Logistics Databank Analytics Report- July 2018

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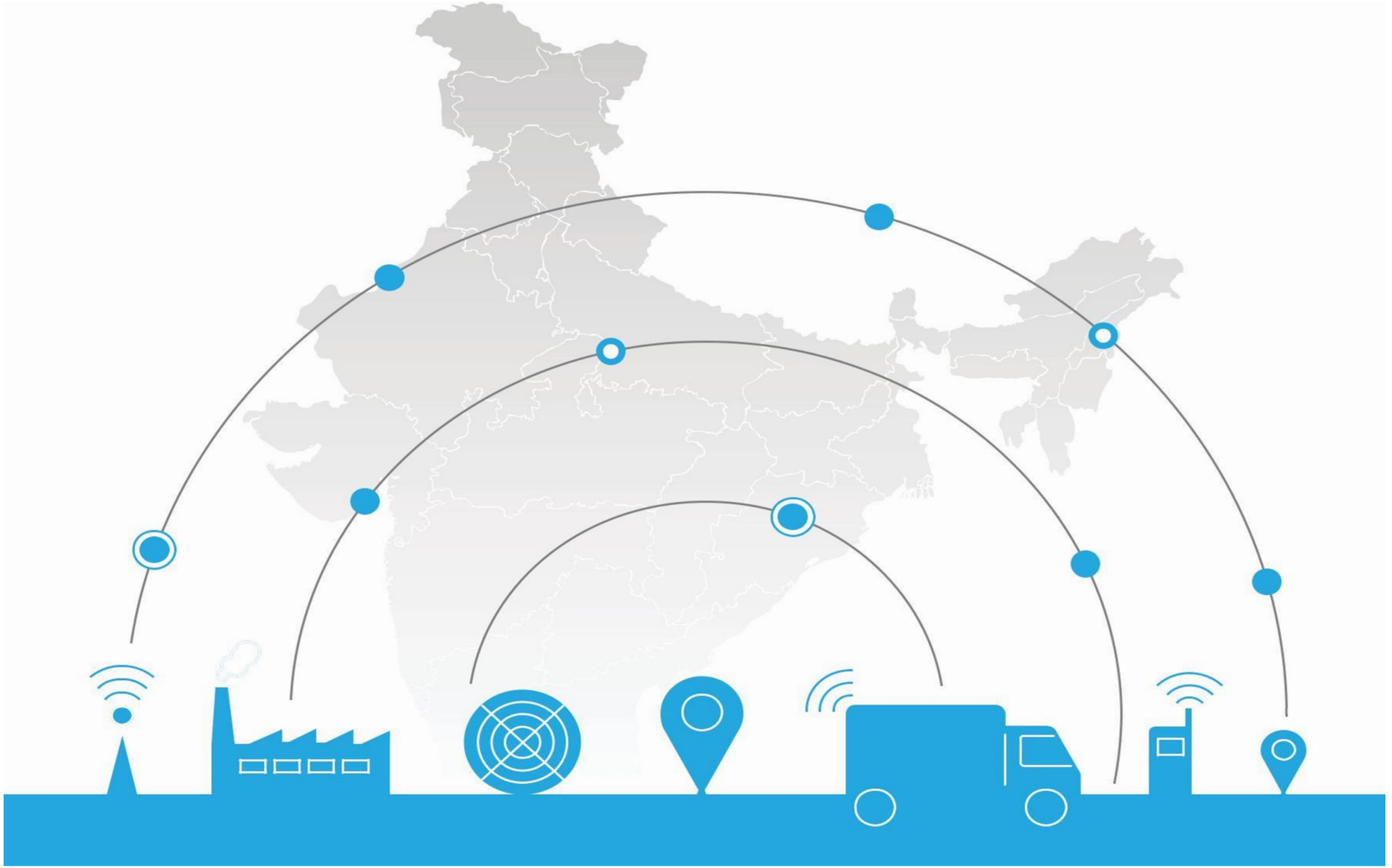

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JNPT Port Terminals

- Challenge in handling Rail bound containers at JNPT & Gujarat Port terminals is resulting in higher Port Dwell Time impacting the overall lead time.

- Overall JNPT Port Dwell time performance for Import cycle handling improved by 16% in comparison to previous month.(18% improvement in handling Truck bound containers has resulted in this improvement)

- Dwell time performance of CFS's around JNPT region has decreased by 14% (in comparison to previous month)

- Dwell time of Direct Port Delivery(DPD) container handling performance improved by 8% in comparison to previous month. (56.5hrs in June'18 to 51.75hrs in July'18)

- Dwell time of Direct Port Export(DPE) container handling performance decreased by 8% in comparison to previous month. (from 72hrs in June'18 to 77.95hrs in July'18)

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Gujarat Port Terminals (Adani Ports Special Economic Zone)

- Port Dwell time performance improved by 25% in comparison to previous month for handling import bound containers(from 47.02hrs in June'18 to 35.29hrs in July'18)

- Transit time between Gujarat Port and ICDs(NCR region) has improved by 10-12% in comparison to previous month

Gujarat region Transit Time	June'18 (in hrs)	July'18 (in hrs)	Improvement (in %)
Port to ICD	107.32	94.44	12%
ICD to Port	93.98	84.73	10%

