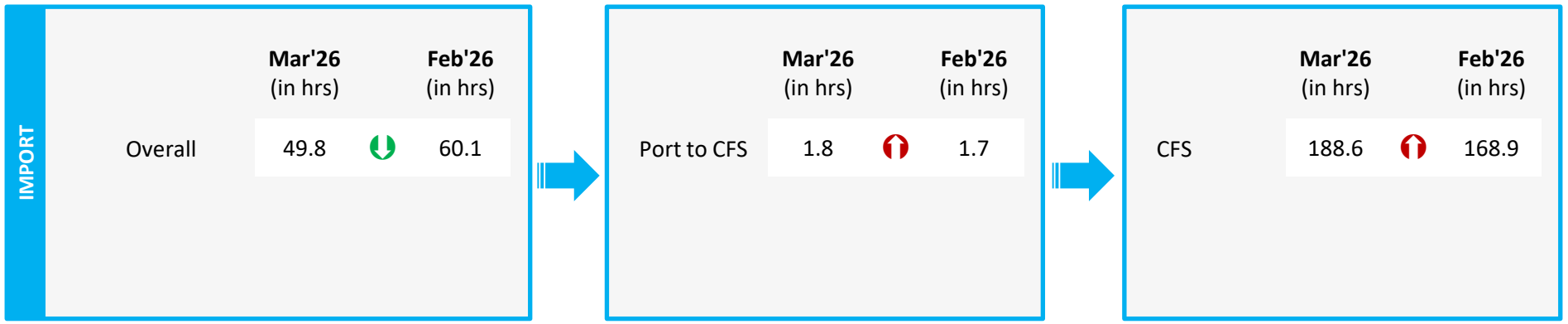

**Low Performing CFS**

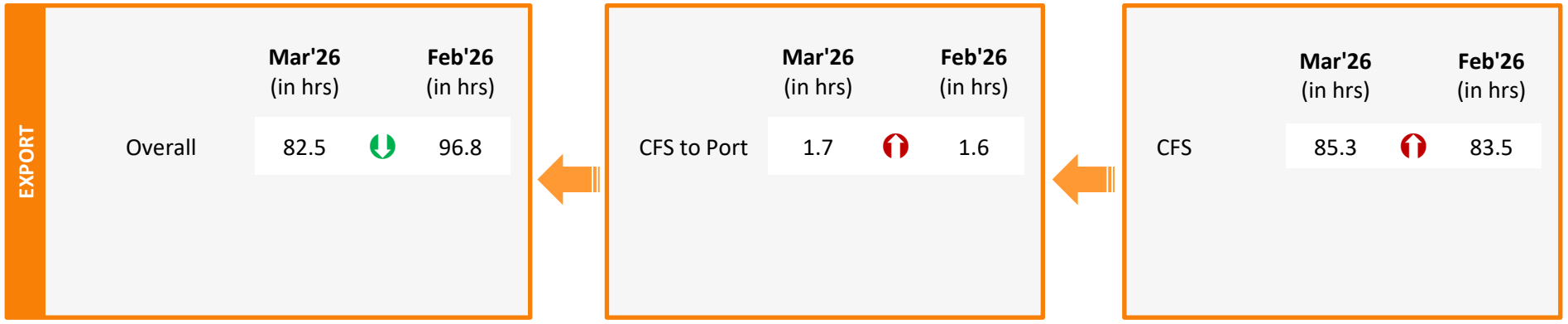
SICAL CFS, Vizag

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

# Visakhapatnam Port Performance

## Container Lifecycle (Import Cycle)




## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

# Kolkata Port Performance

## Container Lifecycle (Import Cycle)

### IMPORT

**Port Dwell Time**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 46.5 | ↓ | 51.1 |

**Transit Time**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Port to CFS | 1.1 | ↓ | 1.2 |

**CFS Dwell Time**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 130.6 | ↓ | 142.3 |

### EXPORT

**Port Dwell Time**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 173.0 | ↑ | 109.0 |

**Transit Time**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS to Port | 0.8 | | 0.8 |

**CFS Dwell Time**

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| CFS | 92.9 | ↑ | 90.4 |

## Container Lifecycle (Export Cycle)

↓ ↑ Indicates decrease/ increase in time from last month

# Parking Plaza Analysis: **Kolkata Port**

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

| Parking Plaza Dwell Time (Gate In – Gate Out) | Mar'26 (in hrs) | Feb'26 (in hrs) |
|---|---|---|
| Phonex M, Q Parking Yard Kolkata | 2.0 | 1.9 |

**Container Count Percentage: Hour-wise (Mar'26)**

| | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|---|---|---|---|---|---|---|
| Parking Plaza Dwell Time | 50% | 25% | 18% | 6% | 1% | - |

# Haldia Port Performance

## Container Lifecycle (Import Cycle)

### IMPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'26 (in hrs) | | Feb'26 (in hrs) |
| | Overall | 83.3 | 80.6 | Port to CFS | 13.6 | 12.4 | CFS | 166.0 | 145.8 |

### EXPORT

| | Port Dwell Time | | | Transit Time | | | CFS Dwell Time | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'26 (in hrs) | | Feb'26 (in hrs) | Mar'26 (in hrs) | | Feb'26 (in hrs) |
| | Overall | 144.0 | 120.0 | CFS to Port | 6.1 | 8.4 | CFS | 98.9 | 119.4 |

## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

# Gangavaram Port Performance

## Container Lifecycle (Import Cycle)

### Port Dwell Time

IMPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 49.8 | ↑ | 43.4 |

EXPORT

| | Mar'26 (in hrs) | | Feb'26 (in hrs) |
|---|---|---|---|
| Overall | 99.8 | ↓ | 117.2 |

