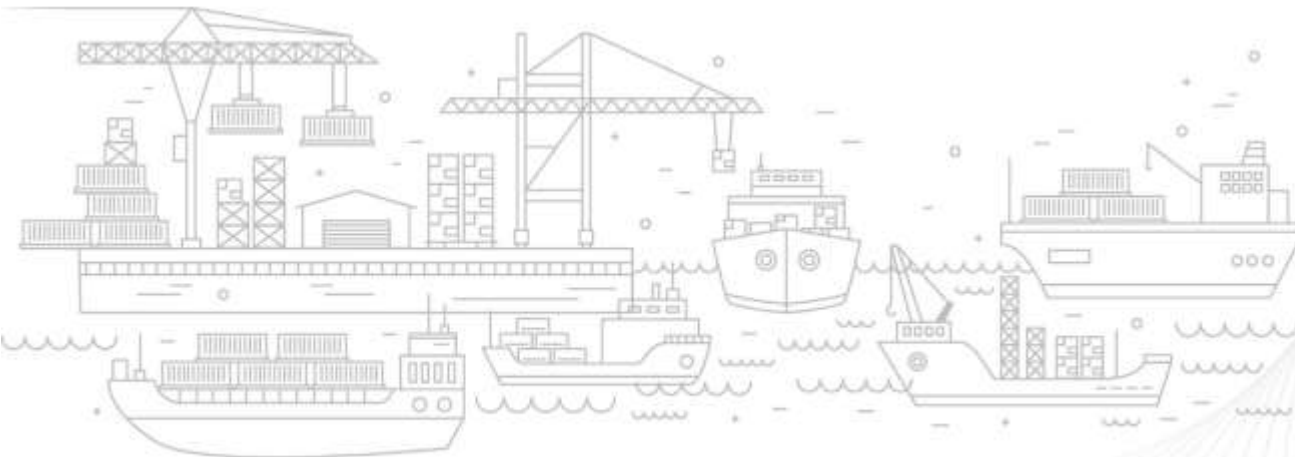




**NLDS**  
NICDC LOGISTICS DATA SERVICES LTD  
*Logistics Redefined*

# Logistics Data Bank

## ANALYTICS REPORT



**AUGUST - 2026**



# NATIONAL LOGISTICS POLICY

LAUNCHED BY  
SHRI NARENDRA MODI  
PRIME MINISTER

\* ON THE OCCASION PRESENTED BY \*

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

## NATIONAL LOGISTICS POLICY

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

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## LDB AT A GLANCE – AUGUST'26

| KPIs                 |          | PAN INDIA                                     | WESTERN REGION                                | SOUTHERN REGION                                      | EASTERN REGION                                   |
|----------------------|----------|-----------------------------------------------|-----------------------------------------------|------------------------------------------------------|--------------------------------------------------|
| VOLUME<br>(IN BOXES) | Import   | 5.23 lakhs                                    | 3.83 lakhs                                    | 1.05 lakhs                                           | 0.35 lakhs                                       |
|                      | Export   | 5.34 lakhs                                    | 3.97 lakhs                                    | 0.99 lakhs                                           | 0.38 lakhs                                       |
| DWELL<br>TIME        | Import   | 32.78 hrs                                     | 30.41 hrs                                     | 37.15 hrs                                            | 43.56 hrs                                        |
|                      | Export   | 101.97 hrs                                    | 102.43 hrs                                    | 95.51 hrs                                            | 123.11 hrs                                       |
| TOP<br>PERFORMER     | Terminal | Bharat Mumbai<br>Container Terminals,<br>JNPA | Bharat Mumbai<br>Container Terminals,<br>JNPA | Chennai International<br>Terminal Pvt. Ltd.,<br>ChPA | Syama Prasad<br>Mookerjee Port,<br>Kolkata, SMPK |
|                      | CFS      | Adani CFS Eximyard,<br>Mundra                 | Ameya Logistics CFS,<br>Navi Mumbai           | Sical CFS,<br>Chennai                                | Century<br>Plyboards CFS JJP,<br>Kolkata         |

## 100 MILLION+ EXIM Containers Handled

**265+**

Toll Plaza  
Coverage

**630+**

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

**800+**

Operators  
Deployed at Ports

**100%**

EXIM Container  
Terminals Covered

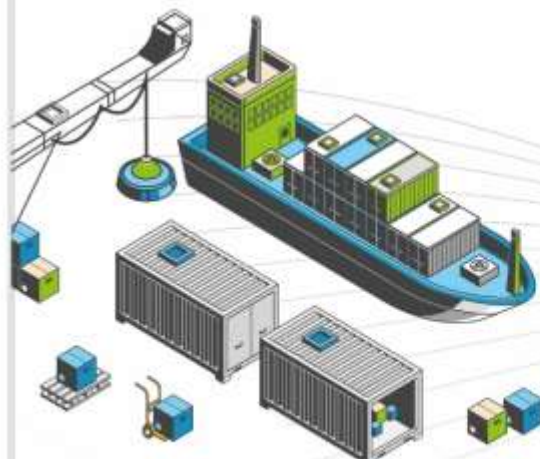
**5700+**

RFID Readers  
Deployed PAN India

**EDI**

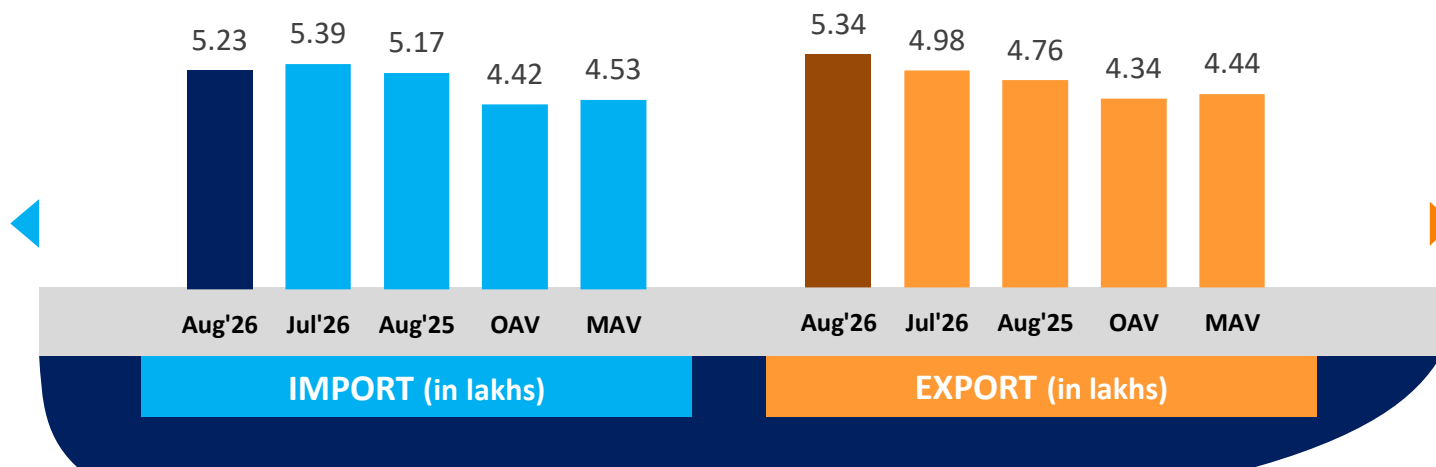
with FOIS and  
32 Port Terminals

# PAN INDIA PERFORMANCE

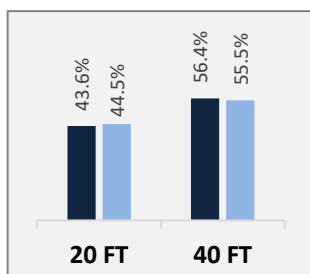


# Container Count : PAN India

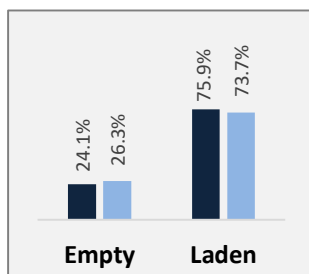
## PAN India



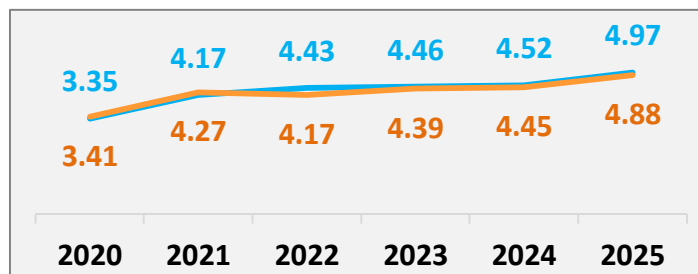
### Container Size-wise (Import)



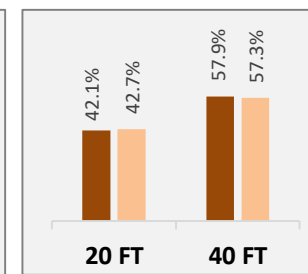
### Container Type-wise (Import)



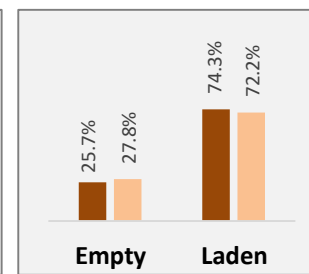
### Container Count - Annual Average (in lakhs/ month)



### Container Size-wise (Export)



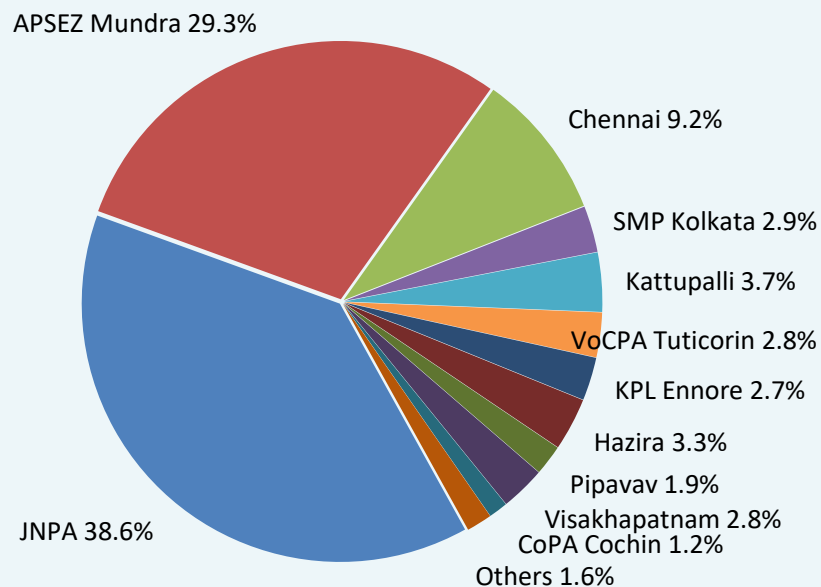
### Container Type-wise (Export)



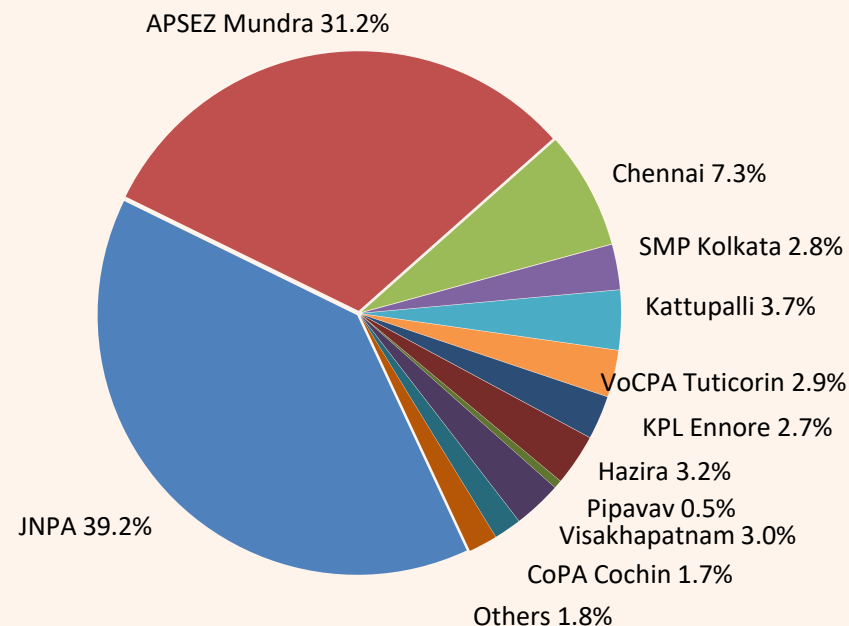
OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

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

**Import Containers Distribution (49.4%)**  
(Container count in % for Aug'26)



**Export Containers Distribution (50.6%)**  
(Container count in % for Aug'26)



In the previous month, container distribution in Import and Export cycle was 52.0% and 48.0% respectively.

Others include DPA Kandla, Paradip, New Mangalore, Gangavaram and CPL, Kolkata.

**Note:** Data for Haldia has not been received for the month of Aug'26

In comparison with July 2026:

## Pan India

- Container count (no. of boxes) has **decreased by 3.0%** in import cycle with **decrease** in western, southern and eastern regions by **0.2%, 5.1% and 22.1%**
- Container count (no. of boxes) has **increased by 7.3%** in export cycle with **increase** in western and southern regions by **10.1%** and **4.2%**
- Top performing terminal for this month is Bharat Mumbai Container Terminal (PSA).

## Western Region

- Hazira port dwell time **performance has improved by 16%** in import cycle. This improvement aligns with the seasonal trend observed, where August has seen lower dwell time.
- DPA Kandla port dwell time **performance has improved by 23%** in import cycle. This improvement is attributed to the start of operations at the new JM Baxi CFS and faster clearance of import containers, which reduced dwell time at the port.
- APSEZ Mundra port dwell time **performance has improved by 20%** in import cycle. This improvement is due to faster clearance and the addition of trucks for internal movement, which enabled smoother evacuation of import containers and reduced dwell time.

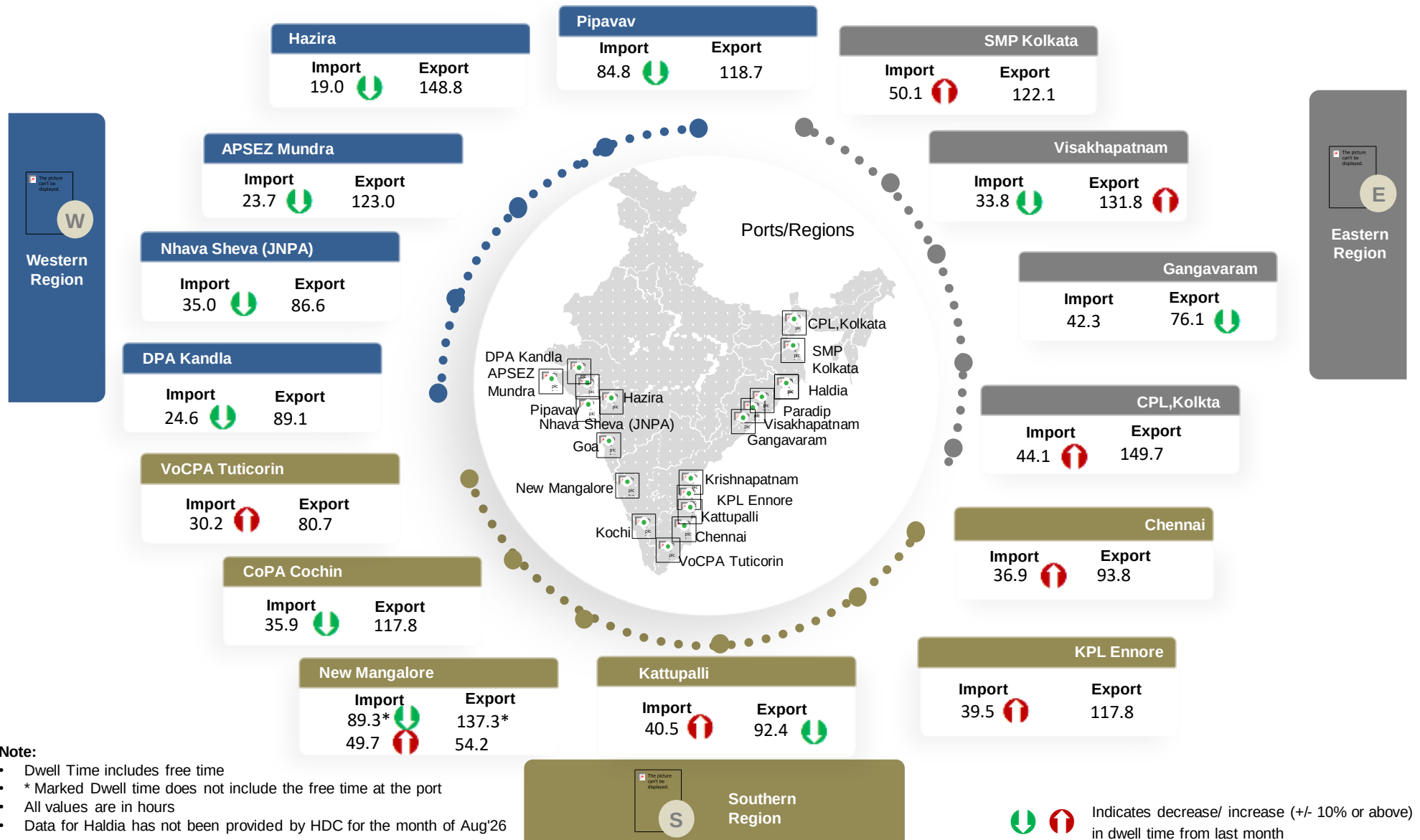
## Southern Region

- Kattupalli port dwell time **performance has reduced by 30%** in import cycle. This reduction aligns with the seasonal trend observed, where August has seen higher dwell time.
- VoCPA Tuticorin port dwell time **performance has reduced by 22%** in import cycle. This increase is due to geopolitical disruptions and changes in vessel calls, which led to delays in import clearance and increased dwell time.

## Eastern Region

- Visakhapatnam port dwell time **performance has improved by 34%** in import cycle. This improvement aligns with the seasonal trend observed, where August has seen lower dwell time.
- Visakhapatnam port dwell time **performance has reduced by 25%** in export cycle. This increase is due to rollover of containers and vessel schedule disruptions at the terminal, which delayed export movement and increased dwell time.

# Dwell Time Performance (August 2026): PAN India



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

## Western Region

| Duration | Import Dwell Time (in hrs)                                                               | Export Dwell Time (in hrs)                                                                |
|----------|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Aug'26   | 30.4  | 102.4  |
| Jul'26   | 36.8                                                                                     | 106.0                                                                                     |
| Aug'25   | 28.0                                                                                     | 89.9                                                                                      |
| OADT     | 26.9                                                                                     | 91.4                                                                                      |
| MADT     | 26.7                                                                                     | 94.6                                                                                      |

## Southern Region

| Duration | Import Dwell Time (in hrs)                                                               | Export Dwell Time (in hrs)                                                               |
|----------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Aug'26   | 37.2  | 95.5  |
| Jul'26   | 31.3                                                                                     | 101.8                                                                                    |
| Aug'25   | 35.8                                                                                     | 84.6                                                                                     |
| OADT     | 41.5                                                                                     | 87.0                                                                                     |
| MADT     | 38.7                                                                                     | 91.0                                                                                     |

## Eastern Region

| Duration | Import Dwell Time (in hrs)                                                                | Export Dwell Time (in hrs)                                                                 |
|----------|-------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| Aug'26   | 43.6  | 123.1  |
| Jul'26   | 45.5                                                                                      | 125.7                                                                                      |
| Aug'25   | 45.9                                                                                      | 111.4                                                                                      |
| OADT     | 50.4                                                                                      | 107.9                                                                                      |
| MADT     | 46.4                                                                                      | 116.3                                                                                      |

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

|                        | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>  | <b>30.4</b>        |   | <b>36.8</b>        | <b>28.0</b>        | <b>26.9</b>      | <b>26.7</b>      |
| JNPA                   | 35.0               | ↓ | 42.7               | 26.8               | 24.1             | 24.9             |
| APSEZ Mundra           | 23.7               | ↓ | 29.5               | 28.4               | 29.1             | 27.5             |
| Pipavav                | 84.8               | ↓ | 94.9               | 58.4               | 58.6             | 61.3             |
| DPA Kandla             | 24.6               | ↓ | 31.8               | 42.8               | 46.0             | 35.8             |
| Hazira                 | 19.0               | ↓ | 22.7               | 28.0               | 31.3             | 29.7             |
| <b>Southern Region</b> | <b>37.2</b>        |   | <b>31.3</b>        | <b>35.8</b>        | <b>41.5</b>      | <b>38.7</b>      |
| Chennai                | 36.9               | ↔ | 32.8               | 38.0               | 43.9             | 40.7             |
| CoPA Cochin            | 35.9               | ↓ | 44.0               | 39.5               | 40.5             | 39.0             |
| Kattupalli             | 40.5               | ↔ | 31.1               | 39.7               | 52.6             | 47.1             |
| VoCPA Tuticorin        | 30.2               | ↔ | 24.7               | 20.4               | 22.9             | 21.6             |
| KPL Ennore             | 39.5               | ↔ | 32.8               | 38.2               | 43.0             | 40.2             |
| New Mangalore          | 49.7*              | ↔ | 33.0*              | 42.5*              | 64.7             | 73.9             |
| <b>Eastern Region</b>  | <b>43.6</b>        |   | <b>45.5</b>        | <b>45.9</b>        | <b>50.4</b>      | <b>46.4</b>      |
| Visakhapatnam          | 33.8               | ↓ | 51.4               | 48.1               | 58.1             | 51.9             |
| SMP Kolkata            | 50.1               | ↔ | 43.9               | 39.6               | 38.7             | 38.1             |
| Haldia                 | -                  |   | 93.2               | 67.4               | 84.3             | 83.1             |
| Gangavaram             | 42.3               | ↓ | 46.0               | 35.1               | 52.1             | 40.7             |
| CPL, Kolkata           | 44.1               | ↔ | 31.1               | -                  | 44.8             | 44.1             |

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  
Data for Haldia has not been provided by HDC for the month of Aug'26



Indicates decrease/ increase in dwell time from last month

# Dwell Time Performance: Port Export Cycle

EXPORT

|                 | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| Western Region  | 102.4              |   | 106.0              | 89.9               | 91.4             | 94.6             |
| JNPA            | 86.6               | ↓ | 90.9               | 78.0               | 74.9             | 78.4             |
| APSEZ Mundra    | 123.0              | ↓ | 128.0              | 104.3              | 111.7            | 113.8            |
| Pipavav         | 118.7              | ↑ | 110.0              | 107.0              | 110.6            | 121.8            |
| DPA Kandla      | 89.1               | ↑ | 82.1               | 98.8               | 105.8            | 121.7            |
| Hazira          | 148.8              | ↑ | 141.5              | 131.0              | 120.6            | 127.6            |
| Southern Region | 95.5               |   | 101.8              | 84.6               | 87.0             | 91.0             |
| Chennai         | 93.8               | ↓ | 97.3               | 79.1               | 88.8             | 95.0             |
| CoPA Cochin     | 117.8              | ↓ | 118.8              | 92.6               | 92.4             | 97.3             |
| Kattupalli      | 92.4               | ↓ | 107.9              | 68.0               | 95.2             | 95.5             |
| VoCPA Tuticorin | 80.7               | ↓ | 82.3               | 76.6               | 66.0             | 67.6             |
| KPL Ennore      | 117.8              | ↓ | 122.9              | 133.3              | 105.0            | 111.1            |
| New Mangalore   | 54.2*              | ↑ | 50.7*              | 56.2*              | 76.1             | 72.0             |
| Eastern Region  | 123.1              |   | 125.7              | 111.4              | 107.9            | 116.3            |
| Visakhapatnam   | 131.8              | ↑ | 105.1              | 84.5               | 92.1             | 103.5            |
| SMP Kolkata     | 122.1              | ↓ | 129.1              | 155.9              | 124.9            | 133.1            |
| Haldia          | -                  |   | 120.0              | 120.0              | 131.0            | 132.1            |
| Gangavaram      | 76.1               | ↓ | 141.7              | 84.3               | 105.6            | 77.6             |
| CPL, Kolkata    | 149.7              | ↓ | 161.2              | -                  | 113.1            | 149.7            |

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  
Data for Haldia has not been provided by HDC for the month of Aug'26

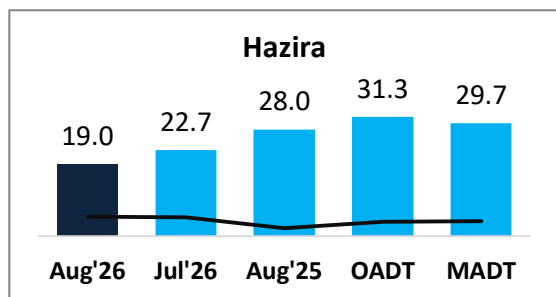
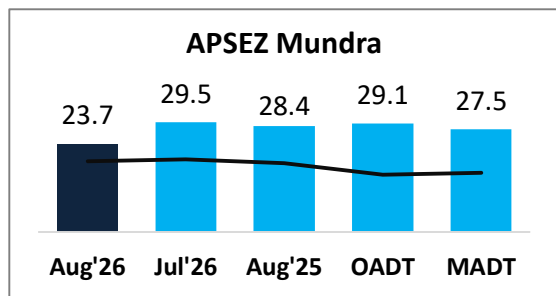
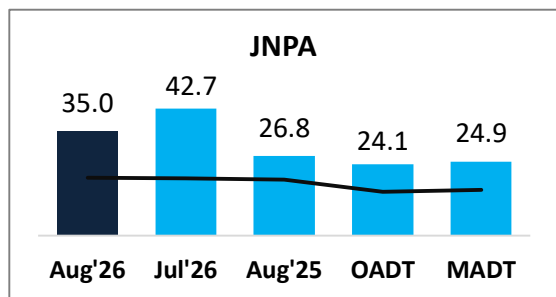


Indicates decrease/ increase in dwell time from last month

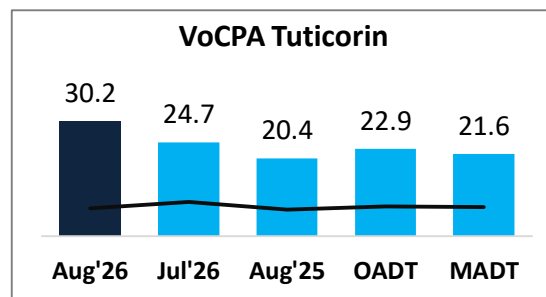
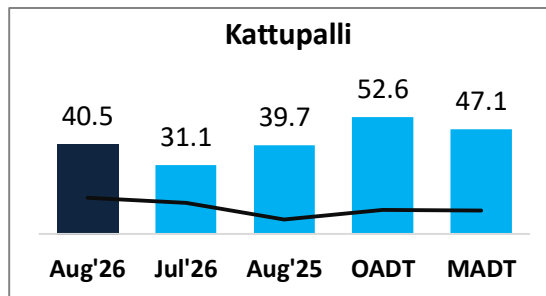
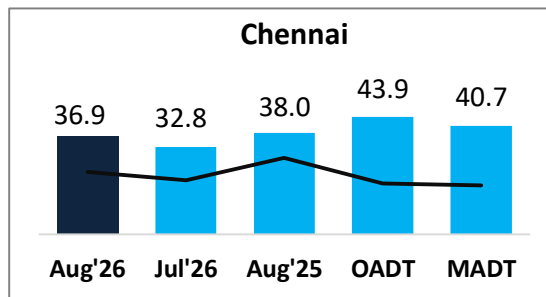
# Port Performance Comparison: Import Cycle

Port dwell time performance across various time frames:

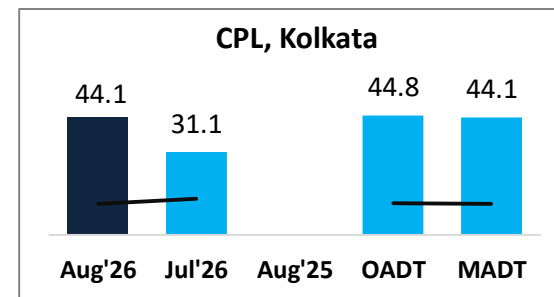
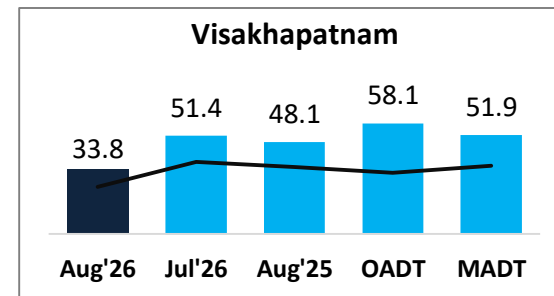
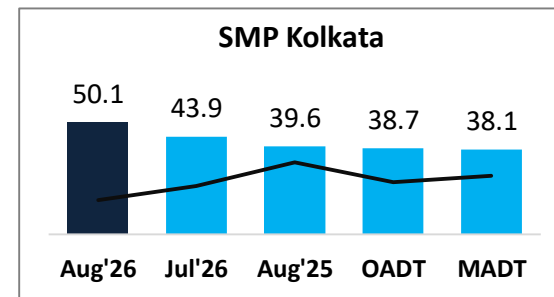
## Western Region (Container count share 73.3%)



## Southern Region (Container count share 20.0%)



## Eastern Region (Container count share 6.7%)



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

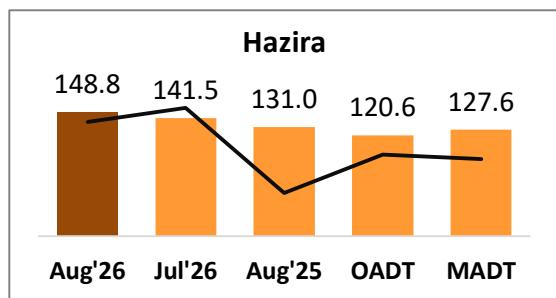
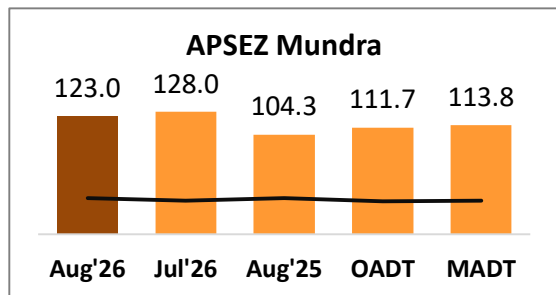
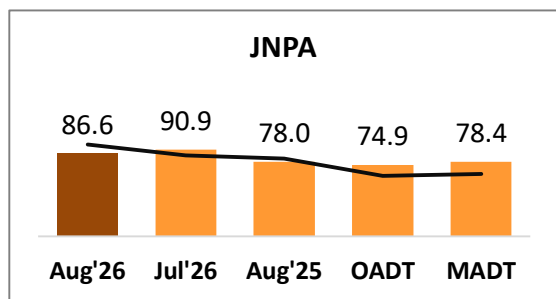
### Note:

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

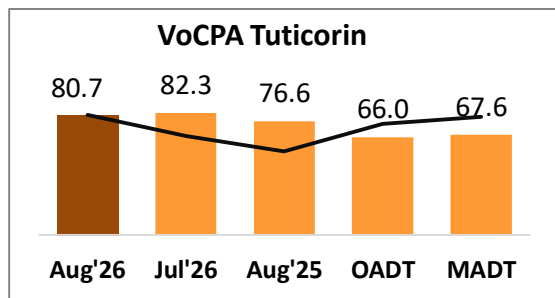
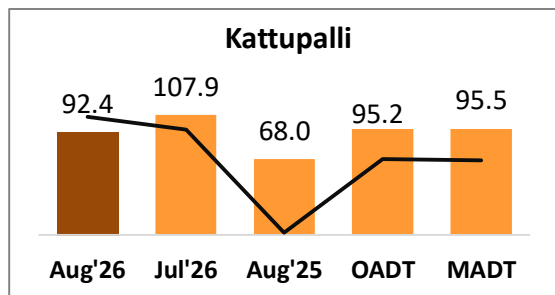
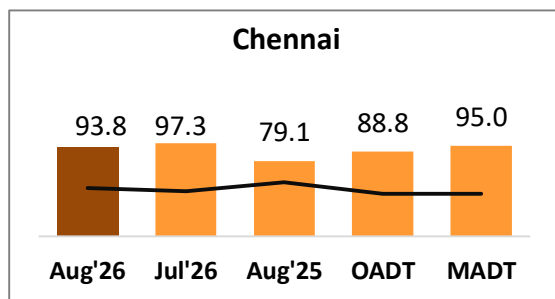
# Port Performance Comparison: Export Cycle

Port dwell time performance across various time frames:

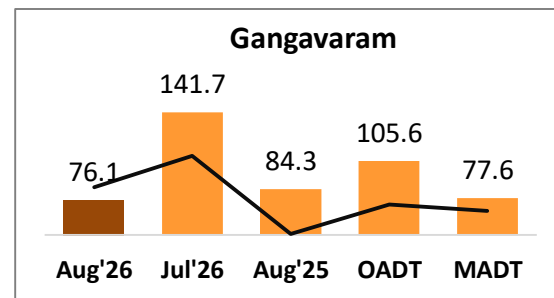
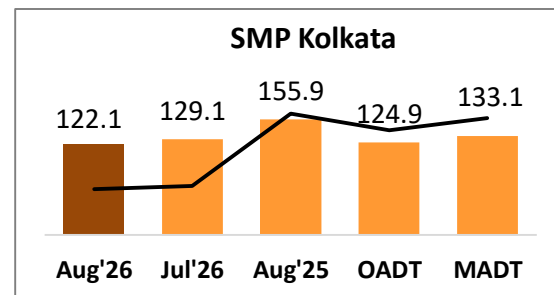
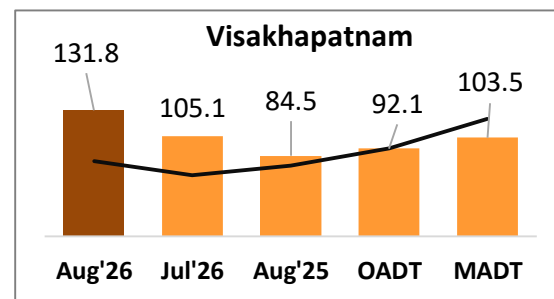
## Western Region (Container count share 74.3%)



## Southern Region (Container count share 18.6%)



## Eastern Region (Container count share 7.1%)



— 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 |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 33.6               | ↓ | 36.3               | 21.4               | 28.5             | 27.9             |
|        | Southern | 61.7               | ↑ | 57.4               | 62.8               | 52.0             | 47.5             |
|        | Eastern  | 107.1              | ↑ | 89.3               | 84.0               | 85.8             | 86.6             |

## Non DPD

| IMPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 29.9               | ↓ | 36.9               | 29.1               | 26.3             | 26.1             |
|        | Southern | 35.9               | ↑ | 30.4               | 34.2               | 37.7             | 35.4             |
|        | Eastern  | 40.3               | ↓ | 43.1               | 43.0               | 47.7             | 43.8             |

## DPE

| EXPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 80.7               | ↓ | 89.7               | 75.2               | 77.0             | 78.7             |
|        | Southern | -                  |   | -                  | -                  | 87.4             | 89.7             |
|        | Eastern  | 138.1              | ↓ | 140.4              | 149.9              | 124.9            | 134.4            |

## Non DPE

| EXPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 105.1              | ↓ | 108.2              | 92.2               | 87.2             | 90.8             |
|        | Southern | 95.4               | ↓ | 102.4              | 86.6               | 85.6             | 89.3             |
|        | Eastern  | 125.6              | ↑ | 114.2              | 95.4               | 93.6             | 101.8            |

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

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

# Dwell Time Performance: Container Size – Region wise

Port dwell time of containers based on container size:

## 40 FT

| IMPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 32.7               | ↓ | 41.4               | 29.2               | 27.6             | 27.7             |
|        | Southern | 37.3               | ↑ | 32.1               | 35.1               | 40.0             | 37.5             |
|        | Eastern  | 44.4               | ↓ | 47.1               | 47.9               | 47.5             | 43.7             |

## 20 FT

| IMPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 27.6               | ↓ | 32.1               | 26.9               | 26.3             | 25.8             |
|        | Southern | 36.8               | ↑ | 29.9               | 36.7               | 42.9             | 39.8             |
|        | Eastern  | 43.4               | ↓ | 44.7               | 44.8               | 52.5             | 48.7             |

## 40 FT

| EXPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 101.0              | ↓ | 103.5              | 89.3               | 90.8             | 94.3             |
|        | Southern | 101.7              | ↓ | 105.1              | 88.7               | 90.2             | 95.1             |
|        | Eastern  | 122.1              | ↑ | 113.4              | 107.7              | 108.0            | 117.2            |

## 20 FT

| EXPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 104.8              | ↓ | 109.8              | 90.6               | 92.0             | 94.9             |
|        | Southern | 85.8               | ↓ | 97.2               | 77.9               | 83.4             | 86.1             |
|        | Eastern  | 123.5              | ↓ | 134.0              | 114.3              | 107.7            | 115.9            |

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 |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 25.9               | ↓ | 26.8               | 31.8               | 31.1             | 30.4             |
|        | Southern | 39.6               | ↑ | 35.2               | 38.0               | 40.3             | 37.8             |
|        | Eastern  | 70.4               | ↑ | 43.3               | 53.3               | 61.3             | 58.5             |

## Laden

| IMPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 32.1               | ↓ | 42.2               | 26.6               | 25.5             | 25.4             |
|        | Southern | 35.8               | ↑ | 28.9               | 34.9               | 40.7             | 38.1             |
|        | Eastern  | 42.0               | ↓ | 46.6               | 44.2               | 50.4             | 45.9             |

## Empty

| EXPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 90.7               | ↑ | 88.3               | 75.3               | 71.8             | 74.3             |
|        | Southern | 111.7              | ↓ | 114.4              | 91.2               | 88.8             | 93.9             |
|        | Eastern  | 89.6               | ↑ | 76.5               | 67.8               | 59.6             | 67.5             |

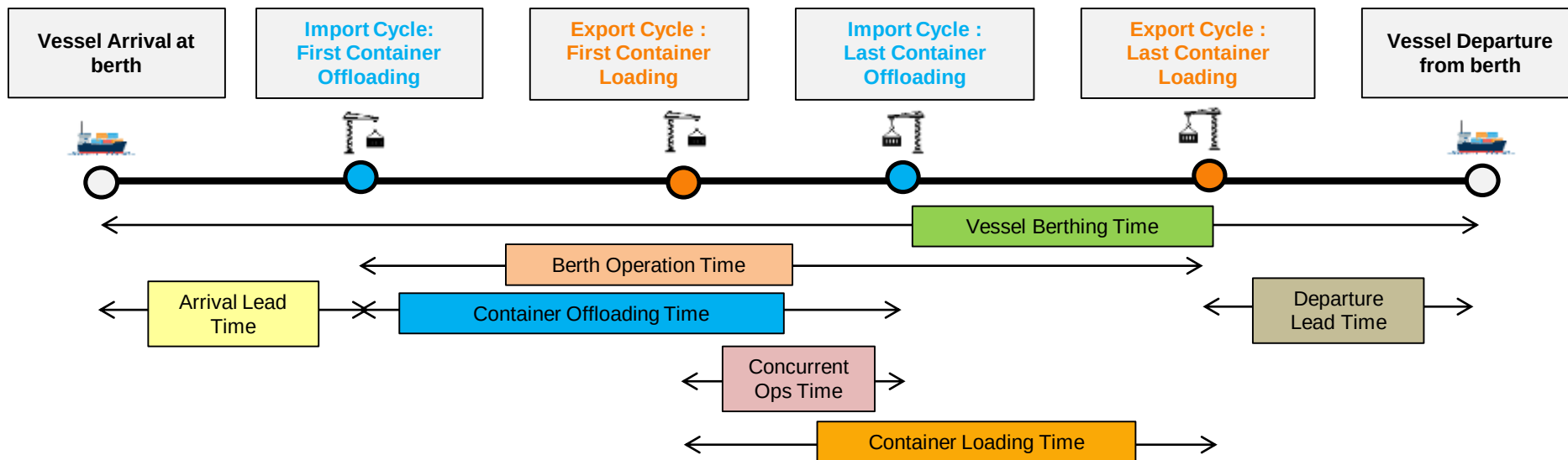
## Laden

| EXPORT |          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 106.7              | ↓ | 112.6              | 94.4               | 93.5             | 97.2             |
|        | Southern | 82.3               | ↓ | 91.2               | 78.8               | 85.6             | 84.2             |
|        | Eastern  | 132.6              | ↓ | 135.8              | 132.2              | 118.2            | 126.7            |

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

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

# Vessel Analysis: PAN India



Aug'26

|               | Vessel Berthing Time<br>(in Hrs.) | Arrival Lead Time<br>(in Hrs.) | Offloading Time<br>(Minutes/ Cntr) | Berth Productivity<br>(Minutes/ Cntr) | Loading Time<br>(Minutes/ Cntr) | Concurrent Operations Time<br>(%) | Departure Lead Time<br>(in Hrs.) |
|---------------|-----------------------------------|--------------------------------|------------------------------------|---------------------------------------|---------------------------------|-----------------------------------|----------------------------------|
| PAN India     | 25.8                              | 1.3                            | 3.3                                | 1.8                                   | 2.9                             | 35.0%                             | 1.1                              |
| APSEZ Mundra  | 23.2                              | 1.2                            | 3.2                                | 2.0                                   | -                               | -                                 | -                                |
| JNPA          | 27.9                              | 1.3                            | 2.7                                | 1.6                                   | 2.3                             | 54.5%                             | 1.2                              |
| Other Western | 16.5                              | 0.9                            | 1.7                                | 0.9                                   | -                               | -                                 | -                                |
| Southern      | 24.7                              | 1.5                            | 2.7                                | 1.6                                   | 2.8                             | 23.1%                             | 1.2                              |
| Eastern       | 16.8                              | 1.6                            | 6.6                                | 4.3                                   | 5.1                             | 42.3%                             | 1.9                              |

# 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)                      | 4.32%           |
| B    | Adani Ennore Container Terminal                         | 2.71%           |
| C    | Adani Gangavaram Port                                   | 0.54%           |
| D    | Adani Hazira Port Private Limited (AHPPL)               | 3.28%           |
| E    | Adani International Container Terminal (AICTPL)         | 6.54%           |
| F    | Adani Kattupalli Port Private Limited (AKPPL)           | 3.69%           |
| G    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| H    | Adani Mundra Container Terminal (AMCT)                  | 4.95%           |
| I    | Adani Mundra Container Terminal - 2                     | 6.86%           |
| J    | APM Terminals Pipavav, Gujarat                          | 1.21%           |
| K    | Bharat Mumbai Container Terminals(PSA)                  | 14.15%          |
| L    | Century Port Limited, Kolkata                           | 0.53%           |
| M    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 3.67%           |
| N    | Chennai International Terminals Pvt Ltd (CITPL)         | 4.56%           |
| O    | Dakshin Bharat Gateway Terminal (DBGT)                  | 2.55%           |
| P    | Gateway Terminals India (GTI)                           | 9.57%           |
| Q    | Haldia International Container Terminal (HICT)          | -               |
| R    | International Container Transshipment Terminal, Kochi   | 1.45%           |
| S    | Kandla International Container Terminal (KICT)          | 0.16%           |
| T    | Mangalore Container Terminal Private Limited (MCTPL)    | 0.36%           |
| U    | Mundra International Container Terminal (MICT)          | 7.61%           |
| V    | Nhava Sheva Freeport Terminal (NSFT)                    | 4.88%           |
| W    | Nhava Sheva India Gateway Terminal (NSIGT)              | 4.98%           |
| X    | Nhava Sheva International Container Terminal (NSICT)    | 5.10%           |
| Y    | NSDT Terminal                                           | 0.27%           |
| Z    | PSA SICAL Terminals                                     | -               |
| AA   | Syama Prasad Mookerjee Port, Kolkata (SMP)              | 2.84%           |
| AB   | Tuticorin International Container Terminal (TICT)       | 0.30%           |
| AC   | Visakha Container Terminal                              | 2.92%           |

**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

● **Star Performer**

# Performance Benchmarking: PAN India Terminals

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



**X-Axis: Dwell Time**  
Threshold value (in hours): 71.6

**Star Performer** ★ ★ ★

Entities with high container count and low dwell time

**High Potential** ★ ★

Entities with low container count and low dwell time

**Slow Bulk Movers** ★ ★

Entities with high container count and high dwell time

**Y-Axis: No. of Boxes**  
Threshold value (no. of boxes): 40,612

**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 CPL, Kolkata, dwell time and volume for previous year same month is not included as this terminal is added from Jul'26

**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

| Abb. | Terminals                                               | Container count |
|------|---------------------------------------------------------|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 4.32%           |
| B    | Adani Ennore Container Terminal                         | 2.71%           |
| C    | Adani Gangavaram Port                                   | 0.54%           |
| D    | Adani Hazira Port Private Limited (AHPPL)               | 3.28%           |
| E    | Adani International Container Terminal (AICTPL)         | 6.54%           |
| F    | Adani Kattupalli Port Private Limited (AKPPL)           | 3.69%           |
| G    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| H    | Adani Mundra Container Terminal (AMCT)                  | 4.95%           |
| I    | Adani Mundra Container Terminal -2                      | 6.86%           |
| J    | APM Terminals Pipavav, Gujarat                          | 1.21%           |
| K    | Bharat Mumbai Container Terminals(PSA)                  | 14.15%          |
| L    | Century Port Limited, Kolkata                           | 0.53%           |
| M    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 3.67%           |
| N    | Chennai International Terminals Pvt Ltd (CITPL)         | 4.56%           |
| O    | Dakshin Bharat Gateway Terminal (DBGT)                  | 2.55%           |
| P    | Gateway Terminals India (GTI)                           | 9.57%           |
| Q    | Haldia International Container Terminal (HICT)          | -               |
| R    | International Container Transhipment Terminal, Kochi    | 1.45%           |
| S    | Kandla International Container Terminal (KICT)          | 0.16%           |
| T    | Mangalore Container Terminal Private Limited (MCTPL)    | 0.36%           |
| U    | Mundra International Container Terminal (MICT)          | 7.61%           |
| V    | Nhava Sheva Freeport Terminal (NSFT)                    | 4.88%           |
| W    | Nhava Sheva India Gateway Terminal (NSIGT)              | 4.98%           |
| X    | Nhava Sheva International Container Terminal (NSICT)    | 5.10%           |
| Y    | NSDT Terminal                                           | 0.27%           |
| Z    | PSA SICAL Terminals                                     | -               |
| AA   | Syama Prasad Mookerjee Port, Kolkata (SMP)              | 2.84%           |
| AB   | Tuticorin International Container Terminal (TICT)       | 0.30%           |
| AC   | Visakha Container Terminal                              | 2.92%           |

**Needs Improvement** ★

Entities with low container count and high dwell time

● **Star Performer**

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

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



**X-Axis:** Dwell Time

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

**Y-Axis:** TEU Capacity

**Star Performer** ★ ★ ★

Entities with high TEU capacity and low dwell time

**High Potential** ★ ★

Entities with low TEU capacity and low dwell time

**Slow Bulk Mover** ★ ★

Entities with high TEU capacity and high dwell time

**Needs Improvement** ★

Entities with low TEU capacity and high dwell time

● **Star Performer**

| Abb. | Terminals                                               | Container count |
|------|---------------------------------------------------------|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 4.32%           |
| B    | Adani Ennore Container Terminal                         | 2.71%           |
| C    | Adani Gangavaram Port                                   | 0.54%           |
| D    | Adani Hazira Port Private Limited (AHPPL)               | 3.28%           |
| E    | Adani International Container Terminal (AICTPL)         | 6.54%           |
| F    | Adani Kattupalli Port Private Limited (AKPPL)           | 3.69%           |
| G    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| H    | Adani Mundra Container Terminal (AMCT)                  | 4.95%           |
| I    | Adani Mundra Container Terminal -2                      | 6.86%           |
| J    | APM Terminals Pipavav, Gujarat                          | 1.21%           |
| K    | Bharat Mumbai Container Terminals(PSA)                  | 14.15%          |
| L    | Century Port Limited, Kolkata                           | 0.53%           |
| M    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 3.67%           |
| N    | Chennai International Terminals Pvt Ltd (CITPL)         | 4.56%           |
| O    | Dakshin Bharat Gateway Terminal (DBGT)                  | 2.55%           |
| P    | Gateway Terminals India (GTI)                           | 9.57%           |
| Q    | Haldia International Container Terminal (HICT)          | -               |
| R    | International Container Transshipment Terminal, Kochi   | 1.45%           |
| S    | Kandla International Container Terminal (KICT)          | 0.16%           |
| T    | Mangalore Container Terminal Private Limited (MCTPL)    | 0.36%           |
| U    | Mundra International Container Terminal (MICT)          | 7.61%           |
| V    | Nhava Sheva Freeport Terminal (NSFT)                    | 4.88%           |
| W    | Nhava Sheva India Gateway Terminal (NSIGT)              | 4.98%           |
| X    | Nhava Sheva International Container Terminal (NSICT)    | 5.10%           |
| Y    | NSDT Terminal                                           | 0.27%           |
| Z    | PSA SICAL Terminals                                     | -               |
| AA   | Syama Prasad Mookerjee Port, Kolkata (SMP)              | 2.84%           |
| AB   | Tuticorin International Container Terminal (TICT)       | 0.30%           |
| AC   | Visakha Container Terminal                              | 2.92%           |

# Dwell Time Performance: CFS Import Cycle

## IMPORT

|                                 | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|---------------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>           | <b>91.7</b>        |   | <b>88.6</b>        | <b>95.9</b>        | <b>91.6</b>      | <b>95.4</b>      |
| JNPA                            | 89.6               | ↑ | 84.9               | 91.7               | 85.5             | 90.0             |
| APSEZ Mundra                    | 97.0               | ↓ | 99.2               | 104.2              | 102.0            | 104.3            |
| Pipavav                         | 96.7               | ↓ | 101.6              | 102.0              | 85.6             | 99.9             |
| Hazira                          | 122.6              | ↓ | 136.1              | 124.3              | 108.2            | 116.9            |
| <b>Southern Region</b>          | <b>120.2</b>       |   | <b>132.2</b>       | <b>133.0</b>       | <b>131.4</b>     | <b>128.6</b>     |
| Chennai, KPL Ennore, Kattupalli | 108.8              | ↓ | 122.2              | 122.4              | 123.2            | 117.5            |
| CoPA Cochin                     | 101.3              | ↓ | 117.9              | 122.9              | 125.1            | 125.5            |
| VoCPA Tuticorin                 | 189.1              | ↓ | 191.5              | 176.4              | 171.7            | 177.9            |
| <b>Eastern Region</b>           | <b>139.9</b>       |   | <b>144.7</b>       | <b>159.3</b>       | <b>147.9</b>     | <b>149.1</b>     |
| Visakhapatnam                   | 161.1              | ↓ | 185.4              | 191.5              | 173.6            | 172.6            |
| SMP Kolkata                     | 137.8              | ↑ | 137.3              | 147.5              | 140.4            | 142.9            |
| Haldia                          | 110.0              | ↓ | 163.8              | 154.7              | 142.7            | 144.8            |

Below are number of CFSs across various ports:

| JNPA | APSEZ Mundra | Pipavav | Hazira | Chennai, KPL Ennore, Kattupalli | CoPA Cochin | VoCPA Tuticorin | Visakhapatnam | SMP Kolkata | Haldia |
|------|--------------|---------|--------|---------------------------------|-------------|-----------------|---------------|-------------|--------|
| 32   | 16           | 3       | 5      | 32                              | 5           | 16              | 9             | 7           | 4      |

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 CFS

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

# Dwell Time Performance: CFS Export Cycle

## EXPORT

|                                 | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|---------------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>           | <b>80.5</b>        |   | <b>79.4</b>        | <b>63.5</b>        | <b>66.2</b>      | <b>68.7</b>      |
| JNPA                            | 84.0               | ↓ | 85.3               | 62.7               | 71.7             | 74.6             |
| APSEZ Mundra                    | 73.6               | ↑ | 68.2               | 65.7               | 58.4             | 59.7             |
| Pipavav                         | 99.6               | ↑ | 70.1               | 78.3               | 70.3             | 74.2             |
| Hazira                          | 110.0              | ↑ | 63.4               | 62.6               | 62.1             | 60.4             |
| <b>Southern Region</b>          | <b>51.8</b>        |   | <b>49.9</b>        | <b>45.6</b>        | <b>41.8</b>      | <b>40.0</b>      |
| Chennai, KPL Ennore, Kattupalli | 64.9               | ↑ | 58.9               | 54.6               | 47.8             | 45.8             |
| CoPA Cochin                     | 31.3               | ↑ | 25.1               | 29.0               | 32.3             | 46.3             |
| VoCPA Tuticorin                 | 29.8               | ↓ | 32.4               | 26.6               | 25.7             | 26.2             |
| <b>Eastern Region</b>           | <b>98.3</b>        |   | <b>114.8</b>       | <b>82.9</b>        | <b>93.8</b>      | <b>89.6</b>      |
| Visakhapatnam                   | 93.4               | ↑ | 69.8               | 73.1               | 82.0             | 78.2             |
| SMP Kolkata                     | 101.8              | ↓ | 120.2              | 91.3               | 99.4             | 94.7             |
| Haldia                          | 80.5               | ↓ | 119.4              | 82.7               | 93.9             | 84.8             |

Below are number of CFSs across various ports:

| JNPA | APSEZ Mundra | Pipavav | Hazira | Chennai, KPL Ennore, Kattupalli | CoPA Cochin | VoCPA Tuticorin | Visakhapatnam | SMP Kolkata | Haldia |
|------|--------------|---------|--------|---------------------------------|-------------|-----------------|---------------|-------------|--------|
| 32   | 16           | 3       | 5      | 32                              | 5           | 16              | 9             | 7           | 4      |

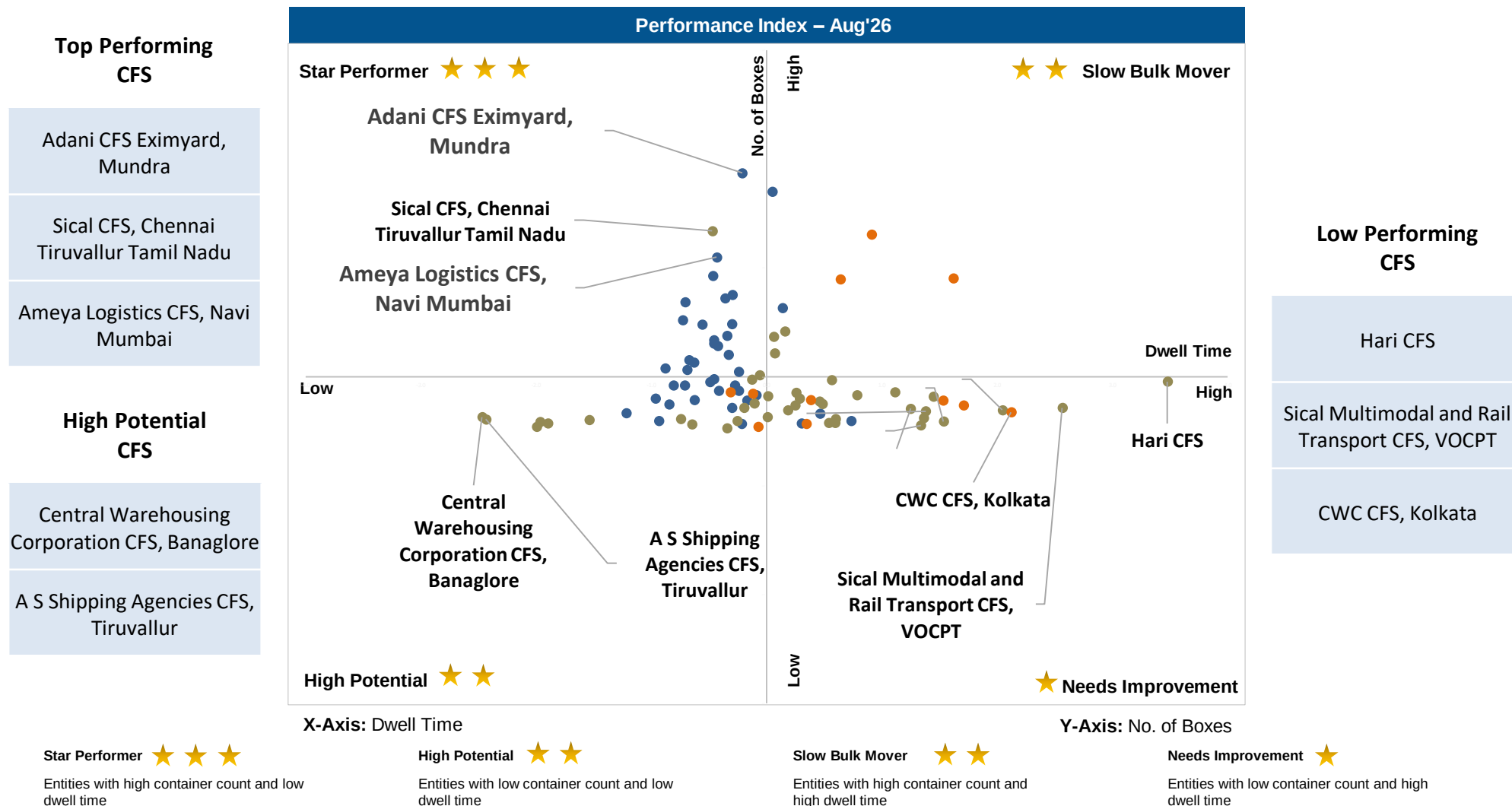
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

↓ ↑ 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:



# Dwell Time Performance: ICD Import & Export Cycle

## IMPORT

|                 | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| Western Region  | 164.4              | ↓ | 165.2              | 170.5              | 132.3            | 135.0            |
| Southern Region | 168.0              | ↑ | 146.1              | 157.9              | 134.7            | 150.7            |
| Eastern Region  | 117.5              | ↓ | 240.6              | 85.4               | 102.1            | 99.0             |
| Northern Region | 167.7              | ↑ | 154.1              | 120.6              | 129.9            | 135.4            |

## EXPORT

|                 | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) | Aug'25<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| Western Region  | 128.6              | ↓ | 142.1              | 109.2              | 108.5            | 114.2            |
| Southern Region | 133.7              | ↓ | 135.9              | 113.3              | 117.7            | 122.1            |
| Eastern Region  | 193.5              | ↓ | 208.5              | 111.9              | 136.4            | 135.6            |
| Northern Region | 107.8              | ↑ | 107.7              | 104.1              | 102.1            | 102.7            |

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

Note:

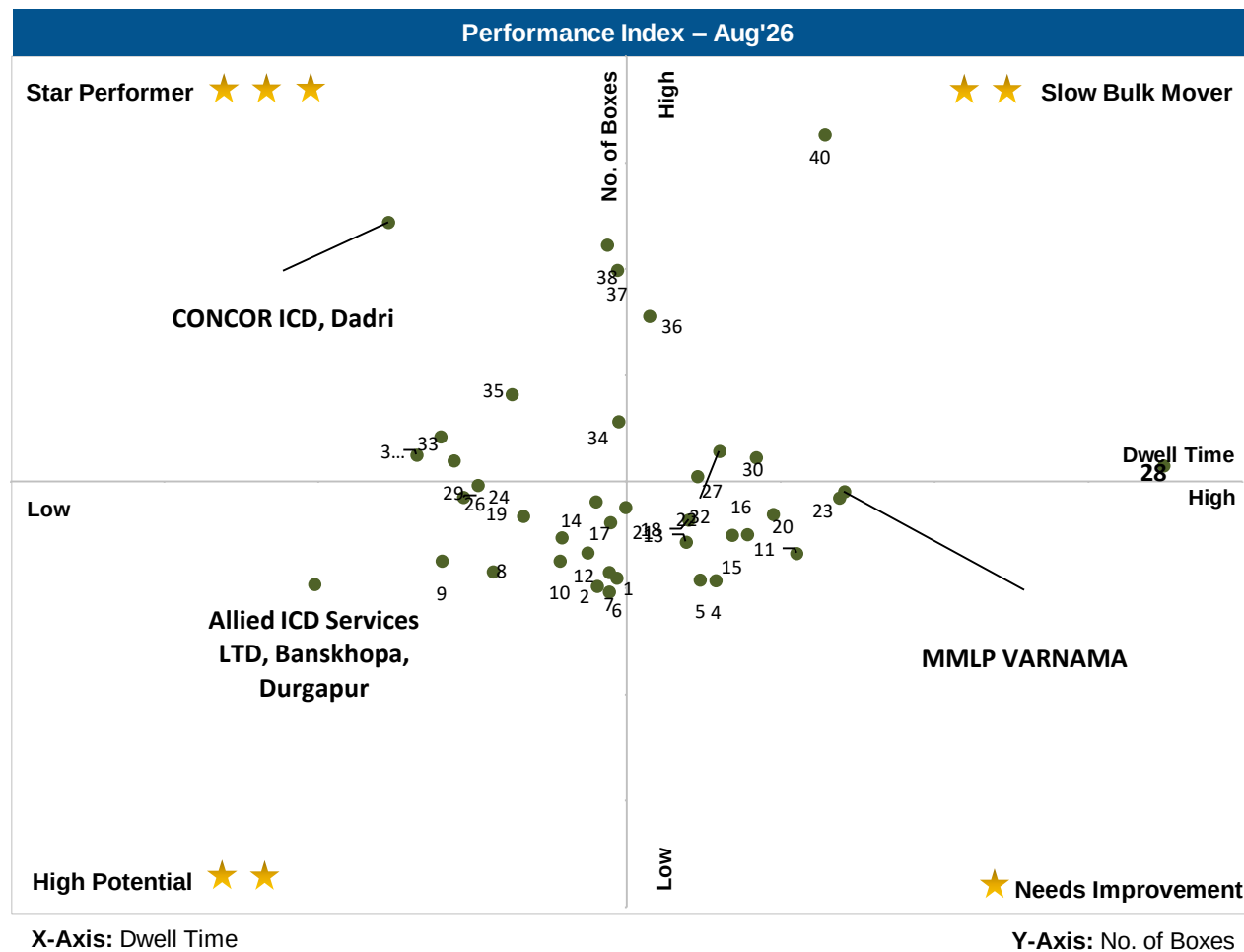
- Dwell time represents the time a container spends moving in and out of the ICD
- Southern and Eastern Region ICD Export Dwell Time is available from Dec'24



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:



**Note:**

Please refer annexure for ICD names

# Dwell Time Performance: Domestic Containers

Terminal dwell time performance for handling domestic containers:

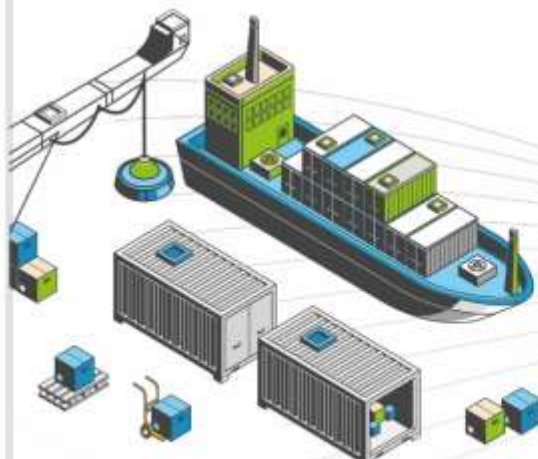
| Terminals                                             | Dwell time for handling domestic containers |   |                    | Overall domestic containers distribution among terminals |               |
|-------------------------------------------------------|---------------------------------------------|---|--------------------|----------------------------------------------------------|---------------|
|                                                       | Aug'26<br>(in hrs)                          |   | Jul'26<br>(in hrs) | Aug'26<br>(%)                                            | Jul'26<br>(%) |
|                                                       |                                             |   |                    |                                                          |               |
| International Container Transshipment Terminal, Kochi | 70.3                                        | ↑ | 62.5               | 24.07%                                                   | 26.25%        |
| Visakha Container Terminal                            | 49.5                                        | ↓ | 58.7               | 12.25%                                                   | 9.67%         |
| Bharat Mumbai Container Terminals (PSA)               | 11.3                                        | ↓ | 39.8               | 9.40%                                                    | 9.68%         |
| Nhava Sheva Freeport Terminal (NSFT)                  | 24.2                                        | ↓ | 41.4               | 9.68%                                                    | 9.62%         |
| Tuticorin International Container Terminal (TICT)     | 109.5                                       | ↑ | 59.1               | 1.59%                                                    | 0.94%         |
| Mangalore Container Terminal Private Limited (MCTPL)  | 86.9                                        | ↑ | 64.6               | 3.92%                                                    | 5.89%         |
| Kandla International Container Terminal (KICT)        | 111.0                                       | ↓ | 126.4              | 19.83%                                                   | 19.27%        |
| Chennai Container Terminal Pvt. Ltd. (CCTL)           | 91.1                                        | ↓ | 153.4              | 4.54%                                                    | 6.72%         |
| Chennai International Terminals Pvt Ltd (CITPL)       | 39.3                                        | ↓ | 64.9               | 0.68%                                                    | 2.75%         |
| Syama Prasad Mookerjee Port, Kolkata (SMP)            | 63.6                                        | ↓ | 88.1               | 1.80%                                                    | 2.79%         |
| Nhava Sheva India Gateway Terminal (NSIGT)            | 108.1                                       | ↑ | 91.4               | 5.69%                                                    | 3.53%         |
| Nhava Sheva International Container Terminal (NSICT)  | 51.8                                        | ↓ | 72.0               | 4.82%                                                    | 1.80%         |
| Paradip International Cargo Terminal                  | 30.0                                        | ↓ | 97.4               | 1.15%                                                    | 1.09%         |
| Century Port Limited, Kolkata                         | 34.1                                        |   | -                  | 0.58%                                                    | -             |

