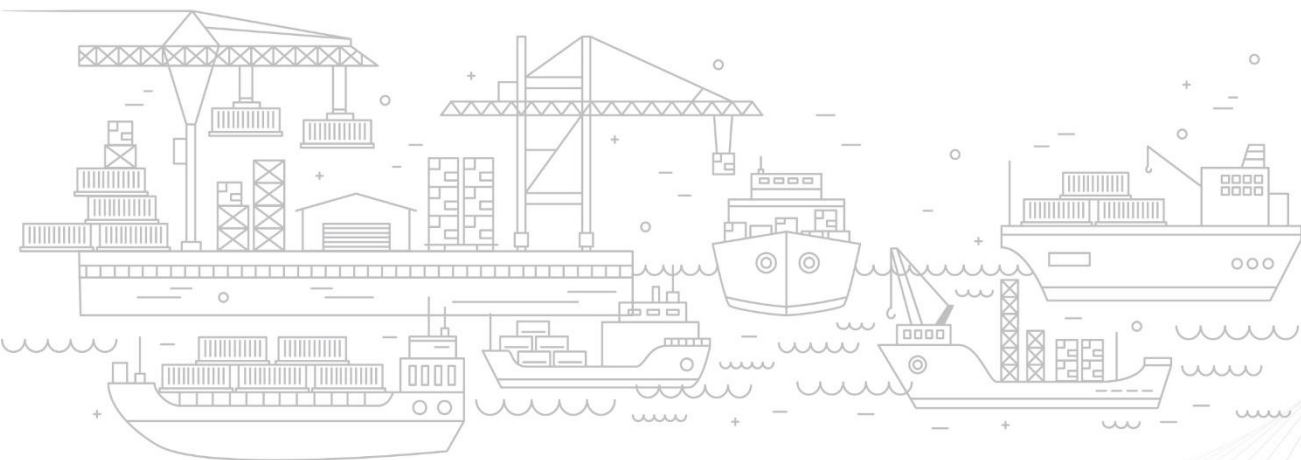


# Logistics Data Bank

## ANALYTICS REPORT



**APRIL - 2025**



**NATIONAL LOGISTICS  
POLICY**  
LAUNCHED BY  
**SHRI NARENDRA MODI**  
PRIME MINISTER  
\* IN THE AUGUST PRESENCE OF \*

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

|                                                                                                              |                                                                                   |                                                                      |                       |                                                                                                           |                                                                                                |                                                                      |                                                                 |
|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------------------------|
| <b>ASHWINI VAISHNAW</b><br>MINISTER, RAILWAYS; COMMUNICATIONS;<br>AND ELECTRONICS AND INFORMATION TECHNOLOGY | <b>SARBANANDA SONOWAL</b><br>MINISTER, PORT, SHIPPING AND WATERWAYS;<br>AND AYUSH | <b>NITIN JAIRAM GADKARI</b><br>MINISTER, ROAD TRANSPORT AND HIGHWAYS | <b>PRIME MINISTER</b> | <b>PIYUSH GOYAL</b><br>MINISTER, COMMERCE AND INDUSTRY;<br>CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION | <b>DHARMENDRA PRADHAN</b><br>MINISTER, EDUCATION AND<br>SKILL DEVELOPMENT AND ENTREPRENEURSHIP | <b>JYOTIRADITYA M. SCINDIA</b><br>MINISTER, CIVIL AVIATION AND STEEL | <b>SOM PARKASH</b><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

|                                                                                                |              |                                                                            |                |
|------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------------------|----------------|
| <b>1. LDB AT A GLANCE</b>                                                                      | <b>04</b>    | <b>4. Southern Region Performance</b>                                      | <b>53-75</b>   |
| <b>2. PAN India Performance</b>                                                                | <b>05-29</b> | ❖ Container Count                                                          |                |
| ❖ Container Count                                                                              |              | ❖ Dwell Time Performance ( Import & Export)                                |                |
| ❖ PAN India EXIM Trade Distribution                                                            |              | ❖ Container Turnaround Analysis                                            |                |
| ❖ Key Observation-Apr'25                                                                       |              | ❖ Region Performance                                                       |                |
| ❖ Dwell Time Performance: Port-wise & Region-wise                                              |              | ❖ Performance Benchmarking-Terminal wise                                   |                |
| ❖ Port Performance Comparison (Import & Export cycle)                                          |              | ❖ Performance Benchmarking (previous year same month)-Terminal-wise        |                |
| ❖ Dwell Time Performance: (Entry & Exit Type), (Container Size wise ) & (Container State-wise) |              | ❖ Performance Benchmarking (based on capacity & dwell time)- Terminal-wise |                |
| ❖ Vessel Analysis                                                                              |              | ❖ CFS Performance Benchmarking                                             |                |
| ❖ Performance Benchmarking- Terminal wise                                                      |              | ❖ Individual Port Performance                                              |                |
| ❖ Performance Benchmarking (previous year same month)- Terminal-wise                           |              | ❖ Toll Plaza Analysis                                                      |                |
| ❖ Performance Benchmarking (based on capacity & dwell time) –Terminal-wise                     |              | <b>5. Eastern Region Performance</b>                                       | <b>76-91</b>   |
| ❖ CFS Dwell Time Performance (I & E Cycle)                                                     |              | ❖ Container Count                                                          |                |
| ❖ CFS Performance Benchmarking                                                                 |              | ❖ Dwell Time Performance (Import & Export)                                 |                |
| ❖ ICD Dwell Time Performance (I & E Cycle)                                                     |              | ❖ Container Turnaround Analysis                                            |                |
| ❖ ICD Performance Benchmarking                                                                 |              | ❖ Region Performance                                                       |                |
| ❖ Dwell Time Performance- Domestic Containers                                                  |              | ❖ Performance Benchmarking- Terminal wise                                  |                |
| <b>3. Western Region Performance</b>                                                           | <b>30-52</b> | ❖ Performance Benchmarking (previous year same month)-Terminal-wise        |                |
| ❖ Container Count                                                                              |              | ❖ Performance Benchmarking (based on capacity & dwell time)- Terminal-wise |                |
| ❖ Dwell Time Performance ( Import & Export)                                                    |              | ❖ CFS Performance Benchmarking                                             |                |
| ❖ Container Turnaround Analysis                                                                |              | ❖ Individual Port Performance                                              |                |
| ❖ Region Performance                                                                           |              | ❖ Toll Plaza Analysis                                                      |                |
| ❖ Performance Benchmarking- Terminal wise                                                      |              | <b>6. Congestion &amp; Transit Analysis</b>                                | <b>92-101</b>  |
| ❖ Performance Benchmarking (previous year same month)-Terminal-wise                            |              | <b>7. Annexure</b>                                                         | <b>102-107</b> |
| ❖ Performance Benchmarking (based on capacity & dwell time)- Terminal-wise                     |              |                                                                            |                |
| ❖ CFS Performance Benchmarking                                                                 |              |                                                                            |                |
| ❖ Individual Port Performance                                                                  |              |                                                                            |                |
| ❖ Toll Plaza Analysis                                                                          |              |                                                                            |                |

## LDB AT A GLANCE – APRIL'25

| KPIs                 |          | PAN INDIA                           | WESTERN REGION                      | EASTERN REGION                    | SOUTHERN REGION                               |
|----------------------|----------|-------------------------------------|-------------------------------------|-----------------------------------|-----------------------------------------------|
| VOLUME<br>(IN BOXES) | Import   | 4.71 lakhs                          | 3.43 lakhs                          | 0.37 lakhs                        | 0.91 lakhs                                    |
|                      | Export   | 5.02 lakhs                          | 3.84 lakhs                          | 0.35 lakhs                        | 0.83 lakhs                                    |
| DWELL<br>TIME        | Import   | 29.3 hrs                            | 25.1 hrs                            | 46.4 hrs                          | 41.50 hrs                                     |
|                      | Export   | 87.0 hrs                            | 88.0 hrs                            | 98.5 hrs                          | 79.60 hrs                                     |
| TOP<br>PERFORMER     | TERMINAL | Gateway Terminals India (GTI), JNPA | Gateway Terminals India (GTI), JNPA | Visakha Container Terminal, VPA   | Dakshin Bharat Gateway Terminal (DBGT), VoCPA |
|                      | CFS      | CWC Polaris Logistics Park          | CWC Polaris Logistics Park          | Transworld Terminals CFS, Kolkata | Sical CFS, Chennai Tiruvallur Tamil Nadu      |

**83 MILLION<sup>+</sup>** Containers Handled

**188**

Toll Plaza  
Coverage

**585+**

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

**800+**

Operators  
Deployed at Ports

**100%**

EXIM Container  
Terminals Covered

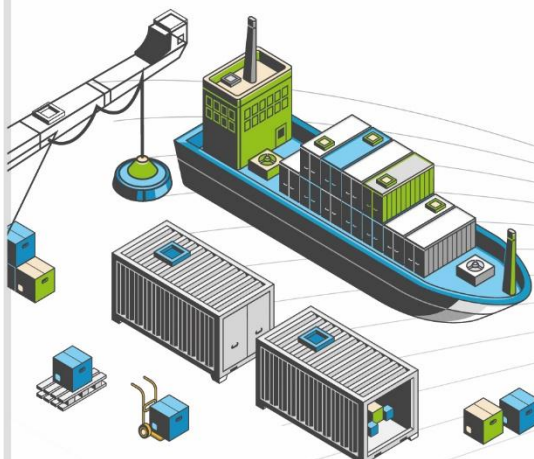
**4500+**

RFID Readers  
Deployed PAN India

**EDI**

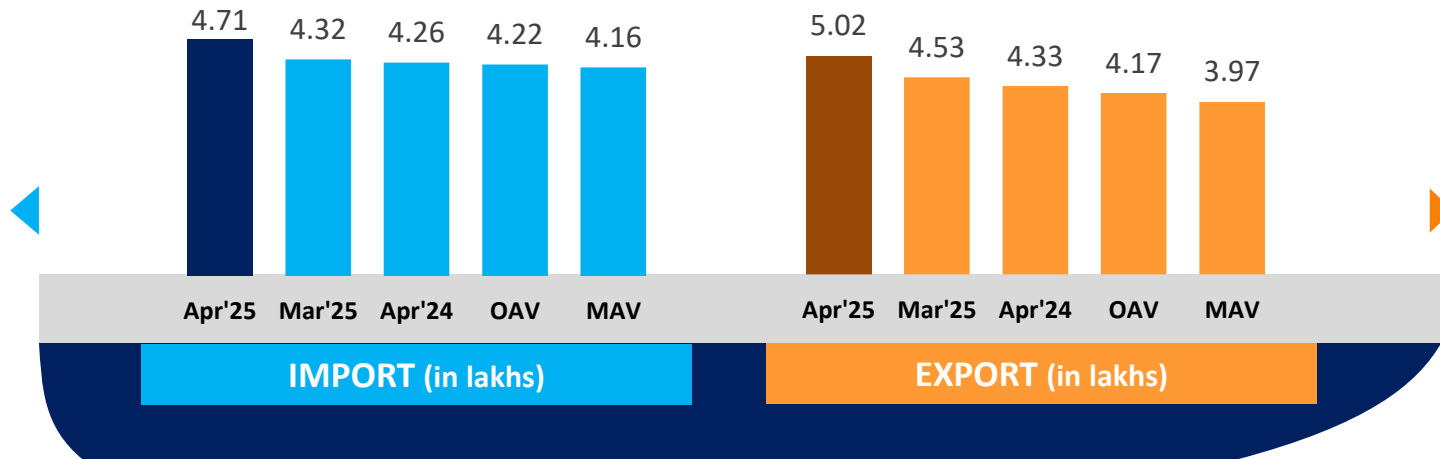
with FOIS and  
31 Port Terminals

# PAN INDIA PERFORMANCE

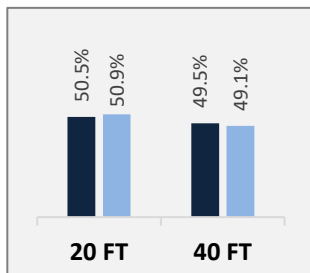


# Container Count : PAN India

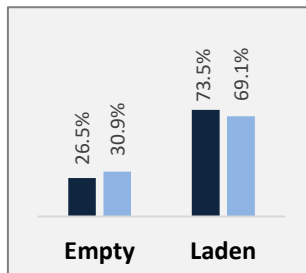
## PAN India



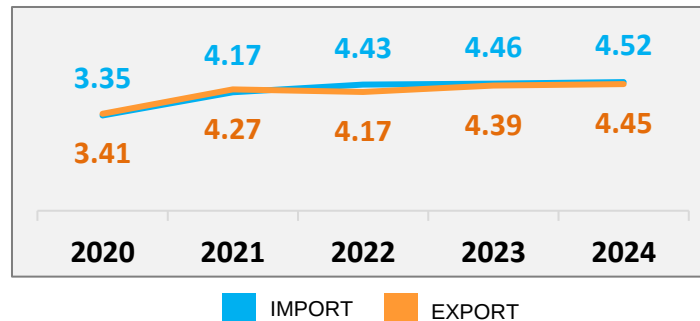
### Container Size-wise (Import)



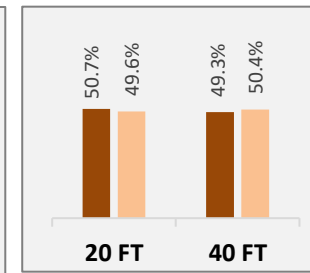
### Container Type-wise (Import)



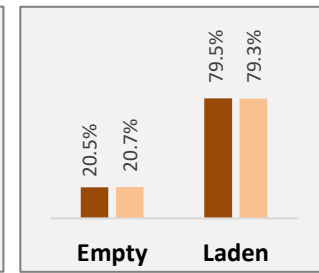
### Container Count - Annual Average (in lakhs/ month)



### Container Size-wise (Export)



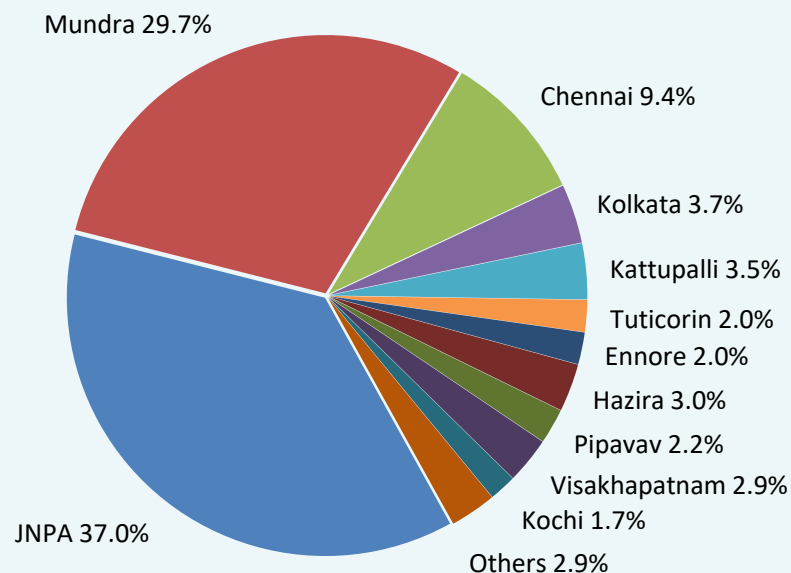
### Container Type-wise (Export)



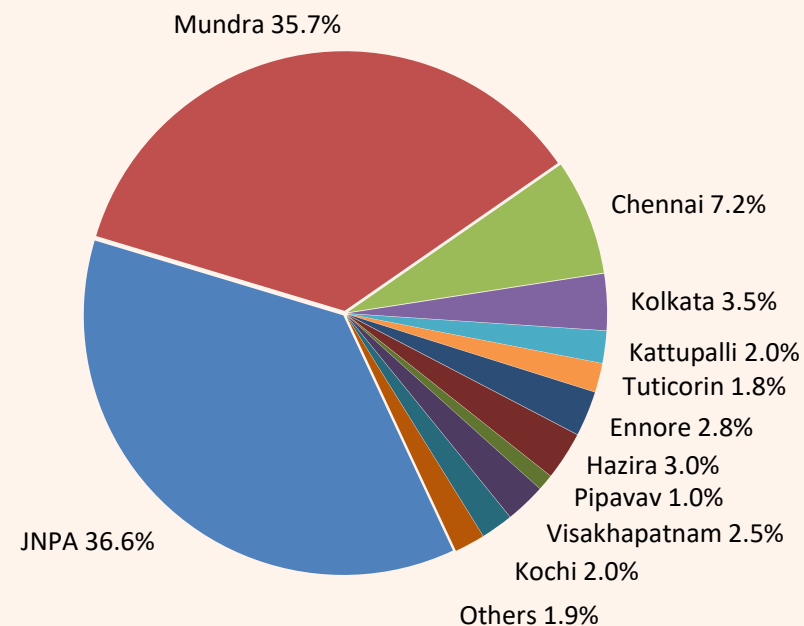
OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

Distribution of EXIM containers for the month of April 2025 across all ports:

**Import Containers Distribution (48.4%)**  
(Container count in % for Apr'25)



**Export Containers Distribution (51.6%)**  
(Container count in % for Apr'25)



In the previous month, container distribution in Import and Export cycle was 48.8% and 51.2% respectively.