Toll Plaza Improvement	Avg. Speed June'18 (Km/Hr.)	Avg. Speed July'18'18 (Km/Hr.)	Improvement (in %)
Bartan to Vasad	33.1	40.9	24%
Khalapur to Khedshivpur	17.2	27.9	62%
Daulatpura to Kherki	19.3	23.7	23%

Container Transportation- Western Corridor Performance (JNPT + Gujarat)

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Port Dwell Time

IMPORT

Mode	June'18 (in hrs)	July'18 (in hrs)
Overall	45	36
Truck	39	31
Train	150	166

EXPORT

Mode	June'18 (in hrs)	July'18 (in hrs)
Overall	83	87
Truck	81	86
Train	99	99

Container Freight Stations(CFS)/Inland Container depots(ICD) – Dwell Time

Inland Container Depot (ICD)

Container Freight Stations

Entity	June'18 (in hrs)	July'18 (in hrs)
CFS	89.75	91.05
ICD	128.15	137.06

The marked entries showcase increase in performance in comparison to previous month

The marked entries showcase decrease in performance in comparison to previous month

Container Transportation- JNPT Port Terminals

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Container Lifecycle (Import Cycle)

Port Dwell Time

IMPORT

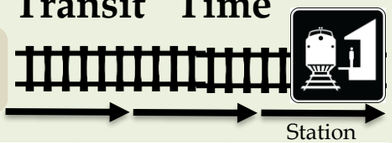
Mode	June'18 (in hrs)	July'18 (in hrs)
Overall	44.04	37.14
Truck	37.95	31.27
Train	151.63	184.67

EXPORT

Mode	June'18 (in hrs)	July'18 (in hrs)
Overall	72.29	76.25
Truck	70.32	74.28
Train	101.48	102.54

Transit Time

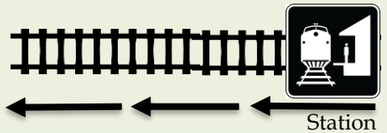
Towards ICD



Transit Cycle	June'18 (in hrs)	July'18 (in hrs)
Port to ICD	67	75.06
Port to CFS	2.57	2.89

Towards CFS

From ICD



Transit Cycle	June'18 (in hrs)	July'18 (in hrs)
ICD to Port	64.01	75.56
CFS to Port	5.46	5.24

From CFS

Container Freight Station (CFS) / Inland Container Depot (ICD) – Dwell Time

Entity	June'18 (in hrs)	July'18 (in hrs)
CFS	89.75	91.05
ICD	128.15	137.06

The marked entries showcase the increase in performance as compared to previous month

The marked entries showcase the decrease in performance as compared to previous month

Container Lifecycle (Export Cycle)

Container Transportation- JNPT Port Terminals

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IMPORT CYCLE DWELL TIME (July'18 – in hrs)			Compared to June'18
PORT DWELL TIME	Overall Dwell Time of Truck and Train Bound Containers	37.14	16 % ↑
	Port Dwell Time for Train Bound Containers	184.65	22 % ↓
	Port Dwell time for Truck Bound Containers	31.27	18 % ↑
	Port Dwell time Direct Port Delivery containers	51.75	8 % ↑
	Port Dwell time Containers bound for CFS	29.47	17 % ↑
	Port Dwell time Containers bound for ICD	119.28	14 % ↓
TRANSIT TIME	Port to ICD	75.06	12 % ↓
	Port to CFS	2.89	12 % ↓
CFS/ ICD DWELL TIME	CFS Dwell Time	91.05	14 % ↓
	ICD Dwell Time	137.06	7 % ↓

EXPORT CYCLE DWELL TIME (July'18– in hrs)			Compared to June'18
PORT DWELL TIME	Overall Dwell Time of Truck and Train Bound Containers	76.25	5 % ↓
	Port Dwell Time for Train Bound Containers	102.54	1% ↓
	Port Dwell time for Truck Bound Containers	74.28	6 % ↓
	Port Dwell time Direct Port Export containers	77.93	8 % ↓
	Port Dwell time Containers bound from CFS	80.12	19 % ↓
	Port Dwell time Containers bound from ICD	106.08	1 % ↑
TRANSIT TIME	ICD to Port	75.56	18 % ↓
	CFS to Port	5.24	4 % ↑
CFS/ICD DWELL TIME	CFS Dwell Time	91.05	14 % ↓
	ICD Dwell Time	137.06	7 % ↓

↓↑ The arrows depict increase/decrease in performance of the stakeholders in comparison to previous month

Container Transportation- APSEZ Port terminals Gujarat

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Container Lifecycle (Import Cycle)

Port Dwell Time

IMPORT

Mode	June'18 (in hrs)	July'18 (in hrs)
Overall	47.02	35.29
Truck	40.70	30.32
Train	144.87	147.97

EXPORT

Mode	June'18 (in hrs)	July'18 (in hrs)
Overall	102.12	107.70
Truck	103.28	110.83
Train	97.46	96.80

Transit Time

Towards ICD

Station

Transit Cycle	June'18 (in hrs)	July'18 (in hrs)
Port to ICD	107.32	94.44
Port to CFS	1.75	1.70