Terminal handling highest domestic containers

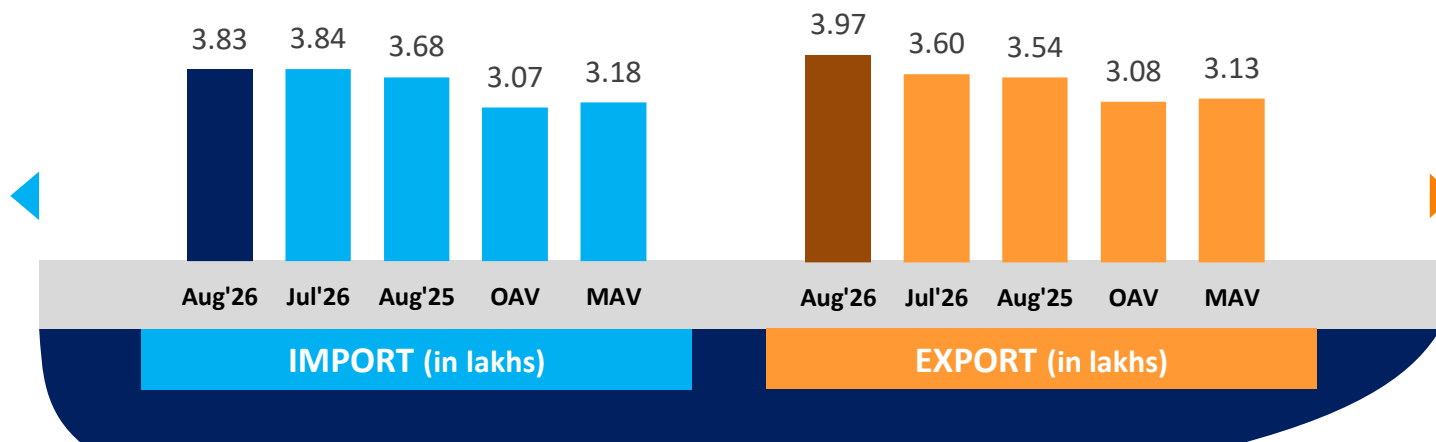


Indicates decrease/ increase in dwell time from last month

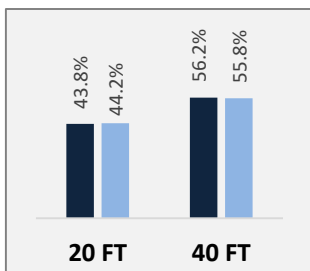
# WESTERN REGION PERFORMANCE



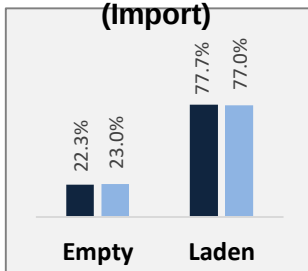
## Western Region



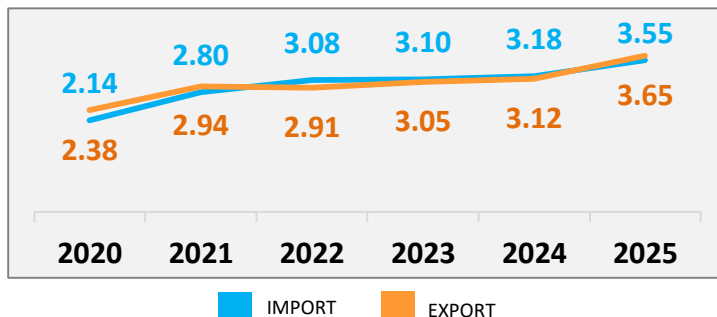
Container Size-wise (Import)



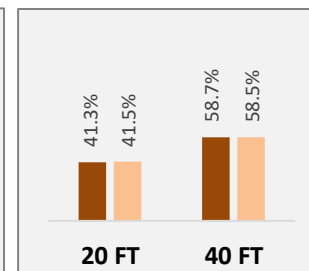
Container Type-wise (Import)



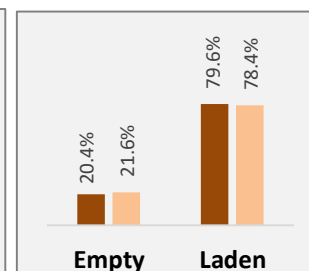
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



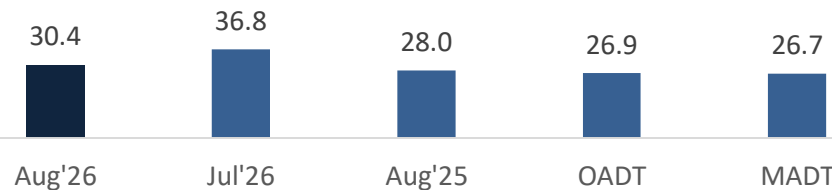
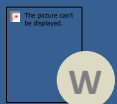
Container Type-wise (Export)



OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

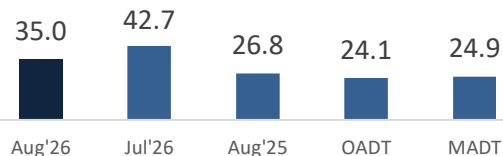
# Dwell Time Performance: Western Region Import Cycle

## Western Region

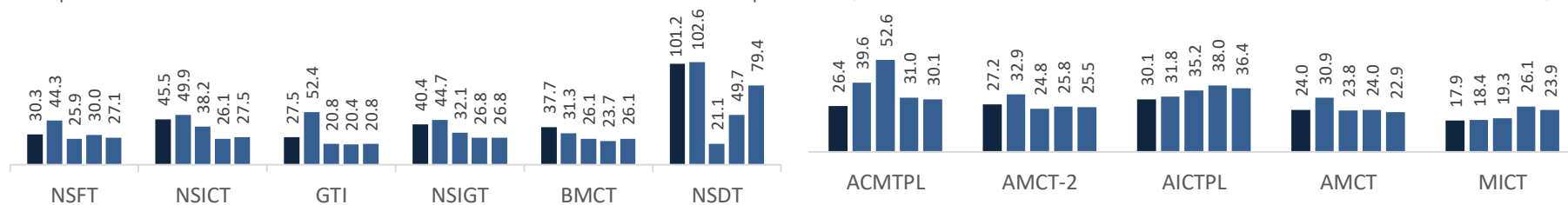
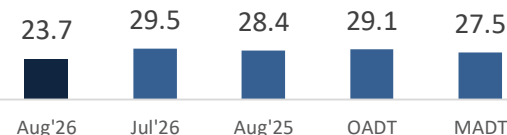


**PAN India**  
**Import Dwell Time**  
**32.8 Hrs.**  
(Aug'26)

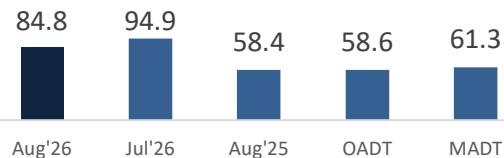
### JNPA



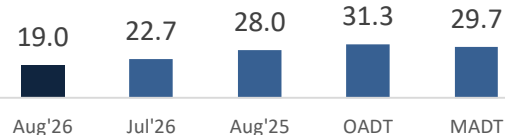
### APSEZ Mundra



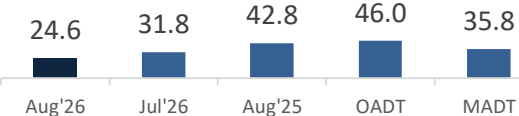
### Pipavav



### Hazira



### DPA Kandla



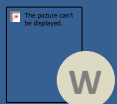
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**Note:**  
All values are in hours

IMPORT

# Dwell Time Performance: Western Region Export Cycle

## Western Region



102.4

Aug'26

106.0

Jul'26

89.9

Aug'25

91.4

OADT

94.6

MADT

PAN India  
Export Dwell Time  
**102.0** Hrs.  
(Aug'26)

### JNPA

86.6

Aug'26

90.9

Jul'26

78.0

Aug'25

74.9

OADT

78.4

MADT

### APSEZ Mundra

123.0

Aug'26

128.0

Jul'26

104.3

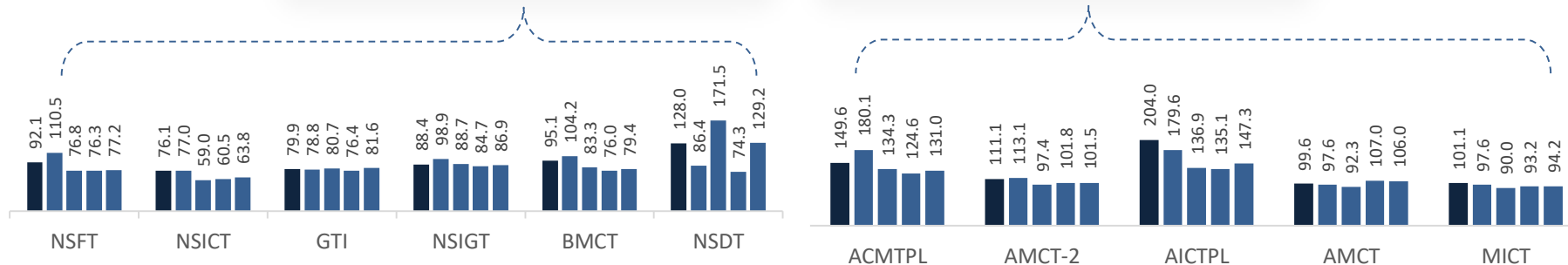
Aug'25

111.7

OADT

113.8

MADT



### Pipavav

118.7

Aug'26

110.0

Jul'26

107.0

Aug'25

110.6

OADT

121.8

MADT

### Hazira

148.8

Aug'26

141.5

Jul'26

131.0

Aug'25

120.6

OADT

127.6

MADT

### DPA Kandla

89.1

Aug'26

82.1

Jul'26

98.8

Aug'25

105.8

OADT

121.7

MADT

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

**Note:**  
All values are in hours

# Container Turnaround Analysis: Western Region

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

| Port In<br>(Import Cycle) | Port Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|---------------------------|----------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                           |                            | Aug'26                                  | Jul'26 | Aug'25 | Aug'26                       | Jul'26 | Aug'25 |
| JNPA                      | JNPA                       | 97%                                     | 96%    | 97%    | 34.4                         | 34.4   | 28.1   |
|                           | Other Ports                | 3%                                      | 4%     | 3%     | 58.0                         | 57.3   | 53.0   |
| APSEZ Mundra              | APSEZ Mundra               | 95%                                     | 95%    | 94%    | 36.9                         | 35.2   | 34.2   |
|                           | Other Ports                | 5%                                      | 5%     | 6%     | 52.6                         | 46.7   | 50.4   |
| Hazira                    | Hazira                     | 94%                                     | 95%    | 89%    | 34.7                         | 37.3   | 33.2   |
|                           | Other Ports                | 6%                                      | 5%     | 11%    | 40.2                         | 49.6   | 44.1   |
| DPA Kandla                | DPA Kandla                 | 71%                                     | 67%    | 85%    | 55.4                         | 30.9   | 31.7   |
|                           | APSEZ Mundra               | 29%                                     | 33%    | 15%    | 84.0                         | 112.8  | 53.2   |
| Pipavav                   | Pipavav                    | 45%                                     | 51%    | 41%    | 34.7                         | 34.2   | 33.0   |
|                           | APSEZ Mundra               | 50%                                     | 45%    | 53%    | 43.4                         | 46.7   | 42.5   |
|                           | Other Ports                | 5%                                      | 4%     | 6%     | 44.9                         | 46.4   | 41.5   |

**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<br>(Import Cycle)                   | Port Terminal Out<br>(Export Cycle)                  | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|------------------------------------------------------|------------------------------------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                                                      |                                                      | Aug'26                                  | Jul'26 | Aug'25 | Aug'26                       | Jul'26 | Aug'25 |
| Bharat Mumbai Container Terminals(PSA)               | Bharat Mumbai Container Terminals(PSA)               | 54%                                     | 54%    | 49%    | 38.2                         | 35.2   | 29.3   |
|                                                      | Gateway Terminals India (GTI)                        | 16%                                     | 18%    | 19%    | 30.9                         | 31.4   | 27.8   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 7%                                      | 6%     | 6%     | 37.1                         | 30.0   | 34.0   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 9%                                      | 9%     | 11%    | 35.5                         | 31.6   | 23.1   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 14%                                     | 13%    | 15%    | 30.3                         | 38.5   | 28.3   |
| Gateway Terminals India (GTI)                        | Bharat Mumbai Container Terminals(PSA)               | 22%                                     | 18%    | 22%    | 36.5                         | 36.3   | 28.3   |
|                                                      | Gateway Terminals India (GTI)                        | 40%                                     | 47%    | 43%    | 32.3                         | 29.8   | 26.9   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 13%                                     | 9%     | 7%     | 35.2                         | 35.5   | 28.2   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 14%                                     | 13%    | 12%    | 30.1                         | 29.7   | 25.1   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 11%                                     | 13%    | 16%    | 30.8                         | 37.8   | 25.7   |
| Nhava Sheva Freeport Terminal (NSFT)                 | Bharat Mumbai Container Terminals(PSA)               | 12%                                     | 14%    | 22%    | 41.9                         | 39.3   | 32.5   |
|                                                      | Gateway Terminals India (GTI)                        | 11%                                     | 19%    | 17%    | 36.8                         | 37.3   | 35.3   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 60%                                     | 52%    | 33%    | 33.0                         | 35.8   | 30.3   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 8%                                      | 5%     | 15%    | 36.7                         | 33.9   | 25.4   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 9%                                      | 10%    | 13%    | 45.3                         | 42.4   | 29.7   |
| Nhava Sheva India Gateway Terminal (NSIGT)           | Bharat Mumbai Container Terminals(PSA)               | 26%                                     | 21%    | 26%    | 33.4                         | 36.7   | 25.7   |
|                                                      | Gateway Terminals India (GTI)                        | 28%                                     | 31%    | 26%    | 26.7                         | 27.3   | 27.3   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 6%                                      | 8%     | 10%    | 32.3                         | 31.1   | 24.7   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 24%                                     | 23%    | 23%    | 29.2                         | 30.6   | 28.7   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 16%                                     | 17%    | 15%    | 31.3                         | 35.5   | 29.4   |
| Nhava Sheva International Container Terminal (NSICT) | Bharat Mumbai Container Terminals(PSA)               | 32%                                     | 29%    | 21%    | 40.5                         | 43.9   | 30.9   |
|                                                      | Gateway Terminals India (GTI)                        | 20%                                     | 19%    | 29%    | 35.4                         | 38.6   | 27.1   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 6%                                      | 6%     | 4%     | 36.1                         | 45.8   | 52.8   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 14%                                     | 12%    | 8%     | 41.8                         | 46.1   | 39.3   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 28%                                     | 34%    | 38%    | 36.7                         | 49.5   | 27.4   |

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

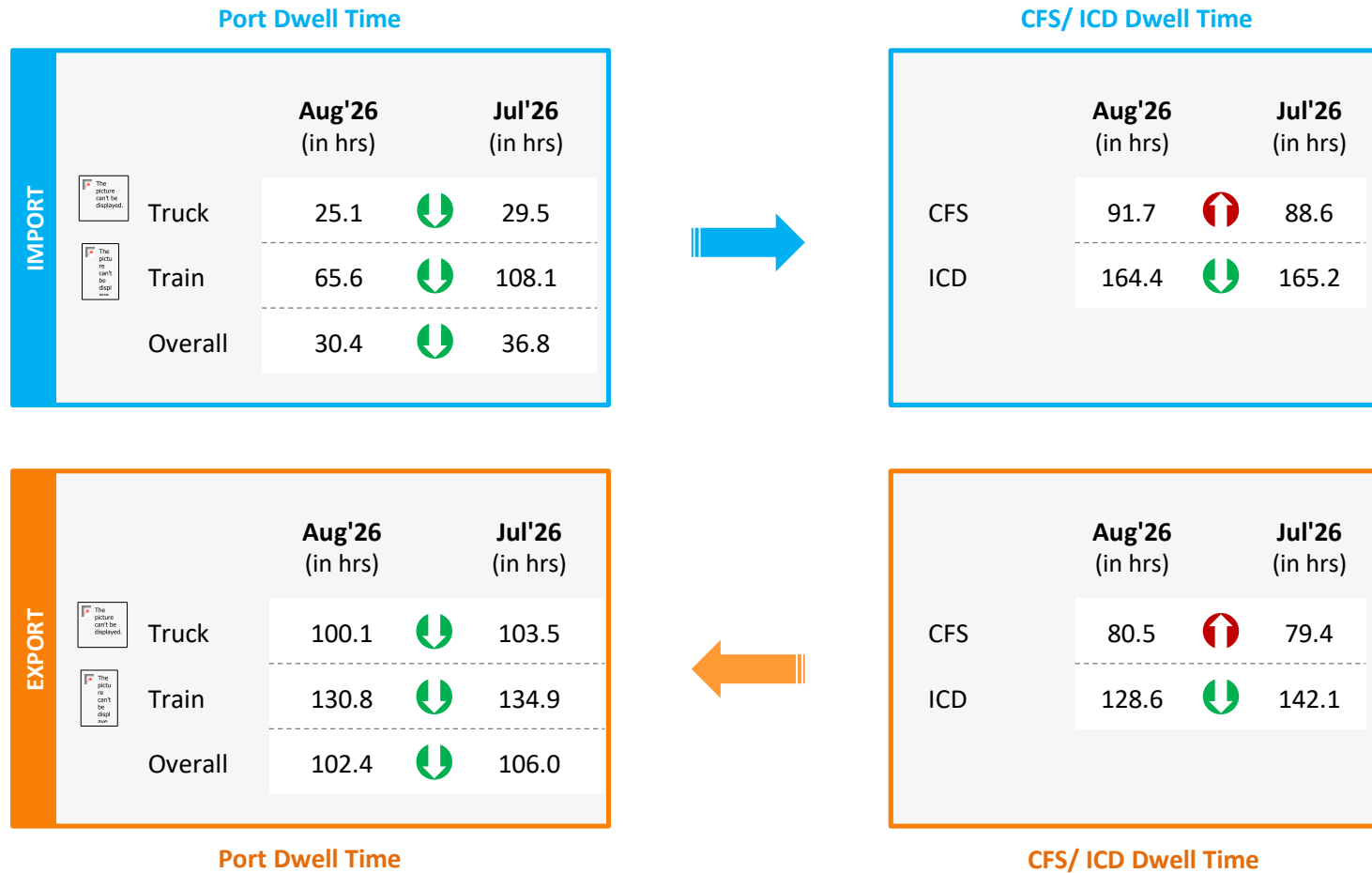
# Container Turnaround Analysis: APSEZ Mundra Port

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

| Port Terminal In<br>(Import Cycle)                 | Port Terminal Out<br>(Export Cycle)             | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|----------------------------------------------------|-------------------------------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                                                    |                                                 | Aug'26                                  | Jul'26 | Aug'25 | Aug'26                       | Jul'26 | Aug'25 |
| Adani CMA Mundra Terminal (ACMTPL)                 | Adani CMA Mundra Terminal (ACMTPL)              | 80%                                     | 81%    | 59%    | 41.5                         | 36.8   | 36.2   |
|                                                    | Adani International Container Terminal (AICTPL) | 3%                                      | 4%     | 4%     | 35.2                         | 27.2   | 41.1   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 6%                                      | 6%     | 13%    | 32.8                         | 27.3   | 33.6   |
|                                                    | Adani Mundra Container Terminal -2              | 8%                                      | 4%     | 14%    | 33.1                         | 33.0   | 27.8   |
|                                                    | Mundra International Container Terminal (MICT)  | 3%                                      | 5%     | 10%    | 43.9                         | 35.7   | 39.7   |
| Adani International Container Terminal<br>(AICTPL) | Adani CMA Mundra Terminal (ACMTPL)              | 3%                                      | 2%     | 3%     | 43.0                         | 33.0   | 44.2   |
|                                                    | Adani International Container Terminal (AICTPL) | 79%                                     | 74%    | 76%    | 40.8                         | 33.9   | 41.7   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 8%                                      | 10%    | 7%     | 34.5                         | 34.9   | 25.7   |
|                                                    | Adani Mundra Container Terminal -2              | 6%                                      | 9%     | 8%     | 43.2                         | 30.7   | 33.6   |
|                                                    | Mundra International Container Terminal (MICT)  | 4%                                      | 5%     | 6%     | 49.7                         | 37.2   | 32.7   |
| Adani Mundra Container Terminal (AMCT)             | Adani CMA Mundra Terminal (ACMTPL)              | 11%                                     | 12%    | 7%     | 37.6                         | 34.2   | 24.6   |
|                                                    | Adani International Container Terminal (AICTPL) | 4%                                      | 8%     | 10%    | 45.2                         | 39.1   | 30.8   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 35%                                     | 36%    | 36%    | 32.5                         | 36.8   | 30.6   |
|                                                    | Adani Mundra Container Terminal -2              | 33%                                     | 28%    | 28%    | 32.4                         | 32.3   | 41.7   |
|                                                    | Mundra International Container Terminal (MICT)  | 17%                                     | 16%    | 19%    | 38.6                         | 39.7   | 31.9   |
| Adani Mundra Container Terminal -2                 | Adani CMA Mundra Terminal (ACMTPL)              | 4%                                      | 2%     | 4%     | 24.3                         | 29.3   | 27.6   |
|                                                    | Adani International Container Terminal (AICTPL) | 5%                                      | 8%     | 11%    | 30.8                         | 29.2   | 29.7   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 26%                                     | 29%    | 24%    | 28.5                         | 32.5   | 32.7   |
|                                                    | Adani Mundra Container Terminal -2              | 54%                                     | 54%    | 47%    | 36.3                         | 31.1   | 34.3   |
|                                                    | Mundra International Container Terminal (MICT)  | 11%                                     | 7%     | 14%    | 33.1                         | 36.9   | 31.3   |
| Mundra International Container Terminal<br>(MICT)  | Adani CMA Mundra Terminal (ACMTPL)              | 5%                                      | 7%     | 3%     | 30.0                         | 39.0   | 25.4   |
|                                                    | Adani International Container Terminal (AICTPL) | 2%                                      | 4%     | 7%     | 75.6                         | 58.8   | 42.5   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 9%                                      | 15%    | 16%    | 44.3                         | 42.6   | 35.0   |
|                                                    | Adani Mundra Container Terminal -2              | 8%                                      | 10%    | 10%    | 42.7                         | 39.2   | 39.4   |
|                                                    | Mundra International Container Terminal (MICT)  | 76%                                     | 64%    | 64%    | 32.9                         | 42.1   | 26.2   |

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

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month

# Port Performance Benchmarking: Western Region

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



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

● Star Performer

# Performance Benchmarking: Western Region

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



X-Axis: Dwell Time

Threshold value (in hours): 76.7

Star Performer ★★ ★★ ★★★★★

Entities with high container count and low dwell time



Bubble size represents the terminal capacity

High Potential ★★ ★★

Entities with low container count and low dwell time

Slow Bulk Movers ★★ ★★

Entities with high container count and high dwell time

Y-Axis: No. of Boxes

Threshold value (no. of boxes): 55,724

Needs Improvement ★

Entities with low container count and high dwell time

Note: Terminal abbreviation details are mentioned in annexure

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

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



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

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

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

● **Star Performer**

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

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



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

**Performance Index – Aug'26**

**Star Performer** ★ ★ ★

**Slow Bulk Mover** ★ ★

**Top Performing CFS**

Ameya Logistics CFS, Navi Mumbai

**High Potential CFS**

Navkar Corporation Yard 1 CFS, Panvel

**Needs Improvement** ★

**Adani CFS, Hazira**

**X-Axis: Dwell Time**

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

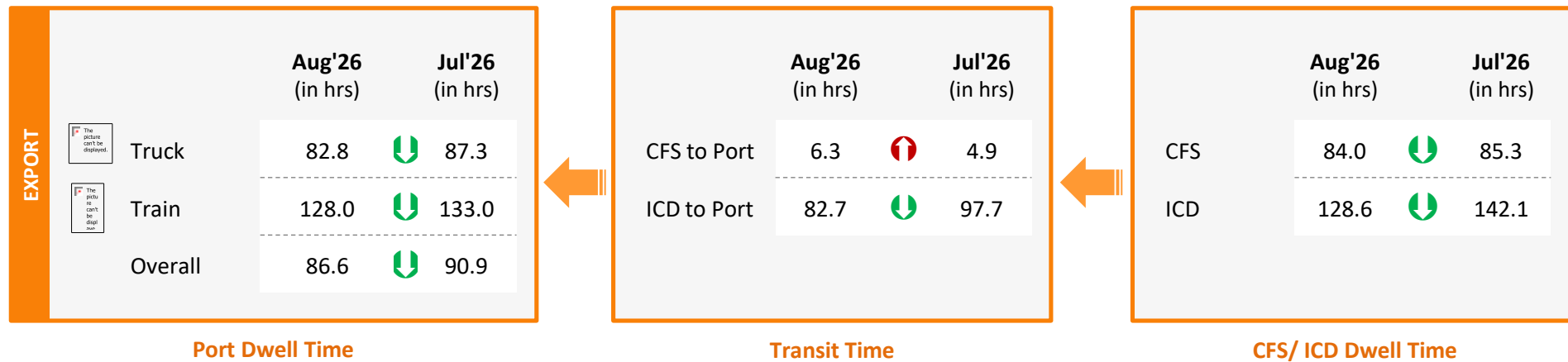
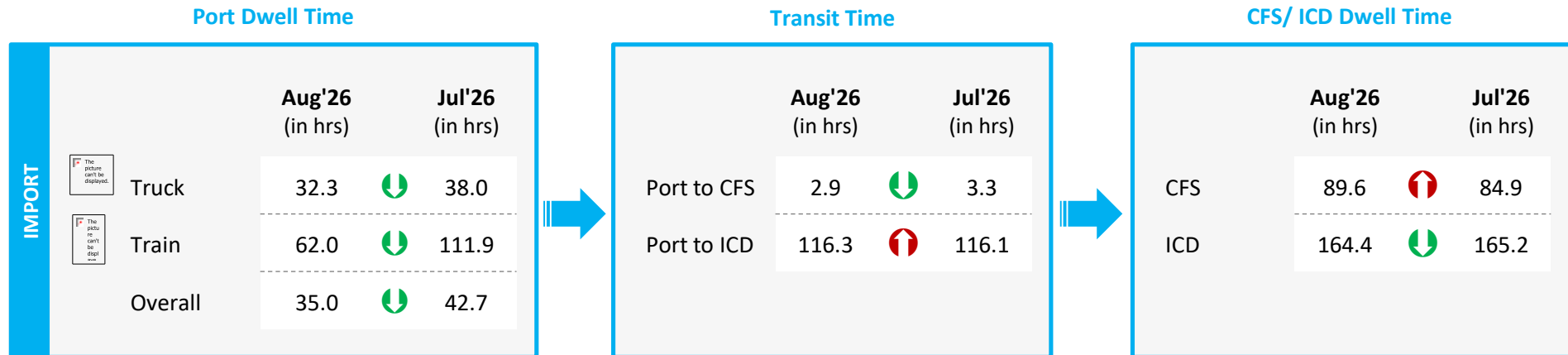
Low High

High Low

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

Western Region Page 41

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

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 | Aug'26<br>(in hrs) | Jul'26<br>(in hrs) |
|--------------------------|--------------------|--------------------|
| Gate in - Gate Out       | 4.8                | 4.6                |

Container Count Percentage: Hour-wise (Aug'26 )

|                          | Within<br>2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than<br>24 hrs |
|--------------------------|-----------------|---------|---------|----------|-----------|---------------------|
| Parking Plaza Dwell Time | 17%             | 25%     | 27%     | 19%      | 7%        | 5%                  |

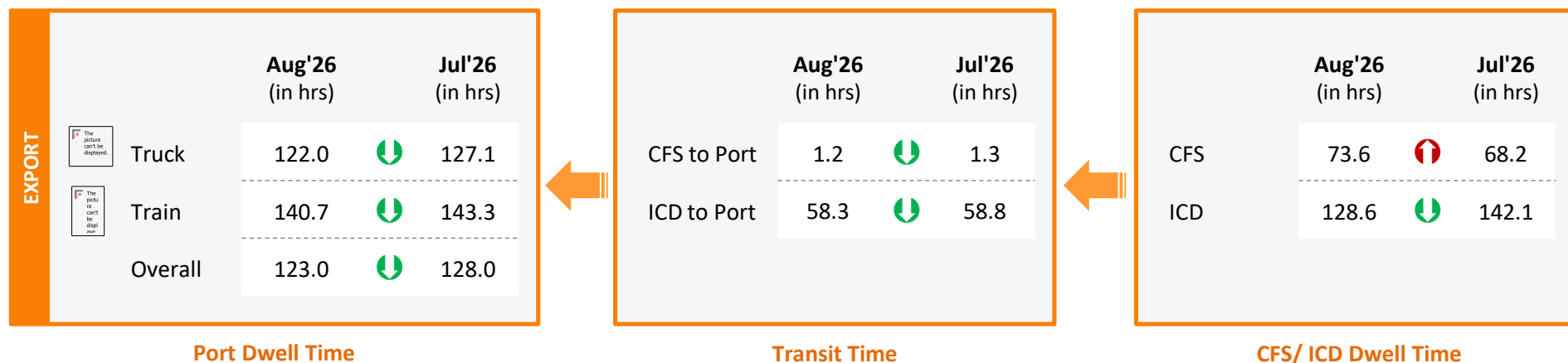
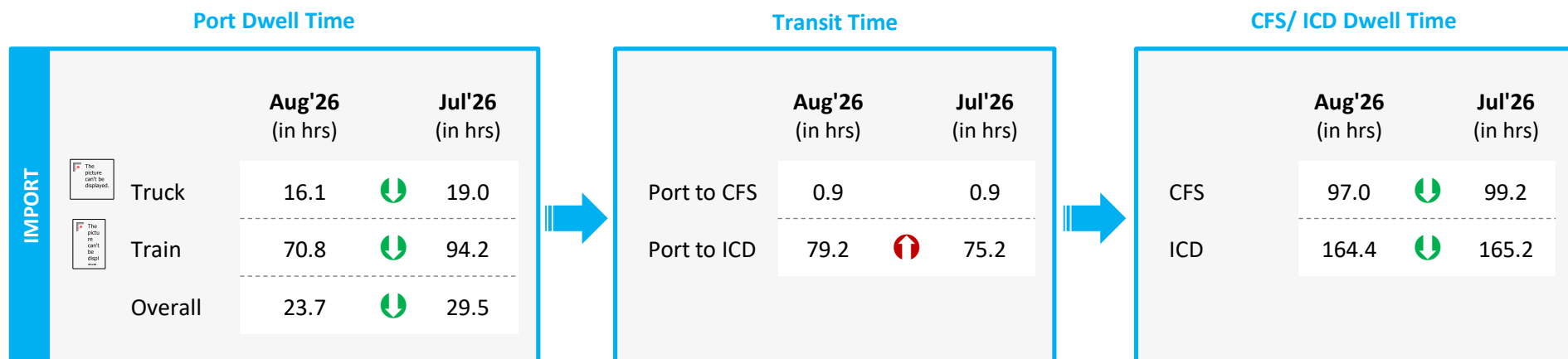
| Parking Plaza to JNPA Port | Aug'26<br>(in hrs) | Jul'26<br>(in hrs) |
|----------------------------|--------------------|--------------------|
| Gate Out – Terminal In     | 5.4                | 3.2                |

Container Count Percentage: Hour-wise (Aug'26 )

| Parking Plaza to Port Terminal | Within<br>1 hrs | 1-2 hrs | 2-3 hrs | 3-4 hrs | 4-5 hrs | More than<br>5 hrs |
|--------------------------------|-----------------|---------|---------|---------|---------|--------------------|
| NSFT                           | 34%             | 25%     | 16%     | 10%     | 3%      | 12%                |
| NSICT                          | 8%              | 7%      | 3%      | 4%      | 6%      | 72%                |
| GTI                            | 6%              | 38%     | 21%     | 5%      | 5%      | 25%                |
| NSIGT                          | 13%             | 16%     | 13%     | 11%     | 8%      | 39%                |
| BMCT                           | 1%              | 5%      | 5%      | 7%      | 7%      | 75%                |
| NSDT                           | -               | -       | -       | -       | -       | -                  |

| Port Terminal | Aug'26<br>(in hrs) | Jul'26<br>(in hrs) |
|---------------|--------------------|--------------------|
| NSFT          | 1.6                | 2.0                |
| NSICT         | 7.7                | 5.0                |
| GTI           | 2.1                | 2.7                |
| NSIGT         | 3.8                | 3.2                |
| BMCT          | 7.8                | 3.0                |
| NSDT          | -                  | 0.7                |

