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DLDS ANALYTICS : JFM Report 2018

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- DLDS commenced its operations across the Bharat Mumbai Container Terminal Private Limited (BMCTPL) at JNPT from 1st Apr 2018.
- LDB successfully commenced operations across the 4 Concor ICD's at Tughlakabad, Dadri, Kanakpura, Mulund.
- Vessel Tracking Integration with JNPT has been completed and LDB portal now provides visibility across the sea for export bound container movement.
- Pan India launch of DMICDC's Logistics Databank Operations was announced on 18th Dec 2017, this will enable in bringing Visibility & Transparency across the Indian Supply Chain and reduce the Container Transportation time and the costs.
- LDB service went live across ICD Tughlakabad from 11th March 2018 which will provide visibility of the EXIM container movement.
- Launch of LDB mobile App for android users, is enabling the stakeholders in tracking the EXIM Containers movement across the western corridor.
- Logistics Databank Project(LDB) as on date has provided visibility service for 7,676,212 EXIM Containers across the western corridor of India.
- Launch of LDB mobile App for android users, is enabling the stakeholders in tracking the EXIM Containers movement across the western corridor.

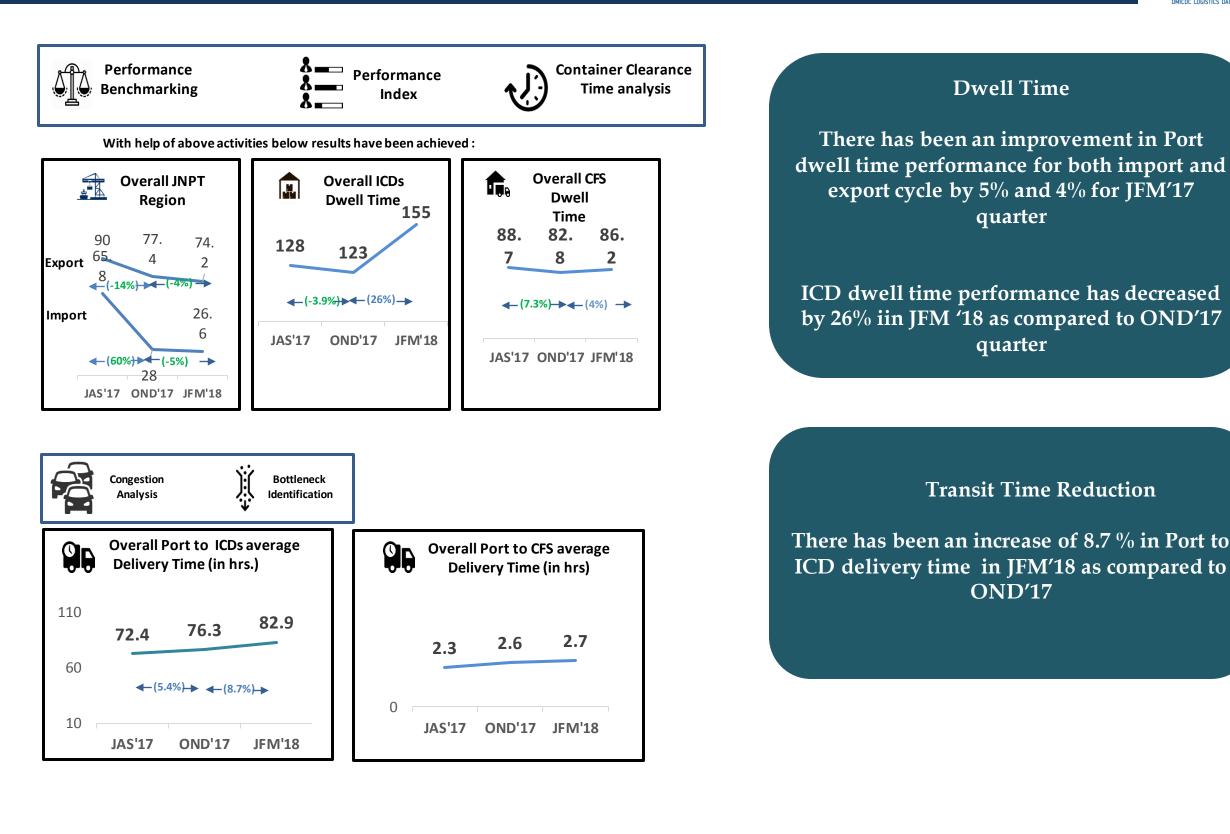
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Performance Trend: Quarter on Quarter







IMPLEMENTATION	 5 Port Terminals at JNPT 4 Port Terminals at Mundra 1 Port Terminal at Hazira 46 CFSs across Western Corridor 14 ICDs near NCR 19 Toll Plazas 280 Operators at Ports 	
INTEGRATION	 Integrated with 10 Port Systems Integrated with FOIS (Railways) 	Providing Truck and Train based end to end Container Visibility Services.
SERVICES	 Basic Search through a single window for end to end tracking Basic Analytics (Dwell Time, Transit Time, Alerts, Google Map View etc.) Detailed Analytics (Container Heat Map, Congestion Analysis, Performance Benchmarking, etc.) 	 Visibility services for 70% of India's Container Volume. Visibility provided for more than 7.5 million EXIM Containers