Toward s CFS

From ICD

Station

Transit Cycle	June'18 (in hrs)	July'18 (in hrs)
ICD to Port	93.98	84.73
CFS to Port	2.43	2.4

From CFS

Container Freight Stations(CFS)/Inland Container Depots(ICD)

ICD

CFS

Entity	June'18 (in hrs)	July'18 (in hrs)
CFS	93.10	101.31
ICD	128.15	137.06

The marked entries showcase the increase in performance as compared to previous month

The marked entries showcase the decrease in performance as compared to previous month

Container Lifecycle (Export Cycle)

Container Transportation- APSEZ Port Terminals

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IMPORT CYCLE DWELL TIME (July'18– in hrs)			Compared to June'18
PORT DWELL TIME	Overall Dwell Time of Truck and Train Bound Containers	35.29	25% ↑
	Port Dwell Time for Train Bound Containers	147.97	2% ↓
	Port Dwell time for Truck Bound Containers	30.32	26% ↑
TRANSIT TIME	Port to ICD	94.44	12% ↑
	Port to CFS	1.70	3% ↑
CFS/ ICD DWELL TIME	CFS Dwell Time	101.31	9% ↓
	ICD Dwell Time	137.06	7% ↓

EXPORT CYCLE DWELL TIME (July'18– in hrs)			Compared to June'18
PORT DWELL TIME	Overall Dwell Time of Truck and Train Bound Containers	76.25	5% ↓
	Port Dwell Time for Train Bound Containers	102.54	1% ↑
	Port Dwell time for Truck Bound Containers	74.28	7% ↓
TRANSIT TIME	ICD to Port	84.73	10% ↑
	CFS to Port	29.47	1% ↑
CFS/ICD DWELL TIME	CFS Dwell Time	101.31	9% ↓
	ICD Dwell Time	137.06	7% ↓

↓↑ The arrows depict increase/decrease in performance of the stakeholders in comparison to previous month

Western Corridor- Port Performance Benchmarking & Performance Index

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Performance Benchmarking based on Dwell time - Port Terminals

Performance benchmarking for Port Terminals covered under LDB project for July'18

Top Performing Terminal	
Gateway Terminals India (GTI)	51.21 hrs ⬆

Low Performing Terminal	
Adani CMA Mundra Terminal (ACMTTL)	85.70 hrs ⬇

The arrows depict increase/decrease in performance of the stakeholders compared to June'18

Performance Index-Port Terminals

In order to assess the relative performance of Port terminals, the relative Dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors i.e. Dwell time and Volume

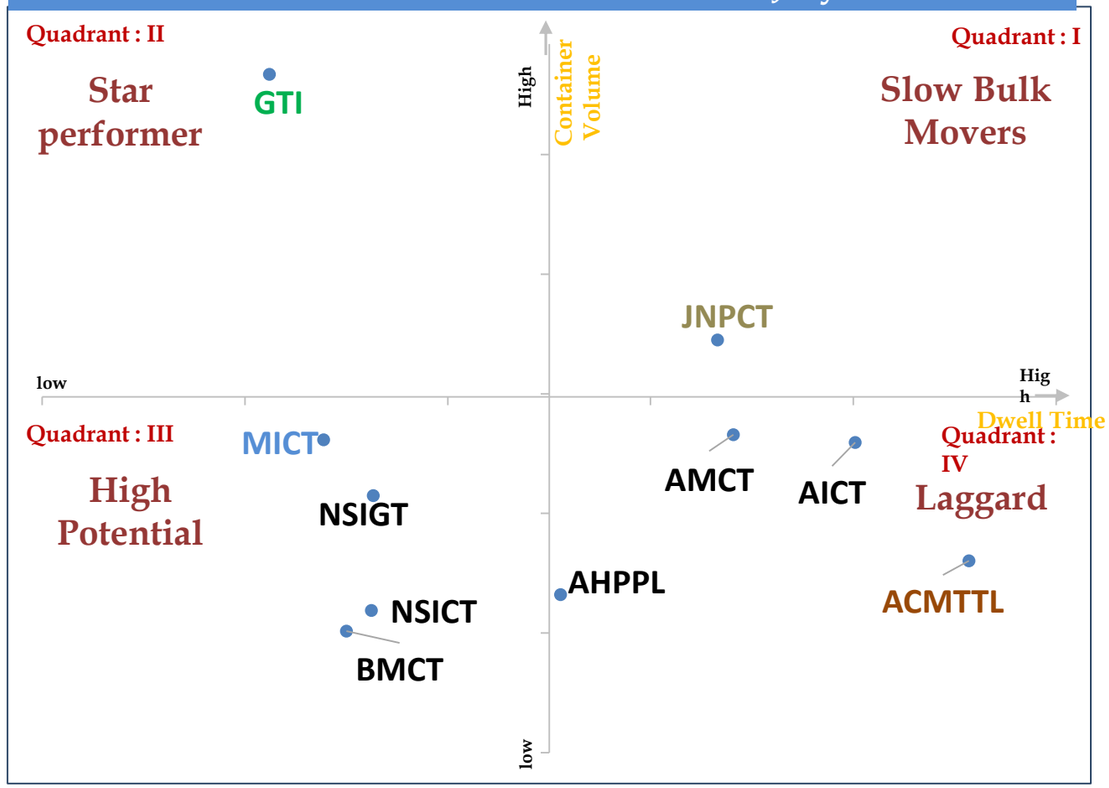
Star Performer: consist of Ports which have catered relatively high container volume in lower dwell time