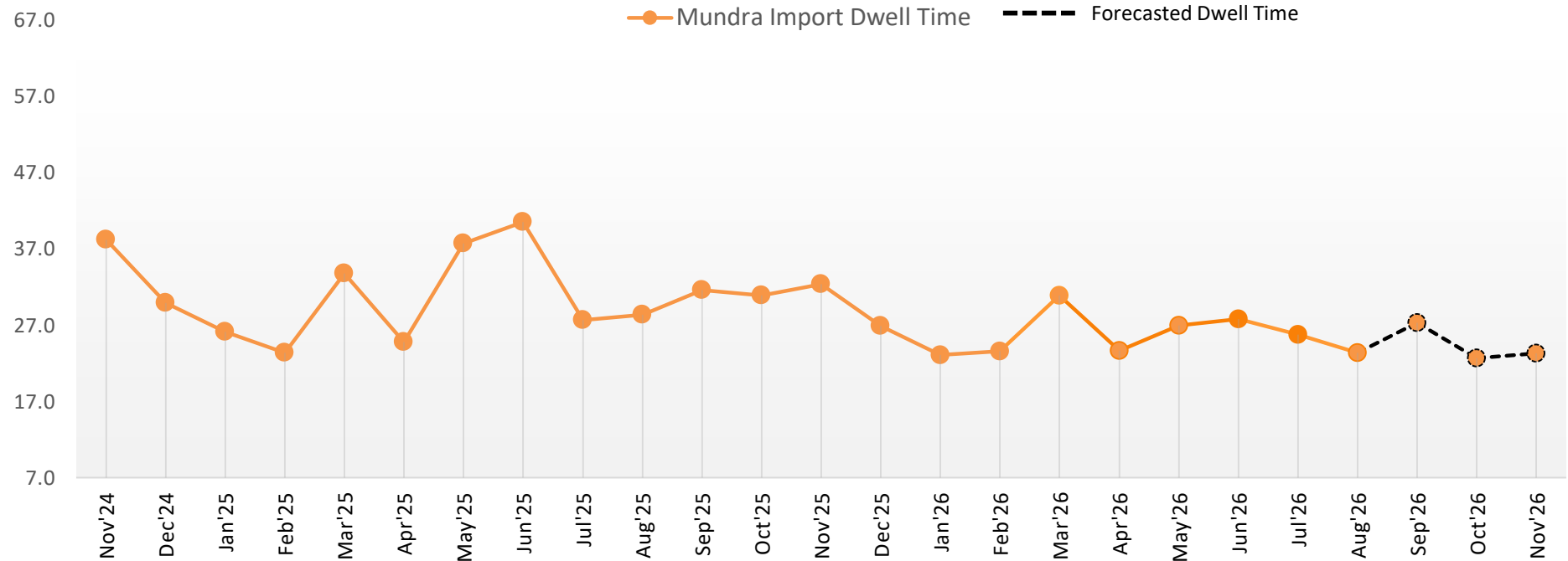
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

# Predictive Analysis: APSEZ Mundra Port



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



|                                  | Jun'26 | Jul'26 | Aug'26 | Sep'26 | Oct'26 | Nov'26 |
|----------------------------------|--------|--------|--------|--------|--------|--------|
| Actual Dwell Time (in hours)     | 40.3   | 29.5   | 23.7   | -      | -      | -      |
| Forecasted Dwell Time (in hours) | 27.8   | 25.8   | 23.4   | 27.3   | 22.7   | 23.3   |

## Note:

All values are in hours

## Parking Plaza Analysis: APSEZ Mundra Port

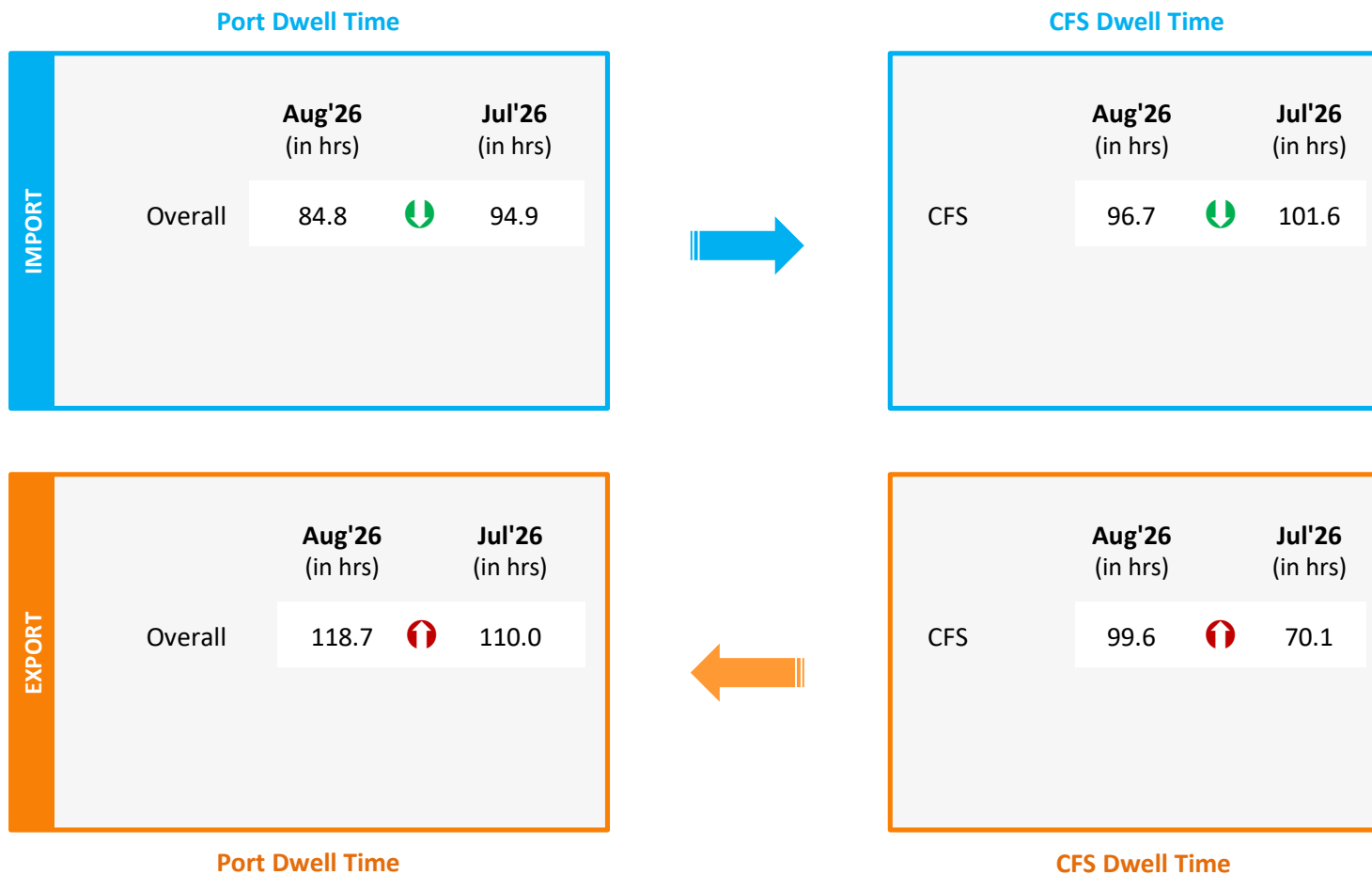
The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time<br>(Gate In – Gate Out) | Aug'26<br>(in hrs) | Jul'26<br>(in hrs) |
|--------------------------------------------------|--------------------|--------------------|
| North Gate Parking Yard, APSEZ Mundra            | 10.2               | 10.4               |

### Container Count Percentage: Hour-wise (Aug'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 | 11%          | 14%     | 17%     | 25%      | 19%       | 14%              |

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)



Indicates decrease/ increase in dwell time from last month

Container Lifecycle (Import Cycle)

Port Dwell Time

| IMPORT |         | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|--------|---------|--------------------|---|--------------------|
|        | Overall | 24.6               | ↓ | 31.8               |

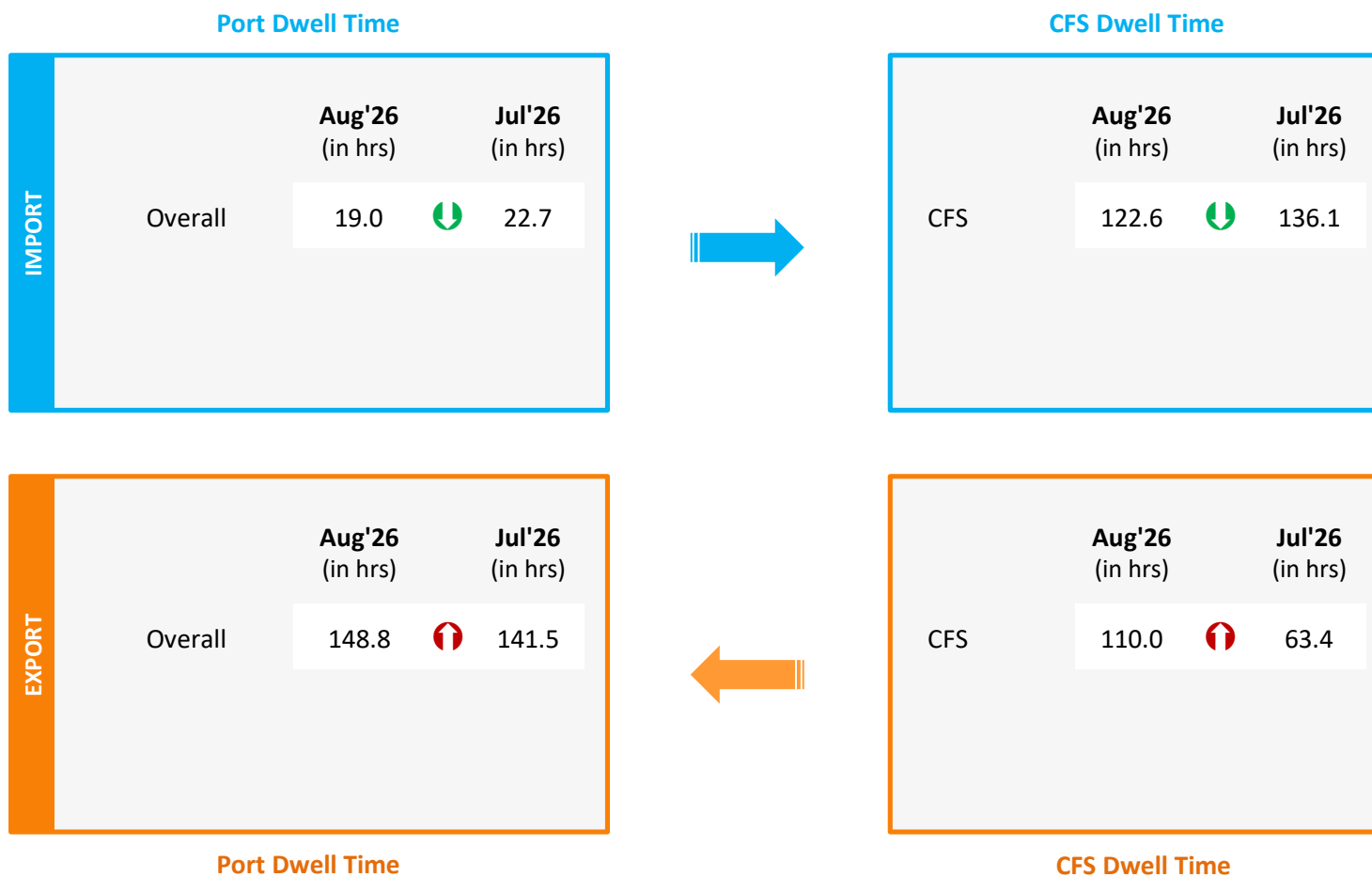
| EXPORT |         | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|--------|---------|--------------------|---|--------------------|
|        | Overall | 89.1               | ↑ | 82.1               |

Port Dwell Time

Container Lifecycle (Export Cycle)

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

## Container Lifecycle (Import Cycle)



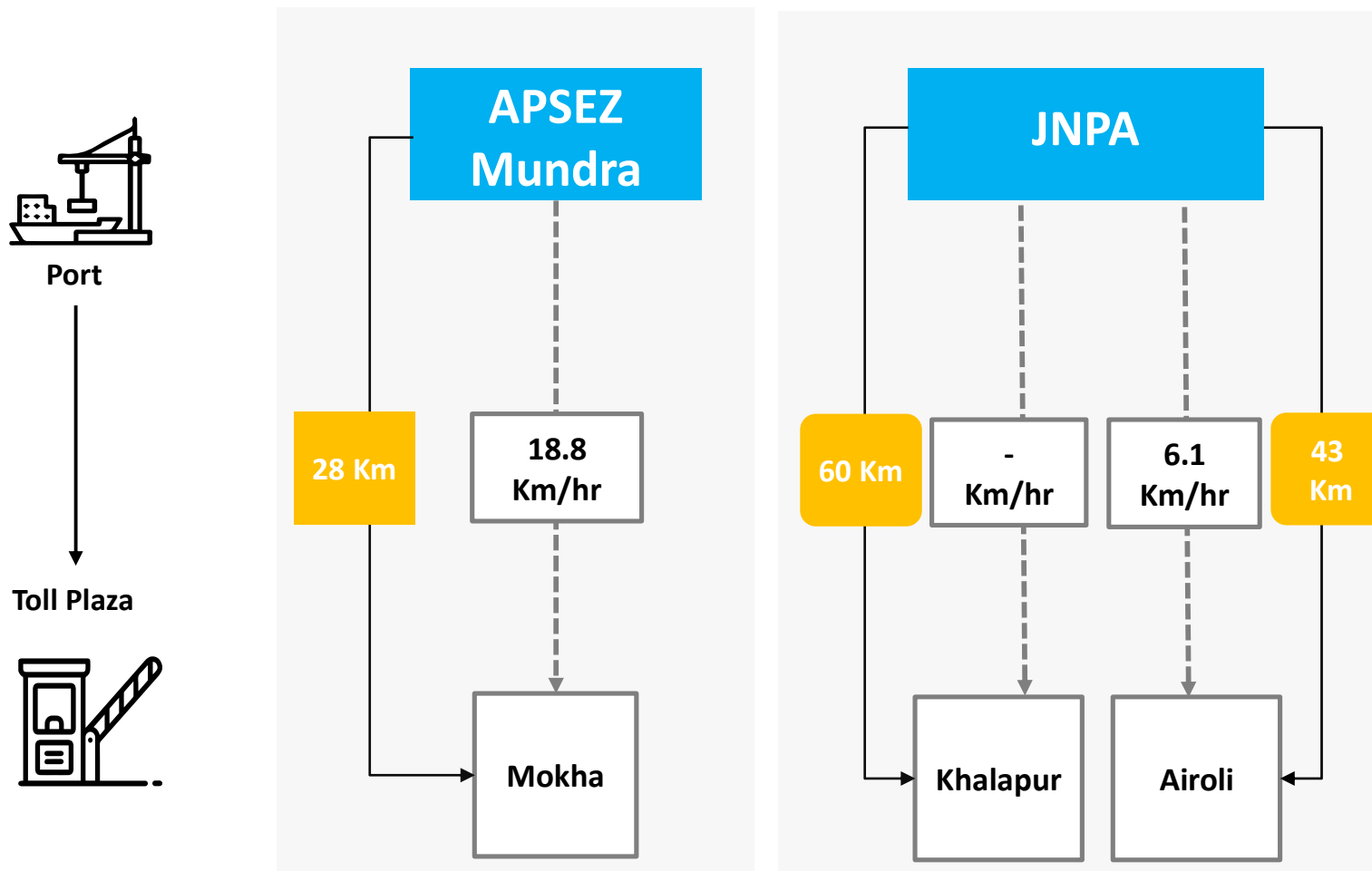
## Container Lifecycle (Export Cycle)



Indicates decrease/ increase in dwell time from last month

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

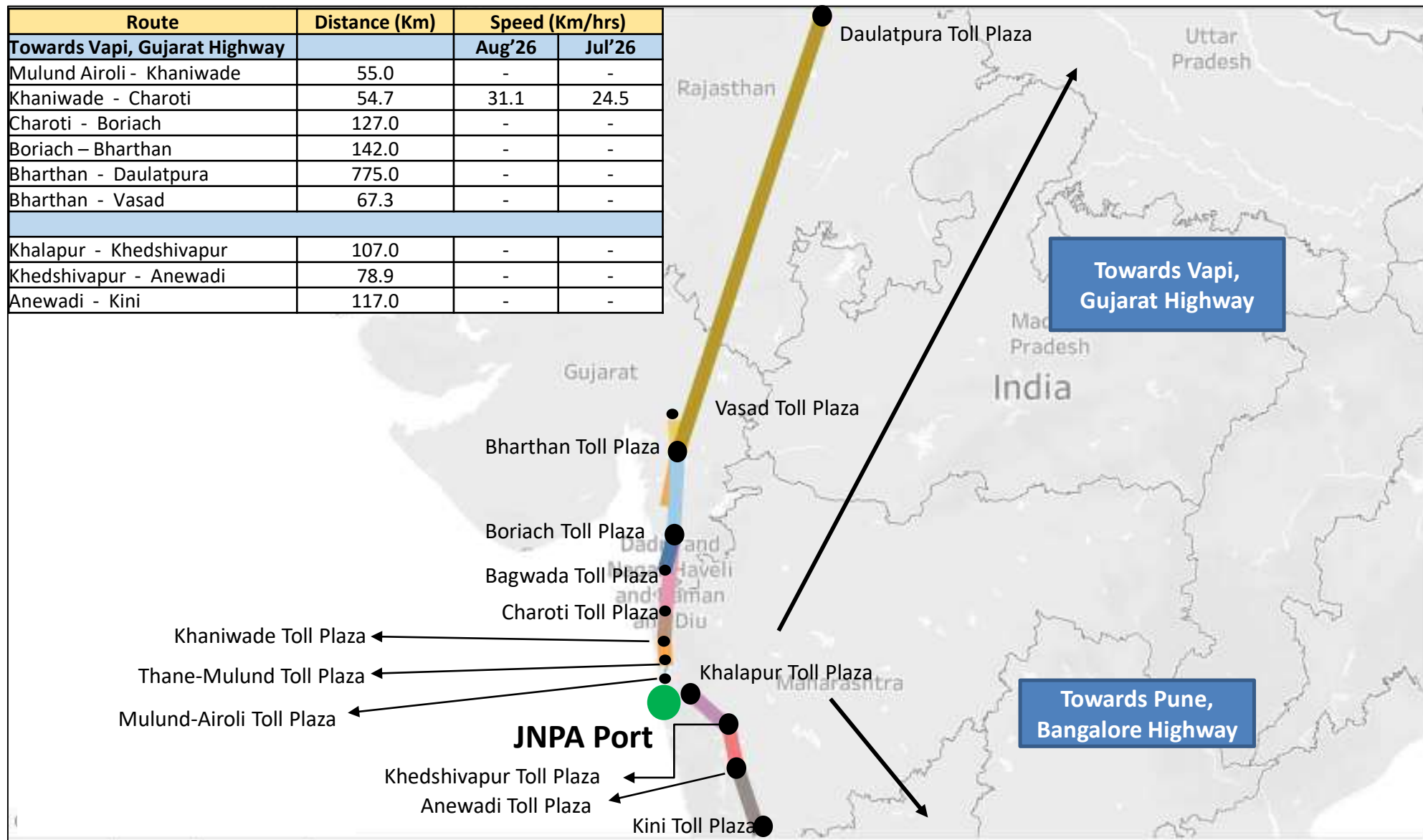
Average speed of trucks to cover the distance between port to nearest toll plaza for Aug'26:



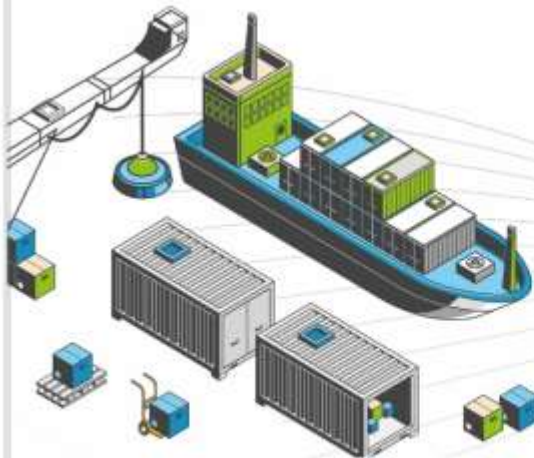
# Toll Plaza Analysis: JNPA Port

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

| Route                         | Distance (Km) | Speed (Km/hrs) |        |
|-------------------------------|---------------|----------------|--------|
| Towards Vapi, Gujarat Highway |               | Aug'26         | Jul'26 |
| Mulund Airoli - Khaniwade     | 55.0          | -              | -      |
| Khaniwade - Charoti           | 54.7          | 31.1           | 24.5   |
| Charoti - Boriach             | 127.0         | -              | -      |
| Boriach – Bharthan            | 142.0         | -              | -      |
| Bharthan - Daulatpura         | 775.0         | -              | -      |
| Bharthan - Vasad              | 67.3          | -              | -      |
|                               |               |                |        |
| Khalapur - Khedshivapur       | 107.0         | -              | -      |
| Khedshivapur - Anewadi        | 78.9          | -              | -      |
| Anewadi - Kini                | 117.0         | -              | -      |

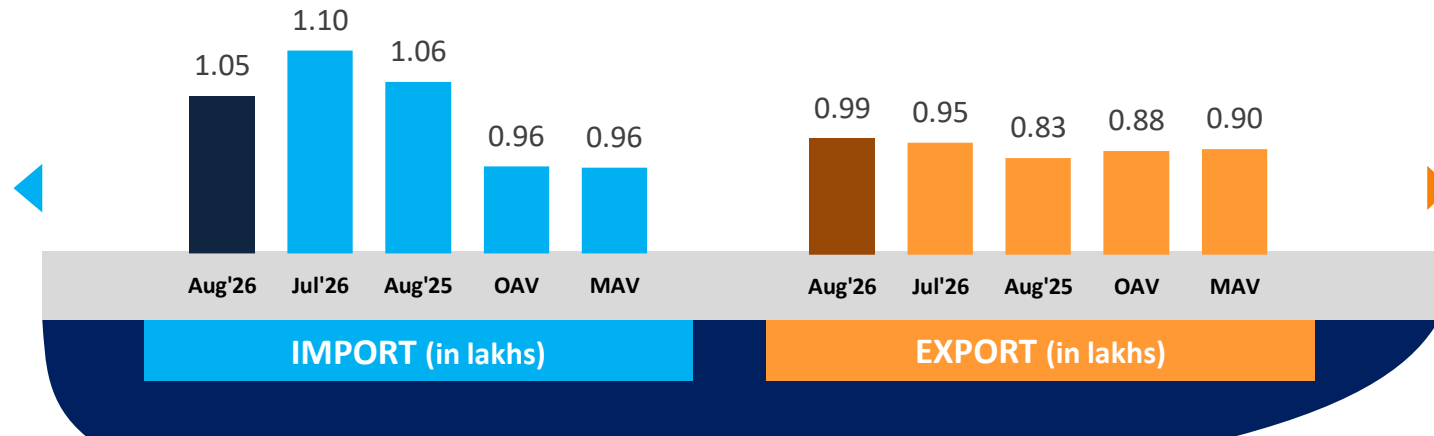


# SOUTHERN REGION PERFORMANCE

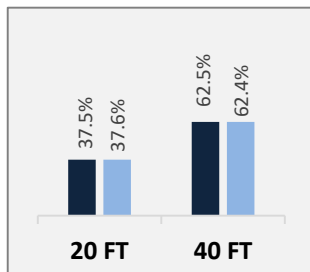


# Container Count: Southern Region

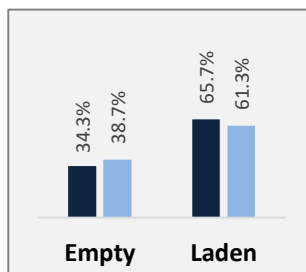
## Southern Region



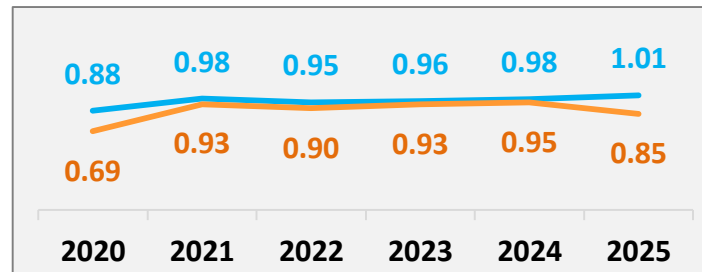
Container Size-wise (Import)



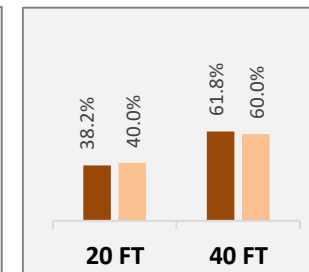
Container Type-wise (Import)



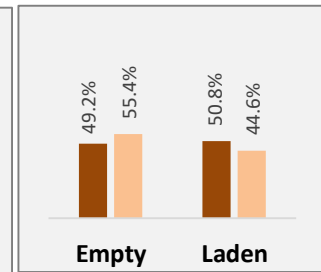
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



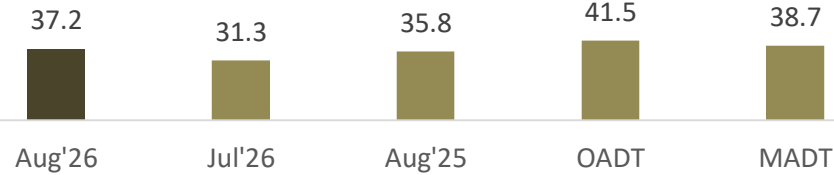
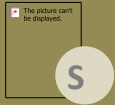
Container Type-wise (Export)



OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

# Dwell Time Performance: Southern Region Import Cycle

## Southern Region

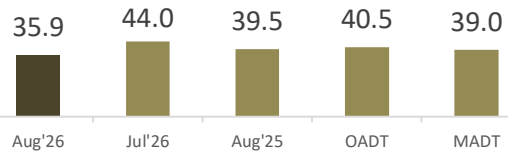


PAN India  
Import Dwell Time  
**32.8 Hr.**  
(Aug'26)

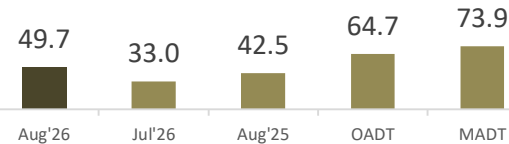
## IMPORT

### Ports

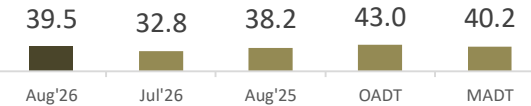
#### CoPA Cochin



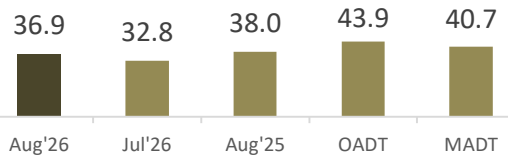
#### New Mangalore



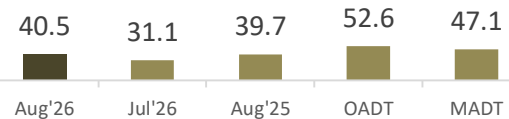
#### KPL Ennore



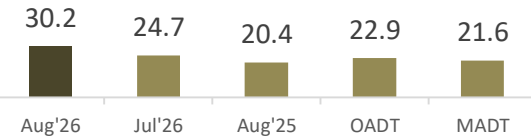
#### Chennai



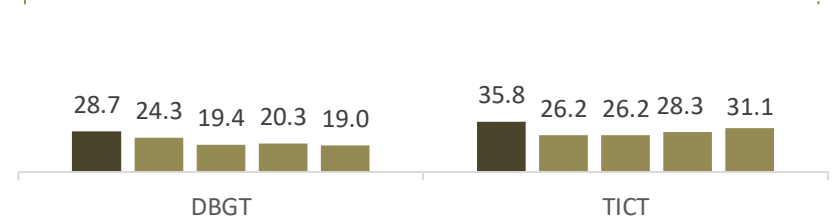
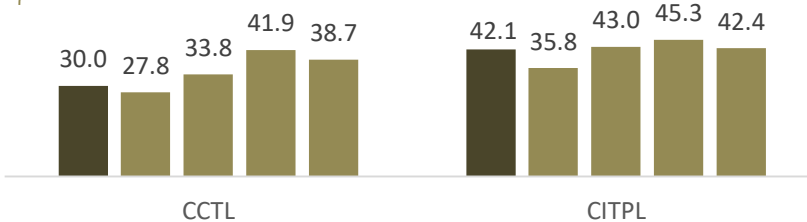
#### Kattupalli



#### VoCPA Tuticorin



### Terminals



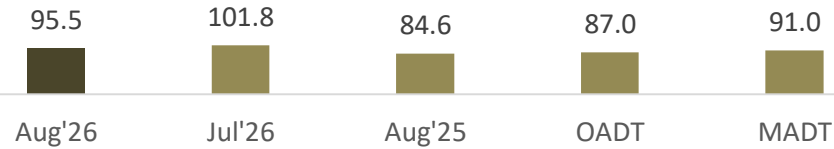
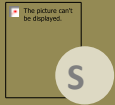
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

#### 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

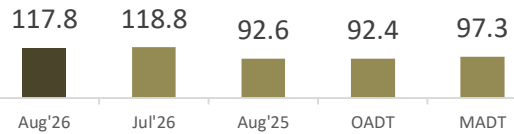
# Dwell Time Performance: Southern Region Export Cycle

## Southern Region

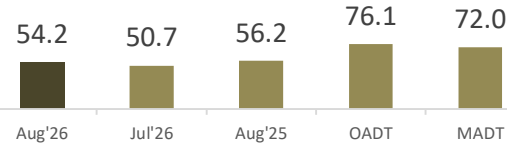


PAN India  
Export Dwell Time  
**102.0 Hr.**  
(Aug'26)

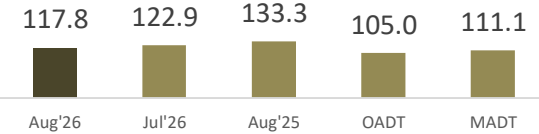
### CoPA Cochin



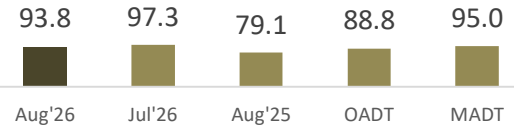
### New Mangalore



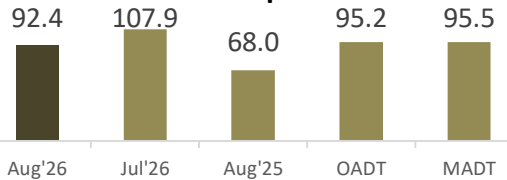
### KPL Ennore



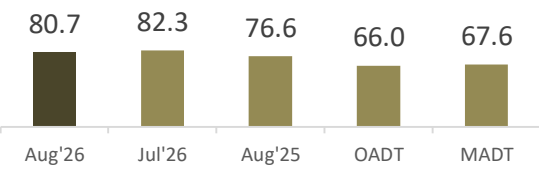
### Chennai



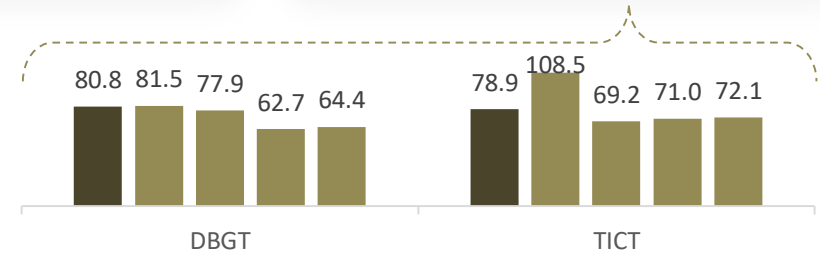
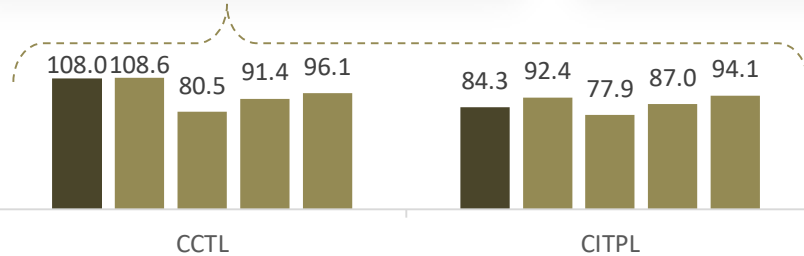
### Kattupalli