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

In comparison with March 2025:

## Pan India

- Container count (no. of boxes) has **increased by 8.9%** in import cycle with **increase** in western, and eastern regions, by **12.0% and 10.0%**, respectively.
- Container count (no. of boxes) has **increased by 10.8%** in export cycle with **increase** in all western, southern and eastern regions, by **10.8%, 12.4% and 7.8%**, respectively.
- Top performing terminal for this month is Gateway Terminals India (GTI).

## Western Region

- Pipavav port dwell time **performance has improved by 30%** in import cycle. This increase in efficiency is attributed to the port's recent procurement of new machinery for container handling.
- Mundra port dwell time **performance has improved by 27%** in import cycle. The recent construction of additional lanes at the South Basin Customs Gate has resulted in the effective handling of containers.

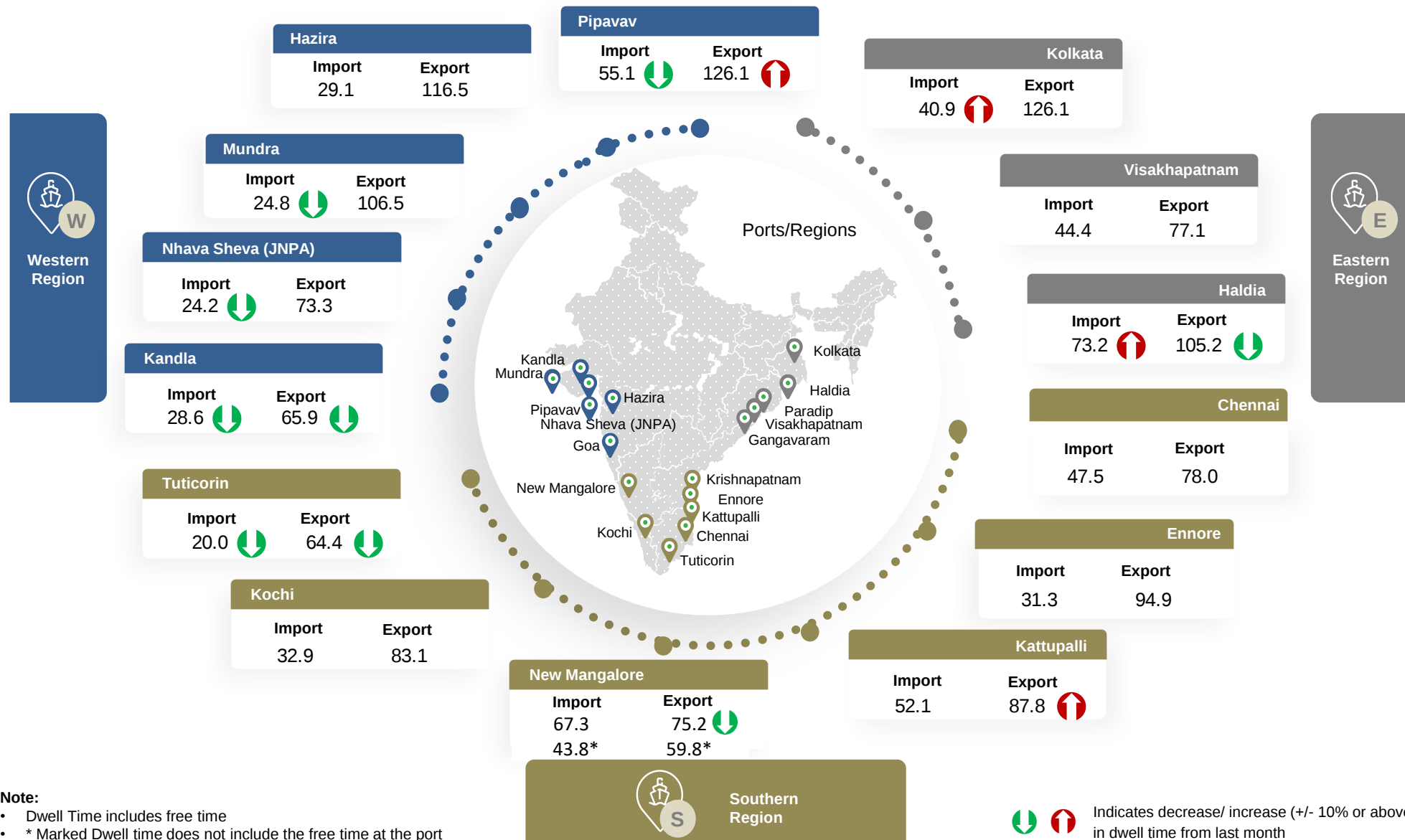
## Southern Region

- Tuticorin port dwell time **performance has improved by 24%** in export cycle. This improvement is attributed to the port's opening of dedicated "Blue Lane" gates exclusively for Direct Port Entry (DPE) containers, enabling more efficient container sorting in the yard and consequently improving overall port efficiency.
- Kattupalli port dwell time **performance has reduced by 16%** in export cycle. This reduction is attributed to a cargo rush driven by efforts to move consignments ahead of anticipated US reciprocal tariffs, leading to moderate container congestion that impacted performance.
- Kattupalli CFS transit time **performance has reduced by 48%** in export cycle. This reduction in performance is attributed to ongoing rainwater drainage construction work on the access road, causing a slight disruption to traffic flow.

## Eastern Region

- Container count (no. of boxes) has **increased by 10.0%** in import and **7.8%** in export cycle.

# Dwell Time Performance (April 2025): PAN India



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

## Western Region

| Duration | Import Dwell Time (in hrs)                                                               | Export Dwell Time (in hrs)                                                               |
|----------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Apr'25   | 25.1  | 88.0  |
| Mar'25   | 31.7                                                                                     | 88.7                                                                                     |
| Apr'24   | 21.5                                                                                     | 98.2                                                                                     |
| OADT     | 25.6                                                                                     | 91.3                                                                                     |
| MADT     | 26.0                                                                                     | 93.1                                                                                     |

## Southern Region

| Duration | Import Dwell Time (in hrs)                                                               | Export Dwell Time (in hrs)                                                               |
|----------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Apr'25   | 41.5  | 79.6  |
| Mar'25   | 40.8                                                                                     | 83.2                                                                                     |
| Apr'24   | 39.6                                                                                     | 90.0                                                                                     |
| OADT     | 42.9                                                                                     | 86.5                                                                                     |
| MADT     | 41.2                                                                                     | 85.0                                                                                     |

## Eastern Region

| Duration | Import Dwell Time (in hrs)                                                                | Export Dwell Time (in hrs)                                                                |
|----------|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Apr'25   | 46.4  | 98.5  |
| Mar'25   | 46.0                                                                                      | 106.2                                                                                     |
| Apr'24   | 53.4                                                                                      | 111.9                                                                                     |
| OADT     | 49.6                                                                                      | 107.2                                                                                     |
| MADT     | 51.5                                                                                      | 104.7                                                                                     |

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

|                 | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| Western Region  | 25.1               |   | 31.7               | 21.5               | 25.6             | 26.0             |
| JNPA            | 24.2               | ↓ | 28.3               | 19.1               | 22.3             | 24.6             |
| Mundra          | 24.8               | ↓ | 33.8               | 23.9               | 28.6             | 26.1             |
| Pipavav         | 55.1               | ↓ | 79.1               | 38.4               | 55.0             | 44.5             |
| Kandla          | 28.6               | ↓ | 40.2               | 24.9               | 46.3             | 44.0             |
| Hazira          | 29.1               | ↓ | 31.4               | 20.5               | 31.1             | 29.0             |
| Southern Region | 41.5               |   | 40.8               | 39.6               | 42.9             | 41.2             |
| Chennai         | 47.5               | ↑ | 46.2               | 38.1               | 45.3             | 43.9             |
| Kochi           | 32.9               |   | 32.9               | 39.6               | 41.4             | 45.6             |
| Kattupalli      | 52.1               | ↓ | 54.0               | 42.9               | 56.6             | 53.1             |
| Tuticorin       | 20.0               | ↓ | 22.8               | 35.2               | 22.5             | 23.6             |
| Ennore          | 31.3               | ↓ | 33.3               | 41.2               | 44.1             | 37.5             |
| New Mangalore   | 43.8*              | ↑ | 43.3*              | 65.1               | 71.0             | 65.2             |
| Eastern Region  | 46.4               |   | 46.0               | 53.4               | 49.6             | 51.5             |
| Visakhapatnam   | 44.4               | ↓ | 49.1               | 45.5               | 58.5             | 58.8             |
| Kolkata         | 40.9               | ↑ | 36.7               | 54.9               | 36.9             | 40.6             |
| Haldia          | 73.2               | ↑ | 64.2               | 69.1               | 85.7             | 87.8             |

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

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



Indicates decrease/ increase in dwell time from last month

# Dwell Time Performance: Port Export Cycle

## EXPORT

|                        | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>  | <b>88.0</b>        |   | <b>88.7</b>        | <b>98.2</b>        | <b>91.3</b>      | <b>93.1</b>      |
| JNPA                   | 73.3               | ↓ | 74.4               | 73.6               | 74.2             | 75.5             |
| Mundra                 | 106.5              |   | 106.5              | 117.4              | 112.4            | 113.8            |
| Pipavav                | 126.1              | ↑ | 103.8              | 126.6              | 112.8            | 131.1            |
| Kandla                 | 65.9               | ↓ | 79.5               | 93.1               | 108.7            | 122.7            |
| Hazira                 | 116.5              | ↑ | 114.7              | 122.2              | 118.9            | 117.8            |
| <b>Southern Region</b> | <b>79.6</b>        |   | <b>83.2</b>        | <b>90.0</b>        | <b>86.5</b>      | <b>85.0</b>      |
| Chennai                | 78.0               | ↓ | 81.0               | 94.3               | 90.7             | 87.3             |
| Kochi                  | 83.1               | ↓ | 88.1               | 85.6               | 91.3             | 87.8             |
| Kattupalli             | 87.8               | ↑ | 75.8               | 120.6              | 95.3             | 96.4             |
| Tuticorin              | 64.4               | ↓ | 85.1               | 60.0               | 64.5             | 59.9             |
| Ennore                 | 94.9               | ↑ | 94.6               | 94.6               | 101.7            | 99.8             |
| New Mangalore          | 59.8*              | ↑ | 59.5*              | 84.6               | 80.7             | 80.1             |
| <b>Eastern Region</b>  | <b>98.5</b>        |   | <b>106.2</b>       | <b>111.9</b>       | <b>107.2</b>     | <b>104.7</b>     |
| Visakhapatnam          | 77.1               | ↑ | 70.9               | 93.9               | 92.5             | 85.6             |
| Kolkata                | 126.1              | ↓ | 135.0              | 132.7              | 123.3            | 125.1            |
| Haldia                 | 105.2              | ↓ | 144.0              | 176.6              | 128.7            | 144.0            |

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

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

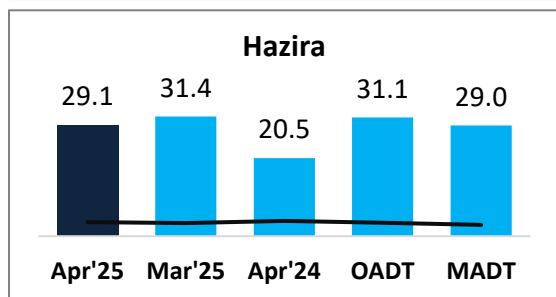
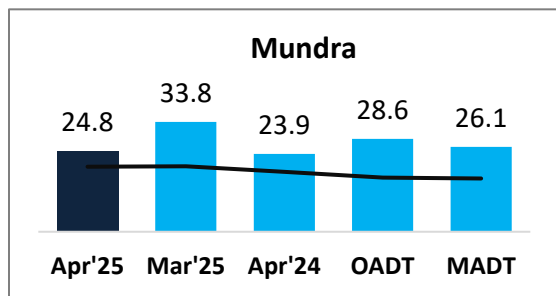
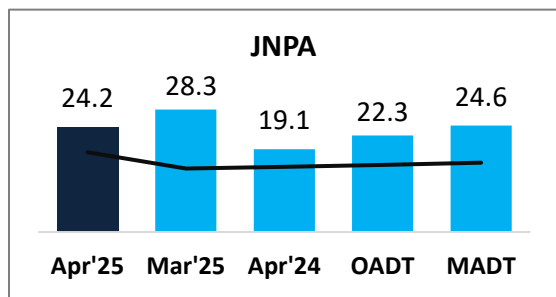


Indicates decrease/ increase in dwell time from last month

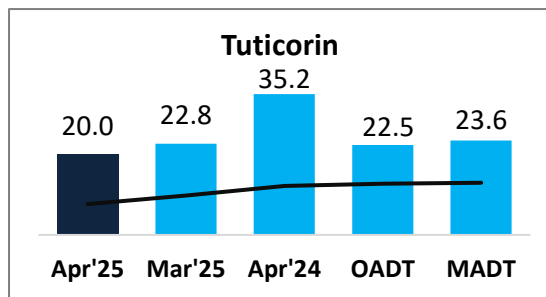
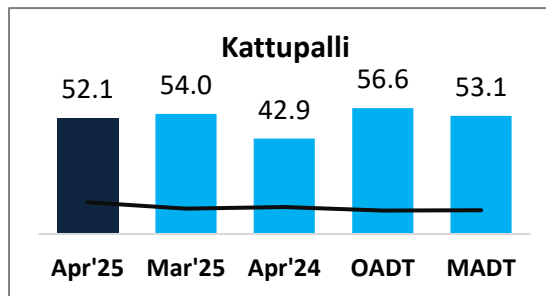
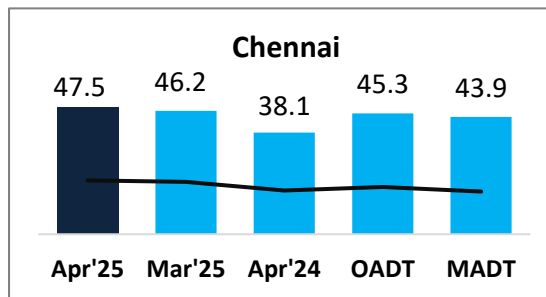
# Port Performance Comparison: Import Cycle