### Port Dwell Time

## Container Lifecycle (Export Cycle)

↓ ↑ Indicates decrease/ increase in time from last month

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

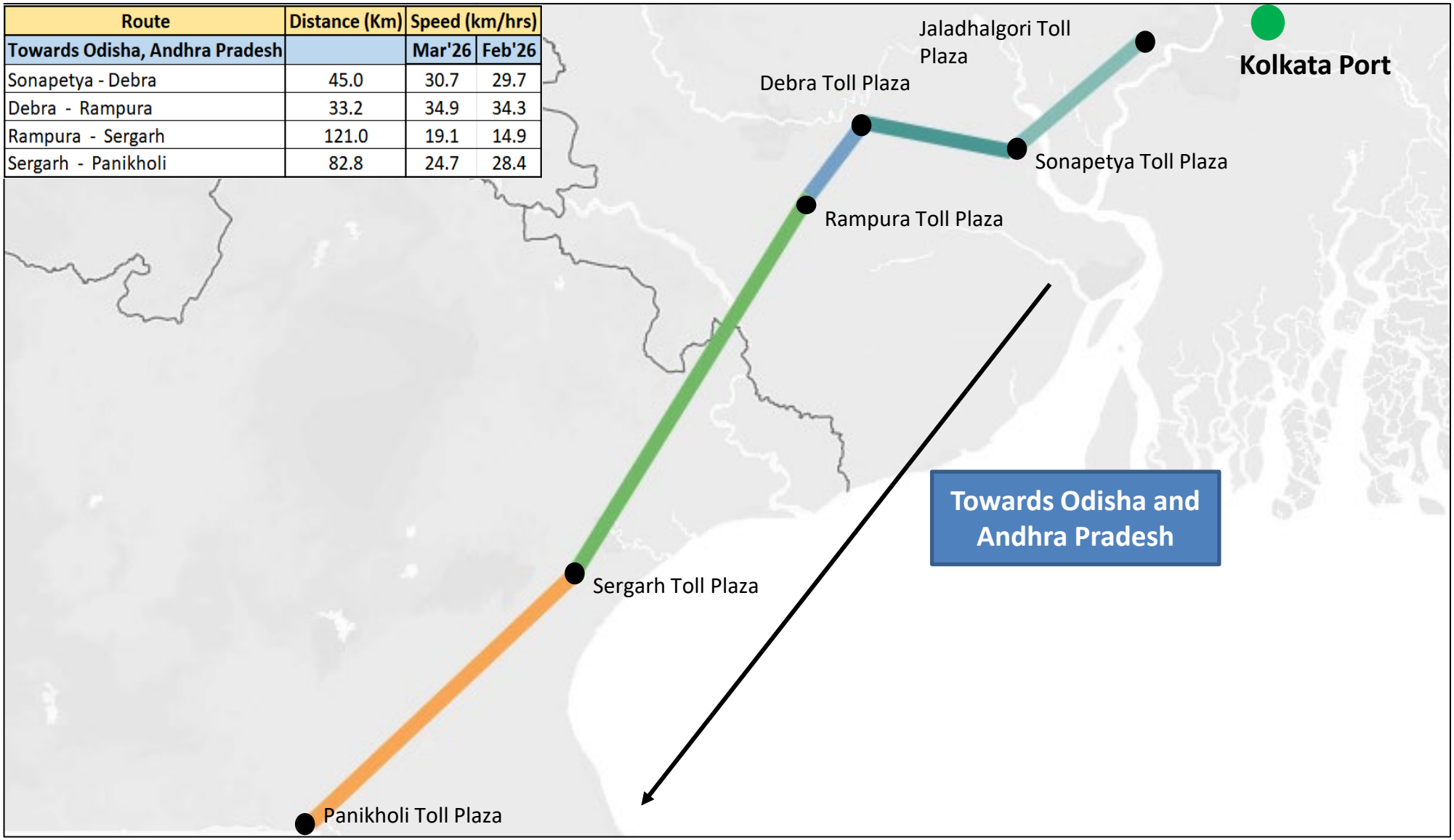
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region | Port | Adjacent Toll plaza | Distance (in KM) | Average Speed (in Km/hr) | |
|---|---|---|---|---|---|
| | | | | Mar'26 | Feb'26 |
| Eastern | Kolkata | Rampura | 134 | 12.8 | 10.7 |
| | | Gopgram | 223 | 12.0 | 10.0 |
| | | | | | |
| | Haldia | Sonapetya | 44 | 7.8 | 7.0 |
| | | | | | |
| | Visakhapatnam | Nathavalasa | 59 | 9.0 | 9.0 |
| | | Sheelanagar | 23 | 29.4 | 28.8 |

# Toll Plaza Analysis: **Kolkata Port**

The average speed of trucks to cover the distance between adjacent toll plazas for Mar'26:

| Route | Distance (Km) | Speed (km/hrs) | |
|---|---|---|---|
| **Towards Odisha, Andhra Pradesh** | | **Mar'26** | **Feb'26** |
| Sonapetya - Debra | 45.0 | 30.7 | 29.7 |
| Debra - Rampura | 33.2 | 34.9 | 34.3 |
| Rampura - Sergarh | 121.0 | 19.1 | 14.9 |
| Sergarh - Panikholi | 82.8 | 24.7 | 28.4 |



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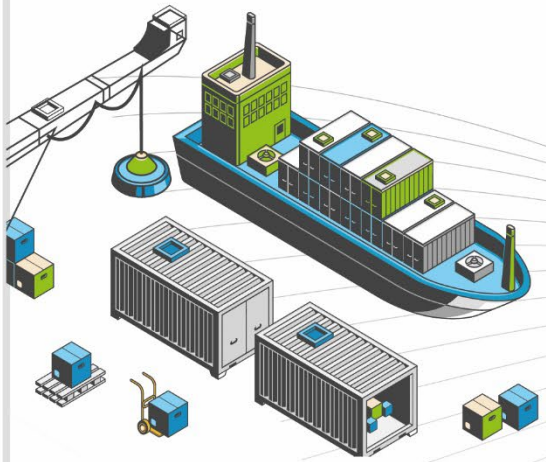
Logistics Redefined

# CONGESTION & TRANSIT ANALYSIS



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# Congestion Analysis & Methodology