### VoCPA 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<br>(Import Cycle) | Port Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|---------------------------|----------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                           |                            | Aug'26                                  | Jul'26 | Aug'25 | Aug'26                       | Jul'26 | Aug'25 |
| CoPA Cochin               | CoPA Cochin                | 100%                                    | 100%   | 100%   | 21.6                         | 19.5   | 22.6   |
|                           | Other Ports                | -                                       | -      | -      | -                            | -      | -      |
| KPL Ennore                | KPL Ennore                 | 71%                                     | 73%    | 80%    | 29.2                         | 28.9   | 22.2   |
|                           | Other Ports                | 29%                                     | 27%    | 20%    | 34.2                         | 26.7   | 23.1   |
| VoCPA Tuticorin           | VoCPA Tuticorin            | 100%                                    | 97%    | 100%   | 27.1                         | 24.0   | 25.8   |
|                           | Other Ports                | -                                       | 3%     | -      | -                            | 64.2   | -      |
| Chennai                   | Chennai                    | 74%                                     | 79%    | 89%    | 27.0                         | 26.6   | 25.0   |
|                           | Kattupalli                 | 20%                                     | 15%    | 6%     | 34.8                         | 30.2   | 20.8   |
|                           | Other Ports                | 6%                                      | 6%     | 5%     | 38.0                         | 36.5   | 39.1   |
| Kattupalli                | Kattupalli                 | 51%                                     | 52%    | 13%    | 28.0                         | 30.7   | 23.8   |
|                           | Chennai                    | 26%                                     | 22%    | 51%    | 29.8                         | 29.3   | 30.8   |
|                           | Other Ports                | 23%                                     | 26%    | 36%    | 32.8                         | 27.0   | 25.5   |

**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<br>(Import Cycle) | Port Terminal Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|------------------------------------|-------------------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                                    |                                     | Aug'26                                  | Jul'26 | Aug'25 | Aug'26                       | Jul'26 | Aug'25 |
| CCTL                               | CCTL                                | 66%                                     | 64%    | 62%    | 27.5                         | 26.0   | 24.9   |
|                                    | CITPL                               | 34%                                     | 36%    | 38%    | 23.6                         | 24.1   | 23.4   |
| CITPL                              | CITPL                               | 74%                                     | 75%    | 63%    | 28.7                         | 26.4   | 27.1   |
|                                    | CCTL                                | 26%                                     | 25%    | 37%    | 27.0                         | 24.0   | 24.2   |

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

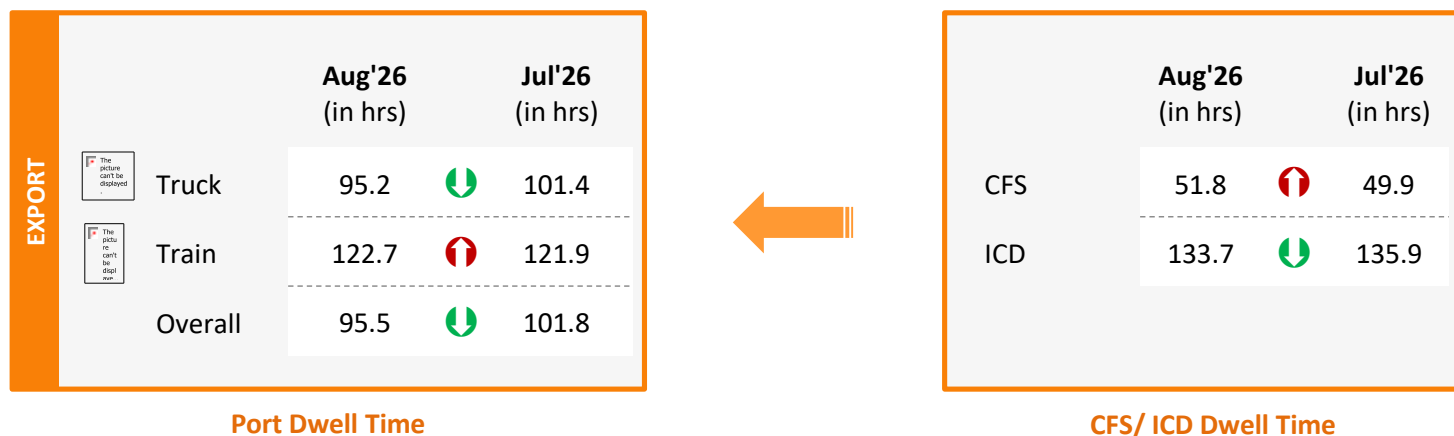
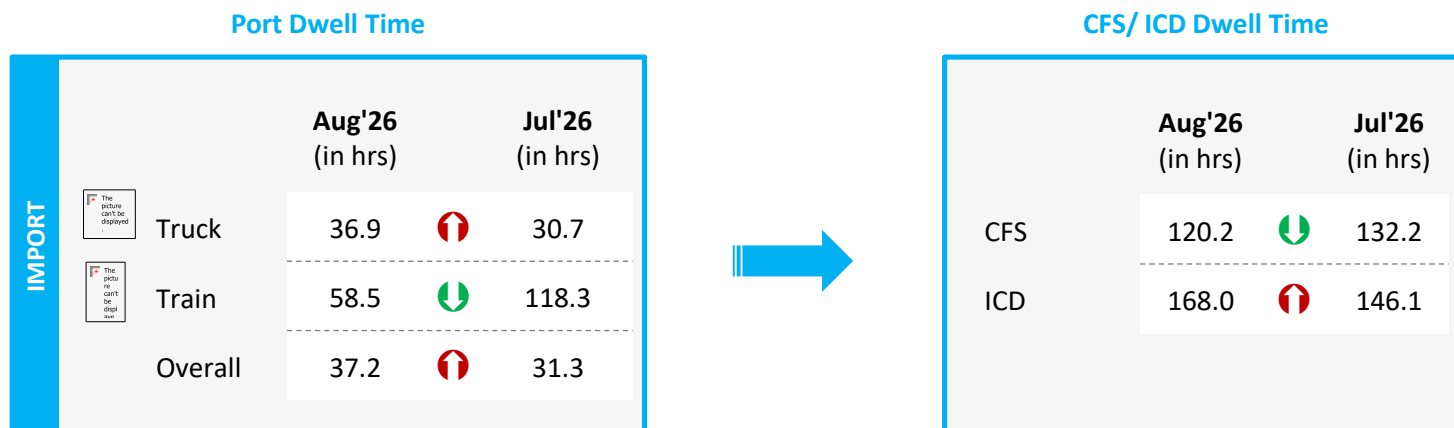
# Container Turnaround Analysis: VoCPA Tuticorin Port

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<br>(Import Cycle) | Port Terminal Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|------------------------------------|-------------------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                                    |                                     | Aug'26                                  | Jul'26 | Aug'25 | Aug'26                       | Jul'26 | Aug'25 |
| DBGT                               | DBGT                                | 98%                                     | 100%   | 96%    | 27.2                         | 23.7   | 26.0   |
|                                    | TICT                                | 2%                                      | -      | 4%     | 27.9                         | -      | 27.9   |
| TICT                               | TICT                                | 11%                                     | 26%    | 69%    | 21.3                         | 31.8   | 25.5   |
|                                    | DBGT                                | 89%                                     | 74%    | 31%    | 24.0                         | 28.0   | 28.5   |

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

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last month

# Port Performance Benchmarking: Southern Region

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



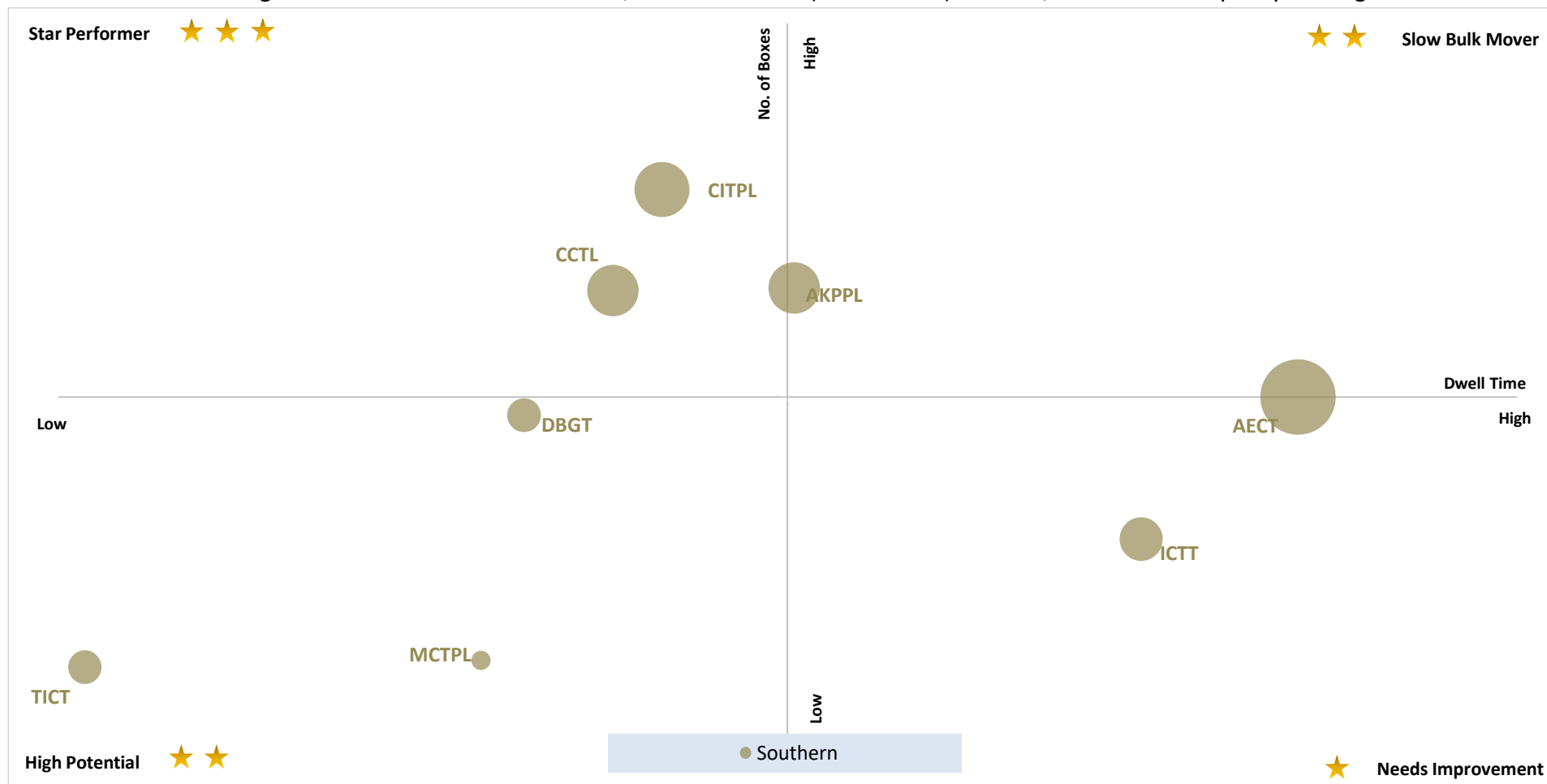
| Abb. | Name of Terminal                                        |
|------|---------------------------------------------------------|
| A    | Adani Ennore Container Terminal                         |
| B    | Adani Kattupalli Port Private Limited (AKPPL)           |
| C    | Adani Krishnapatnam Container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

● Star Performer

\*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 Aug'26:



**X-Axis: Dwell Time**

**Threshold value (in hours): 58.5**

**Star Performer** ★★ ★★ ★★★★★

Entities with high container count and low dwell time



Bubble size represents the terminal capacity

**High Potential** ★★ ★★

Entities with low container count and low dwell time

**Slow Bulk Movers** ★★ ★★

Entities with high container count and high dwell time

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

**Threshold value (no. of boxes): 25,470**

**Needs Improvement** ★★

Entities with low container count and high dwell time

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

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

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

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



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

● Star Performer

**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

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

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

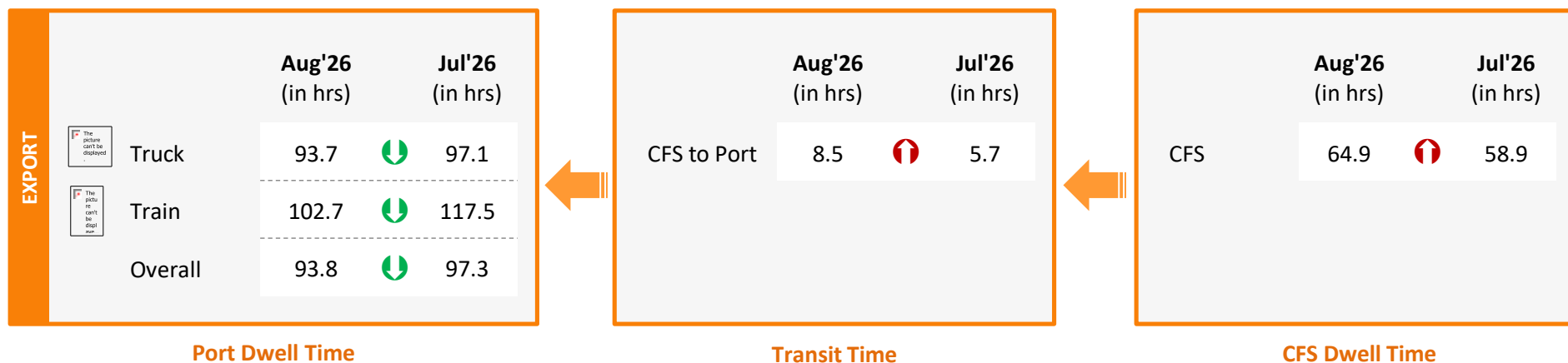
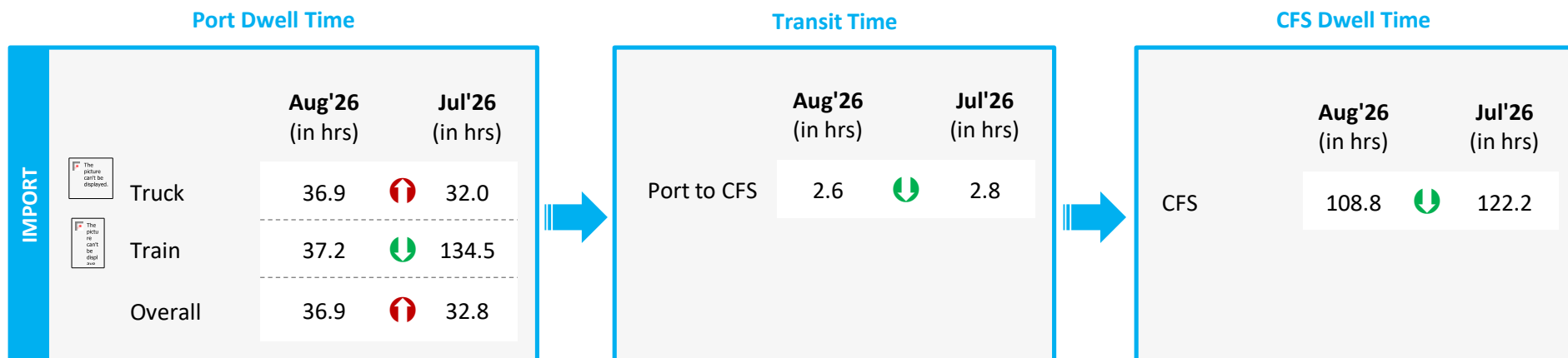


| Abb. | Name of Terminal                                        |
|------|---------------------------------------------------------|
| A    | Adani Ennore Container Terminal                         |
| B    | Adani Kattupalli Port Private Limited (AKPPL)           |
| C    | Adani Krishnapatnam Container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

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



## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Parking Plaza Analysis: Chennai Port

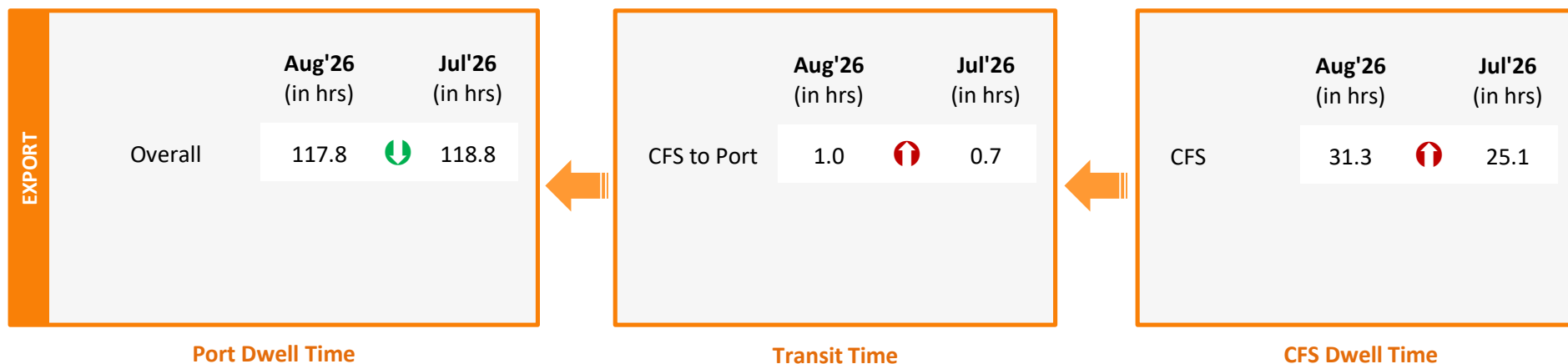
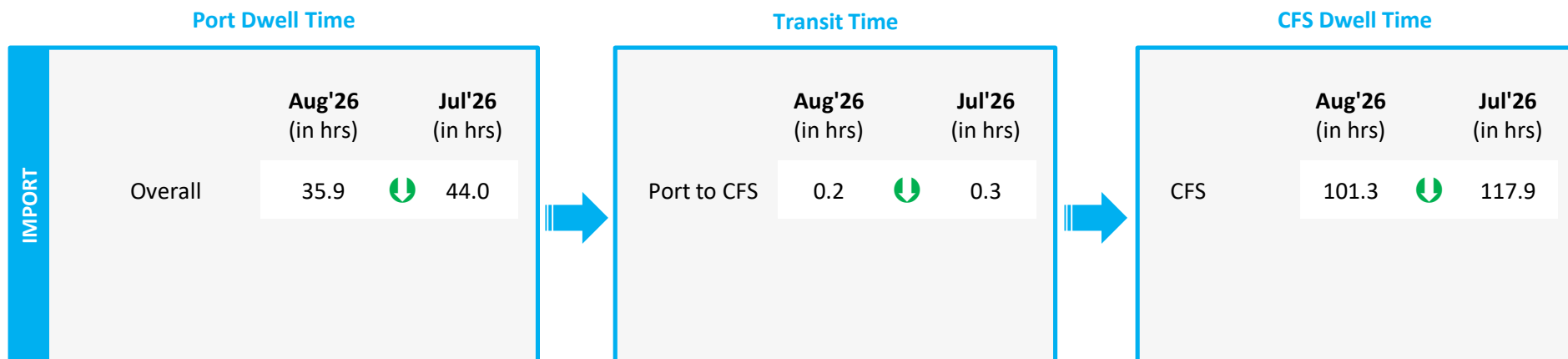
The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time<br>(Gate In – Gate Out) | Aug'26<br>(in hrs) | Jul'26<br>(in hrs) |
|--------------------------------------------------|--------------------|--------------------|
| Thiruvottiyur CWC DPE<br>Facility                | 4.8                | 5.0                |

Container Count Percentage: Hour-wise (Aug'26 )

|                             | Within<br>2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than<br>24 hrs |
|-----------------------------|-----------------|---------|---------|----------|-----------|---------------------|
| Parking Plaza<br>Dwell Time | 13%             | 30%     | 27%     | 19%      | 3%        | 8%                  |

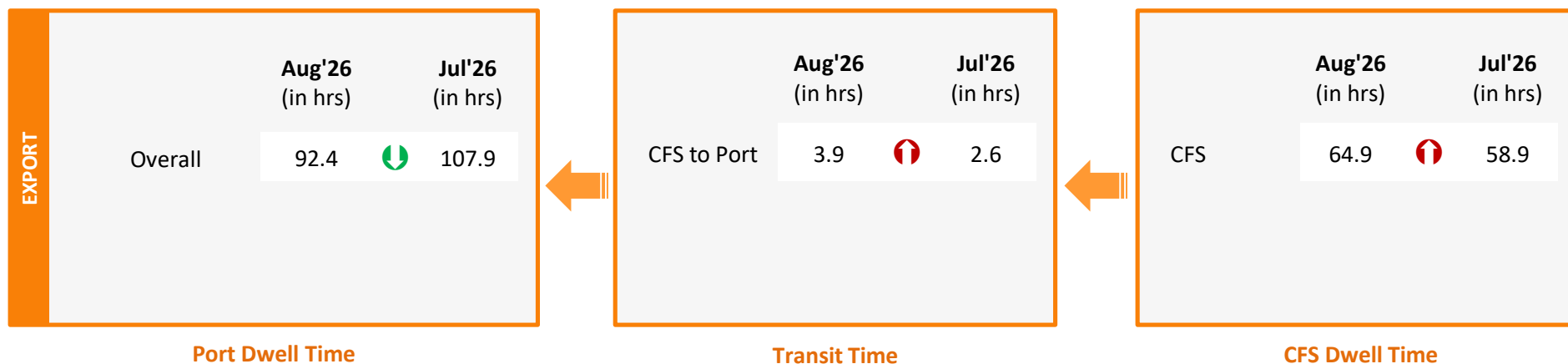
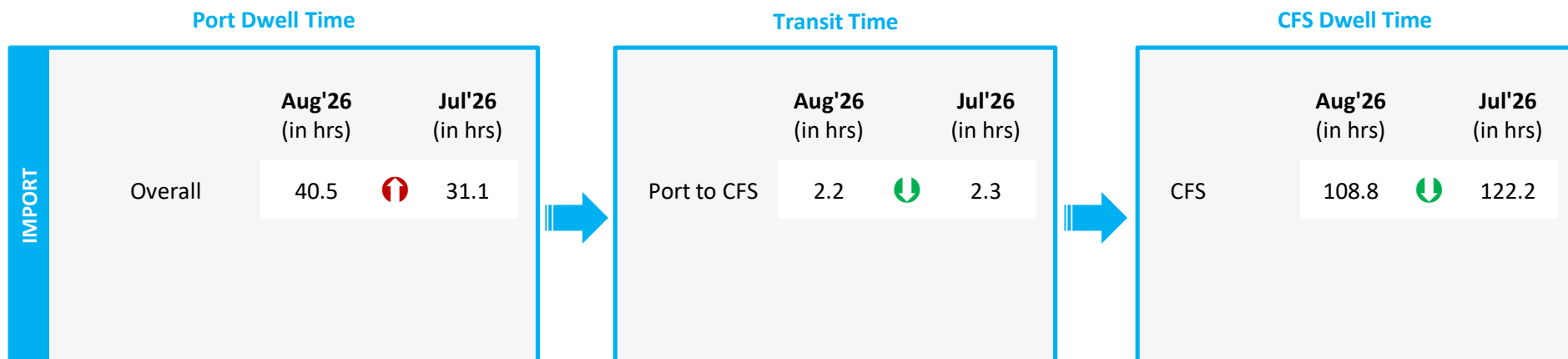
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

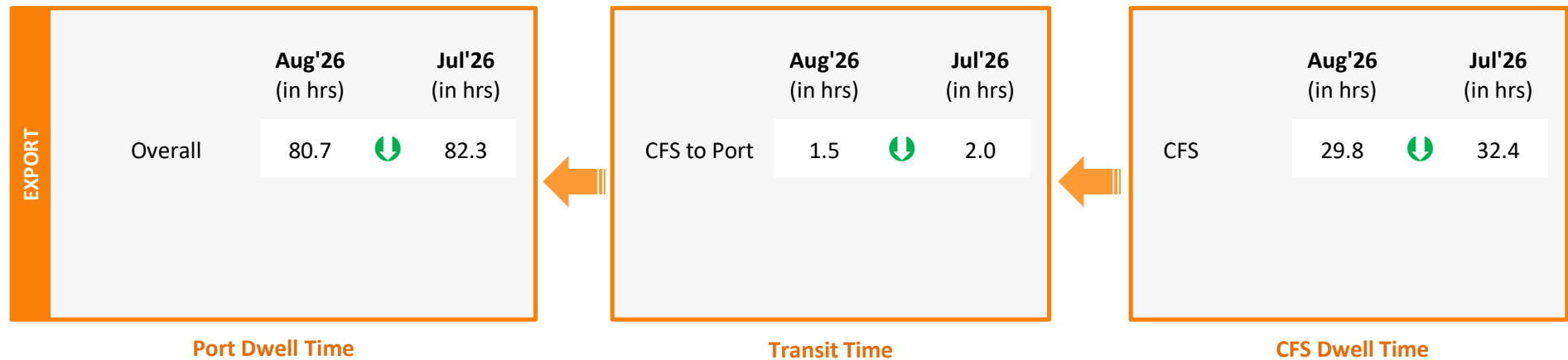
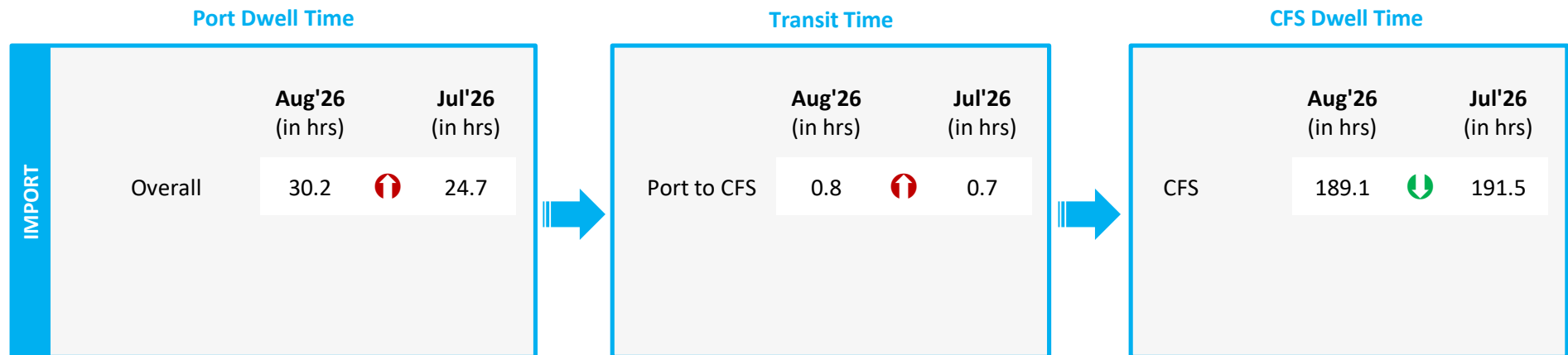
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |                                                                                         | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|--------|-----------------------------------------------------------------------------------------|--------------------|---|--------------------|
|        |  Truck | 37.8               | ↑ | 31.5               |
|        |  Train | 72.6               | ↓ | 98.0               |
|        | Overall                                                                                 | 39.5               | ↑ | 32.8               |
|        |                                                                                         |                    |   |                    |

### Transit Time

|             | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|-------------|--------------------|---|--------------------|
| Port to CFS | 2.3                | ↑ | 1.8                |

### CFS Dwell Time

|     | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|-----|--------------------|---|--------------------|
| CFS | 108.8              | ↓ | 122.2              |

| EXPORT |                                                                                          | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|--------|------------------------------------------------------------------------------------------|--------------------|---|--------------------|
|        |  Truck  | 117.2              | ↓ | 122.8              |
|        |  Train | 137.6              | ↑ | 133.8              |
|        | Overall                                                                                  | 117.8              | ↓ | 122.9              |
|        |                                                                                          |                    |   |                    |

### Port Dwell Time

### Transit Time

|             | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|-------------|--------------------|---|--------------------|
| CFS to Port | 5.2                | ↑ | 4.4                |

### CFS Dwell Time

|     | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|-----|--------------------|---|--------------------|
| CFS | 64.9               | ↑ | 58.9               |

## Container Lifecycle (Export Cycle)



Indicates decrease/ increase in time  
from last month

## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |         |  | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|--------|---------|--|--------------------|---|--------------------|
|        | Overall |  | 49.7*              | ↑ | 33.0*              |

| EXPORT |         |  | Aug'26<br>(in hrs) |   | Jul'26<br>(in hrs) |
|--------|---------|--|--------------------|---|--------------------|
|        | Overall |  | 54.2*              | ↑ | 50.7*              |

### Port Dwell Time

## Container Lifecycle (Export Cycle)

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



 Indicates decrease/ increase in time from last month

## Port to Toll Plaza Analysis: Southern Region

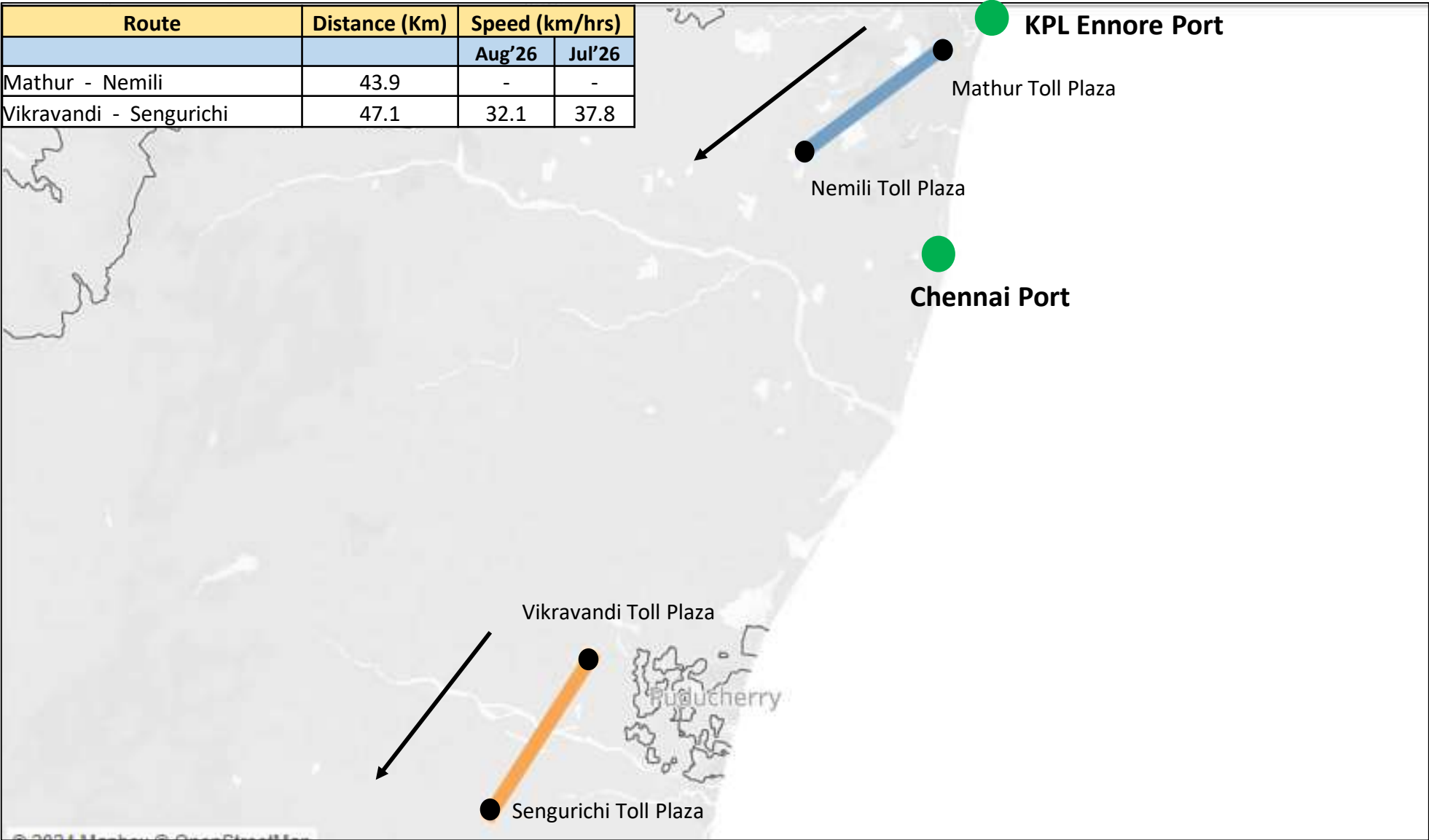
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region   | Port            | Adjacent Toll plaza | Distance<br>(in Km) | Average Speed (in Km/hr) |        |
|----------|-----------------|---------------------|---------------------|--------------------------|--------|
|          |                 |                     |                     | Aug'26                   | Jul'26 |
| Southern | CoPA Cochin     | Ponnarimangalam     | 5                   | 17.6                     | 20.0   |
|          | Chennai         | Mathur              | 25                  | 11.8                     | 18.0   |
|          | Kattupalli      | Mathur              | 28                  | -                        | 15.0   |
|          | KPL Ennore      | Mathur              | 21                  | 10.2                     | 13.3   |
|          | VoCPA Tuticorin | Pudurpandiyapuram   | 29                  | 41.7                     | 47.0   |