Slow Bulk Movers : consist of Ports which have catered higher container volume at higher dwell time

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

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

Port Terminal Performance Index : July'18



Western Corridor- CFS Performance Benchmarking & Performance Index

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Performance Benchmarking based on Dwell time – CFS(s)

Performance benchmarking for CFS(s) covered under LDB project for July'18

Top Performing CFS	
Adani CFS Eximyard, Mundra	38.69 Hrs ⬆

Low Performing CFS	
Seabird CFS, Hazira	118.11 Hrs ⬇

⬇⬆ The arrows depict increase/decrease in performance of the stakeholders compared to June'18

Performance Index-Container Freight Stations (CFS)

In order to assess the relative performance of CFS , the relative Dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors i.e. Dwell time and Volume

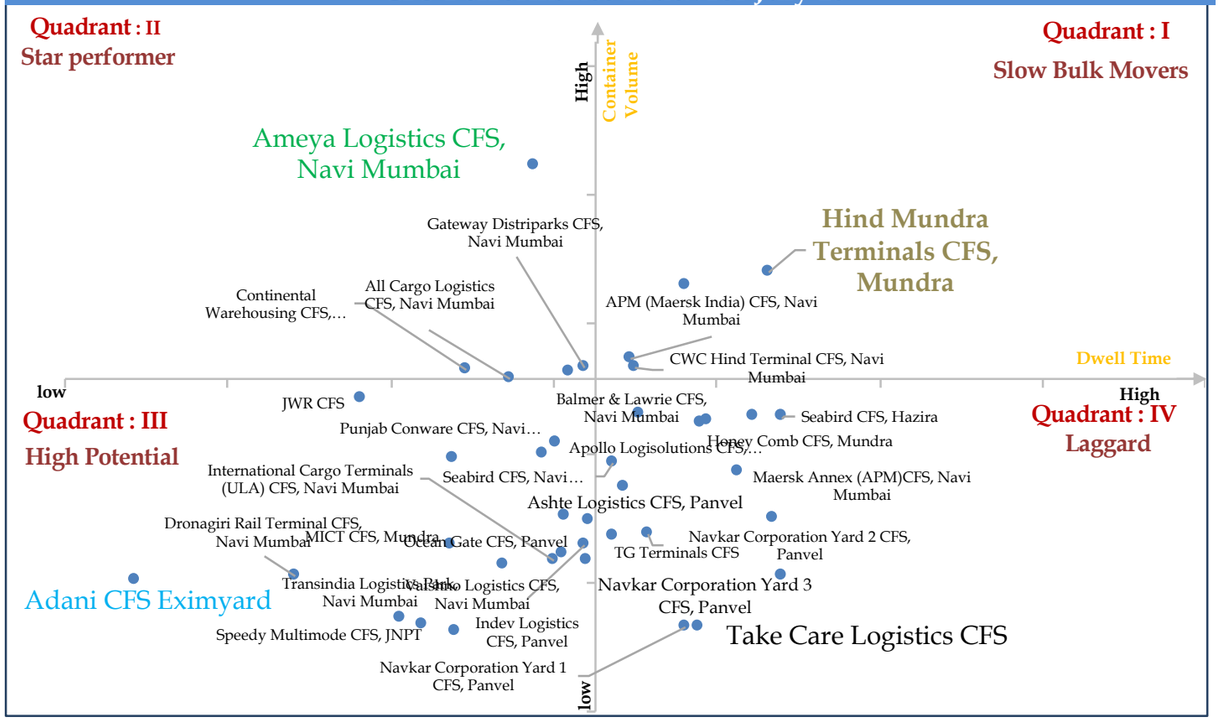
Star Performer: consist of CFS which have catered relatively high container volume in lower dwell time

Slow Bulk Movers : consist of CFS which have catered higher container volume at higher dwell time

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

Laggard : consist of CFS which have catered relatively lower container volume at higher dwell time

CFS Performance Index for July'18



Western Corridor- ICD Performance Benchmarking & Performance Index

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Performance Benchmarking based on Dwell time - ICD

Performance benchmarking for ICDs covered under LDB project for July'18

Top Performing ICD	
Gateway Rail Freight ICD, Gurgaon	117.54 hrs ⬆

Low Performing ICD	
CWC ICD, Loni	233.92 hrs ⬇

The arrows depict increase/decrease in performance of the stakeholders compared to June'18

Performance Index-Inland Container Depot (ICD)

In order to assess the relative performance of ICD's , the relative Dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors i.e. Dwell time and Volume