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

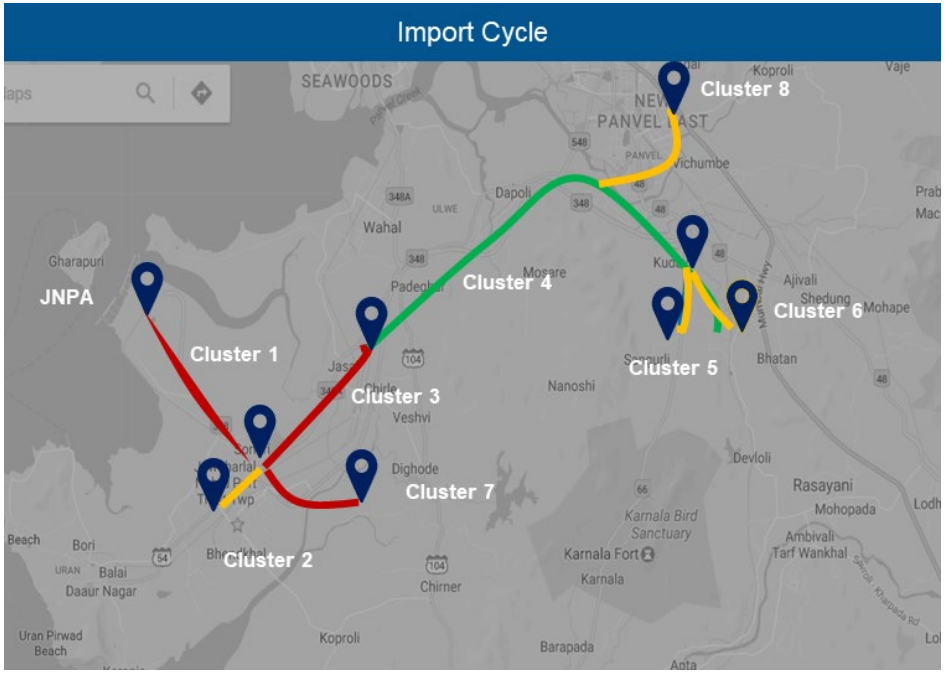
## Methodology

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

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

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

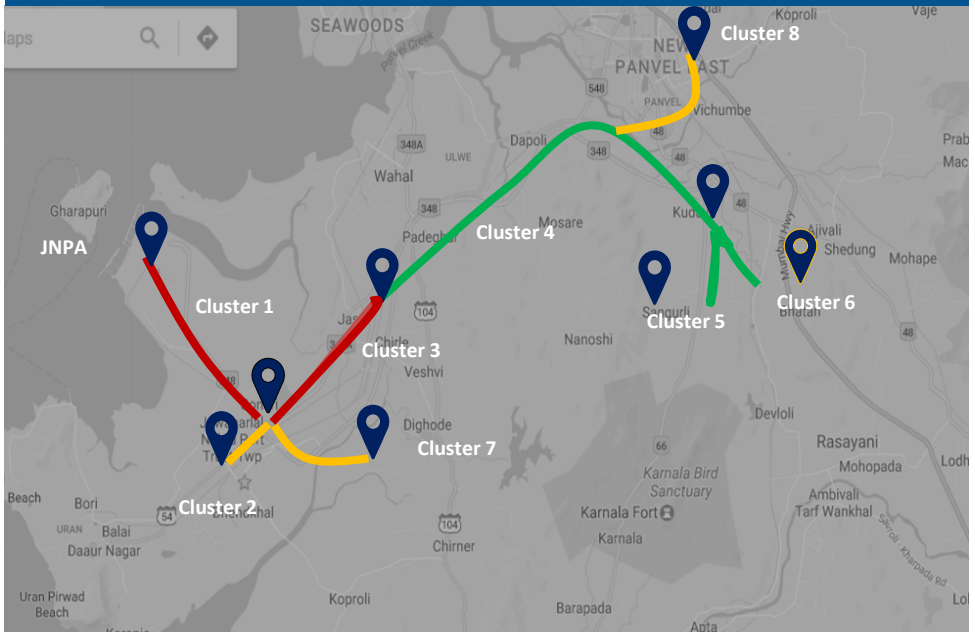
1. Cluster based transit time is compared with threshold
2. Threshold is 3X of time showcased on Google Maps between the Origin-Destination (OD) pair
3. Intensity of congestion is classified as below:
   - High congestion: >2 times the threshold
   - Medium congestion: >1.5 to <=2 times the threshold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




Congestion Level — High — Medium — Low

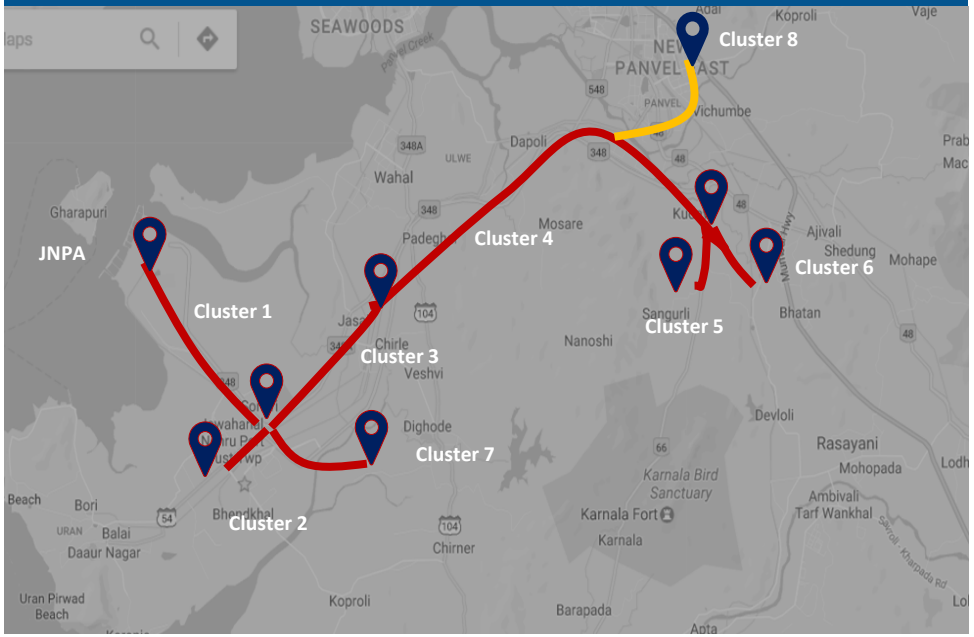
# Congestion Analysis: **JNPA Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | JNPA Area | 1 | 7.63% | High |
| Cluster 2 | Bhendkhal Area, Khopate Road | 6 | 37.30% | Medium |
| Cluster 3 | Sonari Area,JNPA Road | 2 | 11.99% | High |
| Cluster 4 | Chirle Area, JNPA Road | 1 | 1.34% | Low |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway | 2 | 8.62% | Low |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5 | 21.30% | Low |
| Cluster 7 | Patilpada Area, Khopate JNPA Road | 3 | 10.47% | Medium |
| Cluster 8 | Taloja, Navi Mumbai | 1 | 1.35% | Medium |

## Export Cycle

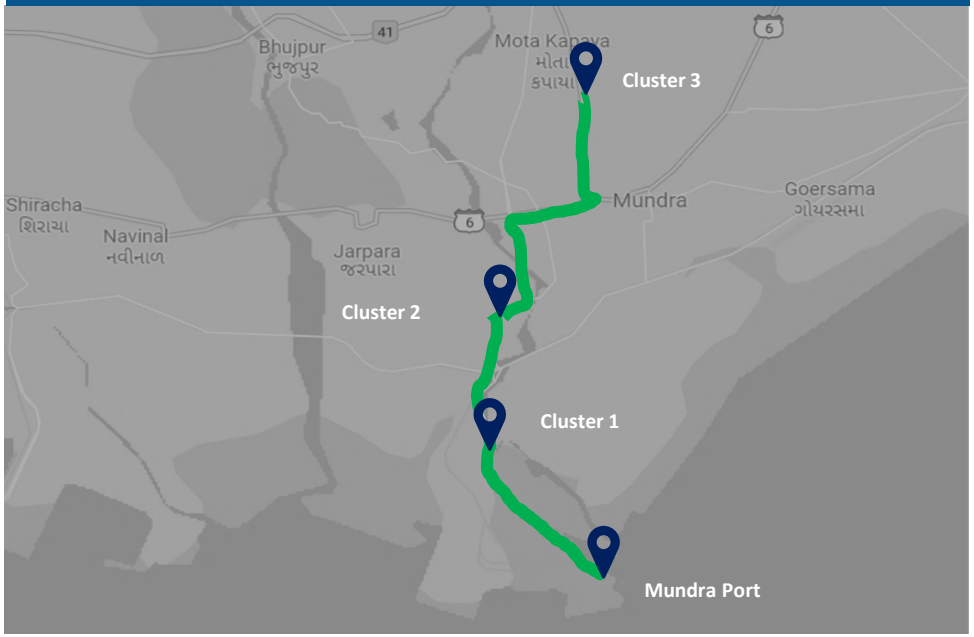



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | JNPA Area | 1 | 3.60% | High |
| Cluster 2 | Bhendkhal Area, Khopate Road | 6 | 18.49% | High |
| Cluster 3 | Sonari Area,JNPA Road | 2 | 14.22% | High |
| Cluster 4 | Chirle Area, JNPA Road | 1 | 3.11% | High |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway | 2 | 22.39% | High |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5 | 25.99% | High |
| Cluster 7 | Patilpada Area, Khopate JNPA Road | 3 | 11.39% | High |
| Cluster 8 | Taloja, Navi Mumbai | 1 | 0.81% | Medium |