Port dwell time performance across various time frames:

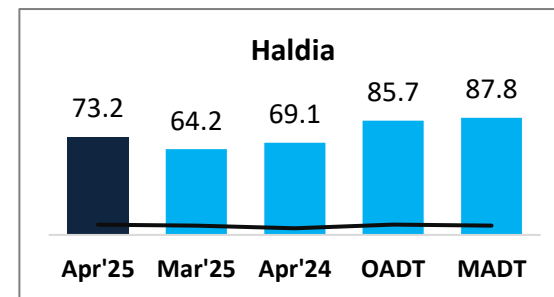
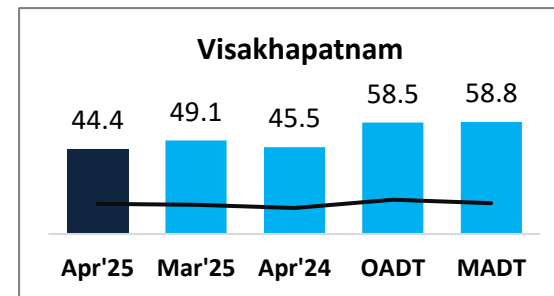
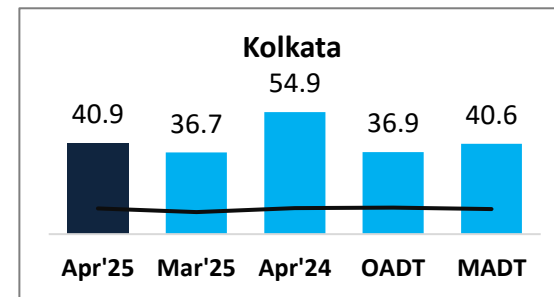
## Western Region (Container count share 72.9%)



## Southern Region (Container count share 19.4%)



## Eastern Region (Container count share 7.7%)



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

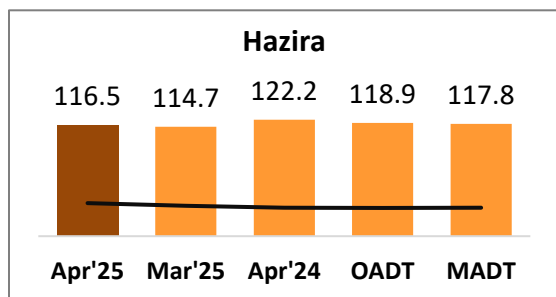
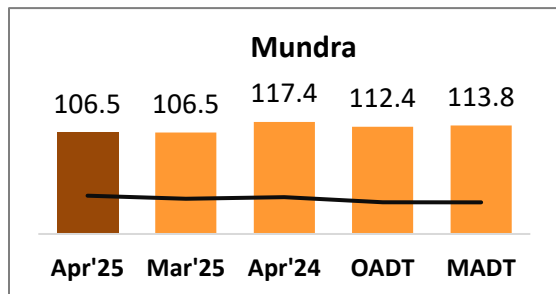
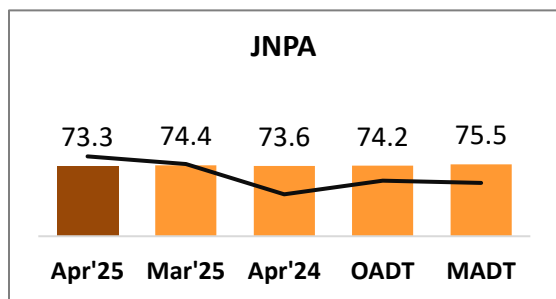
### Note:

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

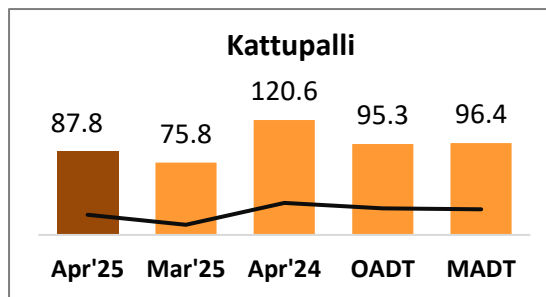
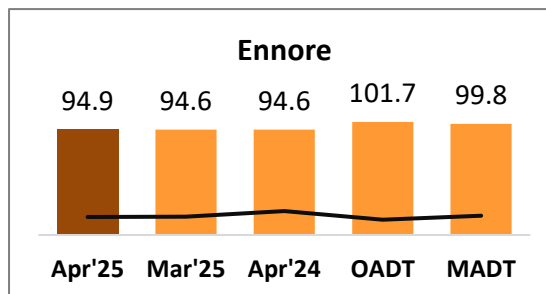
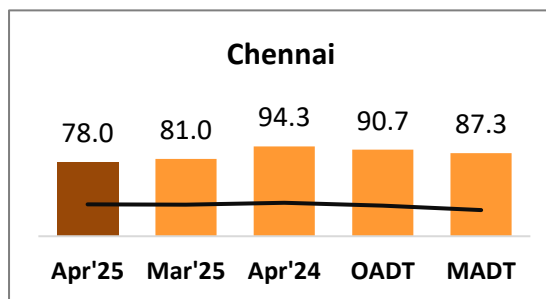
# Port Performance Comparison: Export Cycle

Port dwell time performance across various time frames:

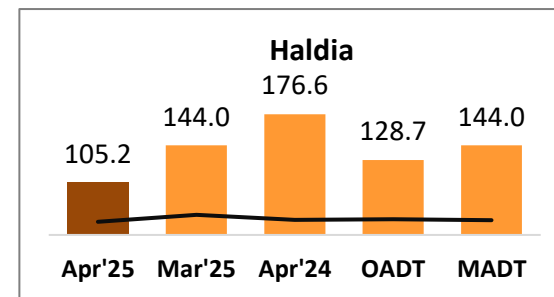
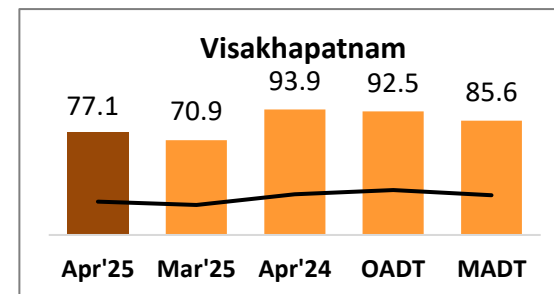
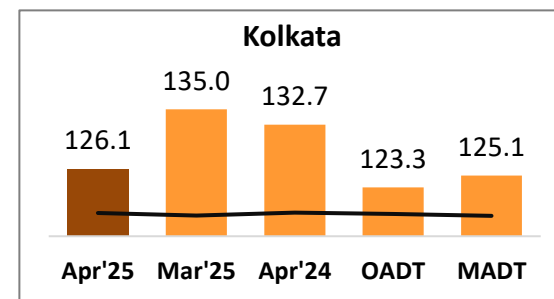
## Western Region (Container count share 76.5%)



## Southern Region (Container count share 16.6%)



## Eastern Region (Container count share 6.9%)



— 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 |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 21.7               | ↓ | 25.4               | 23.8               | 28.4             | 29.1             |
|        | Southern | 56.2               | ↓ | 59.9               | 68.5               | 51.2             | 52.3             |
|        | Eastern  | 109.1              | ↑ | 66.9               | 93.6               | 83.1             | 94.3             |

## Non DPD

| IMPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 25.4               | ↓ | 32.3               | 21.2               | 24.5             | 25.1             |
|        | Southern | 40.4               | ↑ | 39.6               | 38.1               | 38.5             | 36.8             |
|        | Eastern  | 41.1               | ↓ | 41.3               | 47.5               | 47.2             | 47.4             |

## DPE

| EXPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 72.9               | ↓ | 78.5               | 78.4               | 77.4             | 74.6             |
|        | Southern | -                  |   | -                  | 86.0               | 88.8             | 83.1             |
|        | Eastern  | 127.9              | ↓ | 133.1              | 140.7              | 122.4            | 119.7            |

## Non DPE

| EXPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 90.6               | ↑ | 90.3               | 101.8              | 83.9             | 88.0             |
|        | Southern | 81.4               | ↓ | 84.9               | 90.9               | 84.1             | 83.1             |
|        | Eastern  | 86.1               | ↓ | 89.8               | 95.5               | 92.3             | 92.9             |

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 |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 26.4               | ↓ | 32.6               | 22.0               | 25.7             | 26.6             |
|        | Southern | 40.7               | ↑ | 39.0               | 39.0               | 40.9             | 39.3             |
|        | Eastern  | 49.4               | ↑ | 48.7               | 54.2               | 44.9             | 48.1             |

## 20 FT

| IMPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 23.9               | ↓ | 30.8               | 21.0               | 25.5             | 25.5             |
|        | Southern | 42.2               | ↓ | 42.8               | 40.1               | 44.3             | 42.6             |
|        | Eastern  | 44.3               | ↓ | 44.4               | 53.0               | 52.6             | 53.5             |

## 40 FT

| EXPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 86.0               | ↓ | 87.2               | 98.9               | 90.8             | 91.9             |
|        | Southern | 82.8               | ↓ | 85.4               | 92.4               | 89.6             | 88.4             |
|        | Eastern  | 96.0               | ↓ | 103.5              | 126.0              | 107.8            | 104.3            |

## 20 FT

| EXPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 89.8               | ↓ | 90.3               | 97.6               | 91.8             | 94.1             |
|        | Southern | 75.4               | ↓ | 81.1               | 87.6               | 83.4             | 81.5             |
|        | Eastern  | 100.3              | ↓ | 107.9              | 108.4              | 106.8            | 104.6            |

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 |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 25.5               | ↓ | 37.3               | 23.5               | 30.8             | 29.2             |
|        | Southern | 43.6               | ↑ | 41.0               | 41.5               | 40.4             | 38.2             |
|        | Eastern  | 61.5               | ↑ | 53.3               | 59.5               | 62.6             | 64.7             |

## Laden

| IMPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 25.0               | ↓ | 29.1               | 20.9               | 23.7             | 24.6             |
|        | Southern | 40.3               | ↓ | 40.7               | 38.2               | 43.1             | 42.1             |
|        | Eastern  | 44.6               | ↓ | 44.7               | 52.5               | 49.9             | 50.3             |

## Empty

| EXPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 70.6               | ↓ | 72.5               | 68.9               | 68.9             | 70.6             |
|        | Southern | 83.3               | ↓ | 86.8               | 96.3               | 85.8             | 86.7             |
|        | Eastern  | 69.4               | ↑ | 64.3               | 49.8               | 56.8             | 60.1             |

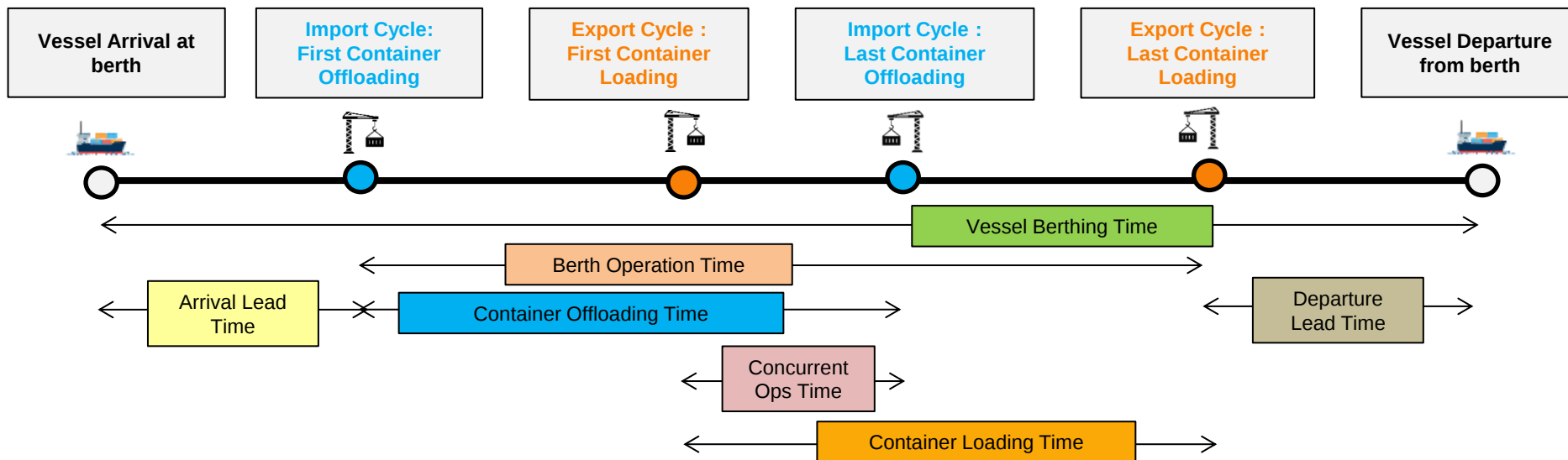
## Laden

| EXPORT |          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|----------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western  | 92.2               | ↓ | 92.5               | 104.8              | 92.6             | 94.4             |
|        | Southern | 75.7               | ↓ | 80.3               | 84.5               | 88.2             | 87.6             |
|        | Eastern  | 118.6              | ↓ | 125.8              | 128.4              | 115.9            | 117.4            |