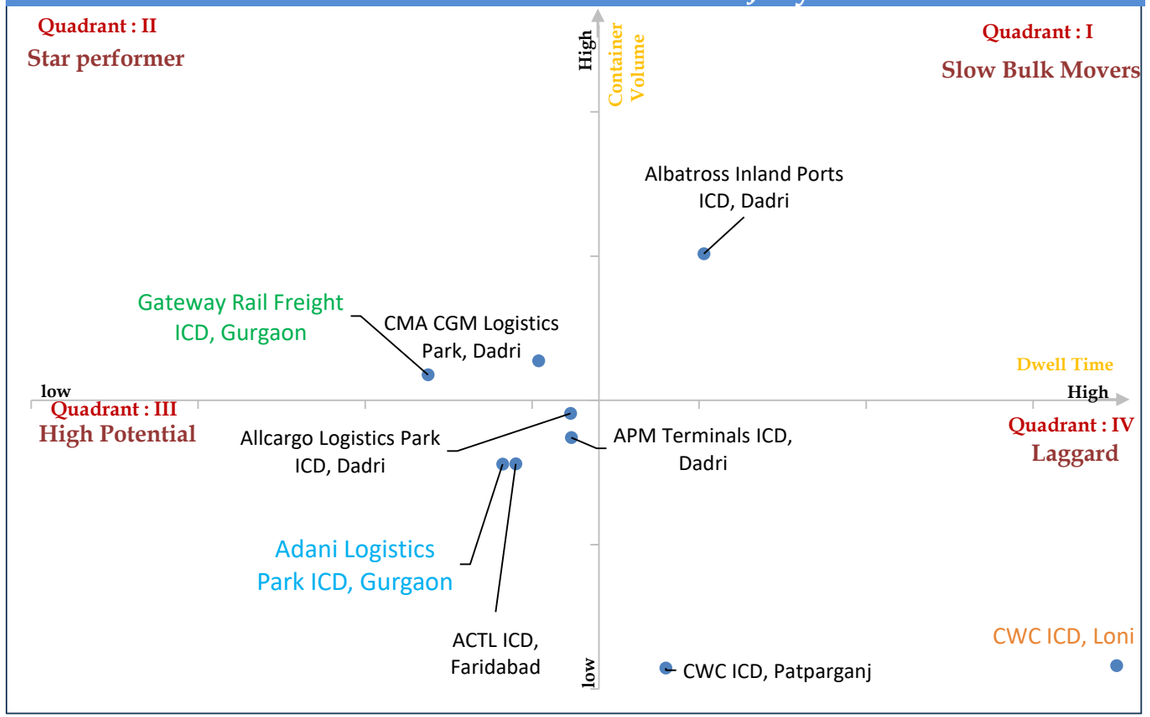
Star Performer: consist of ICD's which have catered relatively high container volume in lower dwell time

Slow Bulk Movers : consist of ICD's which have catered higher container volume at higher dwell time

High Potential : consist of ICD's which have catered relatively lower container volume in lower dwell time

Laggard : consist of ICD's which have catered relatively lower container volume at higher dwell time

ICD Performance Index for July'18



Challenges
Rail bound Container Movement

JNPT- Import Container Movement at Port terminals

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PORT IMPORT via TRAIN
(16% of total import volume at JNPT Port)

The Port Dwell time data for train bound container movement in import cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
GTI	135.1	203.92
JNPCT	120.8	114.47
NSIGT	182.5	254.73
NSICT	176.8	149.49
BMCT	211.9	124.24

Container Handled: Day wise (July'18)

Port Terminals	Within 2 days	Within 2-5 days	Within 5-8 days	More than 8 days
GTI :	8%	19%	19%	54%
JNPCT:	17%	36%	24%	23%
NSIGT:	6%	16%	15%	63%
NSICT:	11%	28%	20%	41%
BMCT:	18%	31%	14%	37%

Maximum Rail bound Containers taking more than 8 days for clearance

PORT IMPORT via TRUCK
(84% of total import volume at JNPT Port)

The Port Dwell time data for Truck bound container movement in import cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
GTI	32.6	26.32
JNPCT	42.4	36.80
NSIGT	39.0	30.32
NSICT	47.8	34.01
BMCT	45.7	39.30

Container Handled: Day wise (July'18)

Port Terminals	Within 2 days	Within 2-5 days	Within 5-8 days	More than 8 days
GTI :	76%	22%	1%	1%
JNPCT:	64%	33%	3%	0%
NSIGT:	70%	24%	3%	3%
NSICT:	70%	26%	3%	1%
BMCT:	59%	34%	4%	3%

JNPT- Export Container Movement at Port Terminals

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PORT EXPORT via TRAIN
(12% of total export container volume)

The Port Dwell time data for train bound container movement in Export cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
GTI	94.29	87.39
JNPCT	107.49	139.45
NSIGT	107.44	107.92
NSICT	118.61	112.57
BMCT	-	-

Container Handled: Day wise (July'18)

Port Terminals	Within 2 days	Within 2-5 days	Within 5-8days	More than 8days
GTI :	25%	41%	26%	8%
JNPCT:	7%	33%	34%	26%
NSIGT:	14%	42%	35%	9%
NSICT:	16%	37%	33%	14%

Maximum Rail bound Containers taking more than 5-8 and 8 days for clearance

PORT EXPORT via TRUCK
(88% of total export container volume)

The Port Dwell time data for Truck bound container movement in Export cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
GTI	64.37	64.59
JNPCT	85.39	103.23
NSIGT	67.06	66.81
NSICT	61.47	66.89
BMCT	78.33	68.59