Congestion Level — High — Medium — Low

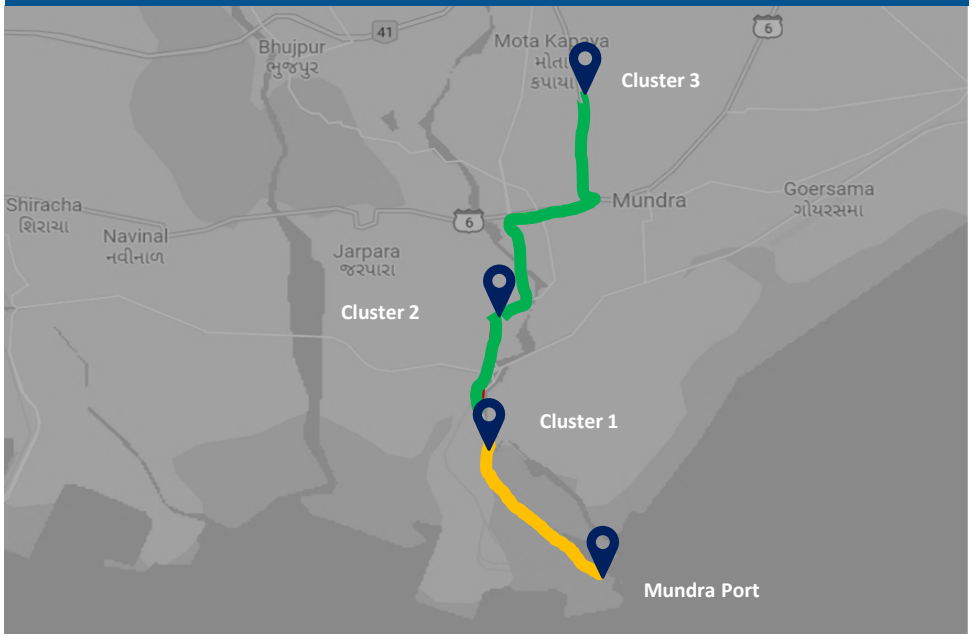
# Congestion Analysis: **Mundra Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | APSEZ Area | 12 | 81.41% | Low |
| Cluster 2 | Hind Circle | 2 | 9.48% | Low |
| Cluster 3 | Mota Kapaya | 1 | 9.11% | Low |

## Export Cycle

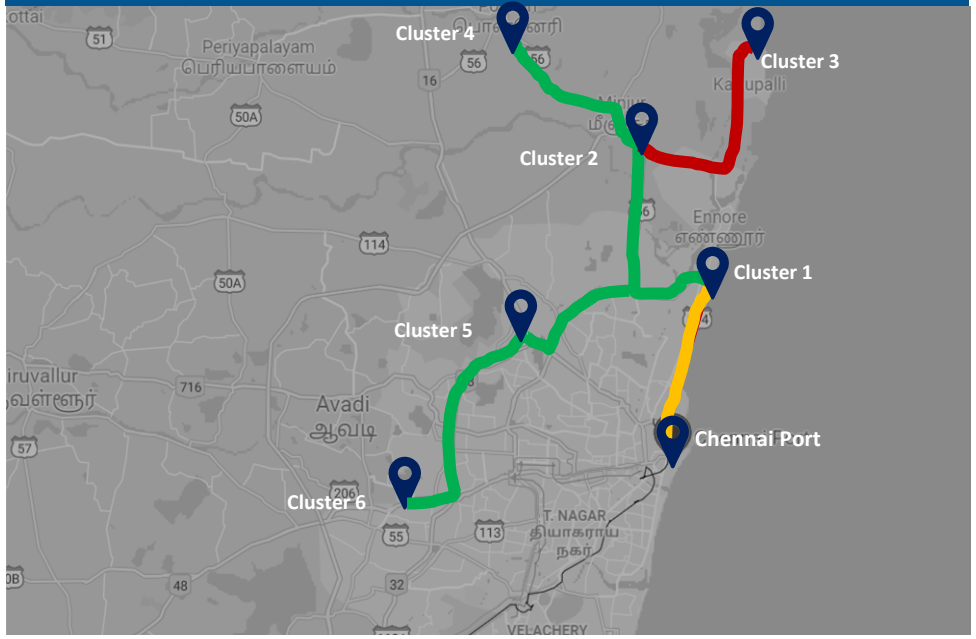



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | APSEZ Area | 12 | 86.04% | Medium |
| Cluster 2 | Hind Circle | 2 | 4.12% | Low |
| Cluster 3 | Mota Kapaya | 1 | 9.84% | Low |

Congestion Level — High — Medium — Low

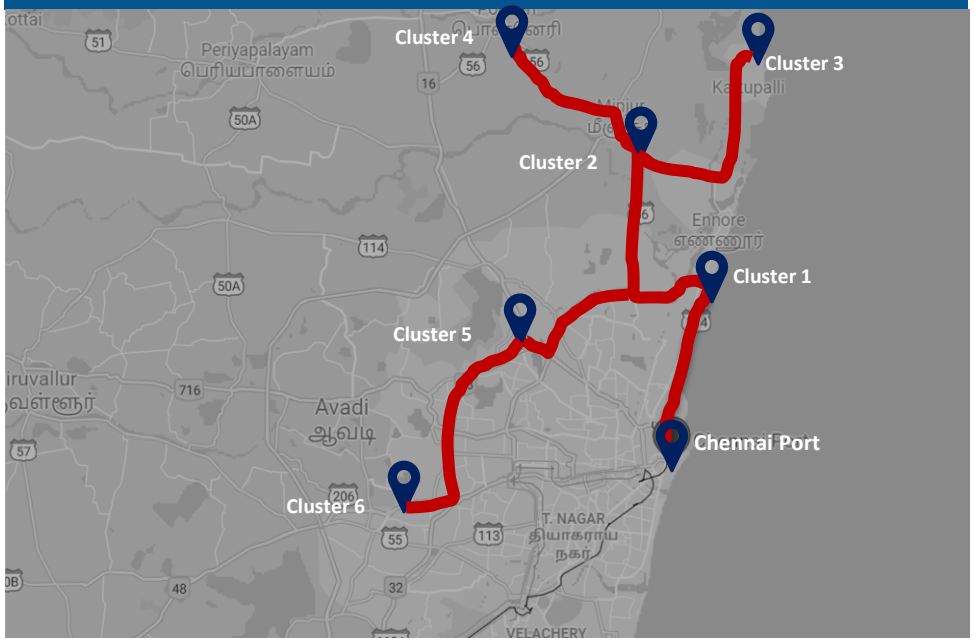
# Congestion Analysis: **Chennai Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Thiruvottiyur High Road Junction | 3 | 22.17% | Medium |
| Cluster 2 | Aandarkuppam - Melur Junction | 14 | 64.11% | Low |
| Cluster 3 | Kattupalli Port bound Area | 2 | 0.08% | High |
| Cluster 4 | Minjur - Ponneri bound Area | 3 | 4.65% | Low |
| Cluster 5 | Madhavaram - Moolakadai Junction | 3 | 7.79% | Low |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5 | 1.20% | Low |