LDB Analytics





Performance Benchmarking

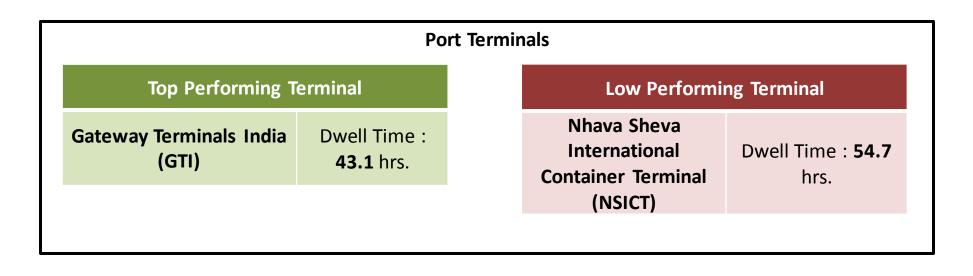


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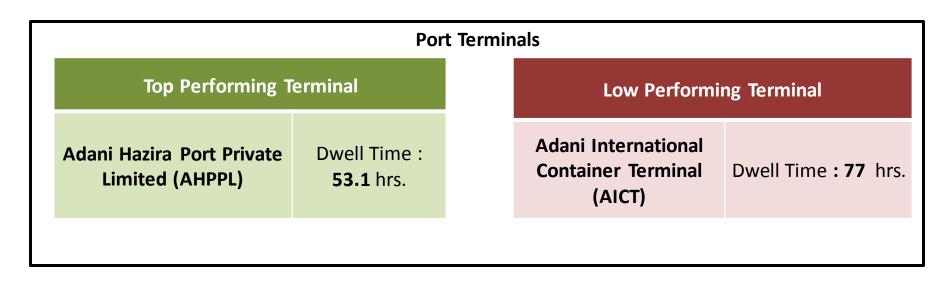
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Performance benchmarking for JNPT Region for JFM'18 quarter