# Toll Plaza Analysis: Chennai and KPL Ennore Port

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

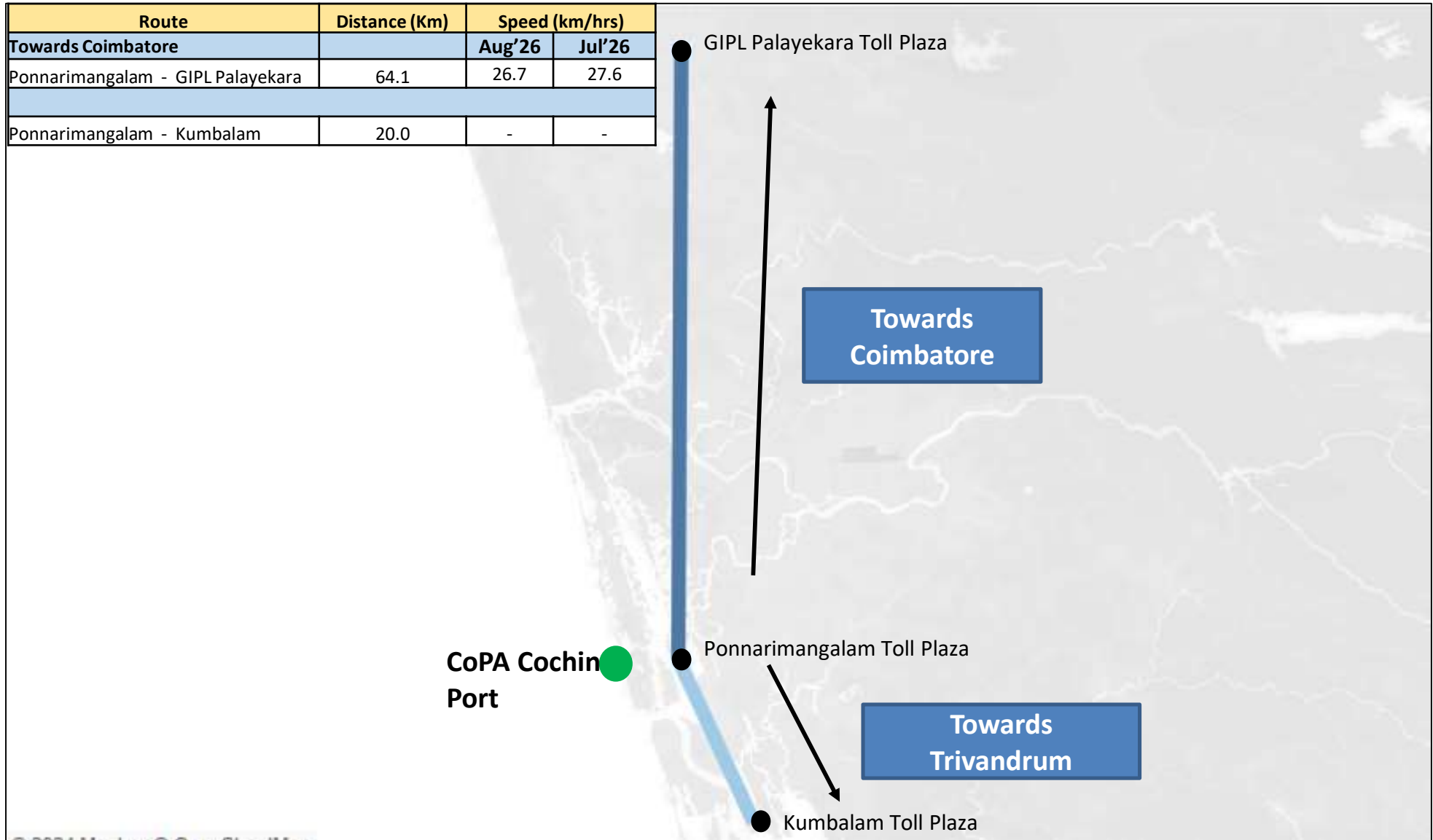
| Route                   | Distance (Km) | Speed (km/hrs) |        |
|-------------------------|---------------|----------------|--------|
|                         |               | Aug'26         | Jul'26 |
| Mathur - Nemili         | 43.9          | -              | -      |
| Vikravandi - Sengurichi | 47.1          | 32.1           | 37.8   |



# Toll Plaza Analysis: CoPA Cochin Port

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

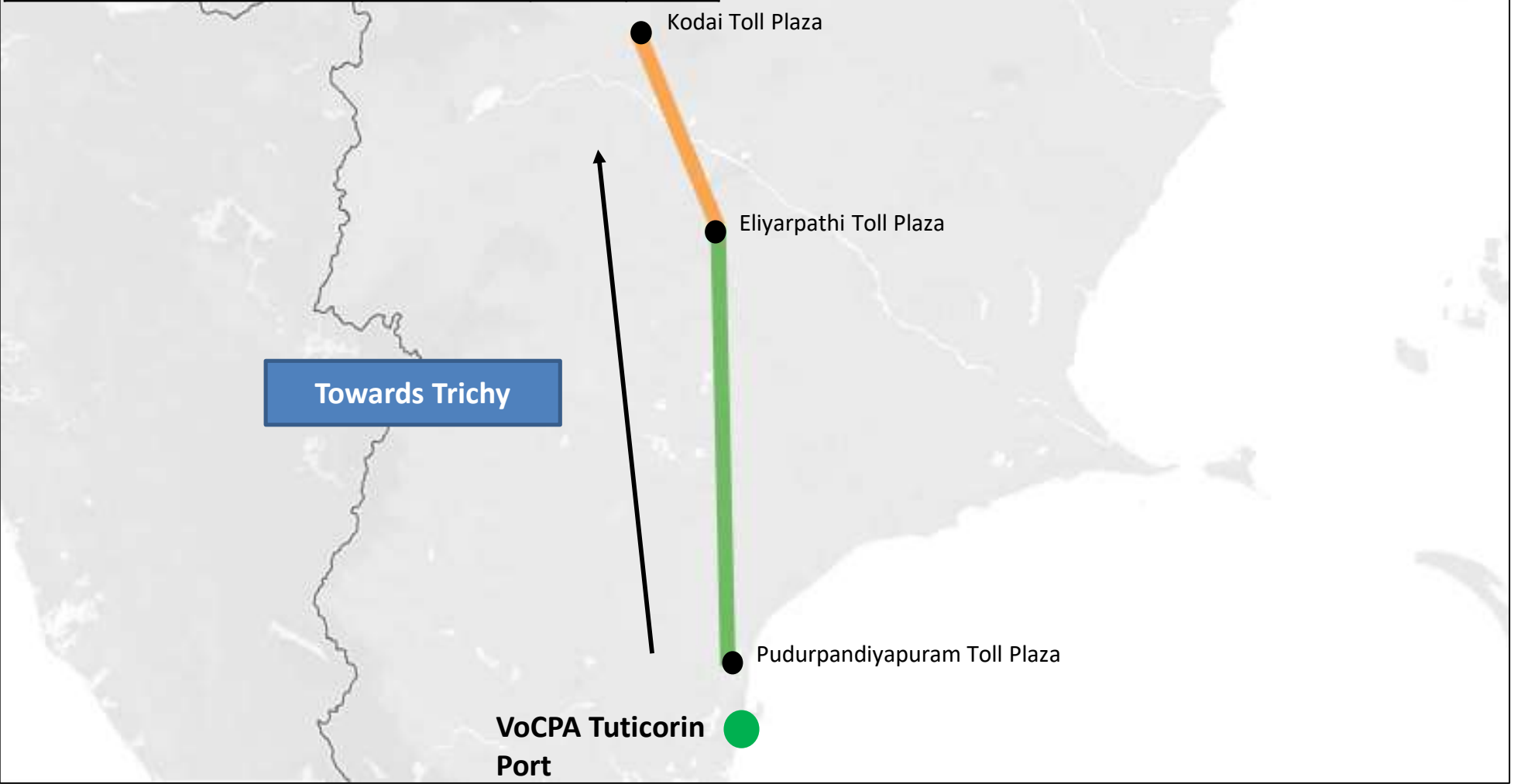
| Route                             | Distance (Km) | Speed (km/hrs) |        |
|-----------------------------------|---------------|----------------|--------|
|                                   |               | Aug'26         | Jul'26 |
| Towards Coimbatore                |               |                |        |
| Ponnarimangalam - GIPL Palayekara | 64.1          | 26.7           | 27.6   |
|                                   |               |                |        |
| Ponnarimangalam - Kumbalam        | 20.0          | -              | -      |



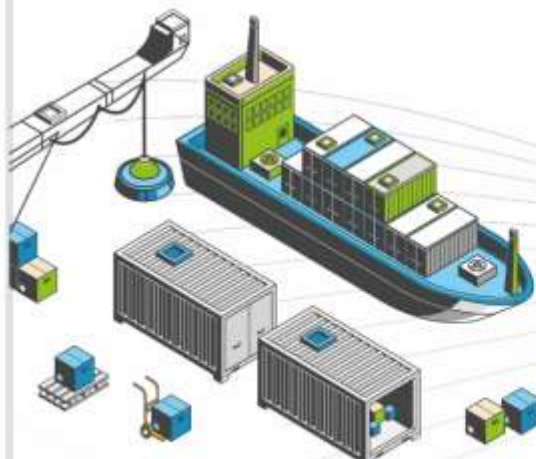
# Toll Plaza Analysis: VoCPA Tuticorin Port

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

| Route                           | Distance (Km) | Speed (km/hrs) |        |
|---------------------------------|---------------|----------------|--------|
|                                 |               | Aug'26         | Jul'26 |
| Towards Trichy                  |               |                |        |
| Pudurpandiyapuram - Eliyarpathi | 113.0         | 19.5           | 19.5   |
| Eliyarpathi - Kodai             | 60.8          | 5.8            | 6.7    |

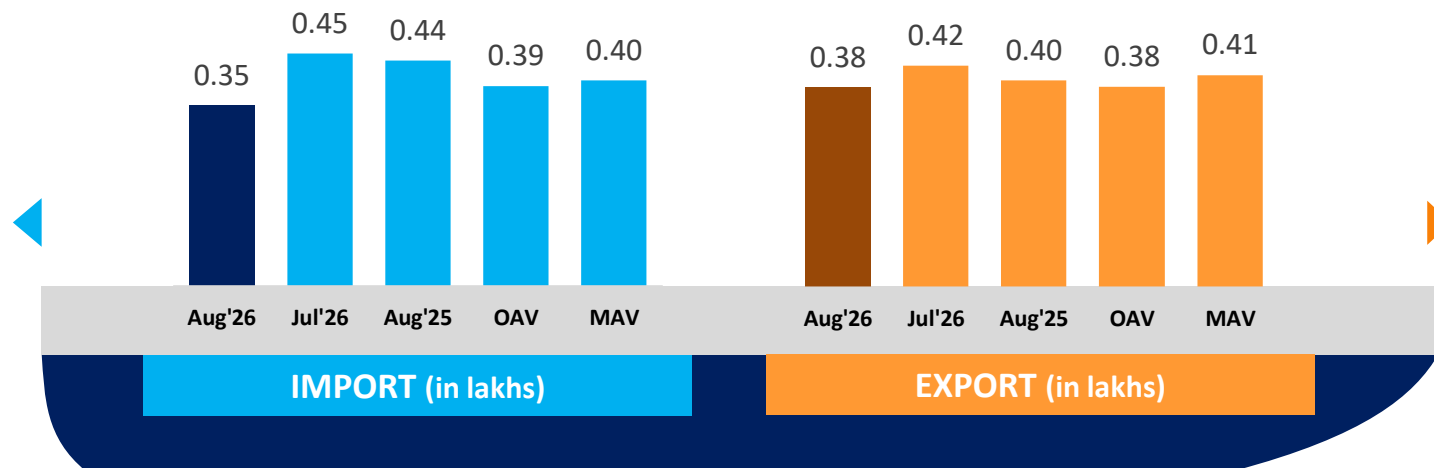


# EASTERN REGION PERFORMANCE

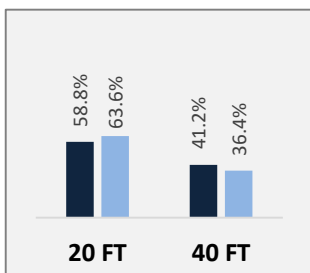


# Container Count: Eastern Region

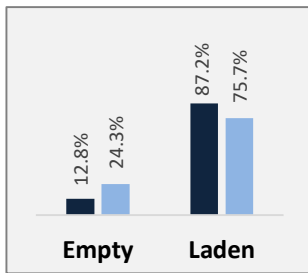
## Eastern Region



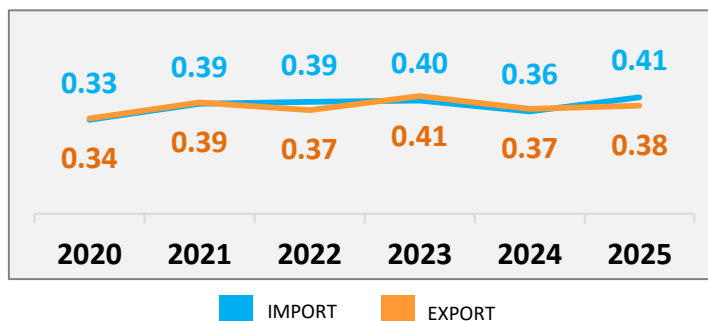
Container Size-wise (Import)



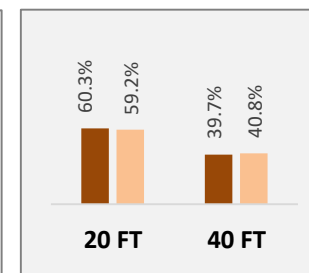
Container Type-wise (Import)



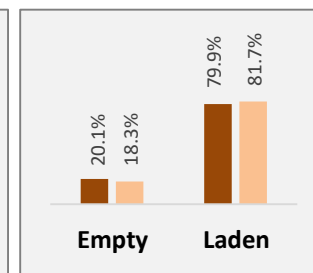
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



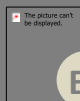
Container Type-wise (Export)



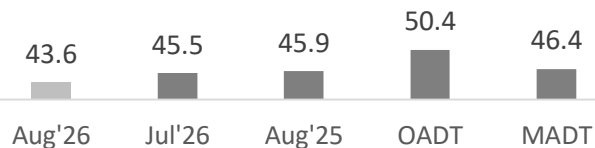
OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

# Dwell Time Performance: Eastern Region Import/ Export Cycle

## Eastern Region



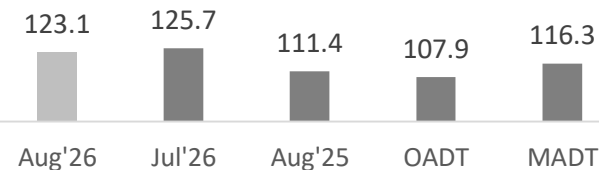
### IMPORT



PAN India Import Dwell Time (Aug'26)

**32.8** Hrs.

### EXPORT



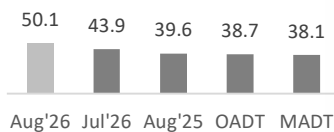
PAN India Export Dwell Time (Aug'26)

**102.0** Hrs.

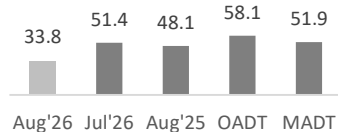
## IMPORT

Ports

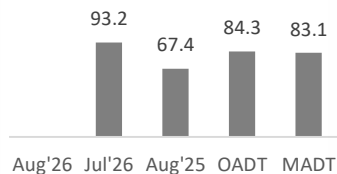
### SMP Kolkata



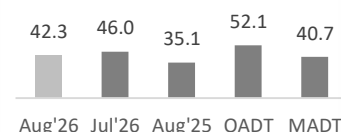
### Visakhapatnam



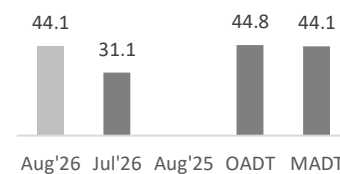
### Haldia



### Gangavaram



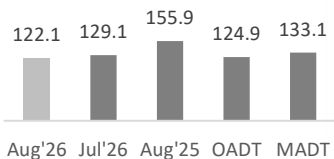
### CPL Kolkata



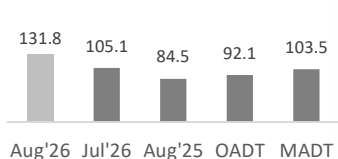
## EXPORT

Ports

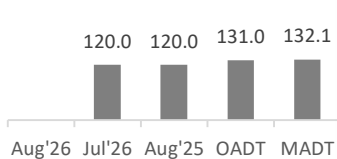
### SMP Kolkata



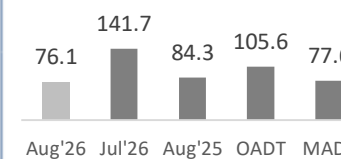
### Visakhapatnam



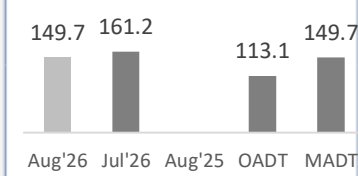
### Haldia



### Gangavaram



### CPL Kolkata



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

**Note:**  
All values are in hours

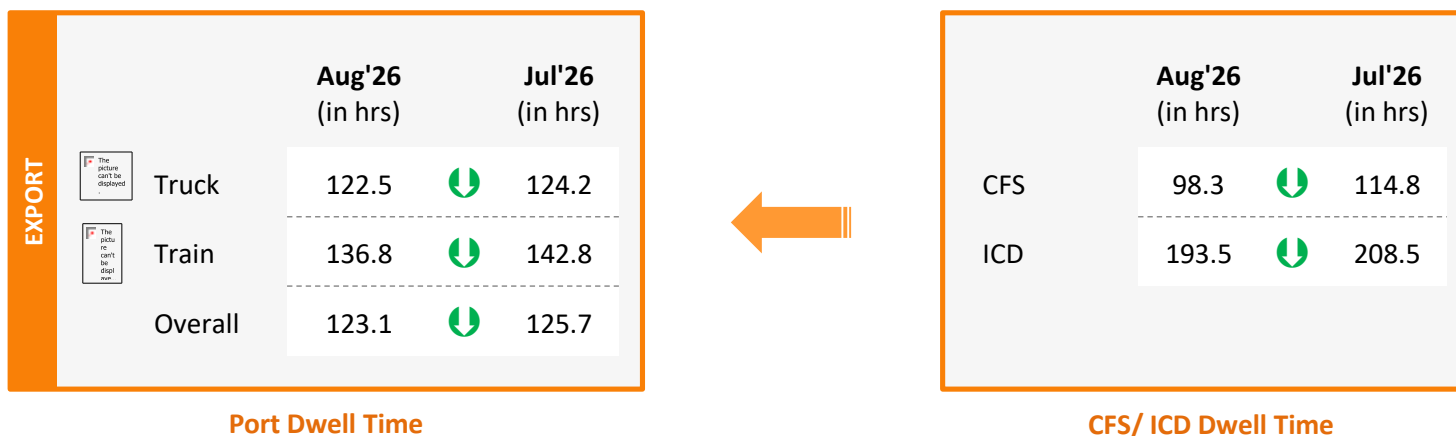
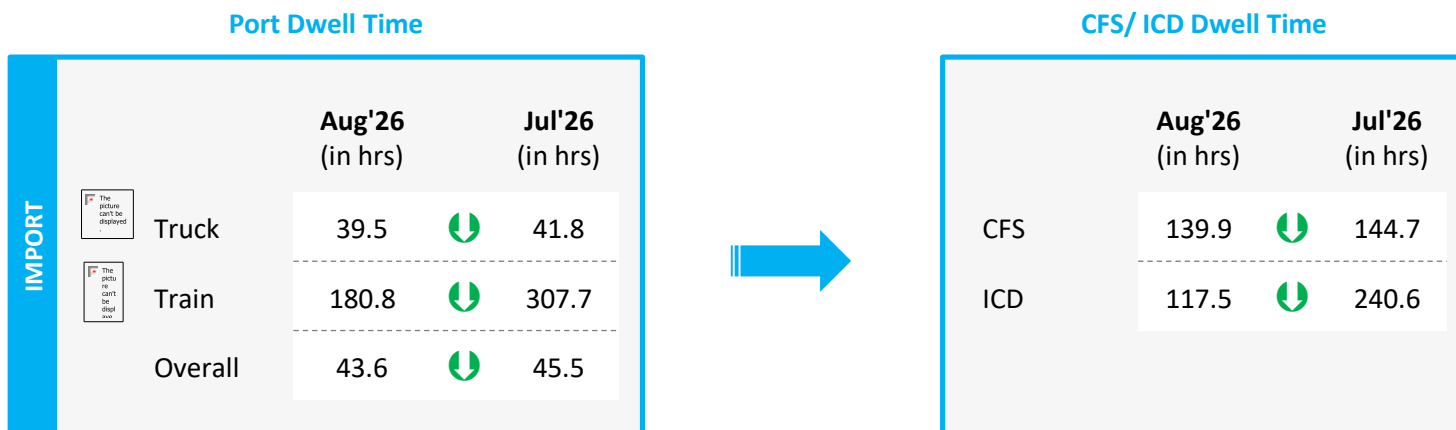
# Container Turnaround Analysis: Eastern Region

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

| Port In<br>(Import Cycle) | Port Out<br>(Export Cycle) | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|---------------------------|----------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                           |                            | Aug'26                                  | Jul'26 | Aug'25 | Aug'26                       | Jul'26 | Aug'25 |
| Visakhapatnam             | Visakhapatnam              | 87%                                     | 77%    | 91%    | 38.5                         | 32.8   | 35.4   |
|                           | Other Ports                | 13%                                     | 23%    | 9%     | 58.3                         | 40.8   | 47.4   |
| SMP Kolkata               | SMP Kolkata                | 87%                                     | 83%    | 90%    | 33.8                         | 36.3   | 32.9   |
|                           | Haldia                     | -                                       | -      | 6%     | -                            | -      | 37.4   |
|                           | Other Ports                | 13%                                     | 17%    | 4%     | 46.5                         | 41.3   | 49.3   |
| Haldia                    | Haldia                     | -                                       | 71%    | 74%    | -                            | 32.0   | 29.0   |
|                           | SMP Kolkata                | -                                       | -      | 24%    | -                            | -      | 34.4   |
|                           | Other Ports                | -                                       | 29%    | 2%     | -                            | 53.4   | 52.4   |
| Gangavaram                | Gangavaram                 | 72%                                     | 79%    | 54%    | 38.1                         | 28.3   | 25.1   |
|                           | Other Ports                | 28%                                     | 21%    | 46%    | 30.7                         | 28.3   | 29.8   |

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

## Container Lifecycle (Import Cycle)

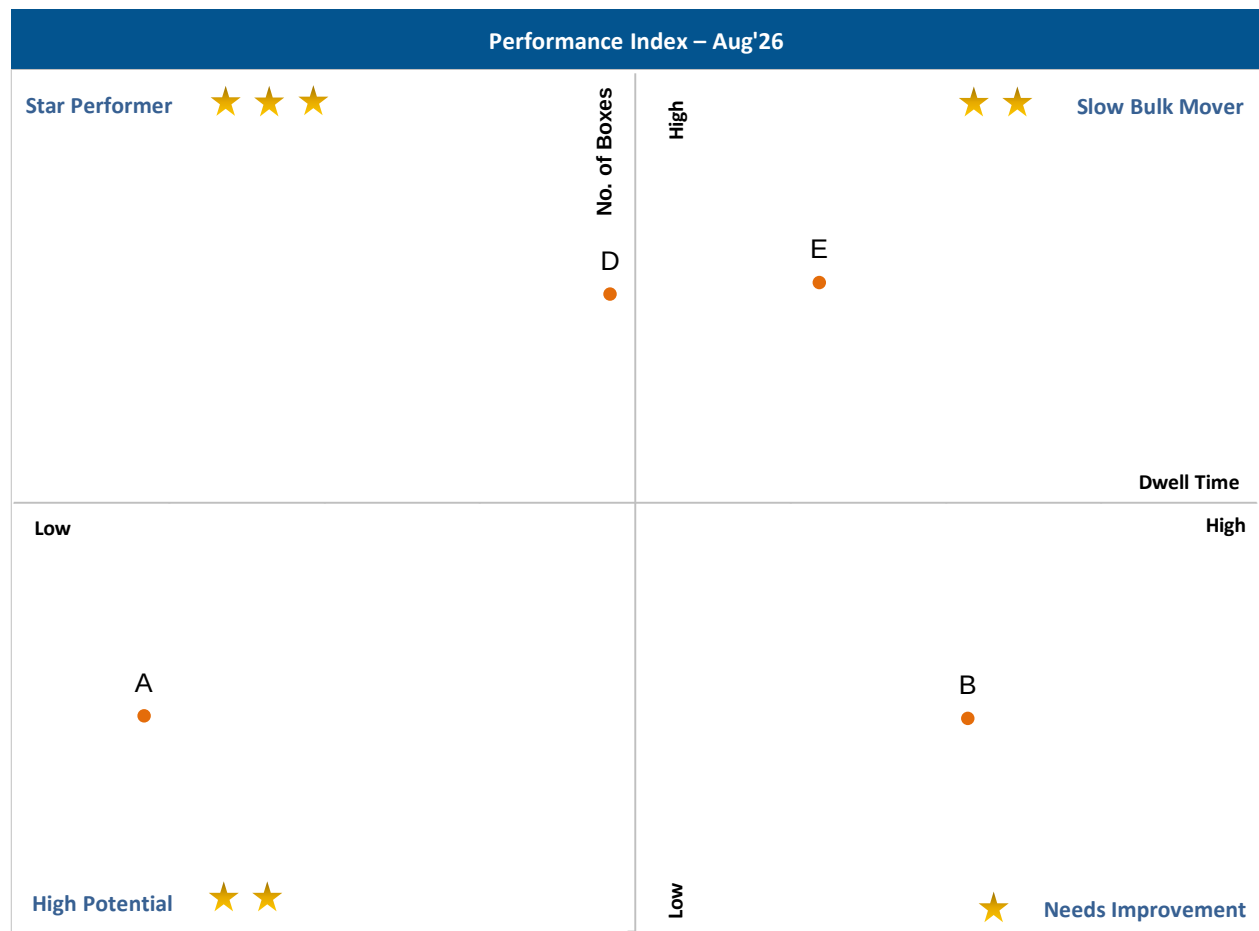


## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in dwell time from last 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): 79.6

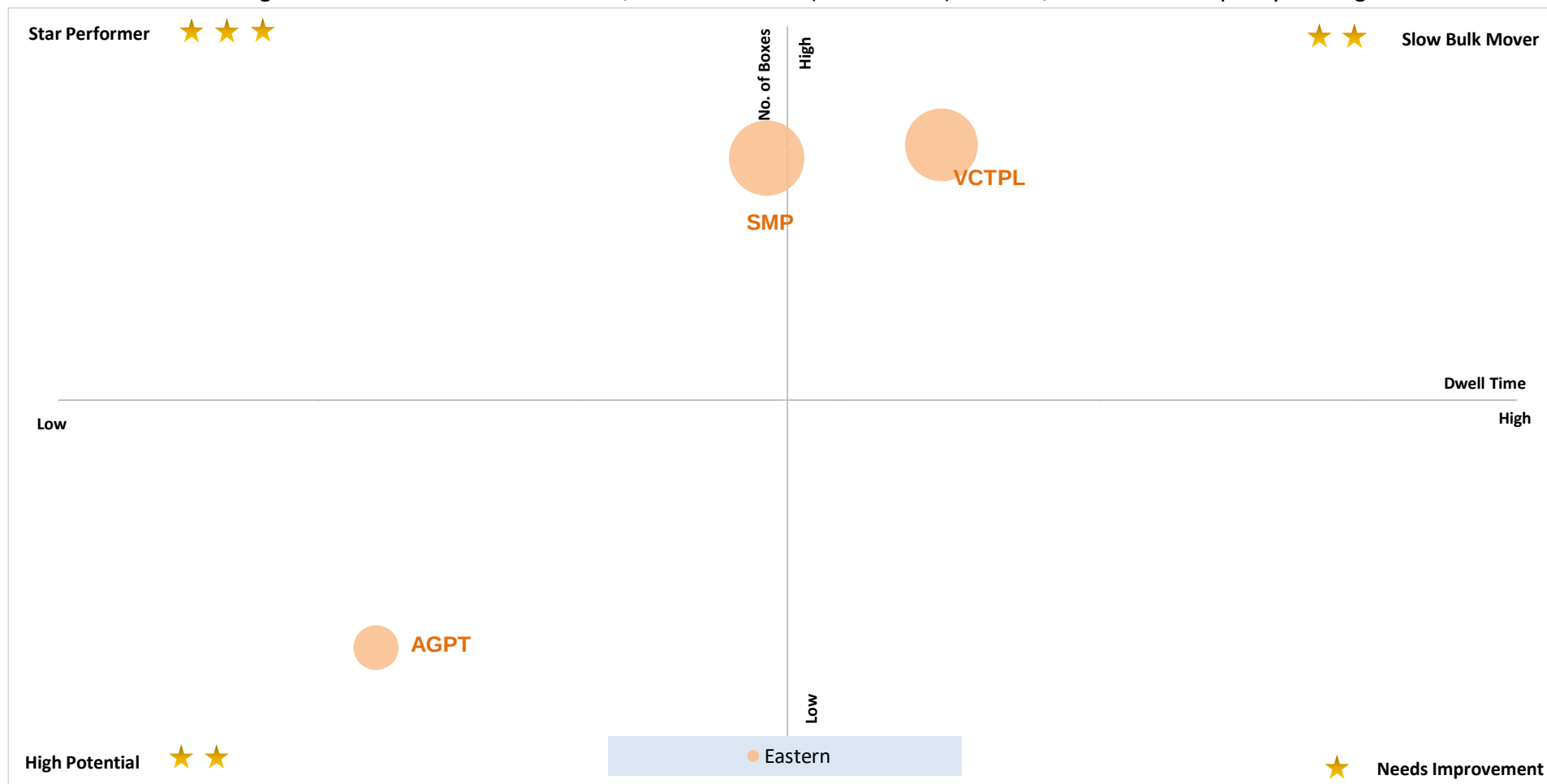
Y-Axis: No. of Boxes  
Threshold value (no. of boxes): 18,005

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

● Star Performer

# Performance Benchmarking: Eastern Region

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



X-Axis: Dwell Time

Threshold value (in hours): 79.6

Star Performer ★ ★ ★

Entities with high container count and low dwell time

High Potential ★ ★

Entities with low container count and low dwell time

Slow Bulk Movers ★ ★

Entities with high container count and high dwell time

Y-Axis: No. of Boxes

Threshold value (no. of boxes): 18,005

Needs Improvement ★

Entities with low container count and high dwell time

○ Bubble size represents the terminal capacity

Note: Terminal abbreviation details are mentioned in annexure

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

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



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

● Star Performer

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

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

- \*Note: For CPL, Kolkata, dwell time and volume for previous year same month is not included as this terminal is added from Jul'26
- Data for Haldia has not been provided by HDC for the month of Aug'26

# 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    | Adani Gangavaram Port (AGPT)                   |
| B    | Century Port Limited, Kolkata                  |
| C    | Haldia International Container Terminal (HICT) |
| D    | Syama Prasad Mookerjee Port, Kolkata (SMP)     |
| E    | Visakha Container Terminal                     |