## Export Cycle

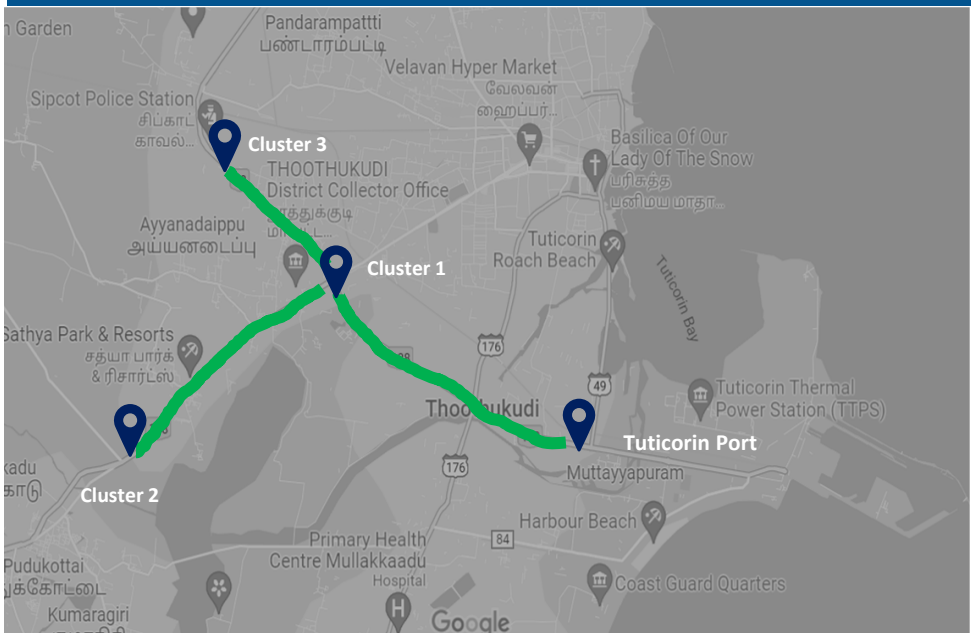



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Thiruvottiyur High Road Junction | 3 | 23.45% | High |
| Cluster 2 | Aandarkuppam - Melur Junction | 14 | 53.18% | High |
| Cluster 3 | Kattupalli Port bound Area | 2 | 1.04% | High |
| Cluster 4 | Minjur - Ponneri bound Area | 3 | 9.57% | High |
| Cluster 5 | Madhavaram - Moolakadai Junction | 3 | 2.36% | High |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5 | 10.40% | High |

Congestion Level — High — Medium — Low

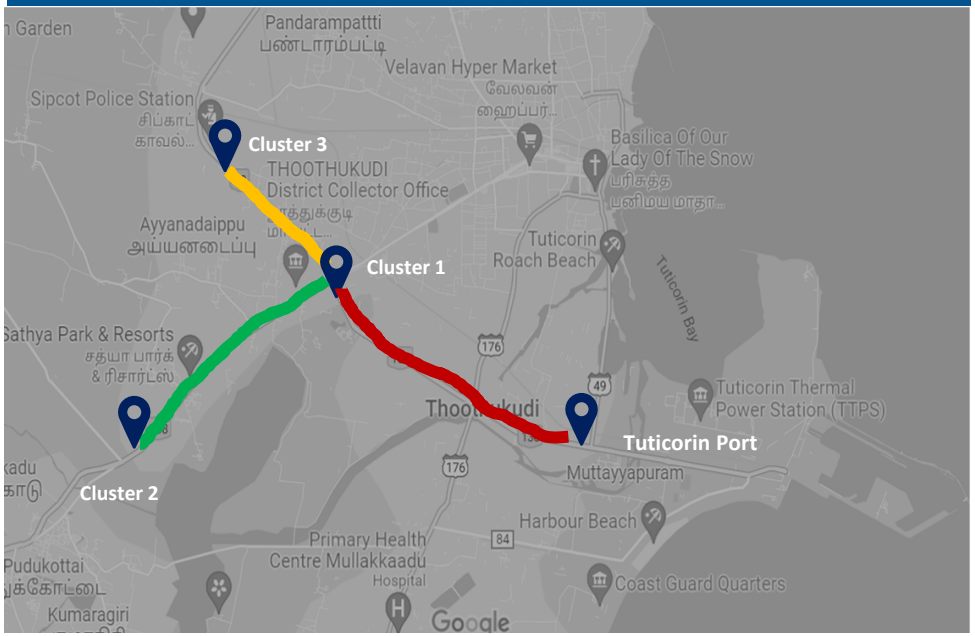
# Congestion Analysis: **Tuticorin Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Periyanayagapuram, Thoothukudi, Madurai Road | 4 | 45.97% | Low |
| Cluster 2 | Tirunelveli Road nearby Podukottai | 2 | 4.53% | Low |
| Cluster 3 | Sipcot Area nearby Madurai Road | 8 | 49.50% | Low |

## Export Cycle

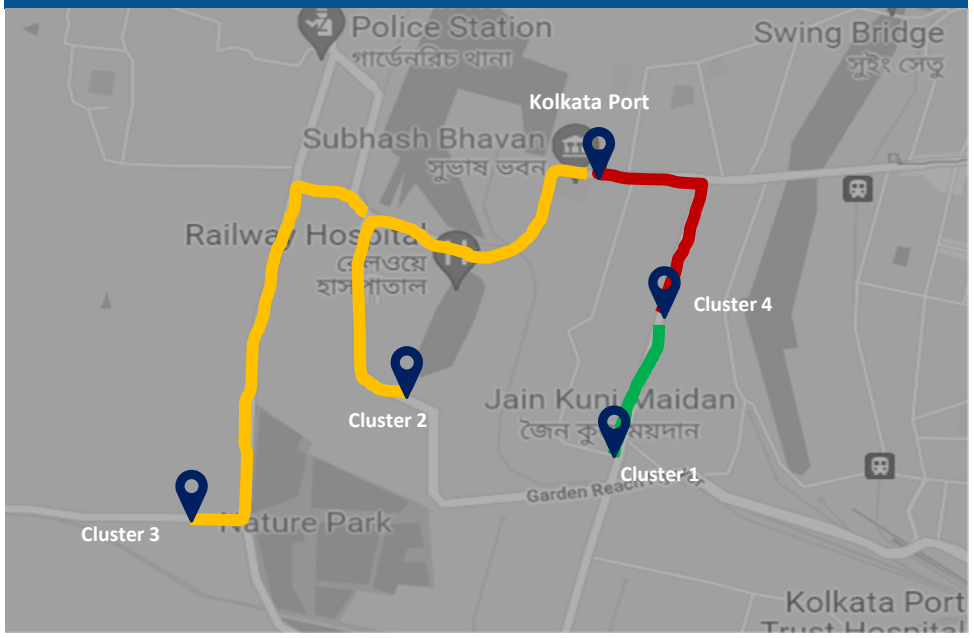



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Periyanayagapuram, Thoothukudi, Madurai Road | 4 | 9.63% | High |
| Cluster 2 | Tirunelveli Road nearby Podukottai | 2 | 10.11% | Low |
| Cluster 3 | Sipcot Area nearby Madurai Road | 8 | 80.26% | Medium |