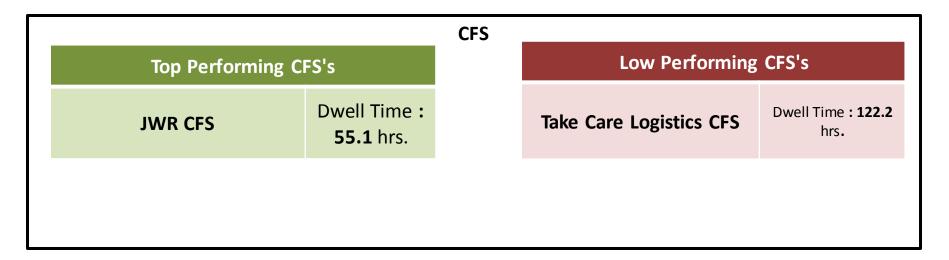


Performance benchmarking for APSEZ Region for JFM'18 quarter

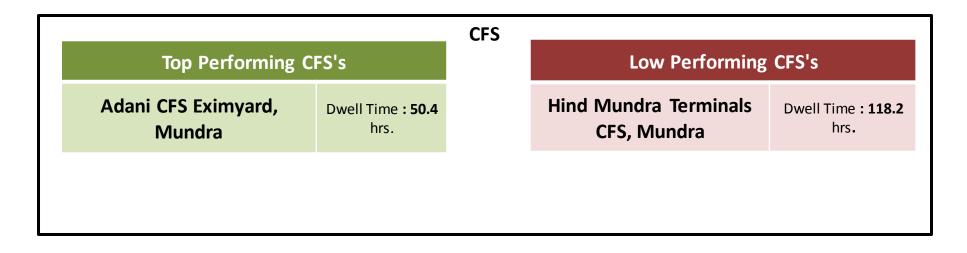




Performance benchmarking for JNPT Region CFS for quarter JFM'18



Performance benchmarking for APSEZ Region CFS for quarter JFM'18

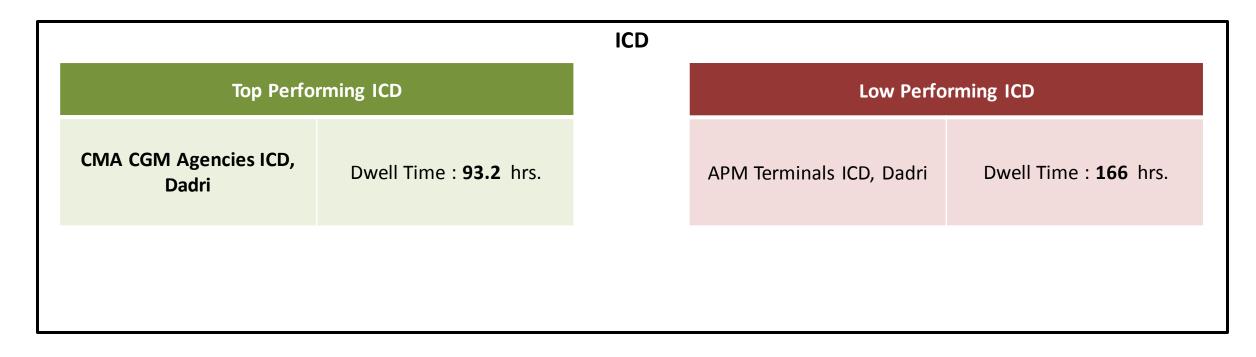


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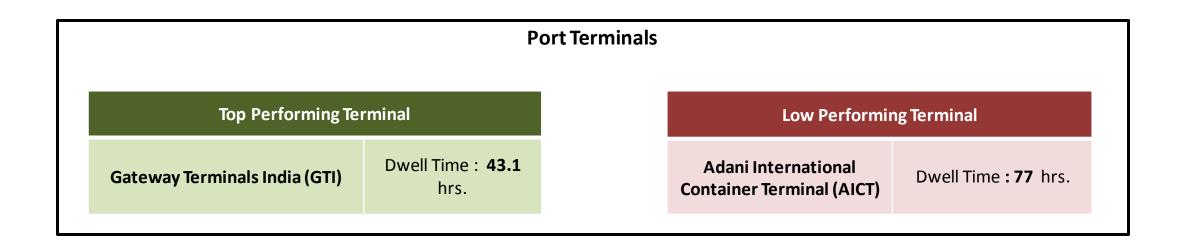
Performance benchmarking for ICDs for quarter JFM'18



Note: All the CONCOR ICD's/ CFS are excluded from this comparative analysis



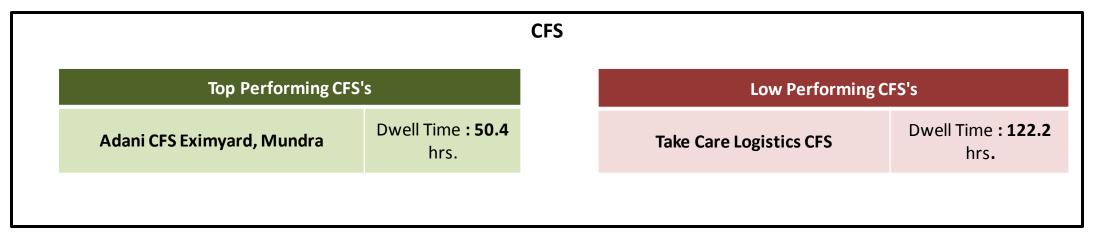




Below depicts the best performing Container freight station (CFS) across western corridor for quarter JFM'18

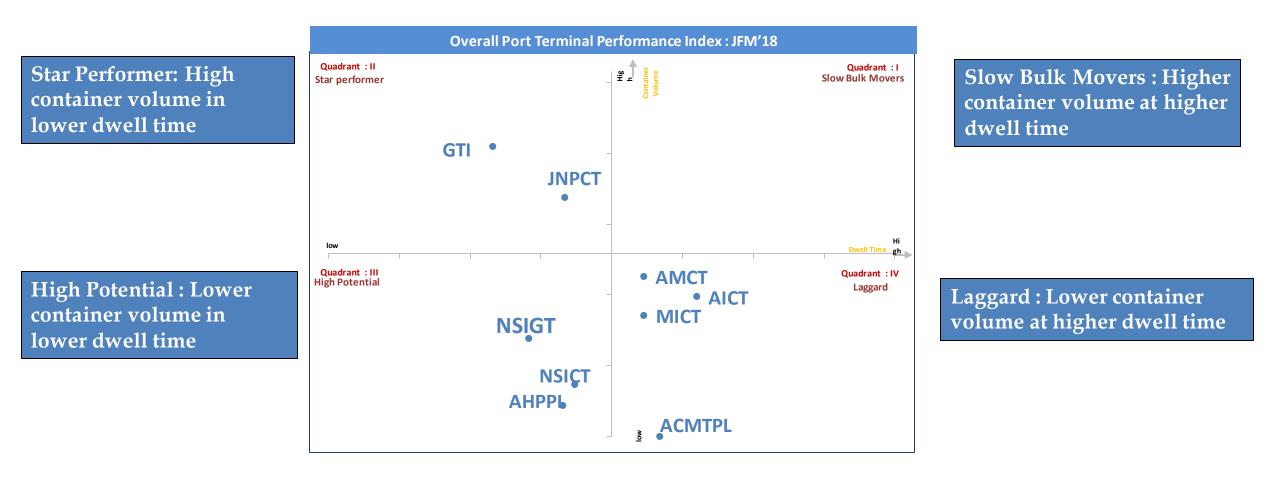
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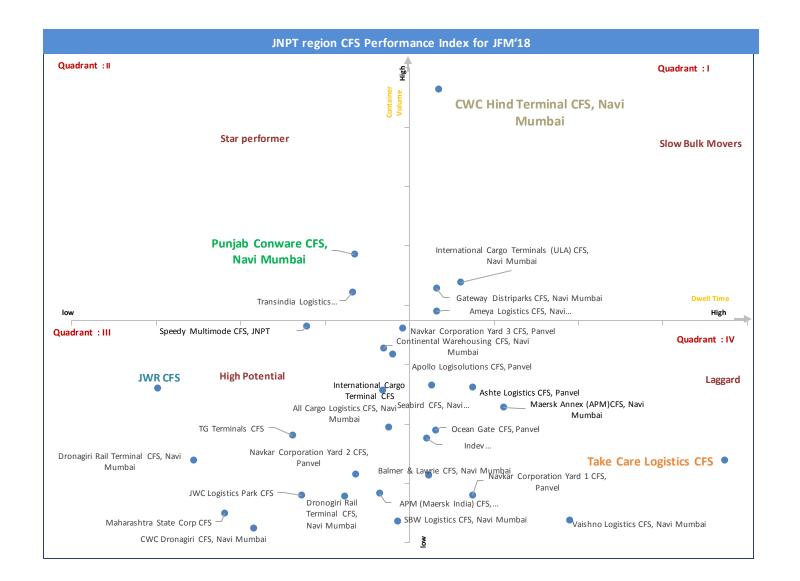