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

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

# Vessel Analysis: PAN India

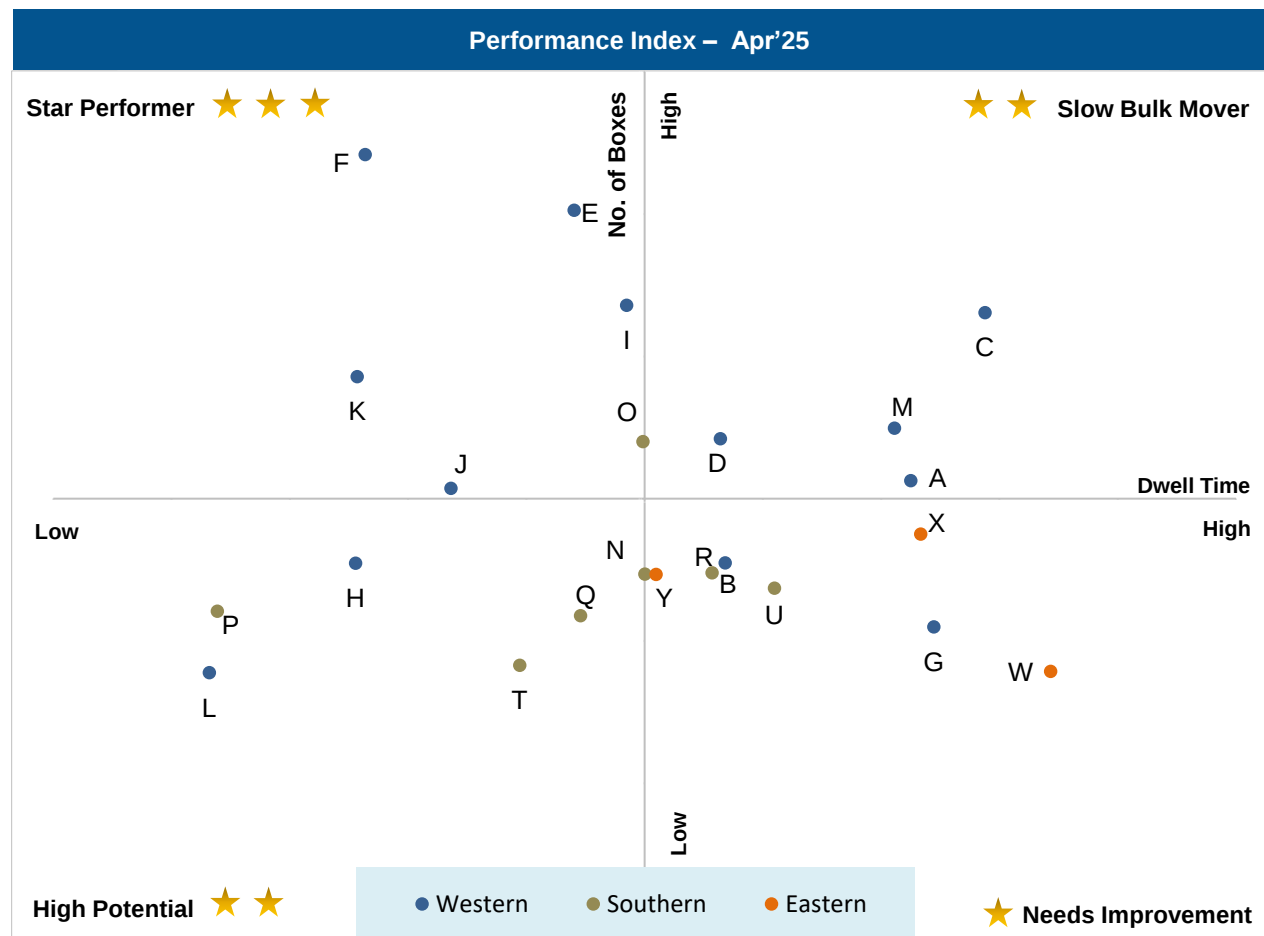


Apr'25

|               | 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     | 20.3                              | 1.8                            | 3.5                                | 1.8                                   | 2.4                             | 49.4%                             | 1.3                              |
| Mundra        | 22.5                              | 2.6                            | 2.8                                | 1.4                                   | 1.9                             | 61.4%                             | 1.2                              |
| JNPA          | 22.1                              | 1.5                            | 3.4                                | 2.1                                   | 2.1                             | 43.0%                             | 1.0                              |
| Other Western | 17.9                              | 0.8                            | 3.1                                | 1.3                                   | -                               | -                                 | -                                |
| Southern      | 19.2                              | 1.4                            | 2.5                                | 1.4                                   | 2.6                             | 24.1%                             | 1.6                              |
| Eastern       | 14.1                              | 1.9                            | 6.6                                | 4.1                                   | 5.0                             | 53.8%                             | 2.3                              |

# Performance Benchmarking: PAN India Terminals

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



**X-Axis: Dwell Time**  
**Threshold value (in hours): 60.8**

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

**Star Performer** ★★ ★★

Entities with high container count and low dwell time

**High Potential** ★★

Entities with low container count and low dwell time

**Y-Axis: No. of Boxes**  
**Threshold value (no. of boxes): 42,042**

**Slow Bulk Movers** ★★

Entities with high container count and high dwell time

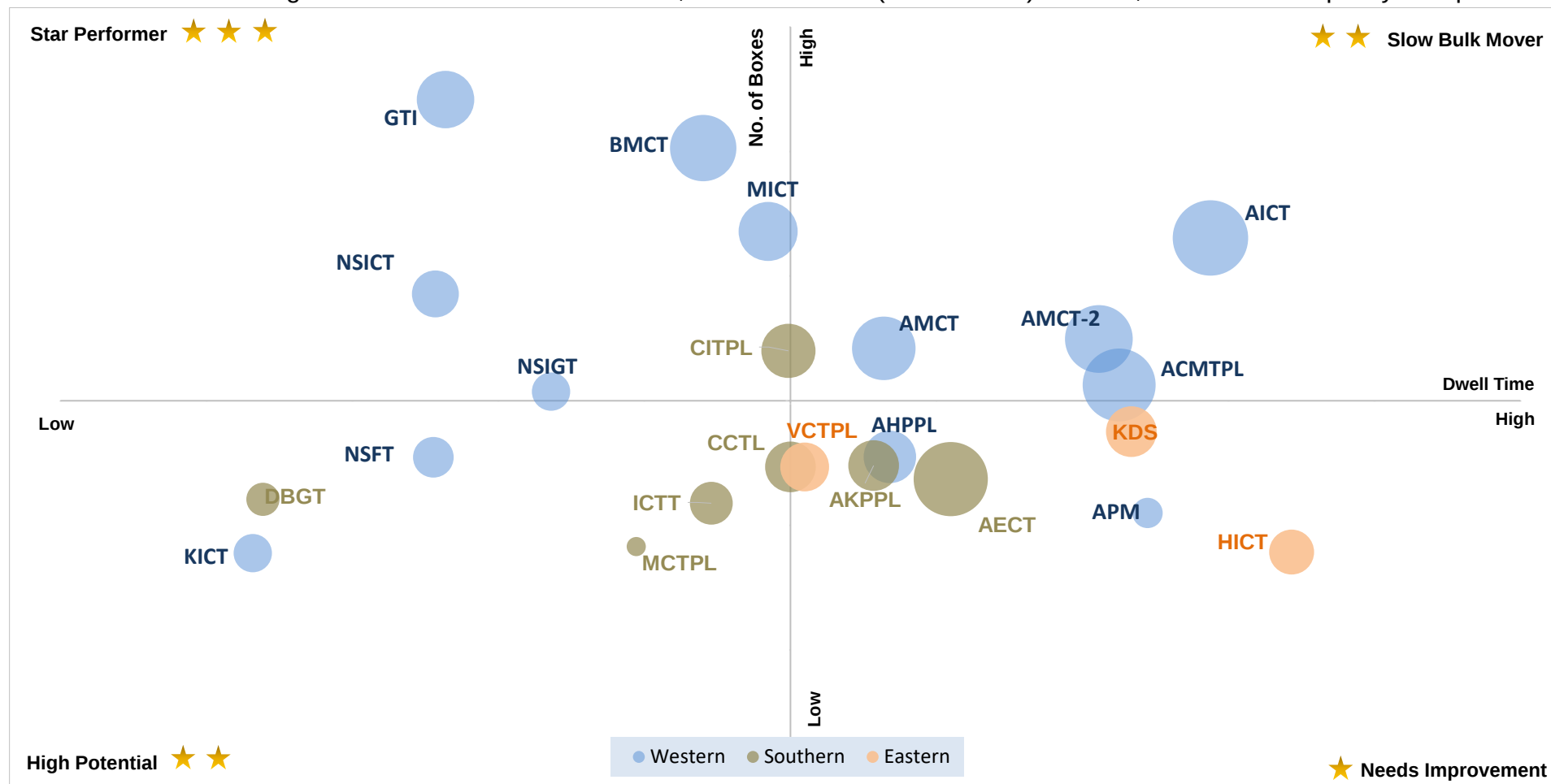
**Needs Improvement** ★

Entities with low container count and high dwell time

| Abb. | Terminals                                               | Container count |
|------|---------------------------------------------------------|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 4.73%           |
| B    | Adani Hazira Port Private Limited (AHPPL)               | 2.98%           |
| C    | Adani International Container Terminal (AICTPL)         | 8.33%           |
| D    | Adani Mundra Container Terminal (AMCT)                  | 5.63%           |
| E    | Bharat Mumbai Container Terminals(PSA)                  | 10.52%          |
| F    | Gateway Terminals India (GTI)                           | 11.71%          |
| G    | APM Terminals Pipavav, Gujarat                          | 1.61%           |
| H    | Nhava Sheva Freeport Terminal (NSFT)                    | 2.97%           |
| I    | Mundra International Container Terminal (MICT)          | 8.48%           |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)              | 4.57%           |
| K    | Nhava Sheva International Container Terminal (NSICT)    | 6.96%           |
| L    | Kandla International Container Terminal (KICT)          | 0.62%           |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)              | 5.86%           |
| N    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 2.73%           |
| O    | Chennai International Terminals Pvt Ltd (CITPL)         | 5.57%           |
| P    | Dakshin Bharat Gateway Terminal (DBGT)                  | 1.94%           |
| Q    | International Container Transhipment Terminal, Kochi    | 1.84%           |
| R    | Adani Kattupalli Port Private Limited (AKPPL)           | 2.76%           |
| S    | PSA SICAL Terminals                                     | -               |
| T    | Mangalore Container Terminal Private Limited (MCTPL)*   | 0.79%           |
| U    | Adani Ennore Container Terminal                         | 2.43%           |
| V    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| W    | Haldia International Container Terminal (HICT)          | 0.65%           |
| X    | Kolkata Dock System (KDS) , Kolkata Port                | 3.59%           |
| Y    | Visakha Container Terminal                              | 2.73%           |

# Performance Benchmarking: PAN India Terminals

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Apr'25:



**X-Axis:** Dwell Time  
**Threshold value (in hours):** 60.8

○ Bubble size represents the terminal capacity

**Y-Axis:** No. of Boxes  
**Threshold value (no. of boxes):** 42,042

**Star Performer** ★ ★ ★

Entities with high container count and low dwell time

**High Potential** ★ ★

Entities with low container count and low dwell time

**Slow Bulk Movers** ★ ★

Entities with high container count and high dwell time

**Needs Improvement** ★

Entities with low container count and high dwell time

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

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

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



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

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

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

**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

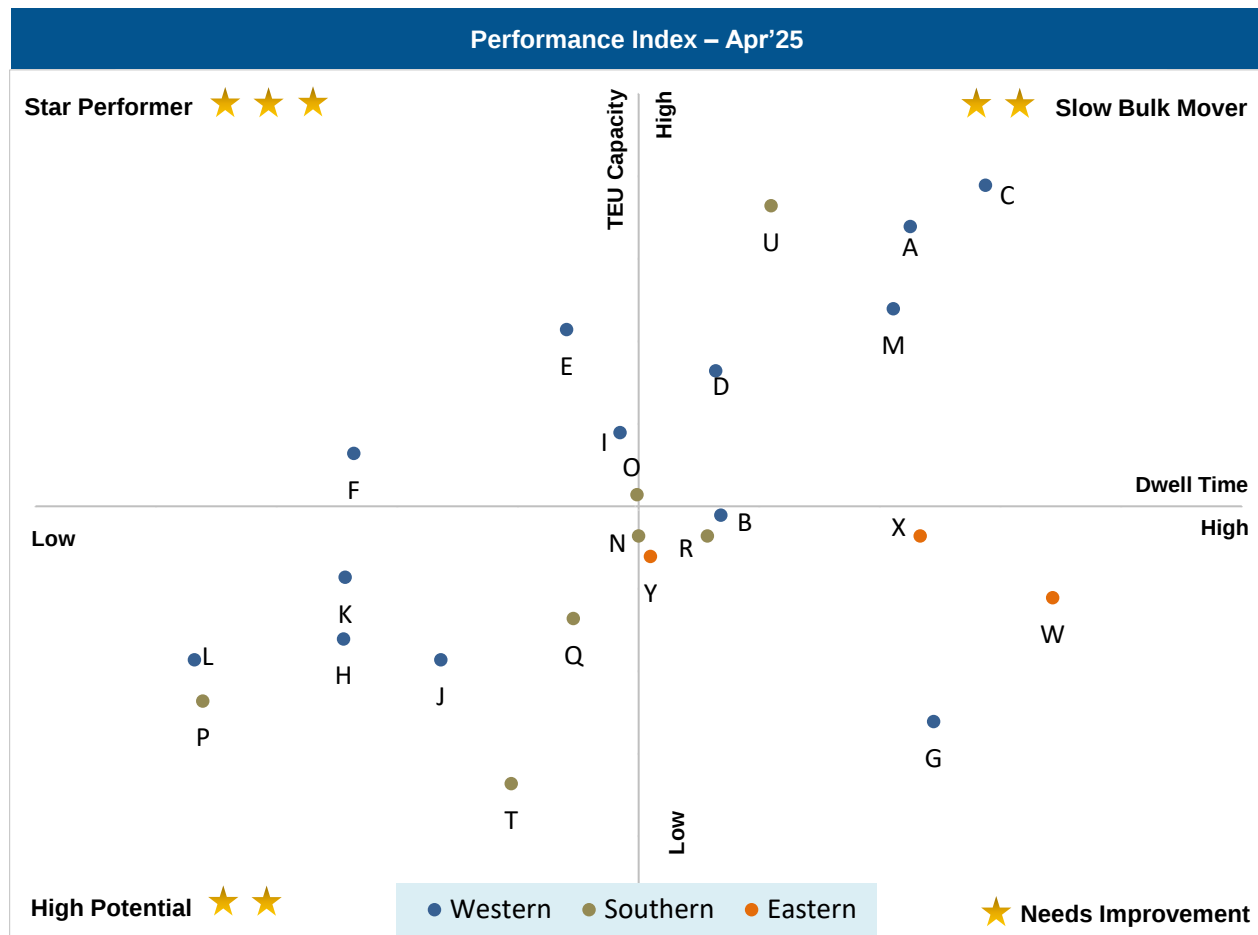
**Needs Improvement** ★

Entities with low container count and high dwell time

| Abb. | Terminals                                               | Container count |
|------|---------------------------------------------------------|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 4.73%           |
| B    | Adani Hazira Port Private Limited (AHPPL)               | 2.98%           |
| C    | Adani International Container Terminal (AICTPL)         | 8.33%           |
| D    | Adani Mundra Container Terminal (AMCT)                  | 5.63%           |
| E    | Bharat Mumbai Container Terminals(PSA)                  | 10.52%          |
| F    | Gateway Terminals India (GTI)                           | 11.71%          |
| G    | APM Terminals Pipavav, Gujarat                          | 1.61%           |
| H    | Nhava Sheva Freeport Terminal (NSFT)                    | 2.97%           |
| I    | Mundra International Container Terminal (MICT)          | 8.48%           |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)              | 4.57%           |
| K    | Nhava Sheva International Container Terminal (NSICT)    | 6.96%           |
| L    | Kandla International Container Terminal (KICT)          | 0.62%           |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)              | 5.86%           |
| N    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 2.73%           |
| O    | Chennai International Terminals Pvt Ltd (CITPL)         | 5.57%           |
| P    | Dakshin Bharat Gateway Terminal (DBGT)                  | 1.94%           |
| Q    | International Container Transhipment Terminal, Kochi    | 1.84%           |
| R    | Adani Kattupalli Port Private Limited (AKPPL)           | 2.76%           |
| S    | PSA SICAL Terminals                                     | -               |
| T    | Mangalore Container Terminal Private Limited (MCTPL)*   | 0.79%           |
| U    | Adani Ennore Container Terminal                         | 2.43%           |
| V    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| W    | Haladia International Container Terminal (HICT)         | 0.65%           |
| X    | Kolkata Dock System (KDS) , Kolkata Port                | 3.59%           |
| Y    | Visakha Container Terminal                              | 2.73%           |