Congestion Level — High — Medium — Low

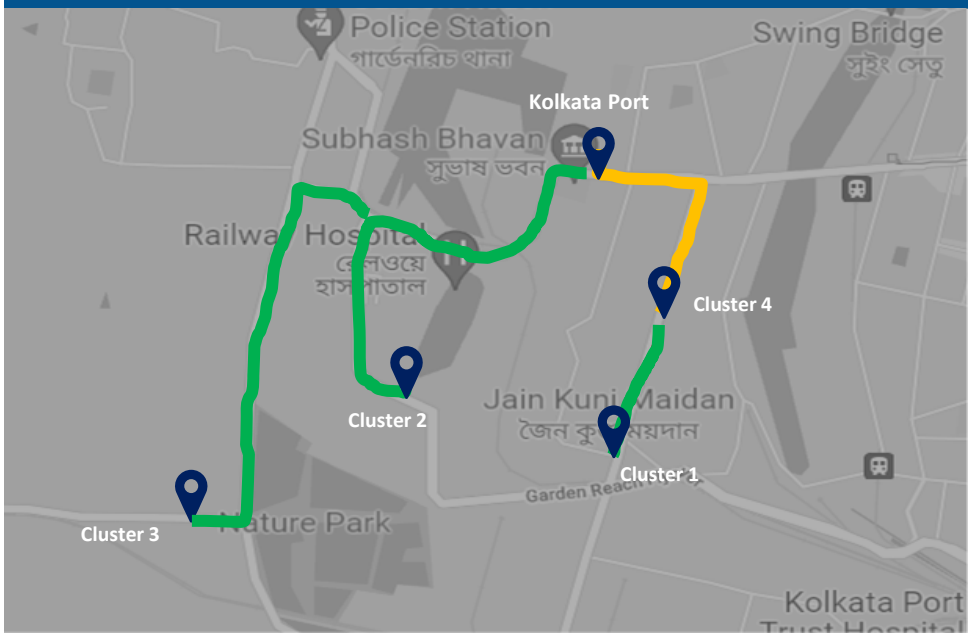
# Congestion Analysis: **Kolkata Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Base Bridge Area | 3 | 51.40% | Low |
| Cluster 2 | Sonapur Road Area | 1 | 13.57% | Medium |
| Cluster 3 | Nature Park Area | 1 | 30.87% | Medium |
| Cluster 4 | Babu Bazar Area | 1 | 4.16% | High |

## Export Cycle

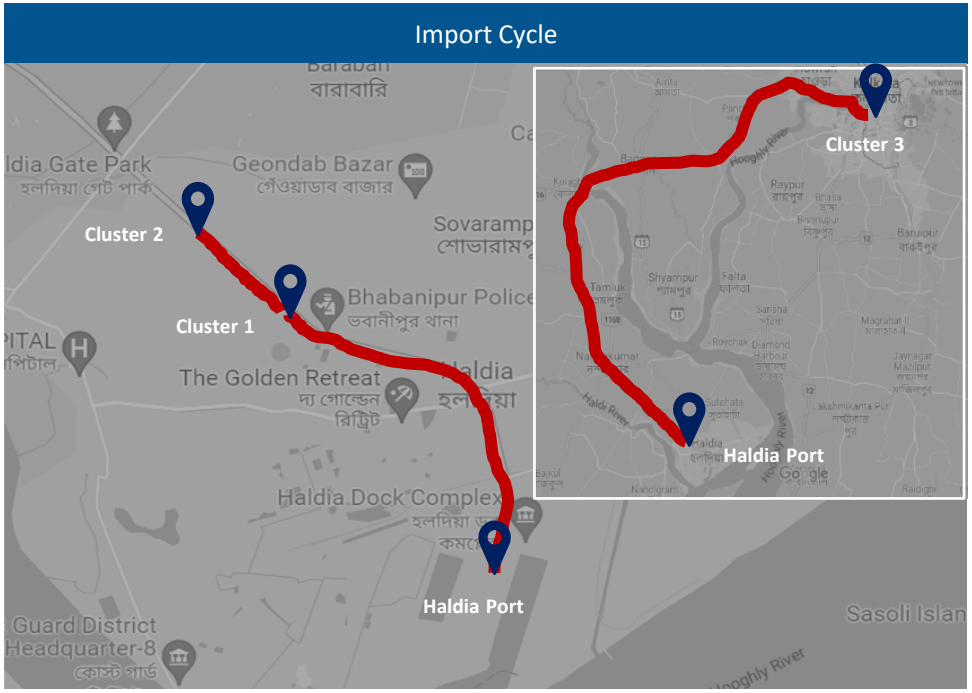



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Base Bridge Area | 3 | 46.04% | Low |
| Cluster 2 | Sonapur Road Area | 1 | 21.30% | Low |
| Cluster 3 | Nature Park Area | 1 | 17.60% | Low |
| Cluster 4 | Babu Bazar Area | 1 | 15.06% | Medium |

Congestion Level — High — Medium — Low

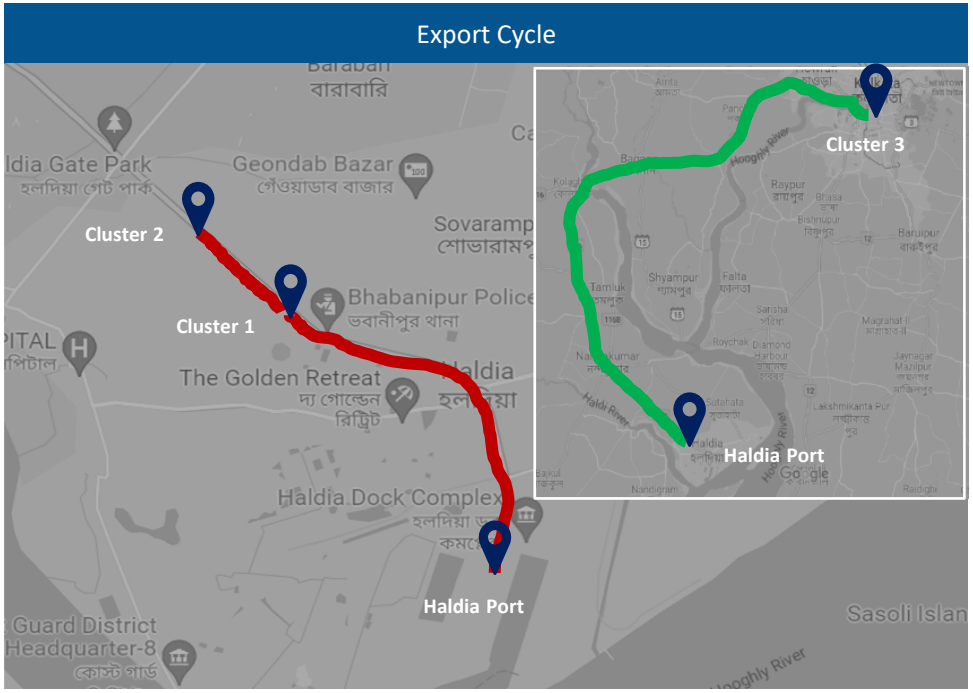
# Congestion Analysis: **Haldia Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Talpukur Area, Kolkata Highway | 1 | 17.51% | High |
| Cluster 2 | City Centre Area, Kolkata Highway | 2 | 58.04% | High |
| Cluster 3 | Silpodanga Area | 1 | 24.45% | High |