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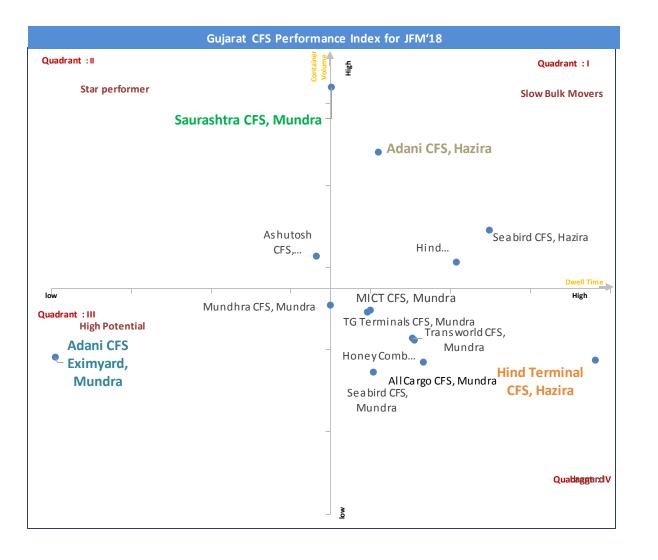
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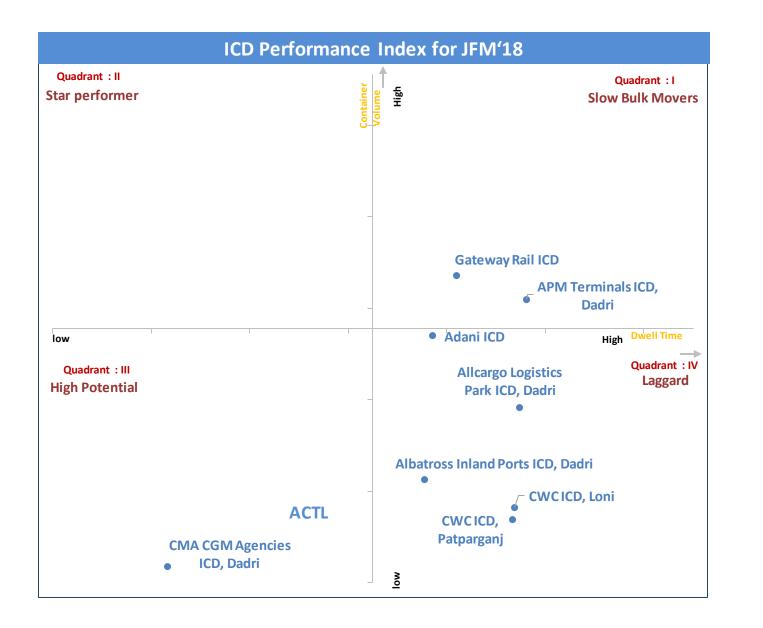
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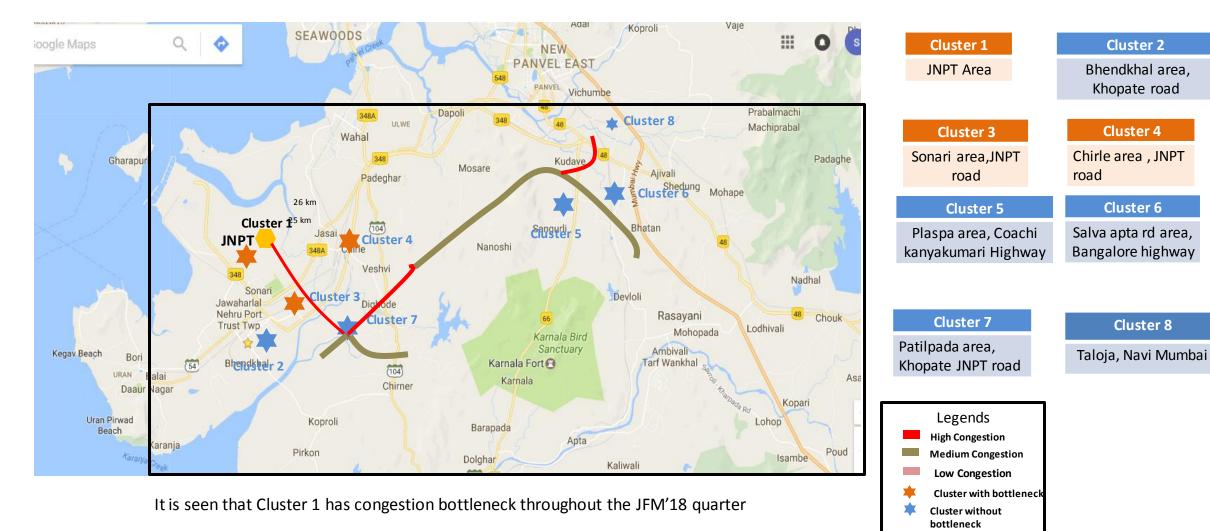
Transit Time Analysis