# 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

| Abb. | Terminals                                               | Container count |
|------|---------------------------------------------------------|-----------------|
| A    | Adani CMA Mundra Terminal (ACMTPL)                      | 4.73%           |
| B    | Adani Hazira Port Private Limited (AHPPL)               | 2.98%           |
| C    | Adani International Container Terminal (AICTPL)         | 8.33%           |
| D    | Adani Mundra Container Terminal (AMCT)                  | 5.63%           |
| E    | Bharat Mumbai Container Terminals(PSA)                  | 10.52%          |
| F    | Gateway Terminals India (GTI)                           | 11.71%          |
| G    | APM Terminals Pipavav, Gujarat                          | 1.61%           |
| H    | Nhava Sheva Freeport Terminal (NSFT)                    | 2.97%           |
| I    | Mundra International Container Terminal (MICT)          | 8.48%           |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)              | 4.57%           |
| K    | Nhava Sheva International Container Terminal (NSICT)    | 6.96%           |
| L    | Kandla International Container Terminal (KICT)          | 0.62%           |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)              | 5.86%           |
| N    | Chennai Container Terminal Pvt. Ltd. (CCTL)             | 2.73%           |
| O    | Chennai International Terminals Pvt Ltd (CITPL)         | 5.57%           |
| P    | Dakshin Bharat Gateway Terminal (DBGT)                  | 1.94%           |
| Q    | International Container Transhipment Terminal, Kochi    | 1.84%           |
| R    | Adani Kattupalli Port Private Limited (AKPPL)           | 2.76%           |
| S    | PSA SICAL Terminals                                     | -               |
| T    | Mangalore Container Terminal Private Limited (MCTPL)*   | 0.79%           |
| U    | Adani Ennore Container Terminal                         | 2.43%           |
| V    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | -               |
| W    | Haldia International Container Terminal (HICT)          | 0.65%           |
| X    | Kolkata Dock System (KDS) , Kolkata Port                | 3.59%           |
| Y    | Visakha Container Terminal                              | 2.73%           |

# Terminal Performance Comparison by Container Count:

Terminals performance comparison with respect to the container count (no. of boxes) handled is as below:

## Terminals Handling the Maximum Number of Containers

| IMPORT | Terminals                                      | Container Count<br>(no. of boxes) |
|--------|------------------------------------------------|-----------------------------------|
|        | Gateway Terminals India (GTI)                  | 58,882                            |
|        | Bharat Mumbai Container Terminals(PSA)         | 46,258                            |
|        | Mundra International Container Terminal (MICT) | 39,494                            |

| EXPORT | Terminals                                       | Container Count<br>(no. of boxes) |
|--------|-------------------------------------------------|-----------------------------------|
|        | Bharat Mumbai Container Terminals(PSA)          | 55,476                            |
|        | Gateway Terminals India (GTI)                   | 54,309                            |
|        | Adani International Container Terminal (AICTPL) | 45,283                            |

## Terminals Handling the Minimum Number of Containers

| IMPORT | Terminals                                            | Container Count<br>(no. of boxes) |
|--------|------------------------------------------------------|-----------------------------------|
|        | Haldia International Container Terminal (HICT)       | 3,344                             |
|        | Mangalore Container Terminal Private Limited (MCTPL) | 3,717                             |
|        | Kandla International Container Terminal (KICT)       | 4,841                             |

| EXPORT | Terminals                                            | Container Count<br>(no. of boxes) |
|--------|------------------------------------------------------|-----------------------------------|
|        | Kandla International Container Terminal (KICT)       | 1,202                             |
|        | Haldia International Container Terminal (HICT)       | 2,953                             |
|        | Mangalore Container Terminal Private Limited (MCTPL) | 3,879                             |

# Dwell Time Performance: CFS Import Cycle

## IMPORT

|                             | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|-----------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>       | <b>89.2</b>        |   | <b>88.7</b>        | <b>87.9</b>        | <b>91.8</b>      | <b>92.8</b>      |
| JNPA                        | 81.9               | ↑ | 79.6               | 86.1               | 84.7             | 88.4             |
| Mundra                      | 103.1              | ↑ | 96.4               | 88.3               | 101.4            | 97.7             |
| Pipavav                     | 90.3               | ↑ | 71.8               | 79.5               | 84.6             | 84.8             |
| Hazira                      | 86.9               | ↓ | 117.1              | 114.7              | 104.7            | 112.6            |
| <b>Southern Region</b>      | <b>142.9</b>       |   | <b>134.4</b>       | <b>131.5</b>       | <b>129.3</b>     | <b>136.2</b>     |
| Chennai, Ennore, Kattupalli | 137.8              | ↑ | 130.8              | 120.2              | 121.3            | 128.5            |
| Kochi                       | 146.7              | ↑ | 143.7              | 126.3              | 124.6            | 125.8            |
| Tuticorin                   | 170.5              | ↑ | 162.9              | 175.2              | 166.9            | 171.0            |
| <b>Eastern Region</b>       | <b>167.0</b>       |   | <b>151.8</b>       | <b>155.6</b>       | <b>148.5</b>     | <b>158.8</b>     |
| Visakhapatnam               | 189.6              | ↑ | 175.1              | 175.8              | 172.0            | 172.8            |
| Kolkata                     | 162.2              | ↑ | 145.6              | 148.5              | 140.8            | 152.4            |
| Haldia                      | 143.8              | ↑ | 138.3              | 159.0              | 143.3            | 151.3            |

Below are number of CFSs across various ports:

| JNPA | Mundra | Pipavav | Hazira | Chennai, Ennore, Kattupalli | Kochi | Tuticorin | Visakhapatnam | Kolkata | Haldia |
|------|--------|---------|--------|-----------------------------|-------|-----------|---------------|---------|--------|
| 34   | 15     | 3       | 5      | 32                          | 5     | 17        | 9             | 7       | 4      |

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

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

# Dwell Time Performance: CFS Export Cycle

## EXPORT

|                             | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|-----------------------------|--------------------|---|--------------------|--------------------|------------------|------------------|
| <b>Western Region</b>       | <b>64.0</b>        |   | <b>62.9</b>        | <b>68.9</b>        | <b>66.9</b>      | <b>70.9</b>      |
| JNPA                        | 65.2               | ↑ | 61.8               | 70.6               | 73.7             | 77.2             |
| Mundra                      | 62.2               | ↓ | 63.5               | 66.1               | 58.7             | 62.1             |
| Pipavav                     | -                  |   | -                  | 80.3               | 69.8             | 79.6             |
| <b>Southern Region</b>      | <b>44.5</b>        |   | <b>47.8</b>        | <b>50.8</b>        | <b>39.9</b>      | <b>45.6</b>      |
| Chennai, Ennore, Kattupalli | 52.8               | ↓ | 54.0               | 59.0               | 45.8             | 51.7             |
| Tuticorin                   | 22.6               | ↓ | 25.8               | 24.6               | 25.1             | 25.0             |
| Kochi                       | 26.9               | ↓ | 27.5               | 49.2               | 33.7             | 31.6             |
| <b>Eastern Region</b>       | <b>84.0</b>        |   | <b>83.5</b>        | <b>113.7</b>       | <b>93.8</b>      | <b>96.2</b>      |
| Visakhapatnam               | 74.8               | ↓ | 84.1               | 97.4               | 82.3             | 85.3             |
| Kolkata                     | 89.5               | ↑ | 83.7               | 122.4              | 101.7            | 102.9            |
| Haldia                      | 82.9               | ↑ | 81.5               | 158.3              | 96.5             | 106.6            |

Below are number of CFSs across various ports:

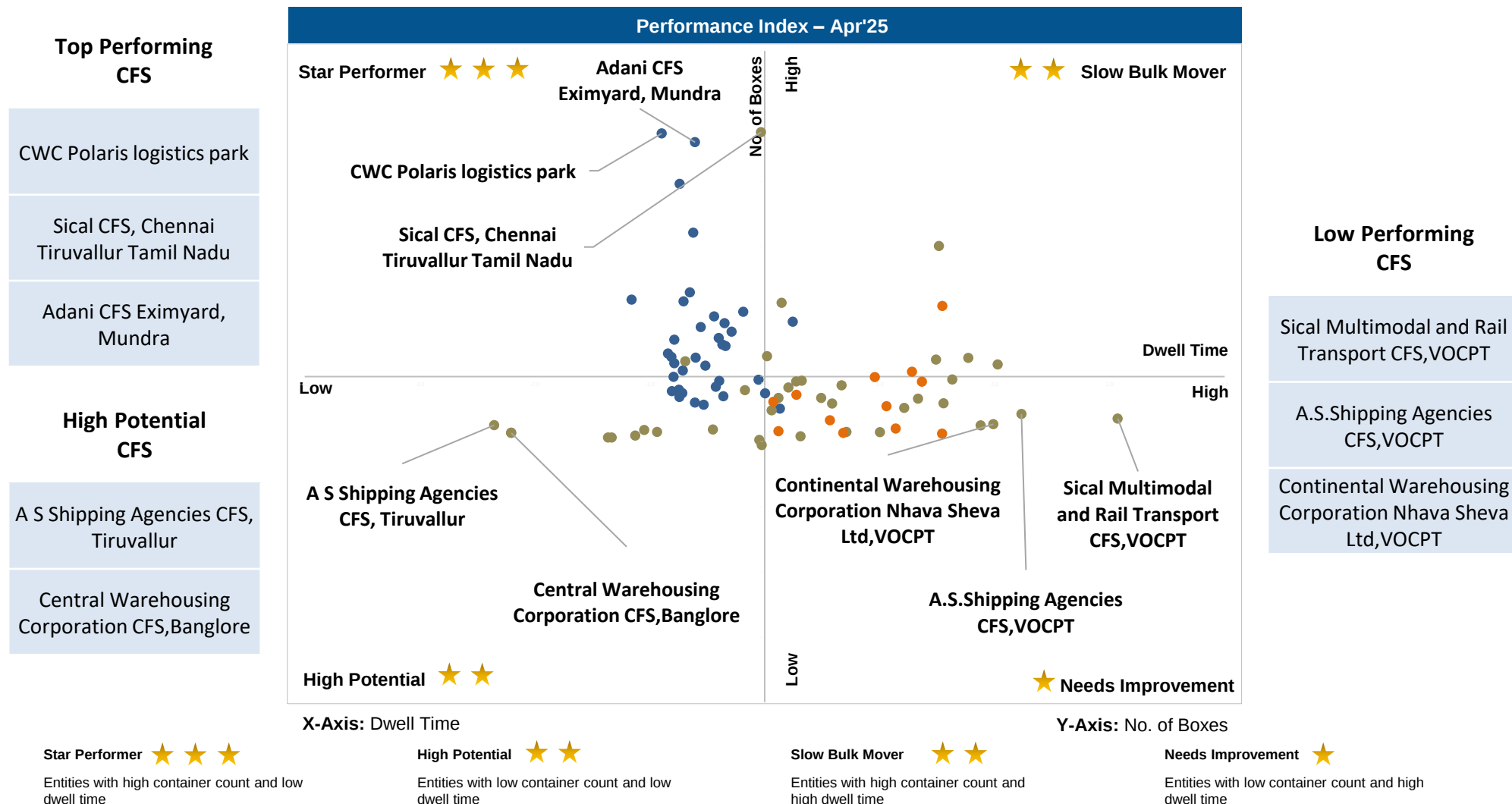
| JNPA | Mundra | Pipavav | Hazira | Chennai, Ennore, Kattupalli | Kochi | Tuticorin | Visakhapatnam | Kolkata | Haldia |
|------|--------|---------|--------|-----------------------------|-------|-----------|---------------|---------|--------|
| 34   | 15     | 3       | 5      | 32                          | 5     | 17        | 9             | 7       | 4      |

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

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

# 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 |                 | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western Region  | 168.1              | ↑ | 157.0              | 125.8              | 129.7            | 142.8            |
|        | Southern Region | 141.2              | ↑ | 125.9              | 123.8              | 126.9            | 129.0            |
|        | Eastern Region  | 62.3               | ↓ | 92.6               | 108.6              | 106.2            | 103.8            |
|        | Northern Region | 145.7              | ↑ | 145.1              | 135.7              | 129.4            | 137.2            |

| EXPORT |                 | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) | Apr'24<br>(in hrs) | OADT<br>(in hrs) | MADT<br>(in hrs) |
|--------|-----------------|--------------------|---|--------------------|--------------------|------------------|------------------|
|        | Western Region  | 109.0              | ↑ | 108.5              | 101.6              | 102.2            | 108.6            |
|        | Southern Region | 120.2              | ↑ | 118.0              | -                  | 116.8            | 120.3            |
|        | Eastern Region  | 138.1              | ↓ | 165.4              | -                  | 125.5            | 138.1            |
|        | Northern Region | 106.4              | ↑ | 101.1              | 107.1              | 100.4            | 104.0            |

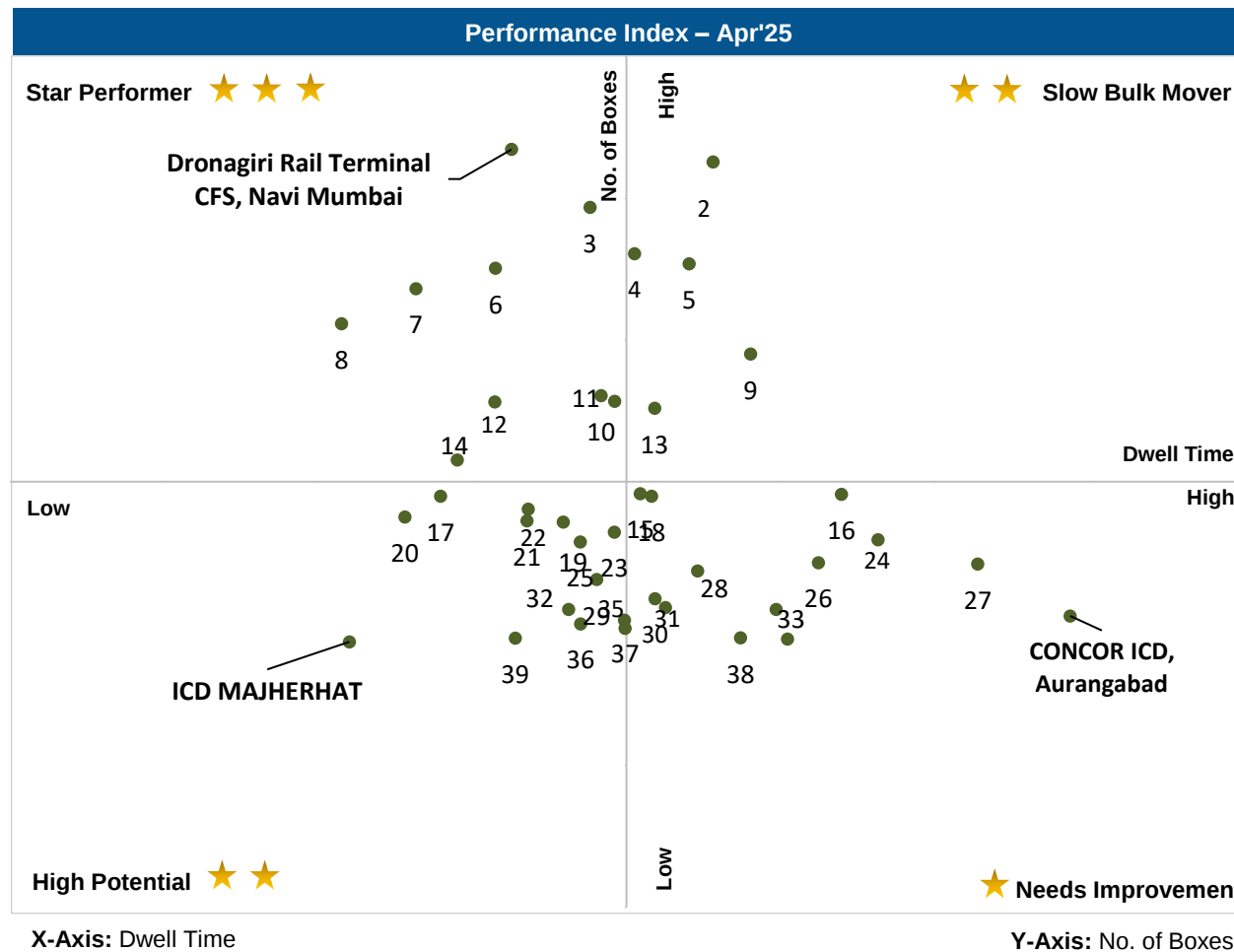
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