Container Handled: Day wise (July'18)

Port Terminals	Within 2 days	Within 2-5 days	Within 5-8 days	More than8 days
GTI :	27%	70%	3%	0%
JNPCT:	8%	61%	30%	1%
NSIGT:	29%	65%	5%	1%
NSICT:	31%	59%	4%	6%
BMCT:	27%	64%	6%	3%

APSEZ Gujarat- Import Container Movement at Port Terminals

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PORT IMPORT via TRAIN
(16% of total import container volume)

The Port Dwell time data for train bound container movement in import cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
MICT	99.79	103.71
ACMTPL	171.91	207.94
AMCT	172.82	177.27
AICT	226.96	245.66

Container Handled: Day wise (July'18)

Port Terminals	Within 2 days	Within 2-5 days	Within 5-8 days	More than 8 days
MICT :	28%	26%	18%	28%
ACMTPL:	2%	20%	25%	53%
AMCT:	8%	21%	23%	48%
AICT:	6%	17%	20%	57%

Maximum Rail bound Containers taking more than 8 days for clearance

PORT IMPORT via TRUCK
(84% of total import container volume)

The Port Dwell time data for Truck bound container movement in import cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
MICT	31.07	23.55
ACMTPL	50.96	37.82
AMCT	32.02	20.96
AICT	56.83	35.66
AHPPL	38.33	43.45

Container Handled: Day wise (July'18)

Port Terminals	Within 2 days	Within 2-5 days	Within 5-8 days	More than 8 days
MICT :	80%	15%	4%	1%
ACMTPL:	63%	31%	4%	2%
AMCT:	81%	13%	5%	1%
AICT:	63%	25%	6%	6%
AHPPL :	56%	38%	5%	1%

APSEZ Gujarat- Export Container Movement at Port Terminals

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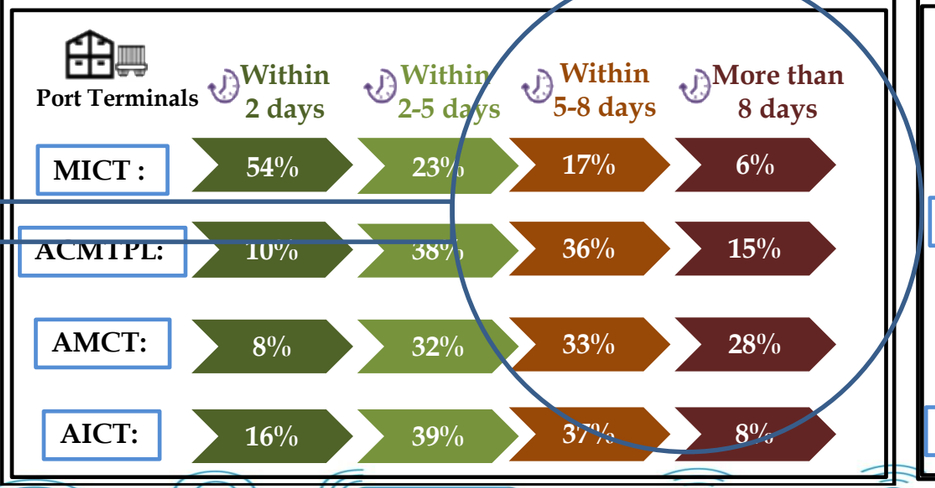
PORT EXPORT via TRAIN
(30% of total export container volume)

The Port Dwell time data for train bound containers movement in Export cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
MICT	56.96	35.80
ACMTPL	114.27	122.24
AMCT	133.91	142.98
AICT	109.20	110.75

Container Handled: Day wise (July'18)



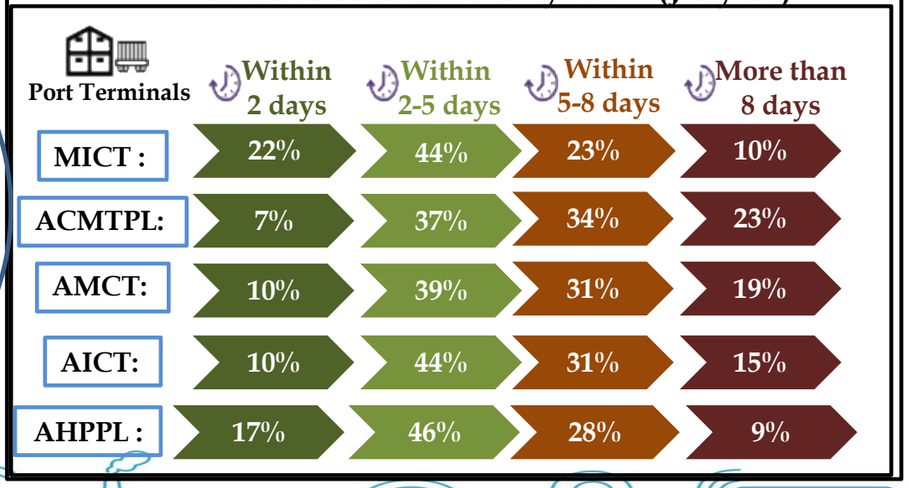
Maximum Rail bound Containers taking more than 5-8 and 8 days for clearance