JNPT Congestion Analysis

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GTI Terminal	JNPCT Terminal	NSICT Terminal	NSIGT Terminal
Congestion Level Export Cycle :-	Congestion Level Export Cycle :-	Congestion Level Export Cycle :-	Congestion Level Export Cycle :-
Import Cycle :-	Import Cycle :-	Import Cycle :-	Import Cycle :-

Note : Congestion is measured w.r.t actual time taken to cover the respective distance between clusters and terminals(

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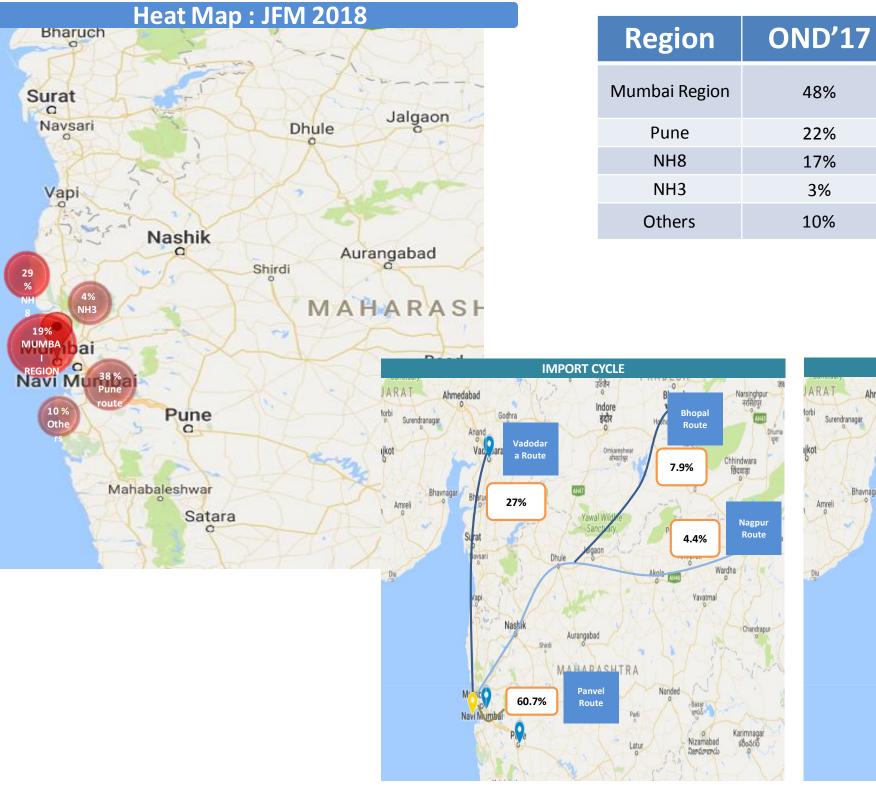
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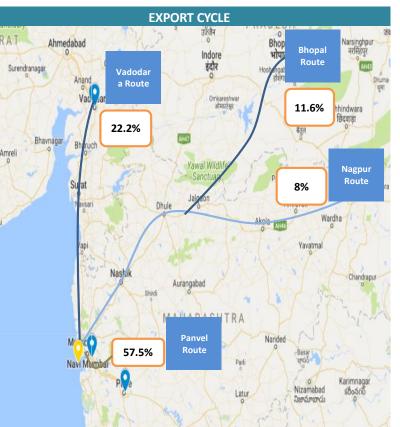
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JFM'18

19%

38%

29%

4%

10%

APSEZ Overall Heatmap



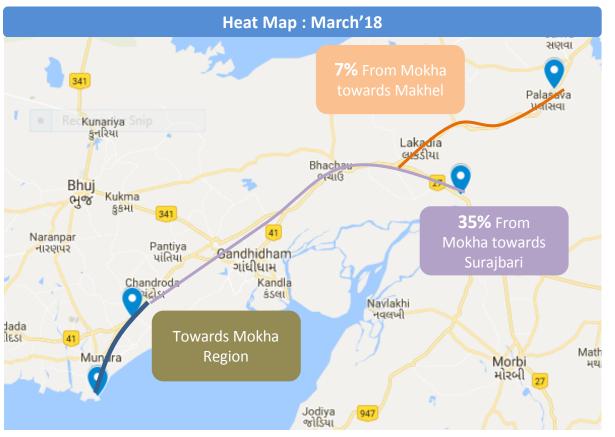
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HEAT MAP : Overall Mundra Region