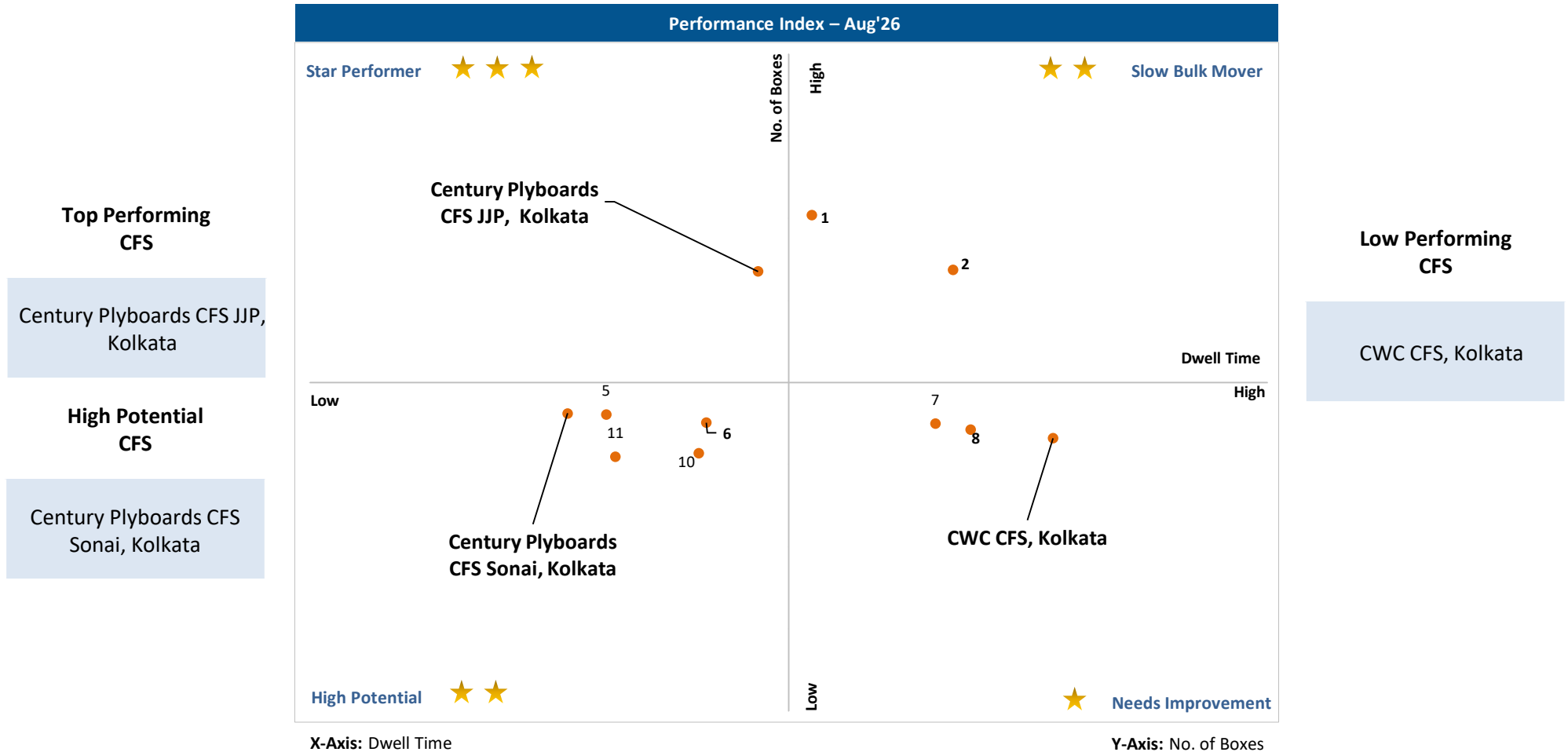
X-Axis: Dwell Time

Y-Axis: TEU Capacity

- Data for Haldia has not been provided by HDC for the month of Aug'26

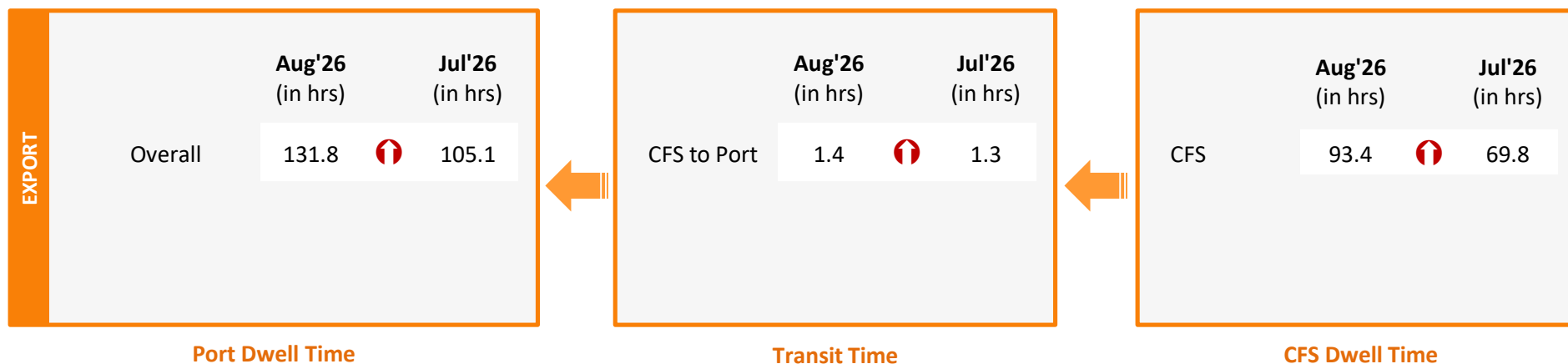
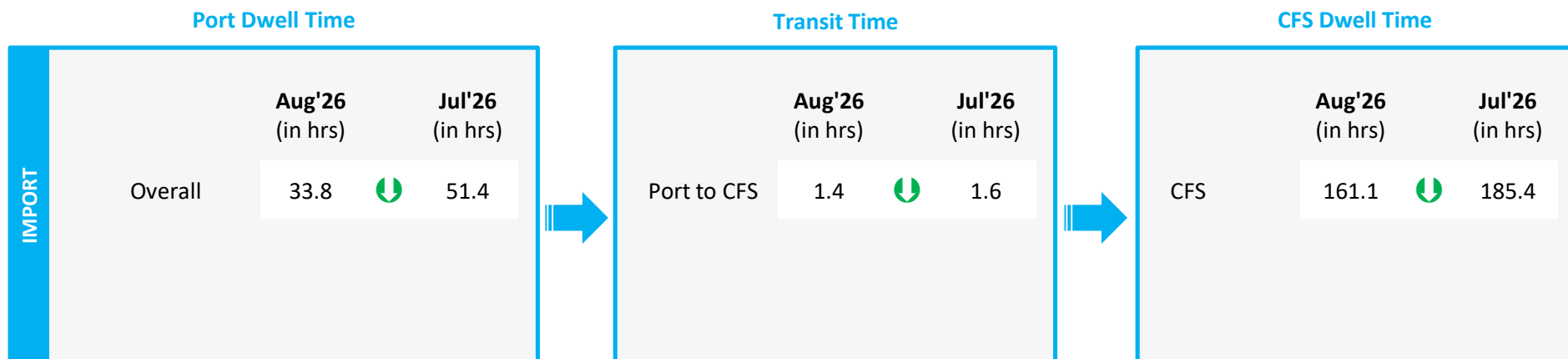
# CFS Performance Benchmarking: Eastern Region

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



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

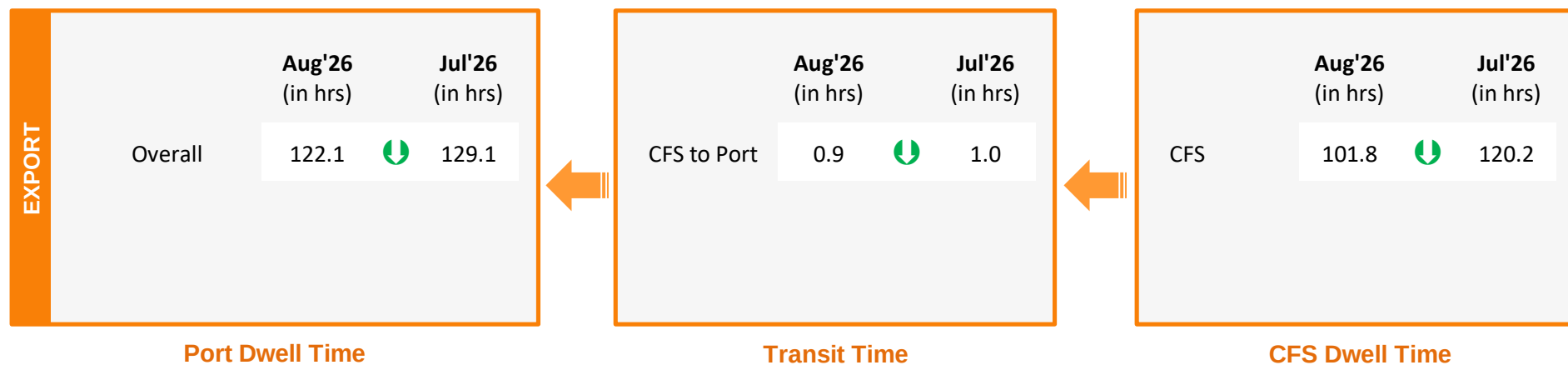
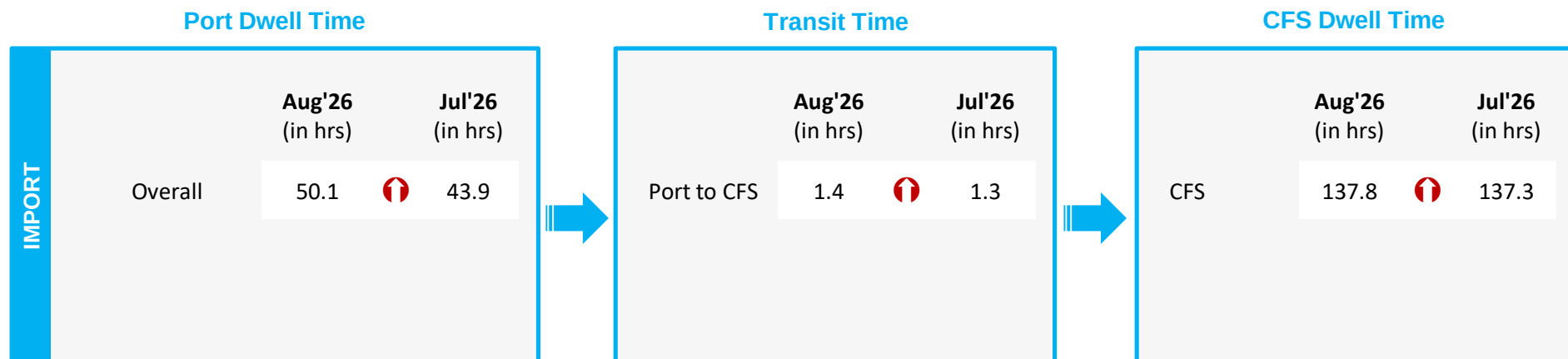
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

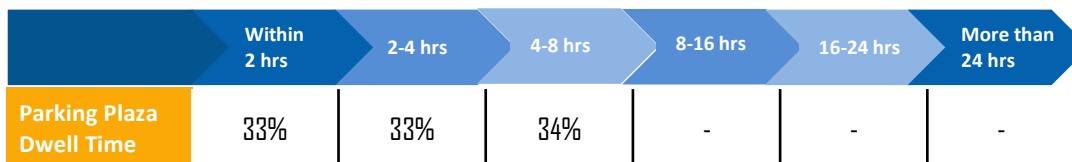
Indicates decrease/ increase in time from last month

# Parking Plaza Analysis: SMP 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<br>(Gate In – Gate Out) | Aug'26<br>(in hrs) | Jul'26<br>(in hrs) |
|--------------------------------------------------|--------------------|--------------------|
| Phonex M, Q Parking<br>Yard Kolkata              | 3.0                | 1.5                |

Container Count Percentage: Hour-wise (Aug'26)



## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |  | Aug'26<br>(in hrs) |      | Jul'26<br>(in hrs) |
|--------|--|--------------------|------|--------------------|
|        |  | Overall            | 44.1 | ↑ 31.1             |

| EXPORT |  | Aug'26<br>(in hrs) |       | Jul'26<br>(in hrs) |
|--------|--|--------------------|-------|--------------------|
|        |  | Overall            | 149.7 | ↓ 161.2            |

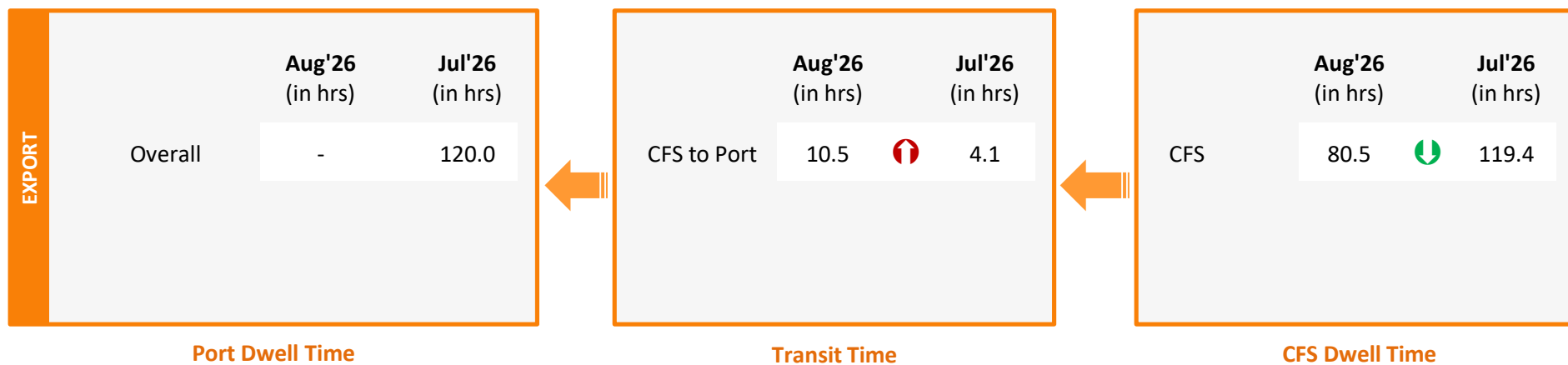
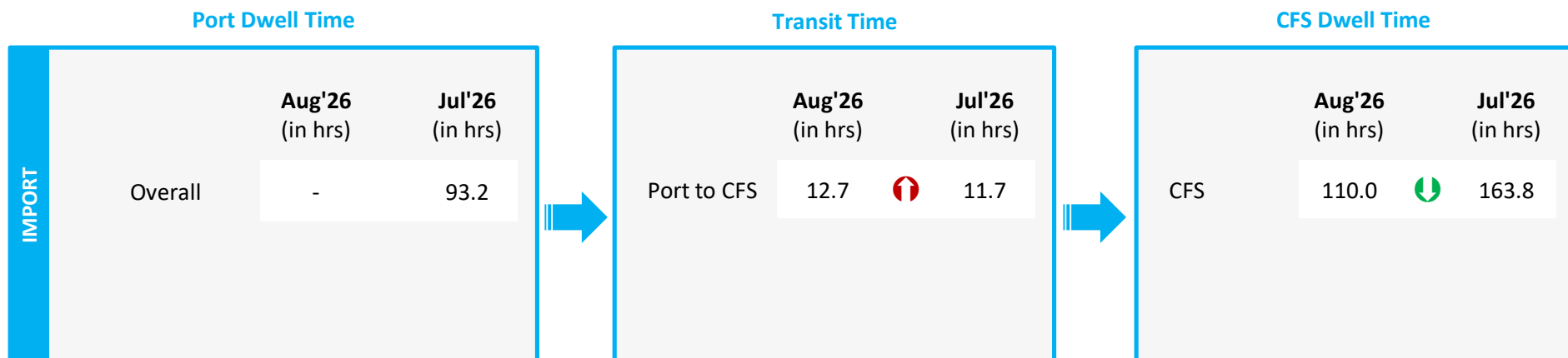
### Port Dwell Time

## Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

**Note:** Data for Haldia has not been provided by HDC for the month of Aug'26

Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |         |  | Aug'26<br>(in hrs) | Jul'26<br>(in hrs)                                                                                    |
|--------|---------|--|--------------------|-------------------------------------------------------------------------------------------------------|
|        | Overall |  | 42.3               | <div>  46.0 </div> |

| EXPORT |         |  | Aug'26<br>(in hrs) | Jul'26<br>(in hrs)                                                                                     |
|--------|---------|--|--------------------|--------------------------------------------------------------------------------------------------------|
|        | Overall |  | 76.1               | <div>  141.7 </div> |

### Port Dwell Time

## Container Lifecycle (Export Cycle)



Indicates decrease/ increase in time  
from last month

## Port to Toll Plaza Analysis: Eastern Region

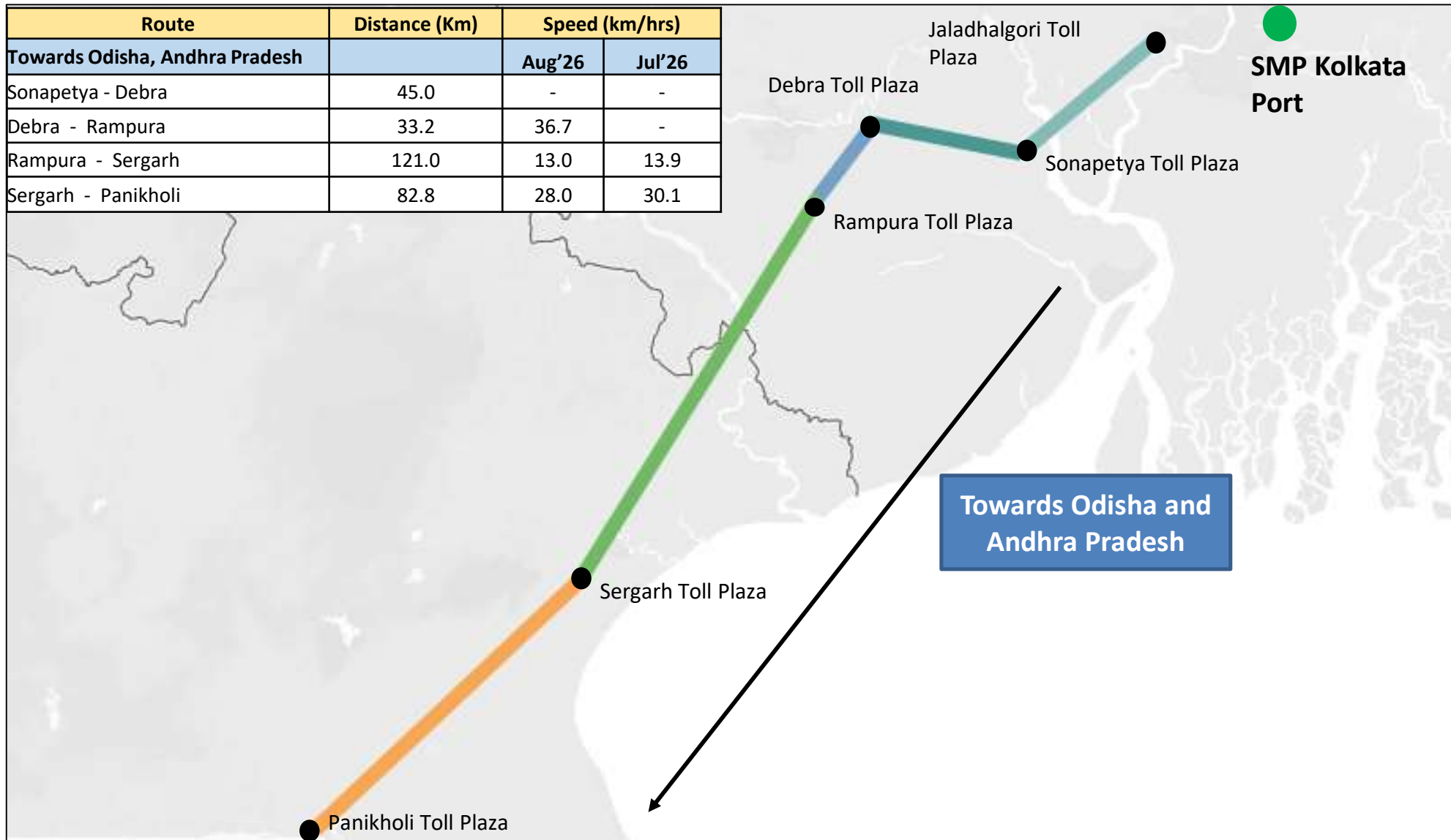
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region  | Port          | Adjacent Toll plaza | Distance<br>(in KM) | Average Speed (in Km/hr) |        |
|---------|---------------|---------------------|---------------------|--------------------------|--------|
|         |               |                     |                     | Aug'26                   | Jul'26 |
| Eastern | SMP Kolkata   | Rampura             | 134                 | 12.2                     | 12.4   |
|         |               | Gopgram             | 223                 | 11.1                     | 10.0   |
|         | Haldia        | Sonapetya           | 44                  | 7.2                      | 8.1    |
|         | Visakhapatnam | Nathavalasa         | 59                  | 8.3                      | 8.6    |
|         |               | Sheelanagar         | 23                  | 30.7                     | 28.2   |
|         |               |                     |                     |                          |        |

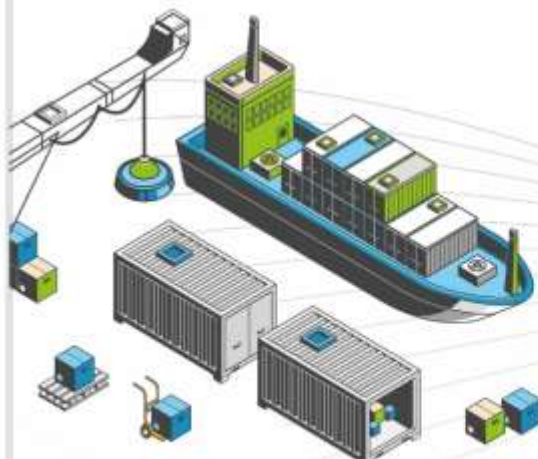
# Toll Plaza Analysis: SMP Kolkata Port

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

| Route                          | Distance (Km) | Speed (km/hrs) |        |
|--------------------------------|---------------|----------------|--------|
|                                |               | Aug'26         | Jul'26 |
| Towards Odisha, Andhra Pradesh |               |                |        |
| Sonapetya - Debra              | 45.0          | -              | -      |
| Debra - Rampura                | 33.2          | 36.7           | -      |
| Rampura - Sergarh              | 121.0         | 13.0           | 13.9   |
| Sergarh - Panikholi            | 82.8          | 28.0           | 30.1   |



# CONGESTION & TRANSIT ANALYSIS



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

## Methodology

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

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

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

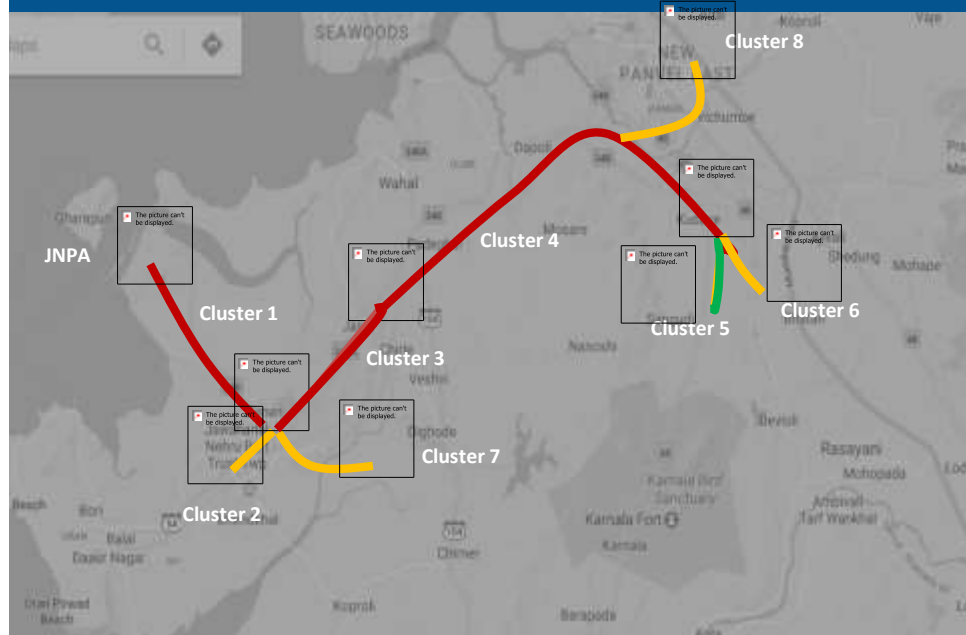
1. Cluster based transit time is compared with threshold
2. Threshold is 3X of time showcased on Google Maps between the Origin-Destination (OD) pair
3. Intensity of congestion is classified as below:
  - High congestion:  $>2$  times the threshold
  - Medium congestion:  $>1.5$  to  $\leq 2$  times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



Congestion Level    ■ High    ■ Medium    ■ Low

# Congestion Analysis: JNPA Region

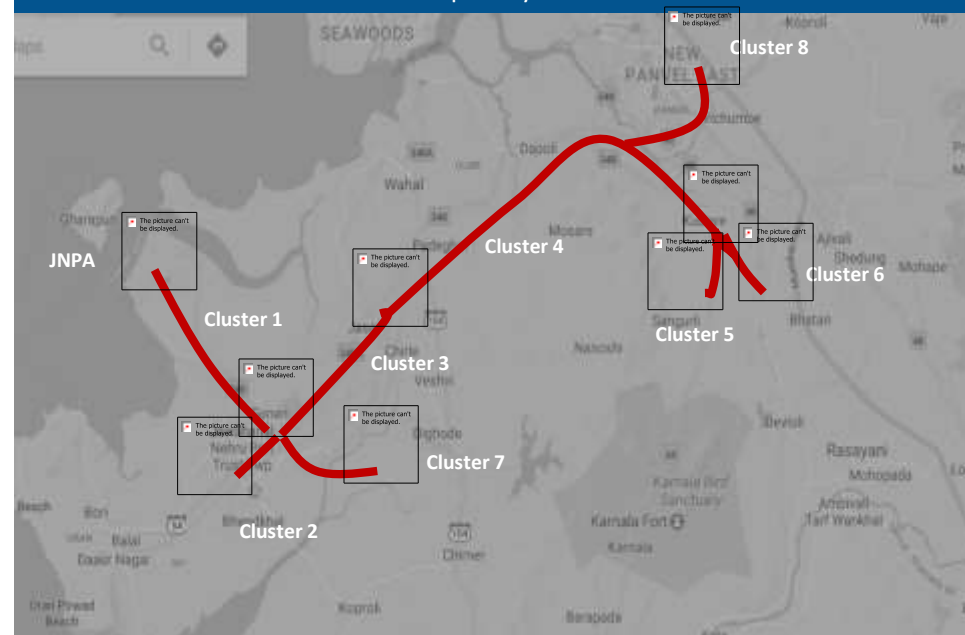
Import Cycle



| Cluster   | Cluster Name                            | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------------|------------|-----------------------|------------|
| Cluster 1 | JNPA Area                               | 1          | 9.03%                 | High       |
| Cluster 2 | Bhendkhal Area, Khopate Road            | 6          | 34.42%                | Medium     |
| Cluster 3 | Sonari Area, JNPA Road                  | 2          | 12.63%                | High       |
| Cluster 4 | Chirle Area, JNPA Road                  | 1          | 1.72%                 | High       |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway  | 2          | 7.16%                 | Low        |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5          | 19.45%                | Medium     |
| Cluster 7 | Patilpada Area, Khopate JNPA Road       | 3          | 14.96%                | Medium     |
| Cluster 8 | Taloja, Navi Mumbai                     | 1          | 0.63%                 | Medium     |

Congestion Level    ■ High    ■ Medium    ■ Low

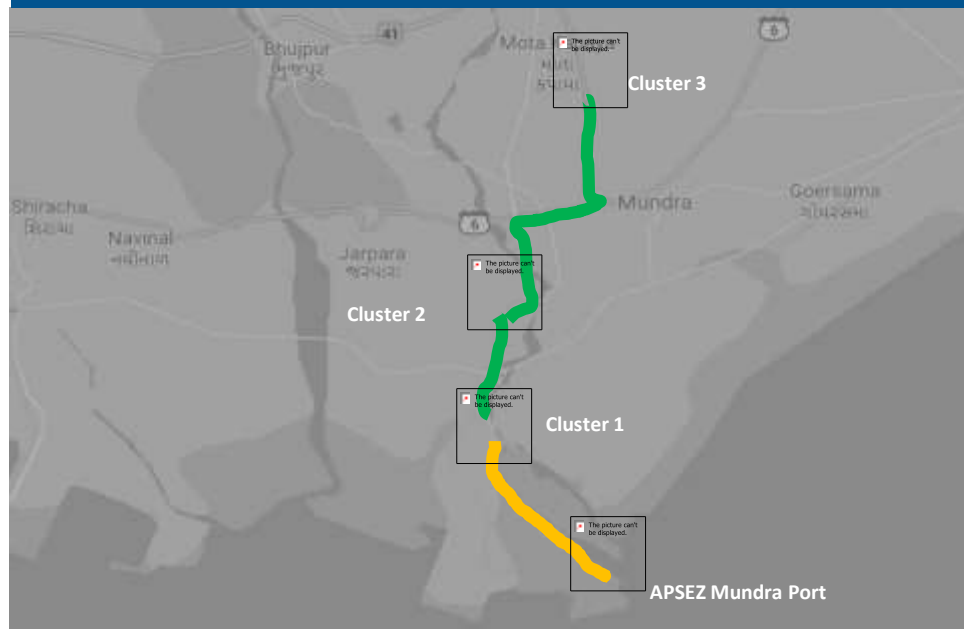
Export Cycle



| Cluster   | Cluster Name                            | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------------|------------|-----------------------|------------|
| Cluster 1 | JNPA Area                               | 1          | 4.57%                 | High       |
| Cluster 2 | Bhendkhal Area, Khopate Road            | 6          | 18.78%                | High       |
| Cluster 3 | Sonari Area, JNPA Road                  | 2          | 18.79%                | High       |
| Cluster 4 | Chirle Area, JNPA Road                  | 1          | 5.97%                 | High       |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway  | 2          | 11.96%                | High       |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5          | 22.45%                | High       |
| Cluster 7 | Patilpada Area, Khopate JNPA Road       | 3          | 16.85%                | High       |
| Cluster 8 | Taloja, Navi Mumbai                     | 1          | 0.63%                 | High       |

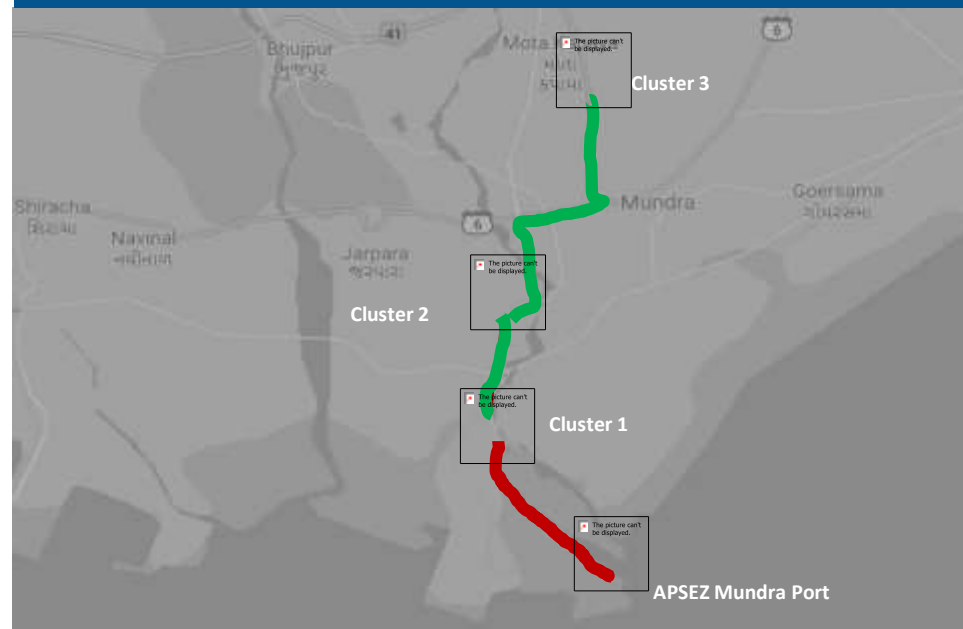
# Congestion Analysis: APSEZ Mundra Region

Import Cycle



| Cluster   | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------|------------|-----------------------|------------|
| Cluster 1 | APSEZ Area   | 12         | 74.49%                | Medium     |
| Cluster 2 | Hind Circle  | 2          | 19.14%                | Low        |
| Cluster 3 | Mota Kapaya  | 1          | 6.37%                 | Low        |