## Export Cycle

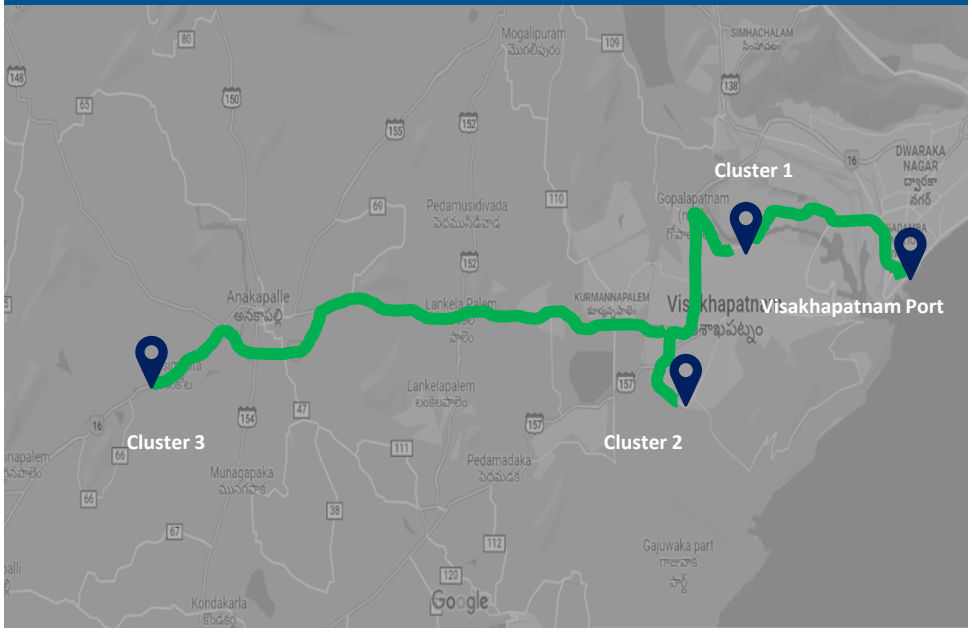



| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Talpukur Area, Kolkata Highway | 1 | 7.21% | High |
| Cluster 2 | City Centre Area, Kolkata Highway | 2 | 52.98% | High |
| Cluster 3 | Silpodanga Area | 1 | 39.81% | Low |

Congestion Level — High — Medium — Low

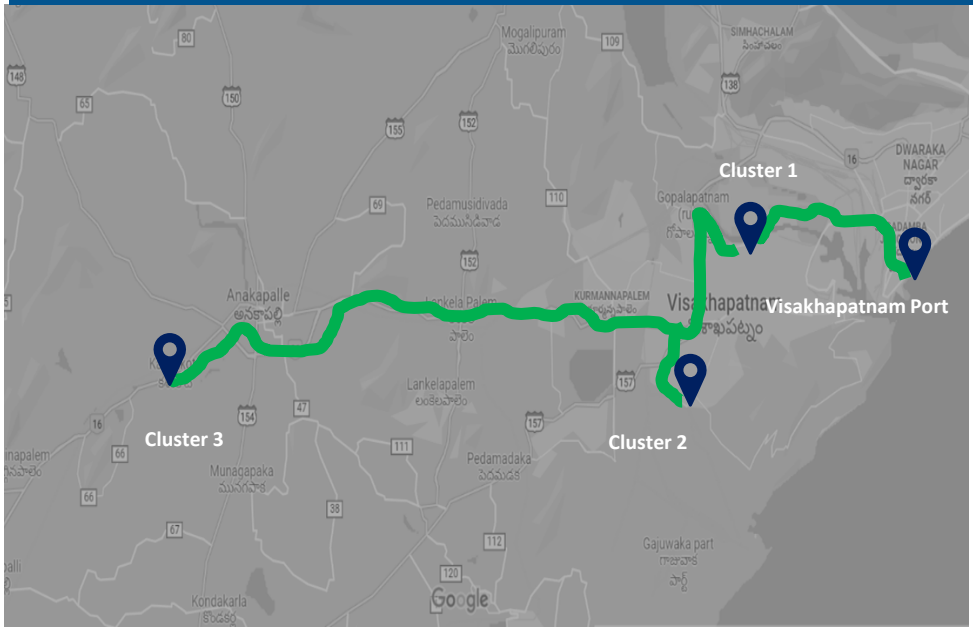
# Congestion Analysis: **Visakhapatnam Region**

## Import Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Port Road, Gopalapatnam Area | 4 | 88.98% | Low |
| Cluster 2 | Autonagar, Gajuwaka Area | 3 | 8.44% | Low |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1 | 2.58% | Low |

## Export Cycle




| Cluster | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|---|---|---|---|---|
| Cluster 1 | Port Road, Gopalapatnam Area | 4 | 83.51% | Low |
| Cluster 2 | Autonagar, Gajuwaka Area | 3 | 12.78% | Low |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1 | 3.71% | Low |

Congestion Level — High — Medium — Low

# Transit Movement across ICPs

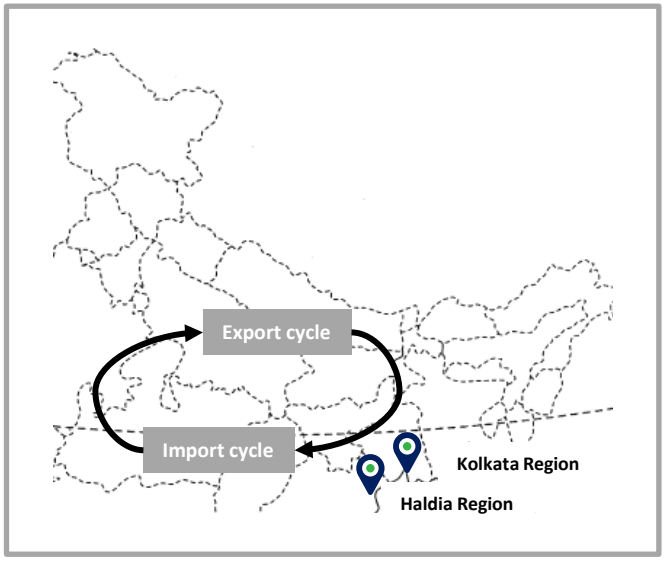
Transit movement across ICPs from Kolkata & Haldia Port Terminal for Mar'26:

Kolkata Port Terminal

| Import Cycle | Mode | ICP Raxaul | ICP Jogbani |
|---|---|---|---|
| | Overall | **109.2 hrs** | **103.5 hrs** |

Haldia Port Terminal

| Import Cycle | Mode | ICP Raxaul | ICP Jogbani |
|---|---|---|---|
| | Overall | **373.6 hrs** | **237.8 hrs** |



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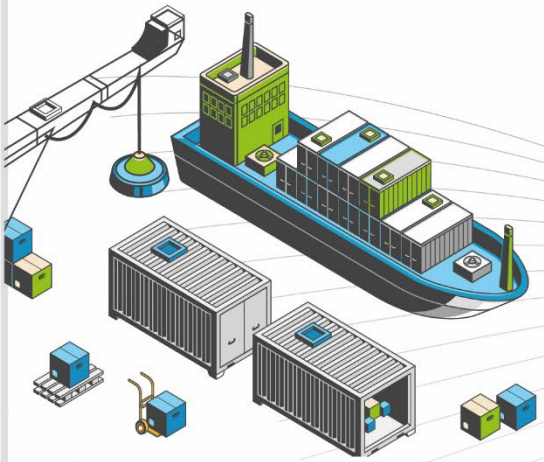
# ANNEXURE