PORT EXPORT via TRUCK
(70% of total export container volume)

The Port Dwell time data for Truck bound containers movement in Export cycle is depicted below. 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

Port	June'18 (in hrs)	July'18 (in hrs)
MICT	94.12	90.83
ACMTPL	119.42	131.34
AMCT	104.41	120.88
AICT	104.31	114.33
AHPPL	100.95	98.78

Container Handled: Day wise (July'18)



Congestion Analysis

JNPT Congestion Analysis

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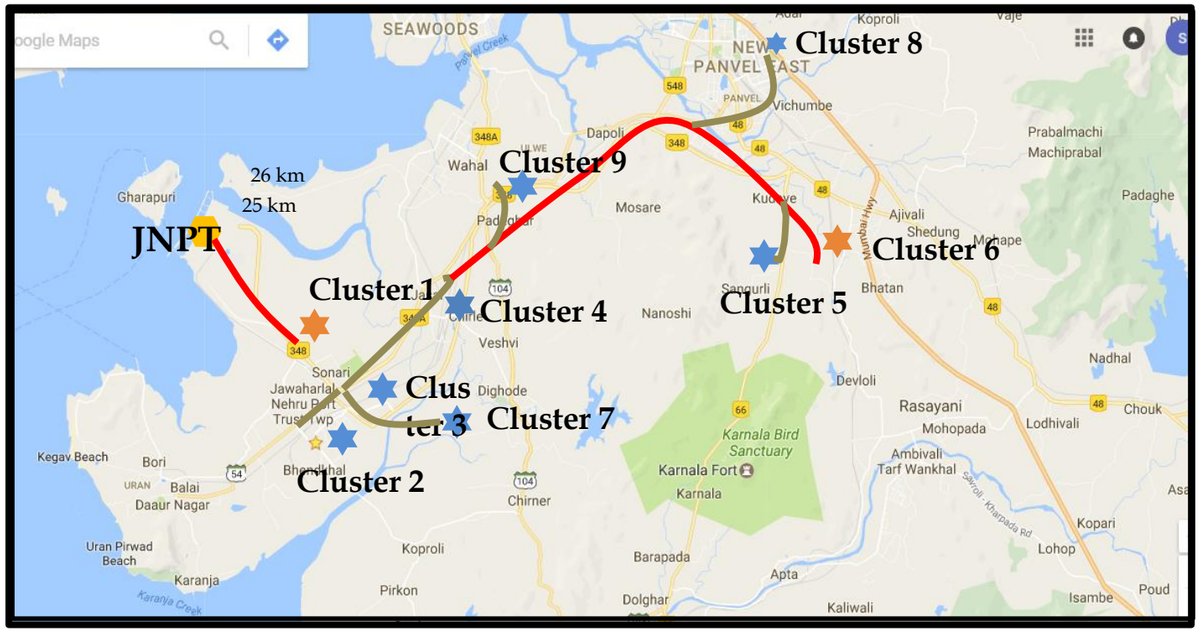
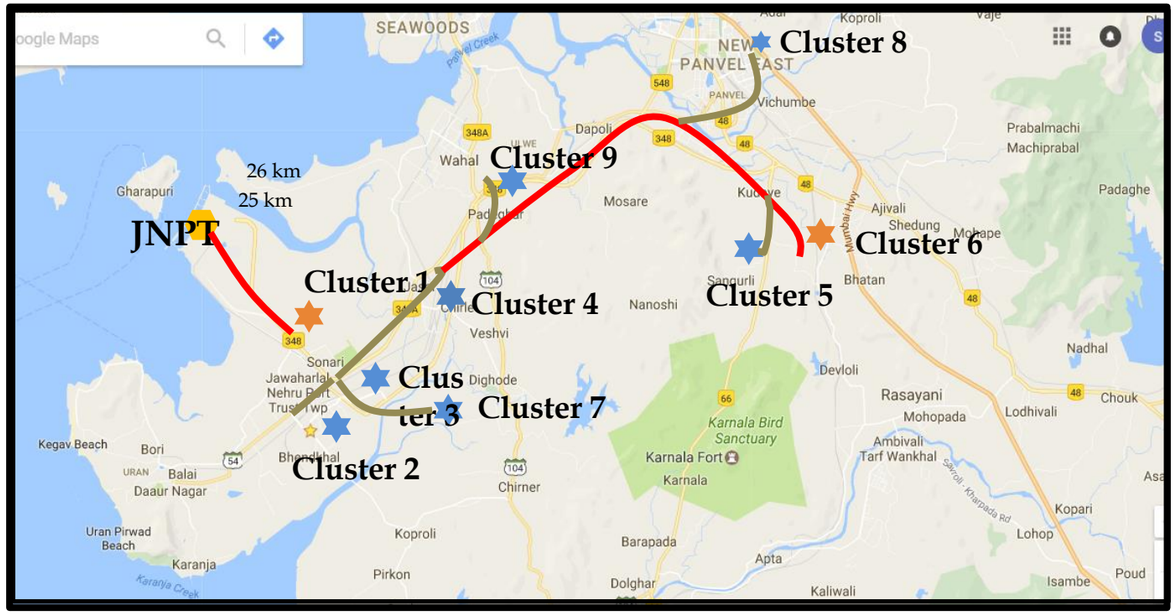
Import