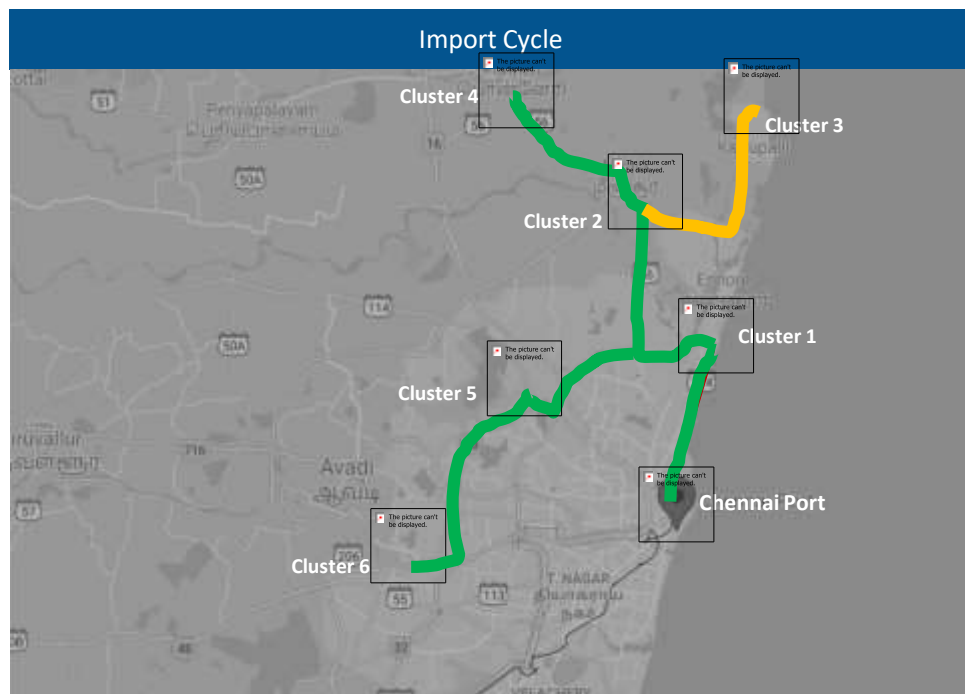
Export Cycle



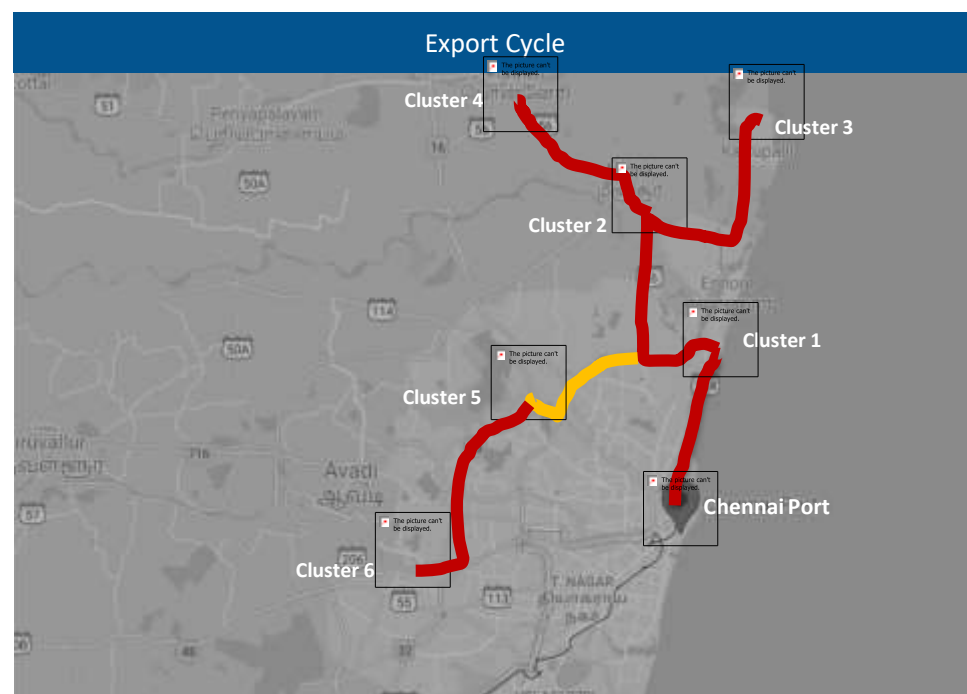
| Cluster   | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------|------------|-----------------------|------------|
| Cluster 1 | APSEZ Area   | 12         | 87.35%                | High       |
| Cluster 2 | Hind Circle  | 2          | 7.18%                 | Low        |
| Cluster 3 | Mota Kapaya  | 1          | 5.47%                 | Low        |

Congestion Level ■ High ■ Medium ■ Low

# Congestion Analysis: Chennai Region



| Cluster   | Cluster Name                         | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Thiruvottiyur High Road Junction     | 3          | 27.22%                | Low        |
| Cluster 2 | Aandarkuppam - Melur Junction        | 14         | 55.49%                | Low        |
| Cluster 3 | Kattupalli Port bound Area           | 2          | 1.34%                 | Medium     |
| Cluster 4 | Minjur - Ponneri bound Area          | 3          | 2.56%                 | Low        |
| Cluster 5 | Madhavaram - Moolakadai Junction     | 3          | 8.47%                 | Low        |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5          | 4.92%                 | Low        |

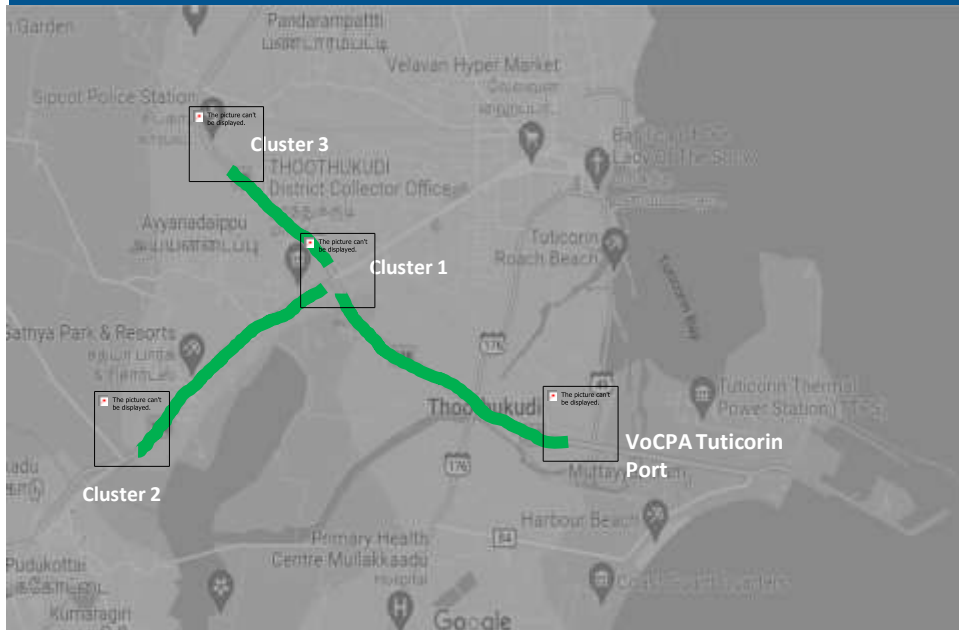


| Cluster   | Cluster Name                         | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Thiruvottiyur High Road Junction     | 3          | 22.97%                | High       |
| Cluster 2 | Aandarkuppam - Melur Junction        | 14         | 52.57%                | High       |
| Cluster 3 | Kattupalli Port bound Area           | 2          | 1.62%                 | High       |
| Cluster 4 | Minjur - Ponneri bound Area          | 3          | 8.36%                 | High       |
| Cluster 5 | Madhavaram - Moolakadai Junction     | 3          | 5.06%                 | Medium     |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5          | 9.42%                 | High       |

Congestion Level ■ High ■ Medium ■ Low

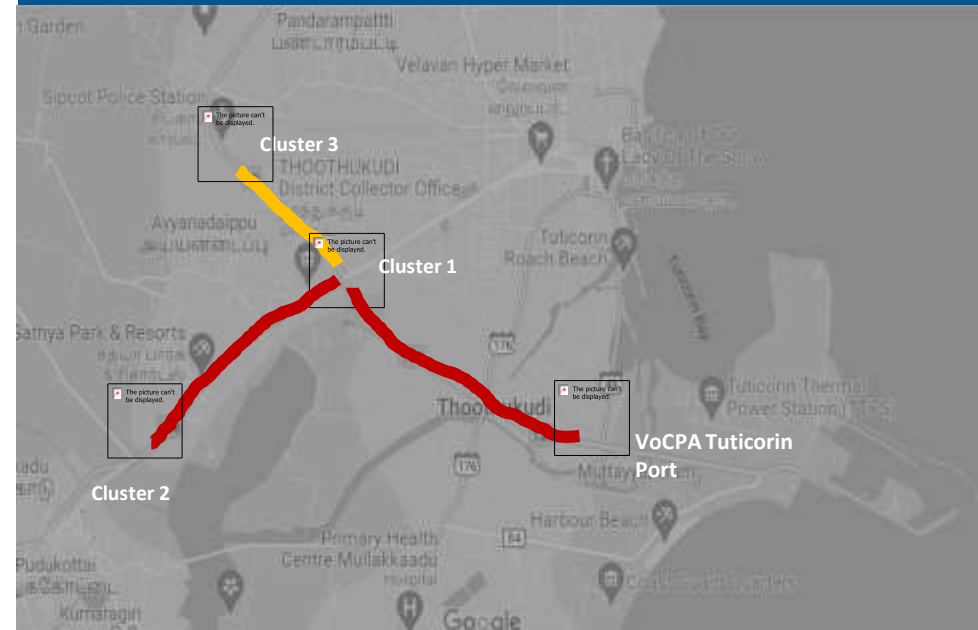
# Congestion Analysis: VoCPA Tuticorin Region

Import Cycle



| Cluster   | Cluster Name                                | No. of CFS | % of Total Containers | Congestion |
|-----------|---------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Perianayagapuram, Thoothukudi, Madurai Road | 4          | 19.10%                | Low        |
| Cluster 2 | Tirunelveli Road nearby Podukottai          | 2          | 47.91%                | Low        |
| Cluster 3 | Sipcot Area nearby Madurai Road             | 8          | 32.99%                | Low        |

Export Cycle

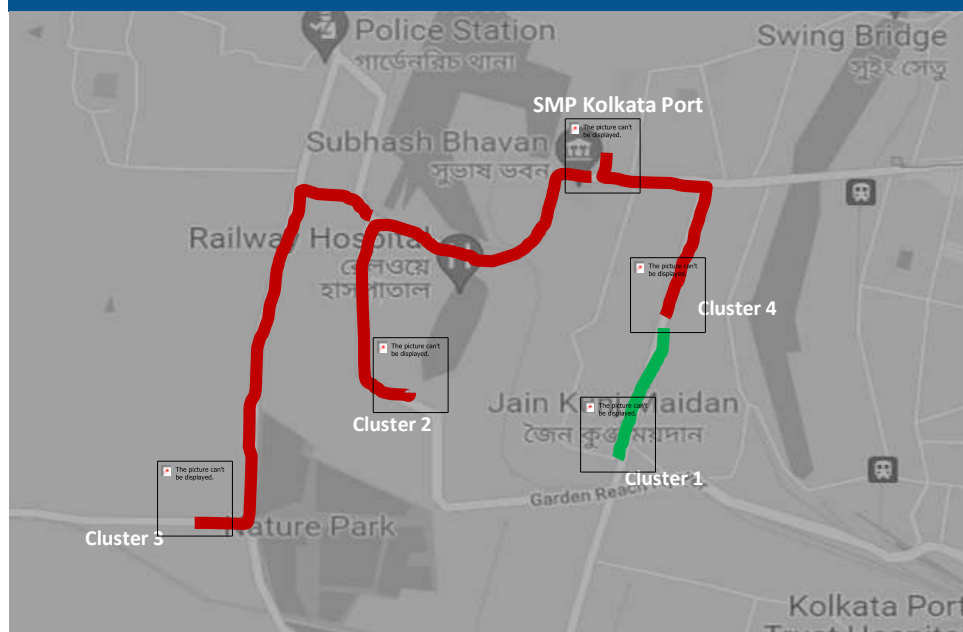


| Cluster   | Cluster Name                                | No. of CFS | % of Total Containers | Congestion |
|-----------|---------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Perianayagapuram, Thoothukudi, Madurai Road | 4          | 27.01%                | High       |
| Cluster 2 | Tirunelveli Road nearby Podukottai          | 2          | 34.37%                | High       |
| Cluster 3 | Sipcot Area nearby Madurai Road             | 8          | 38.62%                | Medium     |

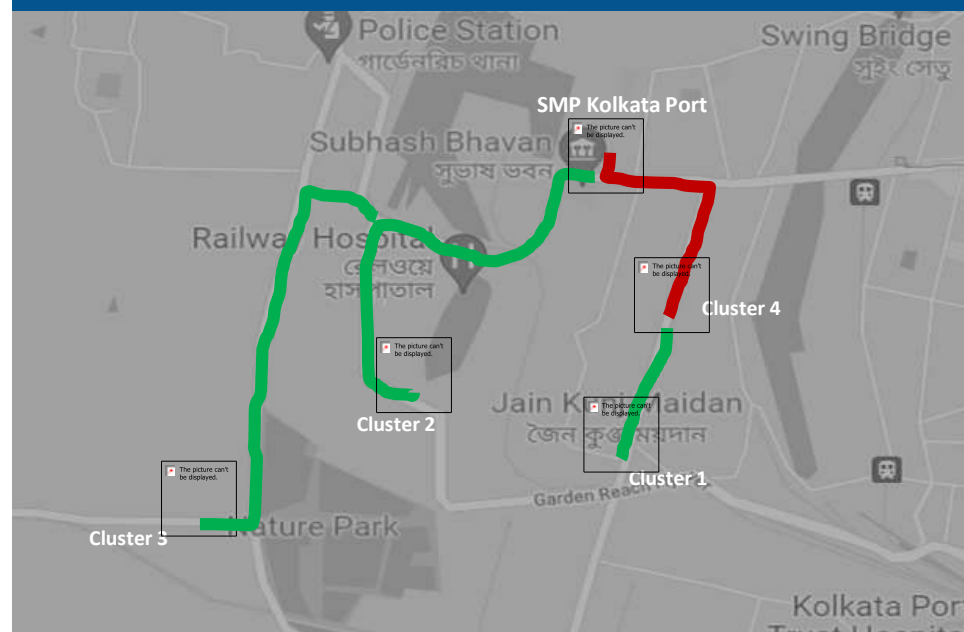
Congestion Level ■ High ■ Medium ■ Low

# Congestion Analysis: SMP Kolkata Region

Import Cycle



Export Cycle



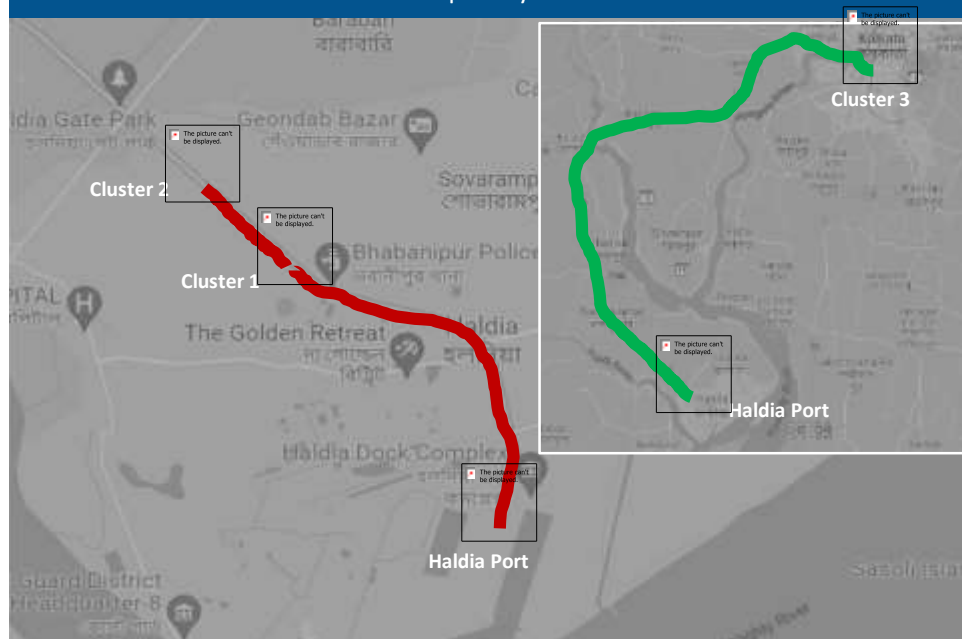
| Cluster   | Cluster Name      | No. of CFS | % of Total Containers | Congestion |
|-----------|-------------------|------------|-----------------------|------------|
| Cluster 1 | Base Bridge Area  | 3          | 35.10%                | Low        |
| Cluster 2 | Sonapur Road Area | 1          | 18.41%                | High       |
| Cluster 3 | Nature Park Area  | 1          | 32.45%                | High       |
| Cluster 4 | Babu Bazar Area   | 1          | 14.04%                | High       |

| Cluster   | Cluster Name      | No. of CFS | % of Total Containers | Congestion |
|-----------|-------------------|------------|-----------------------|------------|
| Cluster 1 | Base Bridge Area  | 3          | 55.27%                | Low        |
| Cluster 2 | Sonapur Road Area | 1          | 14.11%                | Low        |
| Cluster 3 | Nature Park Area  | 1          | 7.34%                 | Low        |
| Cluster 4 | Babu Bazar Area   | 1          | 23.28%                | High       |

Congestion Level    ■ High    ■ Medium    ■ Low

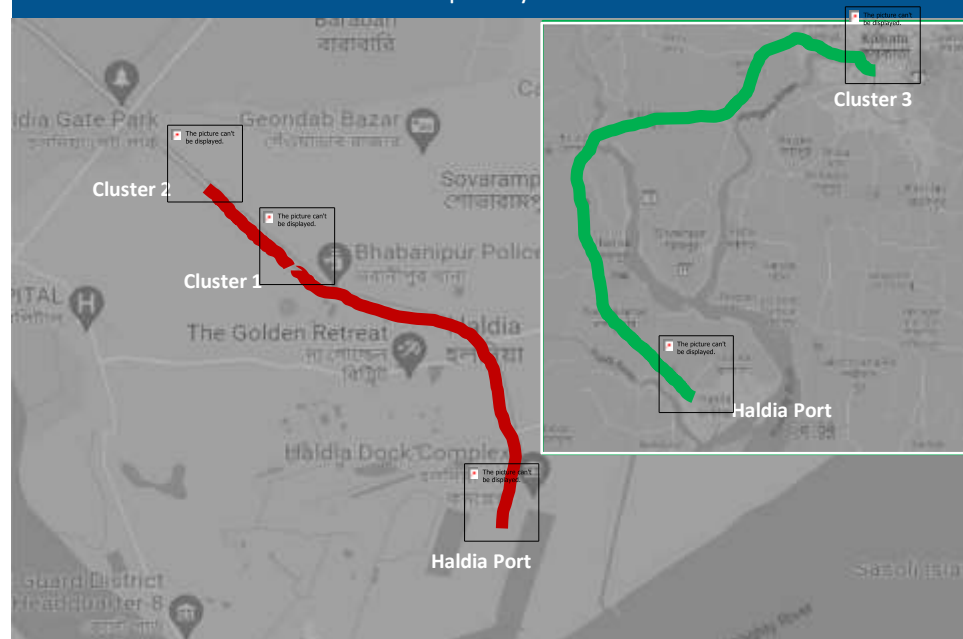
# Congestion Analysis: Haldia Region

Import Cycle



| Cluster   | Cluster Name                      | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------|------------|-----------------------|------------|
| Cluster 1 | Talpukur Area, Kolkata Highway    | 1          | 0.41%                 | High       |
| Cluster 2 | City Centre Area, Kolkata Highway | 2          | 48.67%                | High       |
| Cluster 3 | Silpodanga Area                   | 1          | 50.92%                | Low        |

Export Cycle

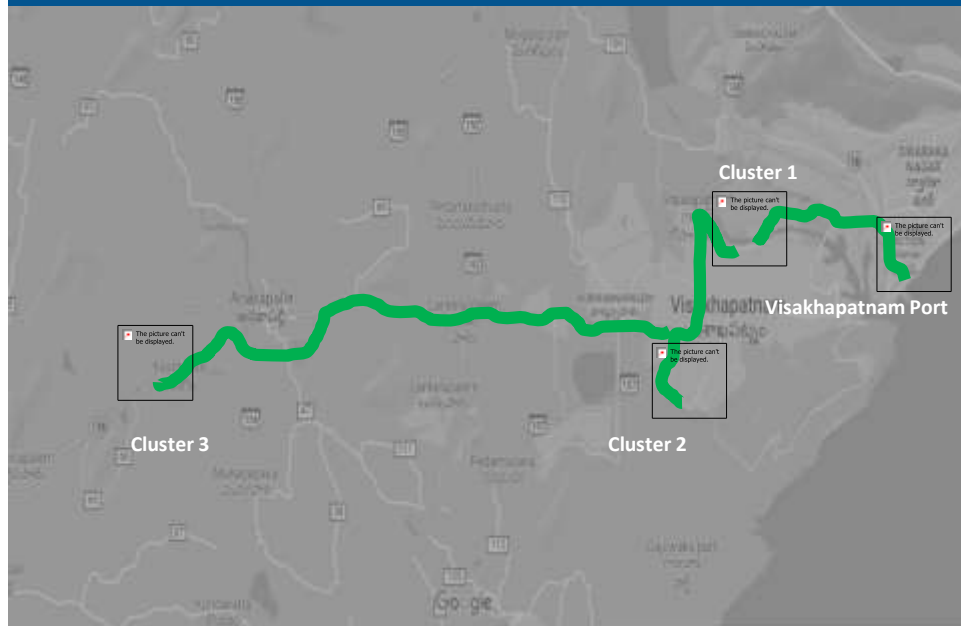


| Cluster   | Cluster Name                      | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------|------------|-----------------------|------------|
| Cluster 1 | Talpukur Area, Kolkata Highway    | 1          | 21.52%                | High       |
| Cluster 2 | City Centre Area, Kolkata Highway | 2          | 34.03%                | High       |
| Cluster 3 | Silpodanga Area                   | 1          | 44.45%                | Low        |

Congestion Level ■ High ■ Medium ■ Low

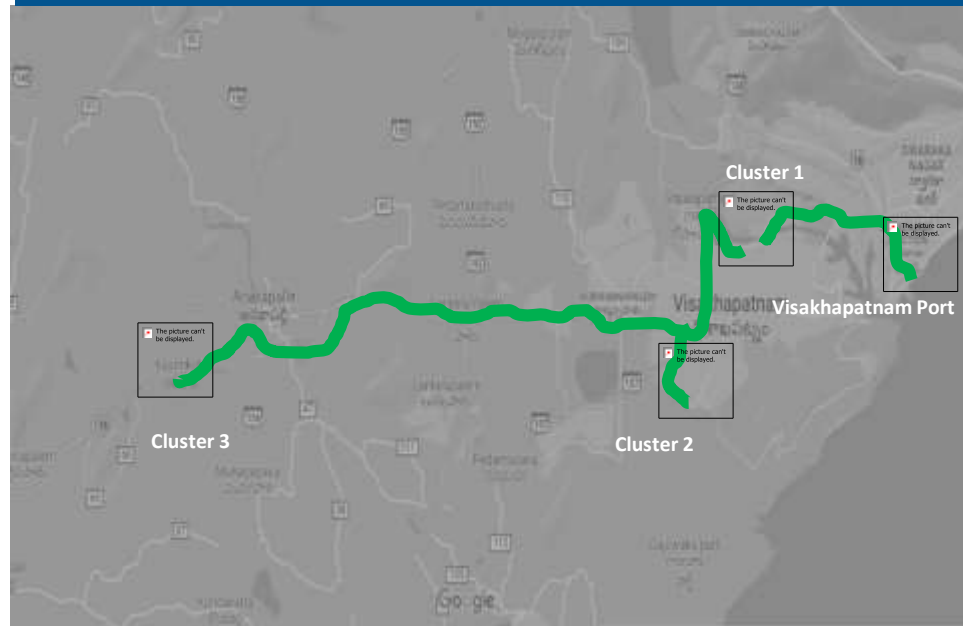
# Congestion Analysis: Visakhapatnam Region

Import Cycle



| Cluster   | Cluster Name                               | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Port Road, Gopalapatnam Area               | 4          | 69.48%                | Low        |
| Cluster 2 | Autonagar, Gajuwaka Area                   | 3          | 30.30%                | Low        |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1          | 0.22%                 | Low        |

Export Cycle



| Cluster   | Cluster Name                               | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Port Road, Gopalapatnam Area               | 4          | 69.63%                | Low        |
| Cluster 2 | Autonagar, Gajuwaka Area                   | 3          | 30.21%                | Low        |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1          | 0.16%                 | Low        |

Congestion Level    ■ High    ■ Medium    ■ Low

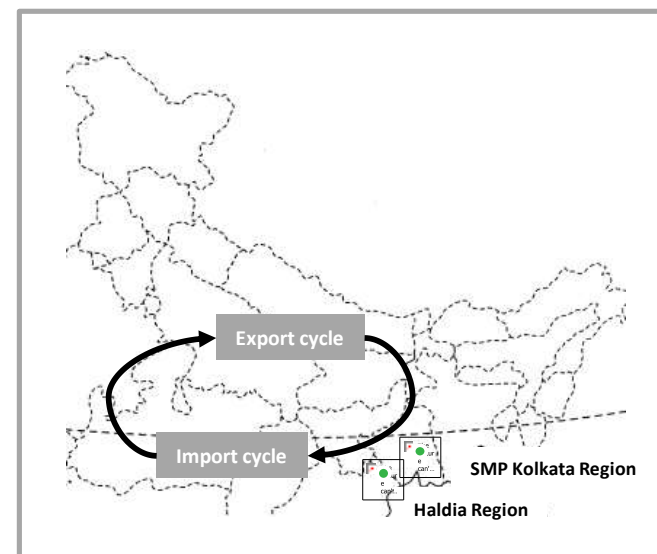
Transit movement across ICPs from SMP Kolkata & Haldia Port Terminal for Aug'26:

SMP Kolkata Port Terminal

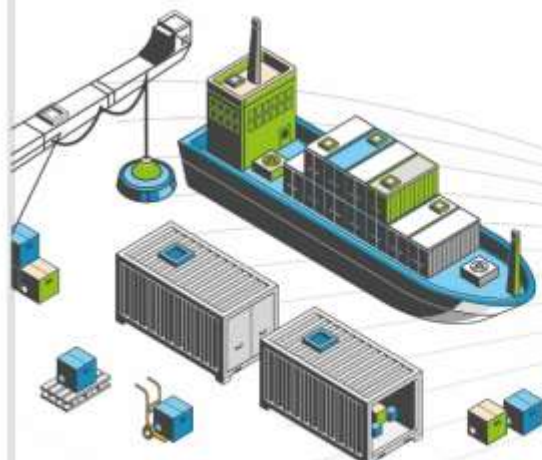
| Import Cycle | Mode    | ICP Raxaul | ICP Jogbani |
|--------------|---------|------------|-------------|
|              | Overall | 118.0      | 87.6        |

Haldia Port Terminal

| Import Cycle | Mode    | ICP Raxaul | ICP Jogbani |
|--------------|---------|------------|-------------|
|              | Overall | 146.1      | 160.1       |



# ANNEXURE



## 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 Transshipment Terminal, Kochi | Kochi         |
| AKPPL     | Adani Kattupalli Port Private Limited                 | Kattupalli    |
| AECT      | Adani Ennore Container Terminal                       | Ennore        |
| DBGT      | Dakshin Bharat Gateway Terminal                       | Tuticorin     |
| PSA Sical | PSA SICAL Terminals                                   | Tuticorin     |
| 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    |
| CPL       | Century Port Ltd.                                     | CPL           |

## 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 (ICDTV-T) |
| 9        | ICD Pali (KIPL)                                                  | 32       | Hind Terminals Logistics Park ICD, Palwal                 |
| 10       | HTPL ICD Qilarapur 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                                  |          |                                                           |

## 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           |

## Container Turnaround Time (TAT)

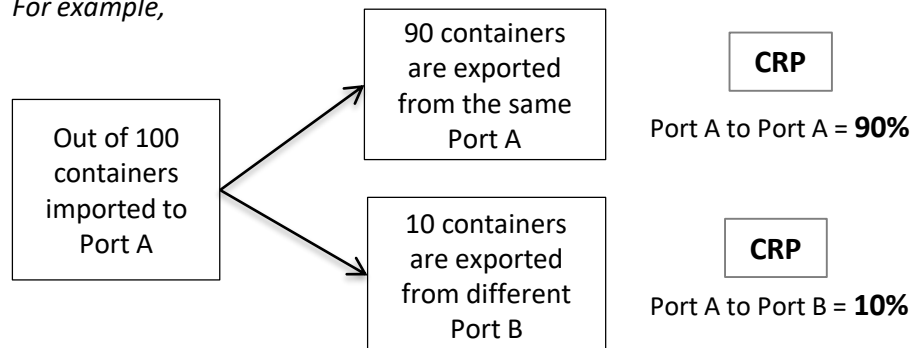
Container Turnaround Time (TAT) refers to the total time a container spends in a country, from its arrival to port in import cycle to its departure from the port in export cycle

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

## Container Retention Percentage (CRP)

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

For example,



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

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

For example,

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

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

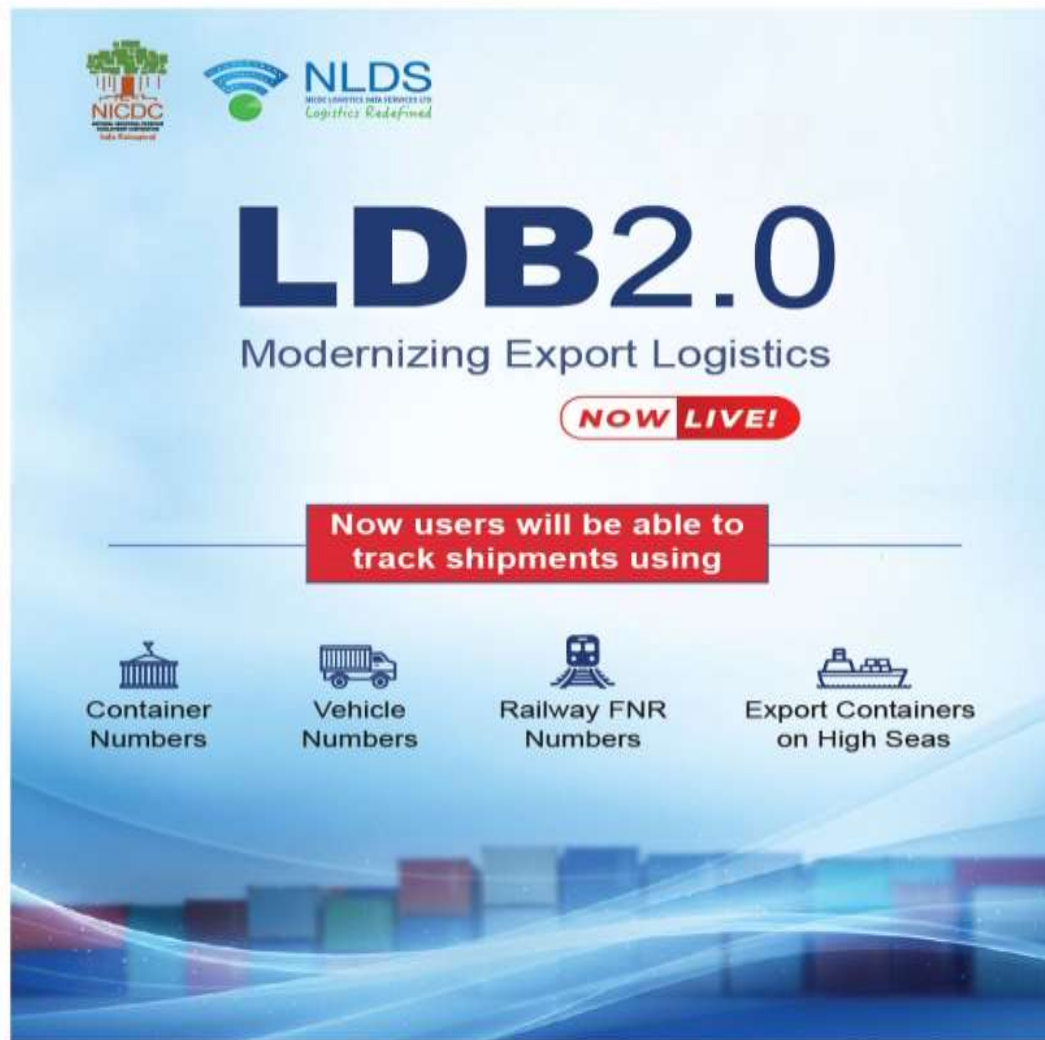
## Monthly Average Dwell Time (MADT) / Monthly Average Volume (MAV)

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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