Note: Southern and Eastern Region ICD Export Dwell Time is available from Dec'24



Indicates decrease/ increase in dwell time from last month

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:

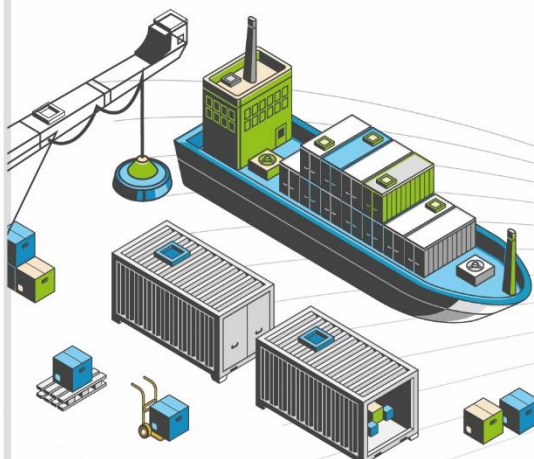
| Terminals                                             | Dwell time for handling domestic containers |   |                    | Overall domestic containers distribution among terminals |               |
|-------------------------------------------------------|---------------------------------------------|---|--------------------|----------------------------------------------------------|---------------|
|                                                       | Apr'25<br>(in hrs)                          |   | Mar'25<br>(in hrs) | Apr'25<br>(%)                                            | Mar'25<br>(%) |
|                                                       |                                             |   |                    |                                                          |               |
| International Container Transshipment Terminal, Kochi | 61.2                                        | ↓ | 62.2               | 33.34%                                                   | 33.79%        |
| Visakha Container Terminal                            | 54.9                                        | ↓ | 61.0               | 18.97%                                                   | 13.91%        |
| Bharat Mumbai Container Terminals(PSA)                | 7.3                                         | ↓ | 9.2                | 4.89%                                                    | 3.98%         |
| Nhava Sheva Freeport Terminal (NSFT)                  | 6.3                                         | ↑ | 3.8                | 8.84%                                                    | 8.26%         |
| Mangalore Container Terminal Private Limited (MCTPL)  | 69.4                                        | ↓ | 75.2               | 6.51%                                                    | 5.62%         |
| Kandla International Container Terminal (KICT)        | 299.5                                       | ↑ | 174.0              | 7.58%                                                    | 7.86%         |
| Chennai Container Terminal Pvt. Ltd. (CCTL)           | 96.8                                        | ↑ | 92.1               | 2.40%                                                    | 4.95%         |
| Dakshin Bharat Gateway Terminal (DBGT)                | 70.4                                        | ↑ | 32.6               | 2.34%                                                    | 3.37%         |
| Haldia International Container Terminal (HICT)        | 96.0                                        | ↑ | 72.0               | 3.06%                                                    | 2.03%         |
| Kolkata Dock System (KDS) , Kolkata Port              | 73.5                                        | ↓ | 85.7               | 3.63%                                                    | 2.27%         |
| Nhava Sheva India Gateway Terminal (NSIGT)            | 43.6                                        | ↓ | 66.5               | 5.66%                                                    | 9.14%         |
| Nhava Sheva International Container Terminal (NSICT)  | 48.9                                        | ↑ | 46.2               | 2.78%                                                    | 3.34%         |
| Paradip International Cargo Terminal                  | -                                           |   | 57.0               | -                                                        | 1.48%         |

Terminal handling highest domestic containers



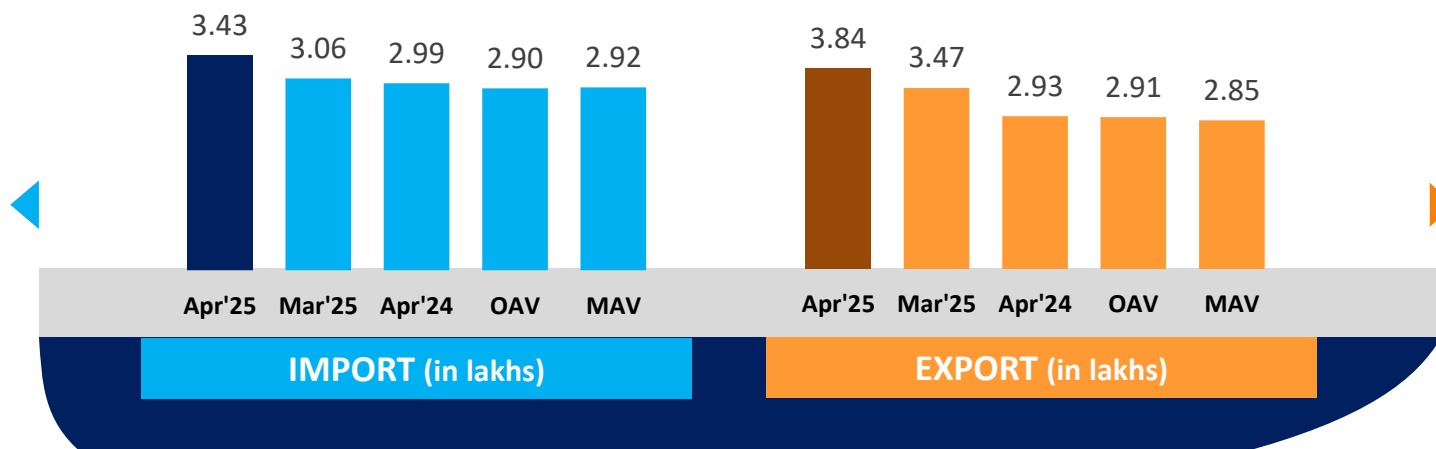
Indicates decrease/ increase in dwell time from last month

# WESTERN REGION PERFORMANCE

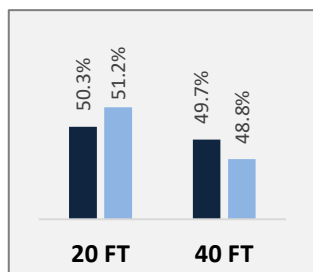


# Container Count: Western Region

## Western Region

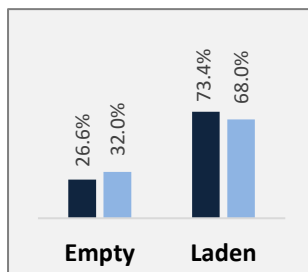


Container  
Size-wise (Import)

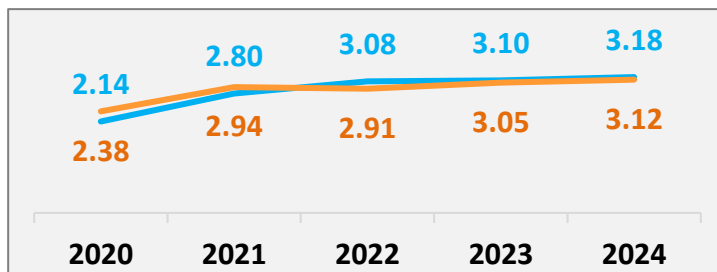


■ Apr'25 ■ Mar'25

Container  
Type-wise (Import)

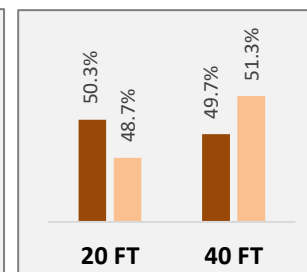


Container Count - Annual Average  
(in lakhs/ month)



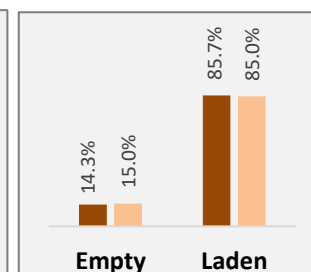
■ IMPORT ■ EXPORT

Container  
Size-wise (Export)



■ Apr'25 ■ Mar'25

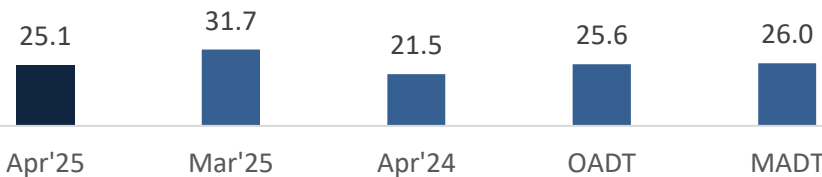
Container  
Type-wise (Export)



OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

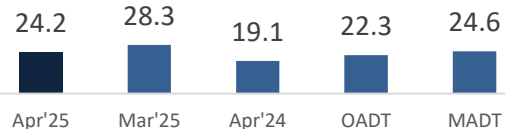
# Dwell Time Performance: Western Region Import Cycle

## Western Region

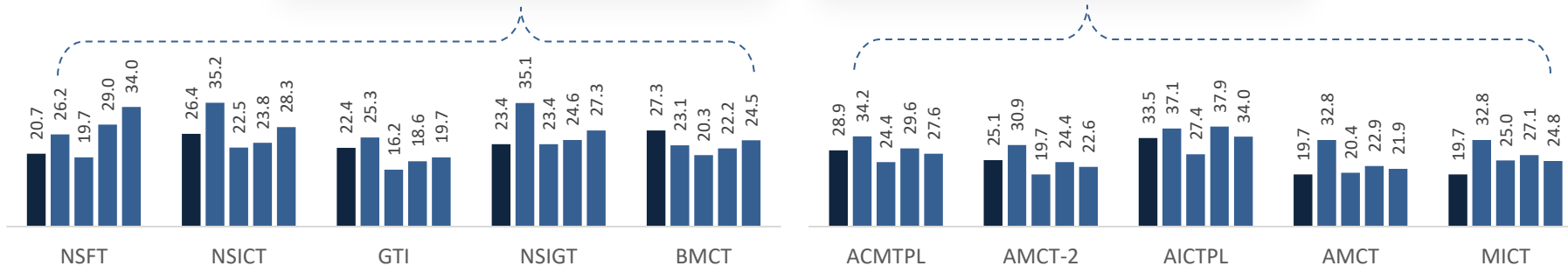
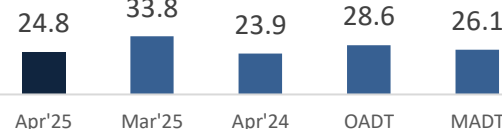


PAN India  
Import Dwell Time  
**29.3 Hrs.**  
(Apr'25)

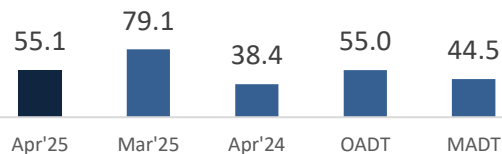
### JNPA



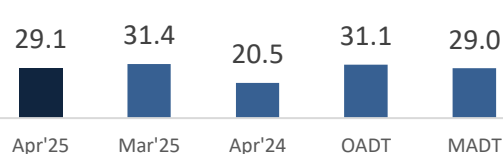
### Mundra



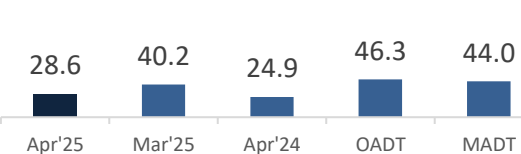
### Pipavav



### Hazira



### Kandla



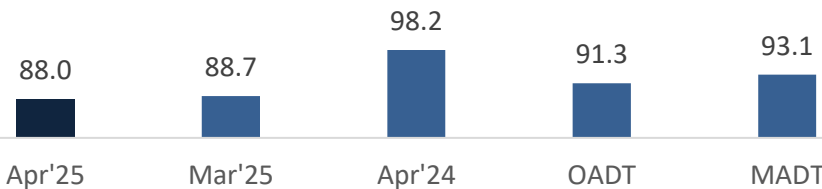
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

**Note:**  
All values are in hours

IMPORT

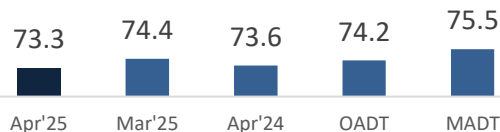
# Dwell Time Performance: Western Region Export Cycle

## Western Region

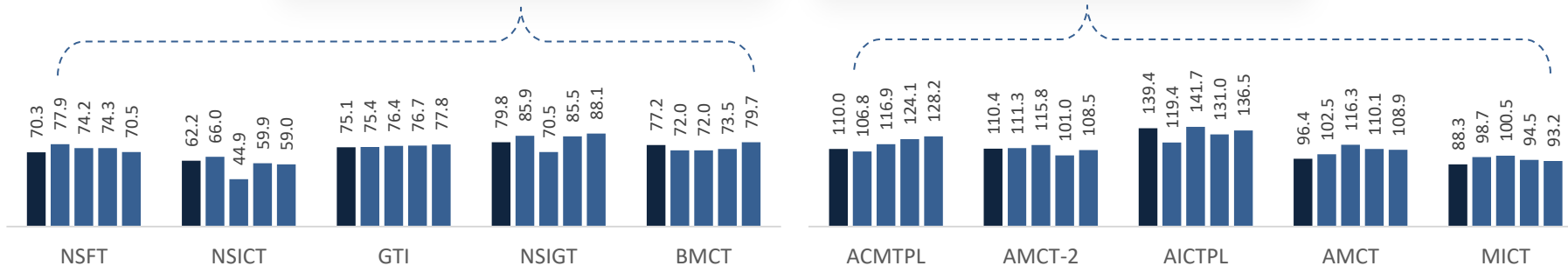
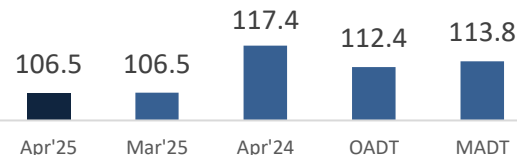


**PAN India**  
Export Dwell Time  
**87.0** Hrs.  
(Apr'25)

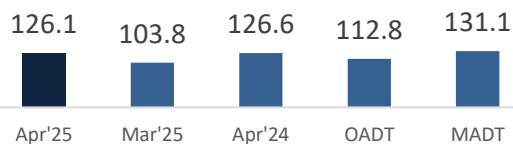
### JNPA



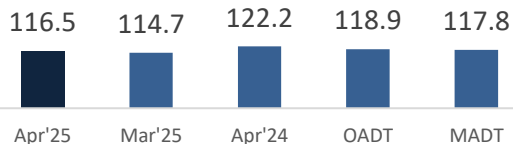
### Mundra



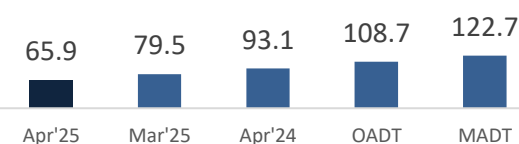
### Pipavav



### Hazira



### Kandla



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

**Note:**  
All values are in hours

EXPORT

# 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) |        |        |
|---------------------------|----------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                           |                            | Apr'25                                  | Mar'25 | Apr'24 | Apr'25                       | Mar'25 | Apr'24 |
| JNPA                      | JNPA                       | 96%                                     | 95%    | 94%    | 26.6                         | 32.9   | 26.5   |
|                           | Other Ports                | 4%                                      | 5%     | 6%     | 62.8                         | 52.4   | 50.8   |
| Mundra                    | Mundra                     | 96%                                     | 97%    | 95%    | 37.2                         | 36.3   | 30.6   |
|                           | Other Ports                | 4%                                      | 3%     | 5%     | 53.1                         | 44.5   | 43.1   |
| Hazira                    | Hazira                     | 95%                                     | 96%    | 95%    | 41.0                         | 20.1   | 27.4   |
|                           | Other Ports                | 5%                                      | 4%     | 5%     | 59.3                         | 52.0   | 41.9   |
| Kandla                    | Kandla                     | 85%                                     | 88%    | 74%    | 63.4                         | 14.3   | 20.7   |
|                           | Mundra                     | 15%                                     | 12%    | 26%    | 50.6                         | 56.4   | 56.8   |
| Pipavav                   | Mundra                     | 47%                                     | 50%    | 53%    | 52.9                         | 47.7   | 40.5   |
|                           | Pipavav                    | 49%                                     | 46%    | 44%    | 30.4                         | 19.1   | 28.1   |
|                           | Other Ports                | 4%                                      | 4%     | 3%     | 64.8                         | 20.2   | 44.5   |