Clusters with bottleneck	
Cluster 1	JNPT Y Junction Area
Cluster 6	Salva apta rd area, Bangalore highwa

Clusters without bottleneck	
Cluster 2	Bhendkhal area, Khopate road
Cluster 3	Sonari area,JNPT road
Cluster 4	Chirle area , JNPT road
Cluster 5	Plaspa area, Coachi kanyakumari Highway
Cluster 7	Patilpada area, Khopate JNPT road
Cluster 8	Taloja, Navi Mumbai
Cluster 9	Padhegar area

Export



Cluster with bottleneck	
Cluster 1	JNPT Area
Cluster 2	Bhendkhal area, Khopate road
Cluster 3	Sonari area,JNPT road
Cluster 4	Chirle area , JNPT road
Cluster 6	Salva apta rd area, Bangalore highway
Cluster 7	Patilpada area, Khopate JNPT road
Cluster 8	Taloja, Navi Mumbai
Cluster 9	Padhegar area

Cluster without bottleneck	
Cluster 5	Plaspa area, Coachi kanyakumari Highway

LDB Operations Snapshot

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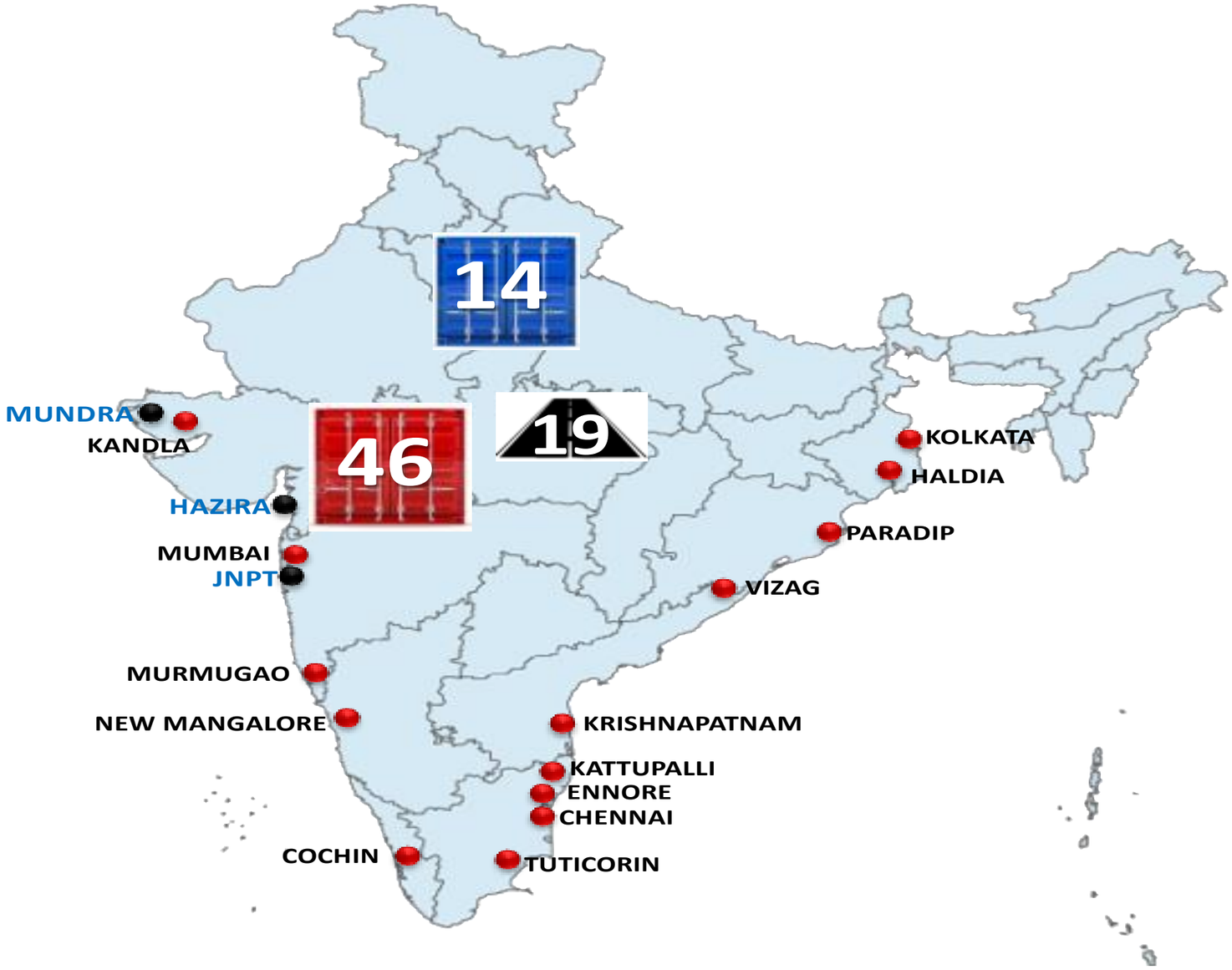
- ICD- 14
- CFS-49
- TOLL PLAZA-19
- OPERATIONAL PORTS
- PLANNED PORTS



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THANK YOU