i.e. all 4 termainals at Mundra port region i.e. MICT, AICT, AMCT, AHPTL

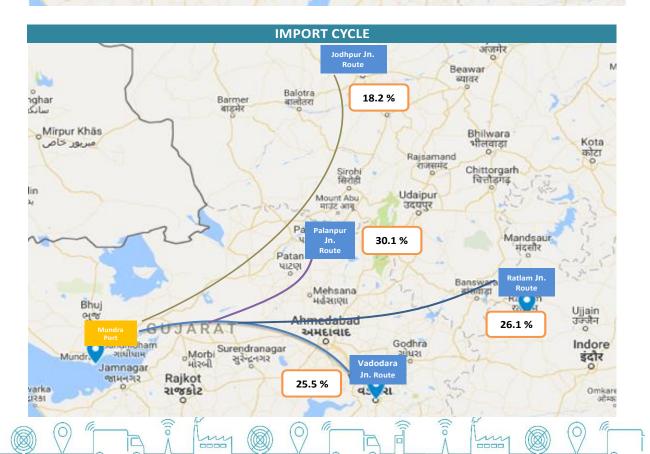


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مبربور خاص	$\langle \langle \rangle$	Siroh	Rajsaman eniterite	भीलवाडा	Kota कोटा
5-	2	Mount Abu	Udaipur	Indiana (18	F.
~~~	225	Palanpur Jn. Route	101	Mandgaur 'Haelle	and F
Bhuj ଜ୍ୟୁଙ୍କ		32.8 %	2	Banswara Ratlam Jn. Route	Ujjain उज्जन
Mundra Port Mundra aukliuse	Morbi Surendra	Ahmedabad અમદાવાદ o nagar	Godhra aluqi adodara	22.2 %	उज्जन Indore इंदौर
Jamnagar ซานุ-จาร รา	Rajkot Rajsiz	nr (	n. Route	500	Omkare Jiran

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**EXPORT CYCLE** 

Jodhpur Jn. Route



From Mokha towards						
Region March'18 February'18						
Surajbari	35%	37%				
Makhel	7%	7%				

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## **Toll Plaza Speed Analysis**



Avg. Travel Time & Speed between Toll Plazas (JFM'18)						
Source	Destination Toll Plaza Inter Avg. Travel JFM'18 Avg. Distance Time Speed (Km) (Hr) (Km/Hr.)					
JNPT	Khaniwade	94	7.3	12.9	13.7	
JNPT	Khalapur	60	4.1	14.6	15.6	
Khaniwade	Charoti	50	1.30	38.5	35.7	
Charoti	Boriach	126	4.60	27.4	28	
Boriach	Bharthan	142	4.30	33.0	33	
Bharthan	Kishangarh	686	31.00	22.1	21.1	
Bharthan	Vasad	60	1.53	39.2	37.5	
Kishangarh	Daulatpura	128	3.10	41.3	40	

Avg. Travel Time & Speed between Toll Plazas (JFM'18)

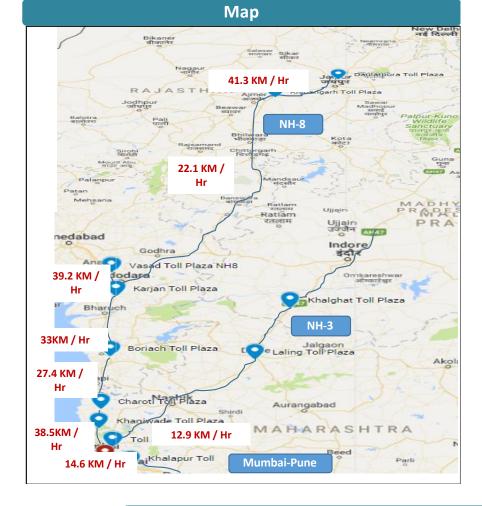
Source	Destination Toll Plaza	Inter Distance (Km)	Avg. Travel Time (Hr)	Avg. Speed JFM'18 (Km/Hr.)	Avg. Speed OND'17 (Km/Hr.)
МІСТ	Mokha	28	1.2	23.3	23.3
Mokha	Makhel	150	6.2	24.2	23.8
Mokha	Surajbari	115	4.8	24	26.7