**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) |        |        |
|------------------------------------------------------|------------------------------------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                                                      |                                                      | Apr'25                                  | Mar'25 | Apr'24 | Apr'25                       | Mar'25 | Apr'24 |
| Bharat Mumbai Container Terminals(PSA)               | Bharat Mumbai Container Terminals(PSA)               | 28%                                     | 42%    | 35%    | 27.1                         | 29.6   | 27.7   |
|                                                      | Gateway Terminals India (GTI)                        | 30%                                     | 25%    | 37%    | 45.6                         | 35.3   | 27.6   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 10%                                     | 6%     | 10%    | 51.1                         | 40.7   | 28.5   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 11%                                     | 10%    | 9%     | 43.2                         | 35.5   | 24.0   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 21%                                     | 17%    | 9%     | 44.4                         | 36.3   | 29.0   |
| Gateway Terminals India (GTI)                        | Bharat Mumbai Container Terminals(PSA)               | 15%                                     | 7%     | 18%    | 22.7                         | 33.7   | 25.3   |
|                                                      | Gateway Terminals India (GTI)                        | 51%                                     | 59%    | 64%    | 23.7                         | 31.4   | 24.3   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 6%                                      | 5%     | 9%     | 41.2                         | 35.9   | 25.1   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 11%                                     | 8%     | 3%     | 26.2                         | 32.3   | 23.7   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 17%                                     | 21%    | 6%     | 22.0                         | 20.3   | 23.6   |
| Nhava Sheva Freeport Terminal (NSFT)                 | Bharat Mumbai Container Terminals(PSA)               | 11%                                     | 10%    | 17%    | 35.4                         | 37.1   | 25.7   |
|                                                      | Gateway Terminals India (GTI)                        | 19%                                     | 23%    | 32%    | 34.1                         | 39.4   | 24.4   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 32%                                     | 31%    | 40%    | 40.7                         | 37.5   | 23.2   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 23%                                     | 18%    | 6%     | 34.8                         | 30.5   | 22.1   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 15%                                     | 18%    | 5%     | 41.9                         | 39.8   | 27.4   |
| Nhava Sheva India Gateway Terminal (NSIGT)           | Bharat Mumbai Container Terminals(PSA)               | 13%                                     | 5%     | 23%    | 28.9                         | 46.0   | 31.8   |
|                                                      | Gateway Terminals India (GTI)                        | 28%                                     | 18%    | 28%    | 24.4                         | 21.6   | 31.6   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 11%                                     | 8%     | 18%    | 26.2                         | 43.9   | 32.9   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 35%                                     | 50%    | 23%    | 34.5                         | 21.4   | 28.9   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 13%                                     | 19%    | 8%     | 39.7                         | 40.1   | 42.6   |
| Nhava Sheva International Container Terminal (NSICT) | Bharat Mumbai Container Terminals(PSA)               | 12%                                     | 6%     | 20%    | 29.7                         | 37.8   | 32.2   |
|                                                      | Gateway Terminals India (GTI)                        | 40%                                     | 38%    | 51%    | 22.1                         | 22.7   | 30.4   |
|                                                      | Nhava Sheva Freeport Terminal (NSFT)                 | 7%                                      | 5%     | 7%     | 53.1                         | 43.2   | 30.8   |
|                                                      | Nhava Sheva India Gateway Terminal (NSIGT)           | 6%                                      | 10%    | 4%     | 17.2                         | 26.9   | 29.6   |
|                                                      | Nhava Sheva International Container Terminal (NSICT) | 35%                                     | 41%    | 18%    | 20.6                         | 20.8   | 29.4   |

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

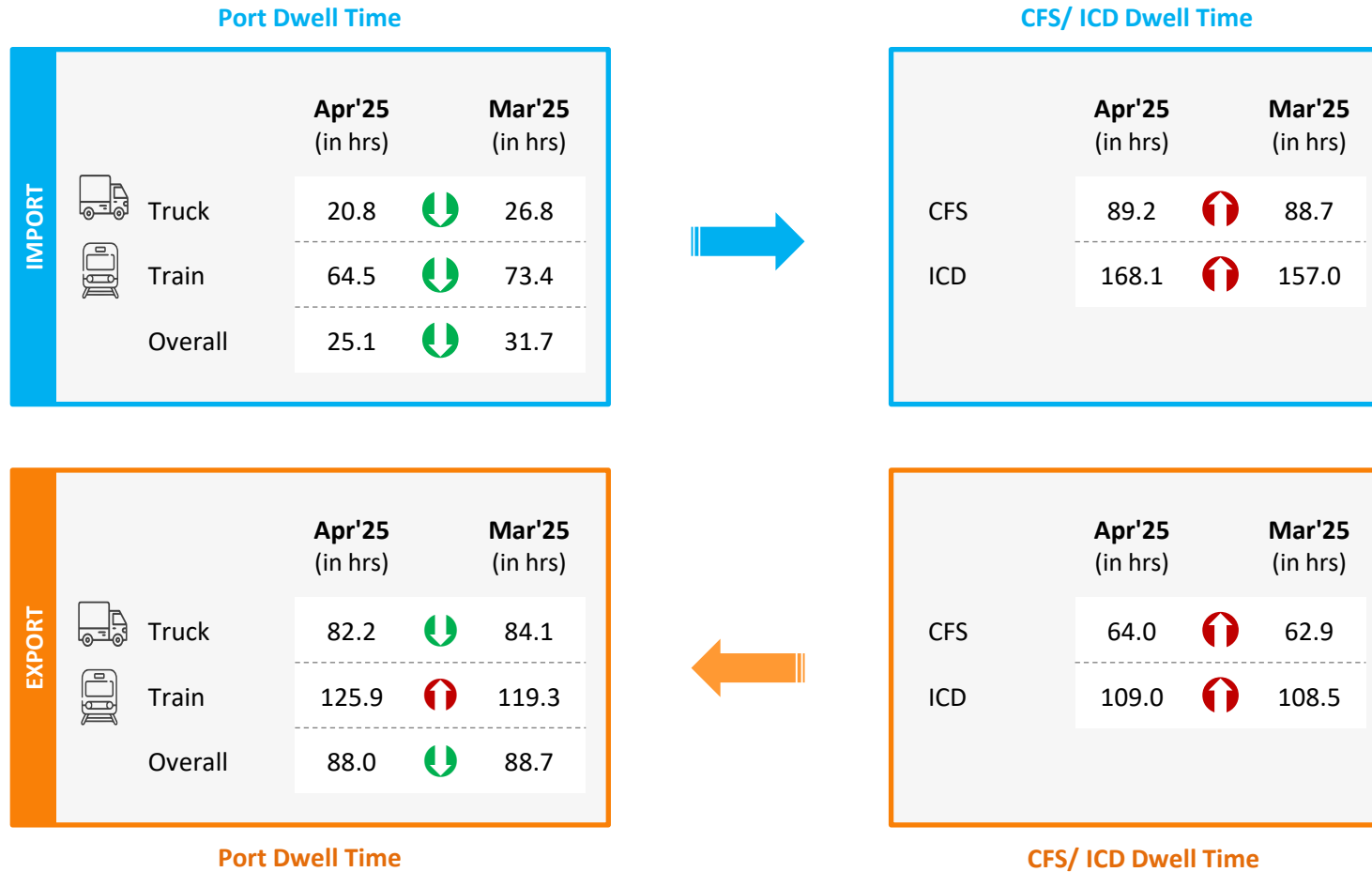
# Container Turnaround Analysis: Mundra Port

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

| Port Terminal In<br>(Import Cycle)                 | Port Terminal Out<br>(Export Cycle)             | No. of Boxes Handled<br>(in Percentage) |        |        | Turnaround Time<br>(in Days) |        |        |
|----------------------------------------------------|-------------------------------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                                                    |                                                 | Apr'25                                  | Mar'25 | Apr'24 | Apr'25                       | Mar'25 | Apr'24 |
| Adani CMA Mundra Terminal (ACMTPL)                 | Adani CMA Mundra Terminal (ACMTPL)              | 65%                                     | 56%    | 61%    | 31.5                         | 28.7   | 35.0   |
|                                                    | Adani International Container Terminal (AICTPL) | 2%                                      | 4%     | 1%     | 25.0                         | 26.3   | 26.4   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 11%                                     | 14%    | 24%    | 43.4                         | 39.8   | 30.4   |
|                                                    | Adani Mundra Container Terminal -2              | 9%                                      | 16%    | 6%     | 40.6                         | 44.6   | 27.0   |
|                                                    | Mundra International Container Terminal (MICT)  | 13%                                     | 10%    | 8%     | 28.6                         | 18.5   | 22.5   |
| Adani International Container Terminal<br>(AICTPL) | Adani CMA Mundra Terminal (ACMTPL)              | 7%                                      | 1%     | 1%     | 18.4                         | 16.3   | 26.0   |
|                                                    | Adani International Container Terminal (AICTPL) | 68%                                     | 87%    | 83%    | 48.4                         | 45.7   | 43.2   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 11%                                     | 3%     | 7%     | 41.6                         | 39.7   | 23.7   |
|                                                    | Adani Mundra Container Terminal -2              | 8%                                      | 4%     | 5%     | 40.3                         | 36.8   | 29.2   |
|                                                    | Mundra International Container Terminal (MICT)  | 6%                                      | 5%     | 4%     | 43.9                         | 36.7   | 29.3   |
| Adani Mundra Container Terminal (AMCT)             | Adani CMA Mundra Terminal (ACMTPL)              | 8%                                      | 12%    | 27%    | 27.9                         | 26.7   | 35.7   |
|                                                    | Adani International Container Terminal (AICTPL) | 7%                                      | 8%     | 5%     | 29.6                         | 35.0   | 28.0   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 41%                                     | 34%    | 43%    | 27.2                         | 22.6   | 28.0   |
|                                                    | Adani Mundra Container Terminal -2              | 24%                                     | 27%    | 17%    | 37.2                         | 40.1   | 26.3   |
|                                                    | Mundra International Container Terminal (MICT)  | 20%                                     | 19%    | 8%     | 22.2                         | 18.6   | 28.7   |
| Adani Mundra Container Terminal -2                 | Adani CMA Mundra Terminal (ACMTPL)              | 7%                                      | 9%     | 19%    | 19.4                         | 19.6   | 30.0   |
|                                                    | Adani International Container Terminal (AICTPL) | 10%                                     | 6%     | 6%     | 43.5                         | 15.1   | 19.8   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 19%                                     | 22%    | 34%    | 38.6                         | 29.9   | 24.8   |
|                                                    | Adani Mundra Container Terminal -2              | 38%                                     | 50%    | 26%    | 38.1                         | 36.1   | 30.9   |
|                                                    | Mundra International Container Terminal (MICT)  | 26%                                     | 13%    | 15%    | 13.1                         | 36.0   | 24.3   |
| Mundra International Container Terminal<br>(MICT)  | Adani CMA Mundra Terminal (ACMTPL)              | 7%                                      | 6%     | 6%     | 13.4                         | 20.3   | 25.8   |
|                                                    | Adani International Container Terminal (AICTPL) | 5%                                      | 5%     | 4%     | 42.5                         | 40.0   | 30.2   |
|                                                    | Adani Mundra Container Terminal (AMCT)          | 23%                                     | 19%    | 14%    | 40.5                         | 36.8   | 24.5   |
|                                                    | Adani Mundra Container Terminal -2              | 9%                                      | 8%     | 4%     | 44.2                         | 41.1   | 29.7   |
|                                                    | Mundra International Container Terminal (MICT)  | 56%                                     | 62%    | 72%    | 26.3                         | 29.7   | 22.8   |

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

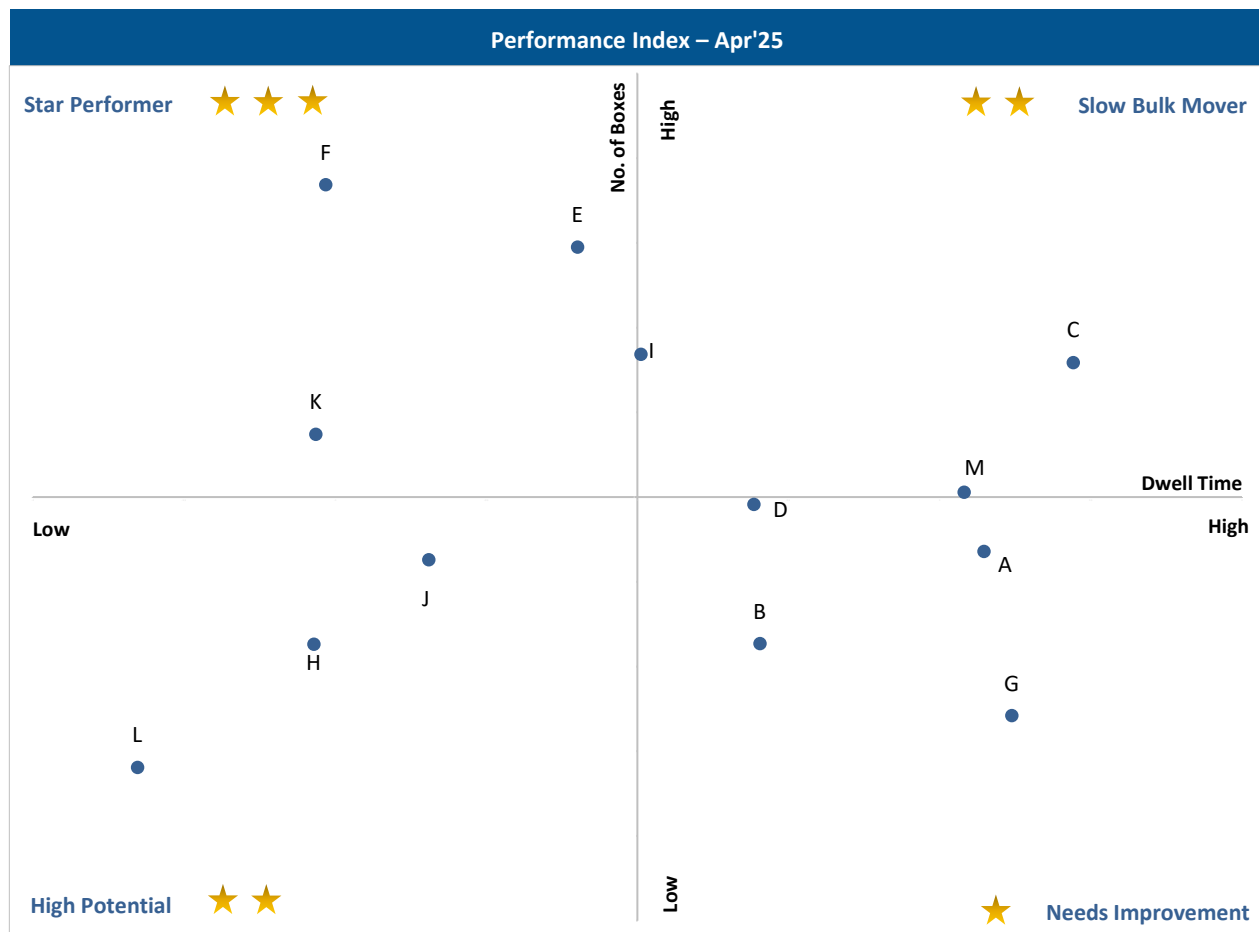
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