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# Annexure – Terminal Names

| Abb. | Terminal Name | Port Name |
|---|---|---|
| BMCT | Bharat Mumbai Container Terminal | 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 |
| NSDT | NSDT 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 Transhipment 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 |
| TICT | Tuticorin International Container Terminal | 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 |
| AGPT | Adani Gangavaram Port | Gangavaram |

# Annexure – ICD Names

| List of ICD names used in the ICD Performance Index | | | |
|---|---|---|---|
| **Ref. No.** | **Name** | **Ref. No.** | **Name** |
| 1 | Dronagiri Rail Terminal CFS, Navi Mumbai | 24 | MMLP VARNAMA |
| 2 | ICD WHITEFIELD | 25 | CMA CGM Logistics Park, Dadri |
| 3 | ICD KHODIYAR | 26 | Allcargo Logistics Park ICD, Dadri |
| 4 | CONCOR ICD, Dadri | 27 | Albatross Inland Ports ICD, Dadri |
| 5 | Gateway Rail ICD, Sahnewal | 28 | ICD MANDIDEEP |
| 6 | ICD SANATHNAGAR | 29 | KLPL ICD, Kanpur |
| 7 | MMLP VISHAKAPATNAM | 30 | ICD KANPUR |
| 8 | Continental Warehousing Corporation Nhava Sheva Ltd ICD,Haryana | 31 | CONTAINER CORPORATION OF INDIA LTD - TONDIARPET (ICDTVT-T) |
| 9 | ICD Pali (KIPL) | 32 | Hind Terminals Logistics Park ICD, Palwal |
| 10 | HTPL ICD Qilaraipur Ludhiana | 33 | Gateway Rail Freight ICD, Pyala |
| 11 | ICD DDL, LUDHIANA | 34 | The Thar Dry Port Jodhpur |
| 12 | Kribhco ICD, Meerut | 35 | MMLP AHMEDGARH (PLIL) |
| 13 | MMLP KHATUWAS | 36 | Pegasus Inland Container Depot |
| 14 | MMLP MIHAN | 37 | Vaishno Container Terminal-ICD Tarapur |
| 15 | Adani ICD, Tumb | 38 | MMLP TIHI |
| 16 | ICD ANKLESHWAR | 39 | ICD DAULATABAD |
| 17 | ICD BGKT, JODHPUR | 40 | Adani Logistics Park ICD, Gurgaon |
| 18 | CFS VALLARPADAM | 41 | ICD Sachana (CWC) |
| 19 | Pristine ICD Chawapail , Ludhiana | 42 | ICD KIFTPL Kashipur |
| 20 | CONCOR Kanakpura ICD, Jaipur | 43 | ICD Powarkheda |
| 21 | MMLP BARHI | 44 | MMLP PANTHNAGAR (SIDCUL-CONCOR) |
| 22 | DICT Sonipat | 45 | MMLP BALLI |
| 23 | The Thar Dry Port ICD Ahmedabad | | |

# 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 | Transworld Terminals CFS, Mumbai |
| 2 | CWC Polaris logistics park | 22 | Navkar Corporation Yard 2 CFS, Panvel |
| 3 | JWR CFS | 23 | Seabird CFS, Navi Mumbai |
| 4 | CWC Conex Terminal CFS | 24 | Navkar Corporation Yard 3 CFS, Panvel |
| 5 | Ameya Logistics CFS, Navi Mumbai | 25 | CWC Impex Park CFS, Navi Mumbai |
| 6 | AllCargo Logistics CFS, Mumbai | 26 | CWC CFS, Mundra |
| 7 | Gateway Distriparks CFS, Navi Mumbai | 27 | Ocean Gate CFS, Panvel |
| 8 | MICT CFS, Mundra | 28 | Sarveshwar CFS |
| 9 | Punjab Conware CFS, Navi Mumbai | 29 | Rishi CFS, Mundra |
| 10 | Ashte Logistics CFS, Panvel | 30 | APM (Maersk India) CFS, Navi Mumbai |
| 11 | JWC Logistics Park CFS | 31 | Vaishno Logistics CFS, Navi Mumbai |
| 12 | CWC Dronagiri CFS, Navi Mumbai | 32 | Balmer & Lawrie CFS, Navi Mumbai |
| 13 | Seabird CFS, Mundra | 33 | Maharashtra State Corp CFS |
| 14 | International Cargo Terminal CFS | 34 | Transworld CFS, Mundra |
| 15 | International Cargo Terminals (ULA) CFS, Navi Mumbai | 35 | Navkar Corporation Yard 1 CFS, Panvel |
| 16 | Hind terminal CFS, Panvel | 36 | Maersk Annex (APM)CFS, Navi Mumbai |
| 17 | Hind Terminals Pvt. Ltd. CFS, Mundra | 37 | Landmark CFS, Mundra |
| 18 | EFC Logistics India | 38 | Adani CFS, Hazira |
| 19 | Speedy Multimode CFS, JNPT | 39 | TG Terminals CFS, Mundra |
| 20 | Ashutosh CFS, Mundra | | |

# Annexure – CFS Names - Southern & Eastern Region

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

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

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

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

# Annexure – Container TAT and OADT, MADT Methodology

## Container Turnaround Time (TAT)

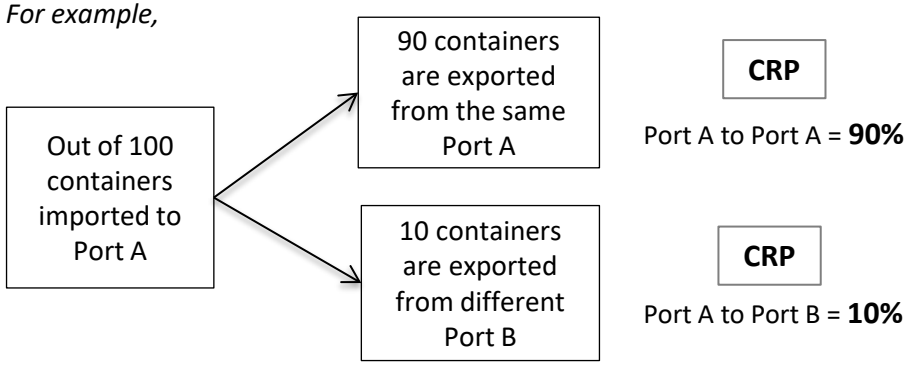
Container Turnaround Time (TAT) refers to the total time a container spends in a country, from its arrival to port in import cycle to its departure from the port in export cycle

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

## Container Retention Percentage (CRP)

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

*For example,*




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

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

*For example,*

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

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

## Monthly Average Dwell Time (MADT) / Monthly Average Volume (MAV)

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

*For example,*

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

**MADT/MAV (Feb'26)** = Monthly average dwell time/volume of the terminal/port combined for Feb'20, Feb'21, Feb'22, Feb'23, Feb'24 and Feb'25

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