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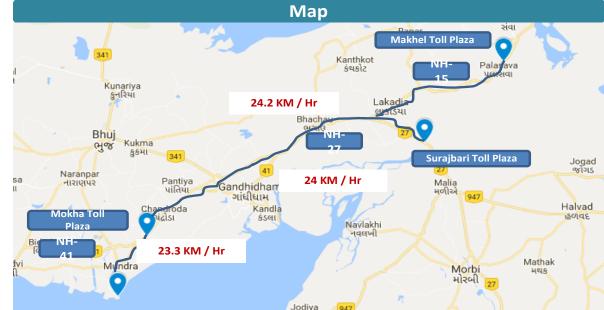
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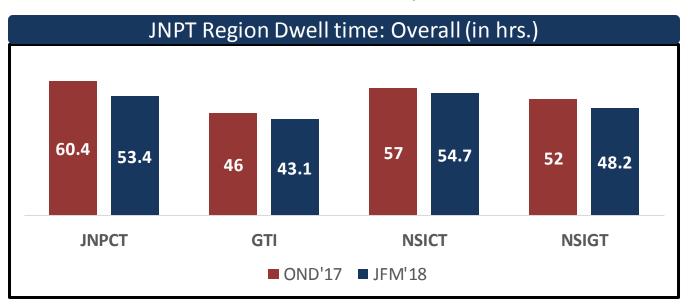
# **PERFORMANCE TREND METRICS**





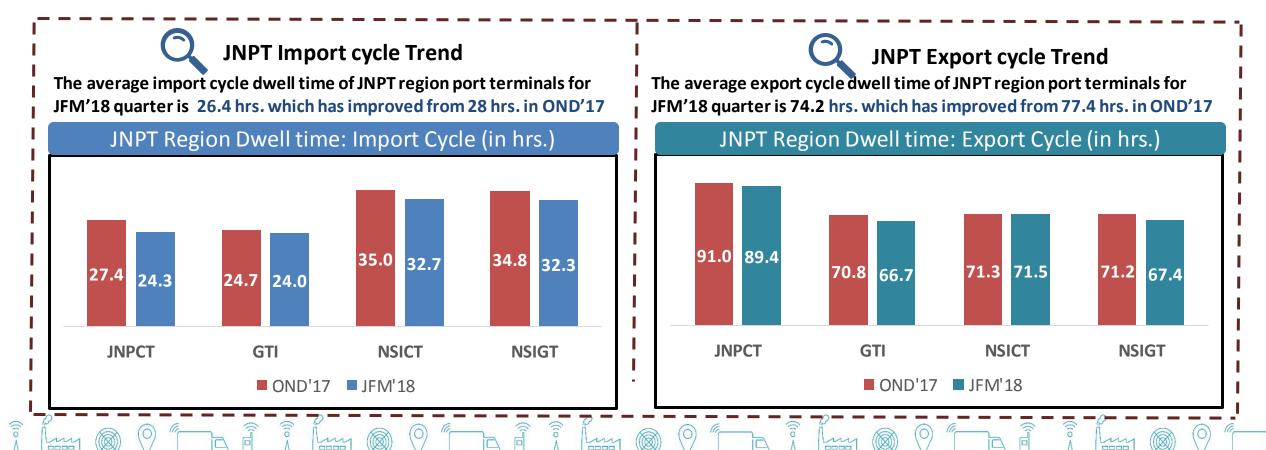
### JNPT port dwell time trend :

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



The overall JNPT region average dwell time for JFM'17 quarter is 48.3 hrs. which has improved from 52.3 hrs in OND'17 quarter

Below table showcases Import and Export cycle dwell time for both rail and truck bound containers for JFM'18

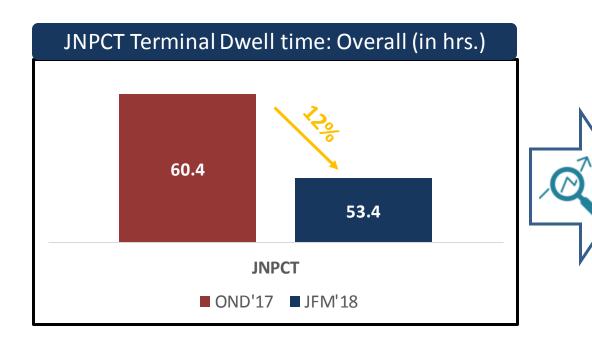


## **Key Findings**

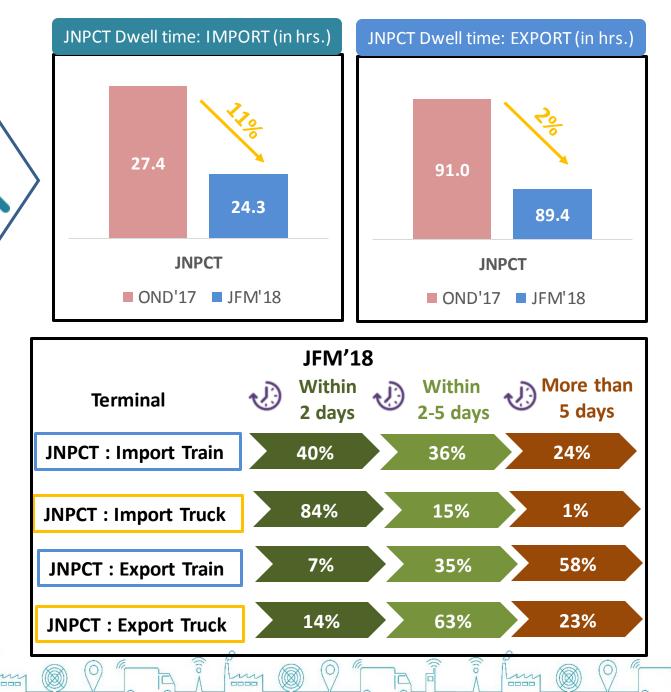


### JNPCT terminal has improved its port dwell time performance by 11% in JFM'18

JNPCT has reduced its overall port dwell time in JFM'18 quarter by 11% as compared to last OND'17 quarter. This improvement can be majorly contributed to Import cycle dwell time, which has shown 11% reduction in dwell time in JFM'18 as compared to OND'17



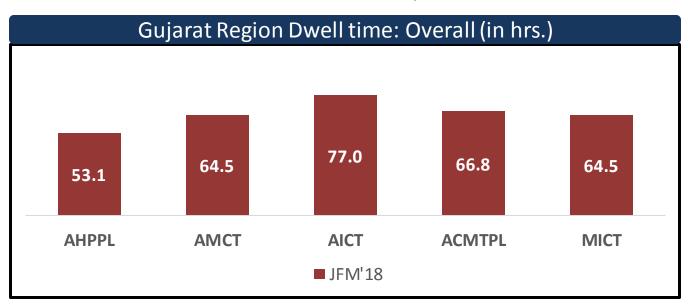
JNPCT container clearance day distribution has been depicted in the figure. Truck bound container has been managed effectively in Import cycle during JFM'18 as around 99% of the containers have been cleared with 5 days





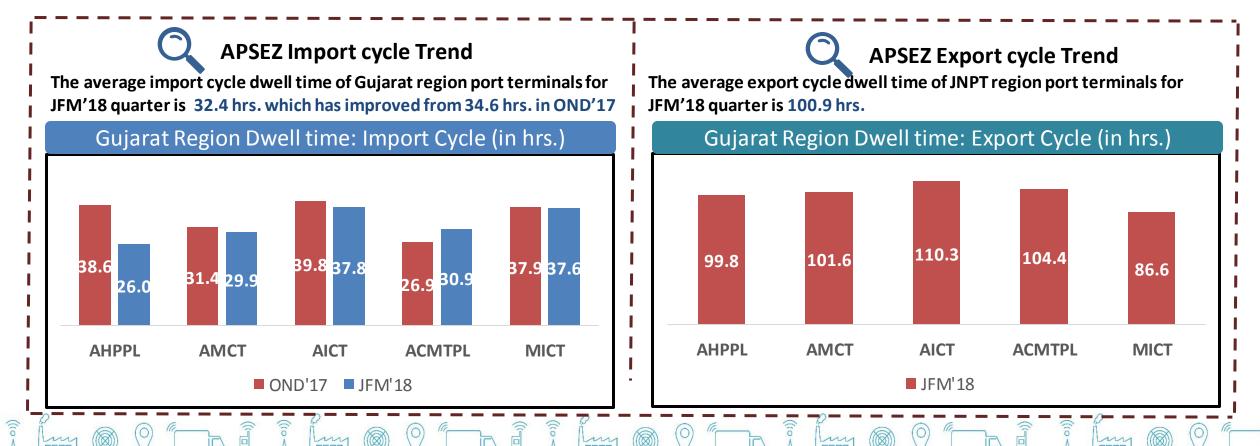
#### APSEZ port dwell time trend :

The below table shows the overall port dwell time (i.e. import and export cycle combine) trend of all the Gujarat Port terminals for quarter JFM'18. Port dwell time is the time duration between the entry of the container in Port terminal to the time it moves out of the Port terminal



The overall JNPT region average dwell time for JFM'18 is 66.4 hrs.

The below tables showcase the Import and Export cycle dwell time for both rail and truck bound containers for JFM'18





# **Truck v/s Train traffic handled**



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The following table displays the container volume distribution trend on the basis of mode of transit for Import cycle (JNPT and APSEZ region)

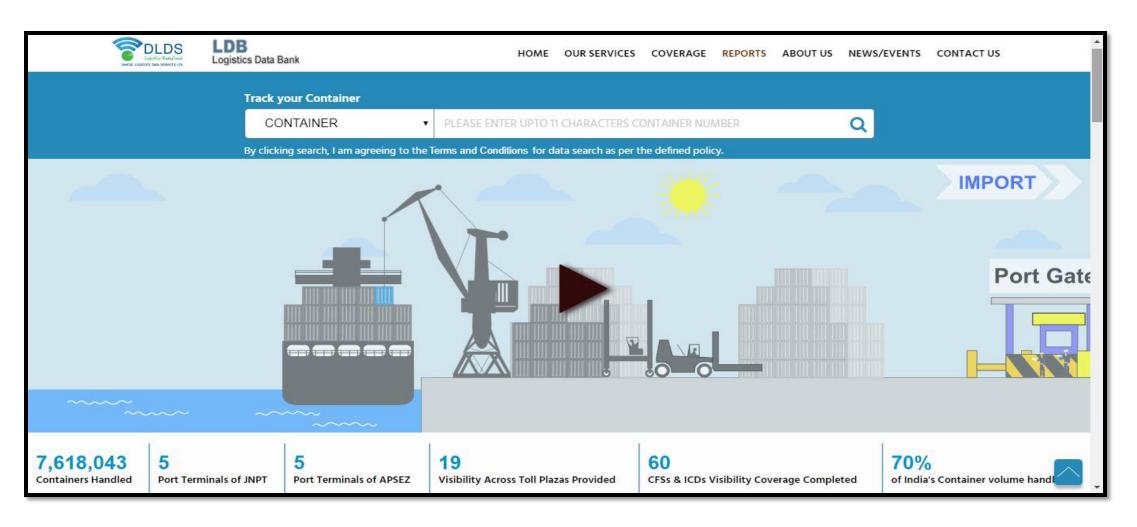
	Month	JNPT (Vo	lume in %)	APSEZ MUNDRA (Volume in %)		
		Truck	Train	Truck	Train	
	Sept'17	83	17	78	22	
	Oct'17	81	19	77	23	
Import	Nov'17	82	18	82	18	
Cycle	Dec'17	81	19	77	23	
	Jan'18	86	14	80	20	
	Feb'18	87	13	80	20	
	Mar'18	84	16	82	18	
	Overall	83%	17%	79%	21%	

The following table displays the container volume distribution trend on the basis of mode of transit for Export cycle (JNPT and APSEZ region)

	Month	JNPT (Vo	lume in %)	APSEZ MUNDRA (Volume in %)		
		Truck	Train	Truck	Train	
	Sept'17	85	15	50	50	
	Oct'17	85	15	48	52	
Export	Nov'17	87	13	66	34	
Cycle	Dec'17	85	15	66	34	
	Jan'18	87	13	68	32	
	Feb'18	88	12	67	33	
	Mar'18	88	12	70	30	
	Overall	86%	14%	62%	38%	

## **LDB** Portal





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- Monthly Analytics reports have been incorporated in the LDB portal.
- Vessel Tracking feature has been implemented for JNPT container terminal.
- More than 7.5 million containers have been handled till date.

## **Interactive Session with FIEO**



DLDS partnered with FIEO to organize an Interactive Session on "Container Visibility Services & Roadmap Ahead"

• To educate and spread awareness about LDB services to exporters and importers













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