# Port Performance Benchmarking: Western Region

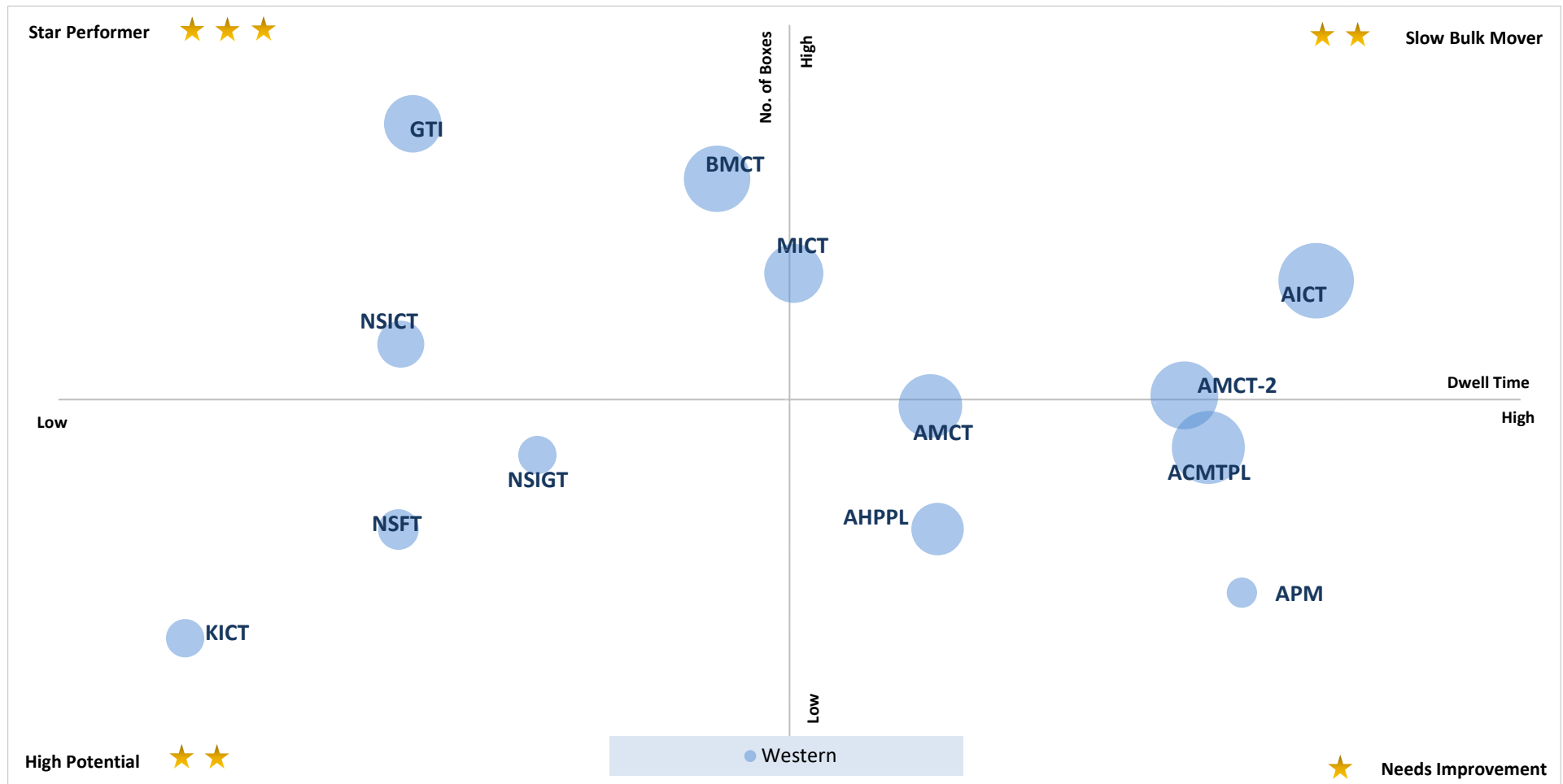
Performance benchmarking of terminals based on dwell time vis-à-vis container count (no. of boxes) handled:



| 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    | Bharat Mumbai Container Terminals(PSA)               |
| F    | Gateway Terminals India (GTI)                        |
| G    | APM Terminals Pipavav, Gujarat                       |
| H    | Nhava Sheva Freeport Terminal (NSFT)                 |
| I    | Mundra International Container Terminal (MICT)       |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)           |
| K    | Nhava Sheva International Container Terminal (NSICT) |
| L    | Kandla International Container Terminal (KICT)       |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)           |

# Performance Benchmarking: Western Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Apr'25:



X-Axis: Dwell Time

Threshold value (in hours): 59.5

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): 55,755

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    | Bharat Mumbai Container Terminals(PSA)               |
| F    | Gateway Terminals India (GTI)                        |
| G    | APM Terminals Pipavav, Gujarat                       |
| H    | Nhava Sheva Freeport Terminal (NSFT)                 |
| I    | Mundra International Container Terminal (MICT)       |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)           |
| K    | Nhava Sheva International Container Terminal (NSICT) |
| L    | Kandla International Container Terminal (KICT)       |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)           |

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

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

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

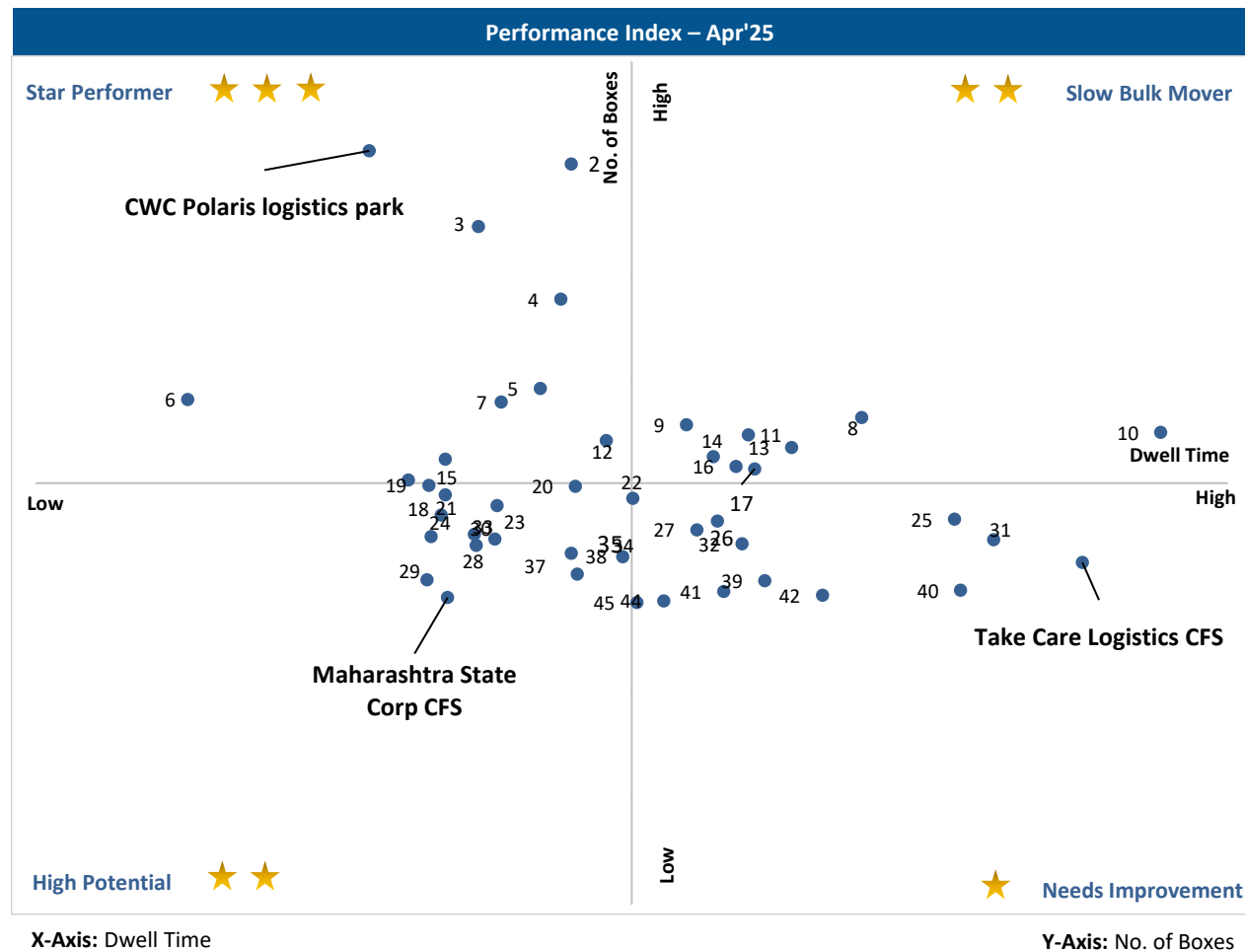
Performance benchmarking of terminals based on dwell time vis-a-vis capacity (in TEU):



| 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    | Bharat Mumbai Container Terminals(PSA)               |
| F    | Gateway Terminals India (GTI)                        |
| G    | APM Terminals Pipavav, Gujarat                       |
| H    | Nhava Sheva Freeport Terminal (NSFT)                 |
| I    | Mundra International Container Terminal (MICT)       |
| J    | Nhava Sheva India Gateway Terminal (NSIGT)           |
| K    | Nhava Sheva International Container Terminal (NSICT) |
| L    | Kandla International Container Terminal (KICT)       |
| M    | Adani Mundra Container Terminal-2 (AMCT-2)           |

# CFS Performance Benchmarking: Western Region

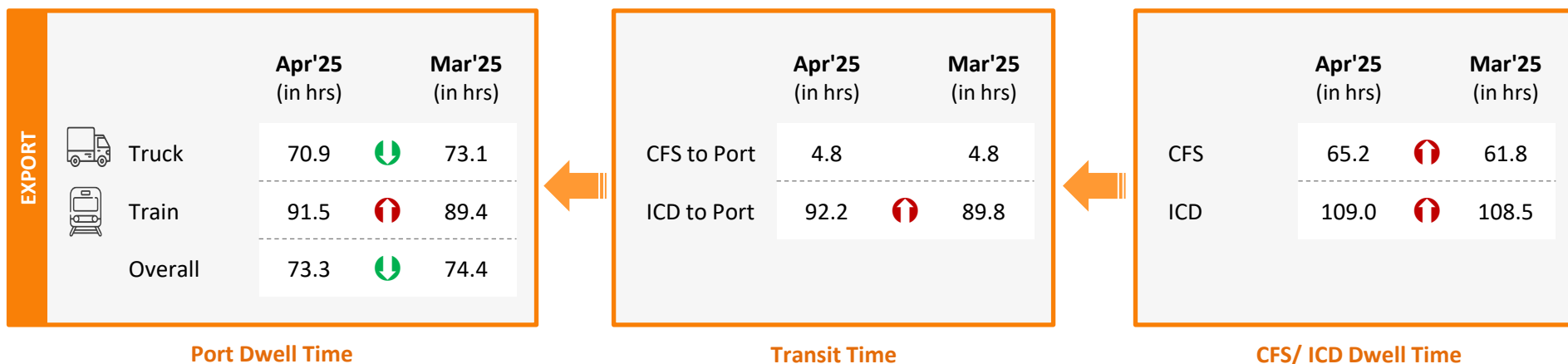
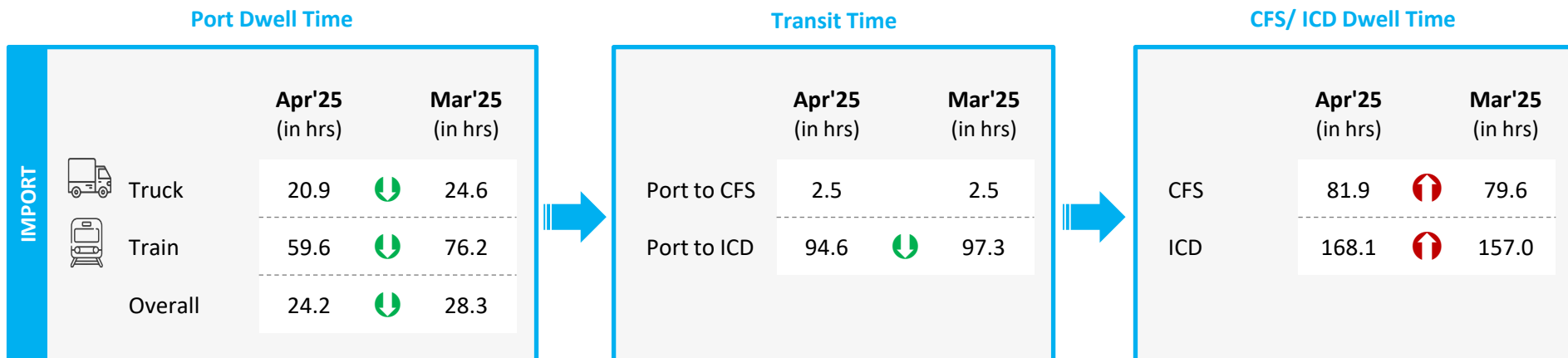
Performance benchmarking of CFSs based on dwell time vis-a-vis container count (no. of boxes) handled:



**Note:**

Please refer annexure for CFS names

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)



 Indicates decrease/increase in time from last month

# 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 | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|--------------------------|--------------------|--------------------|
| Gate in - Gate Out       | 5.9                | 6.0                |

Container Count Percentage: Hour-wise (Apr'25 )

|                             | 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 | 10%             | 22%     | 32%     | 25%      | 8%        | 3%                  |

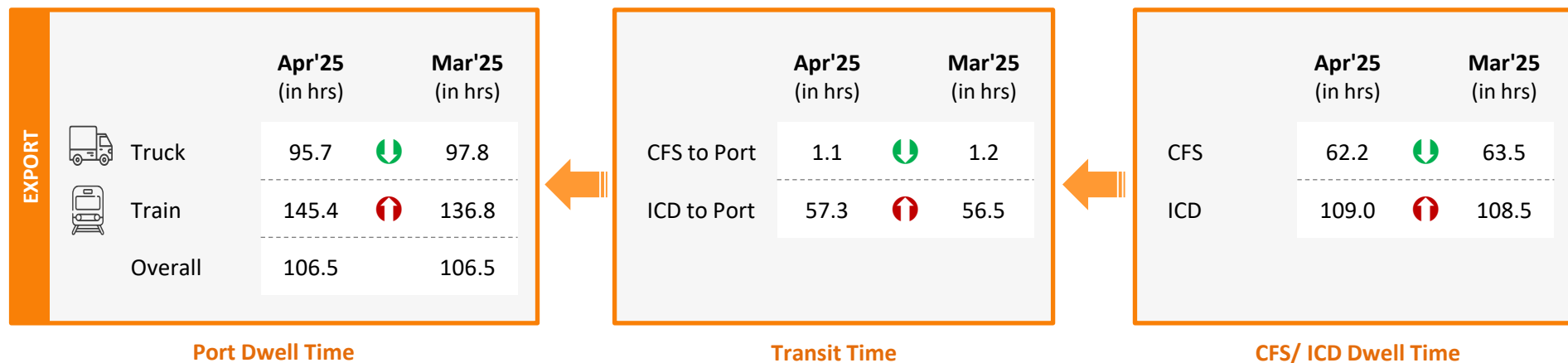
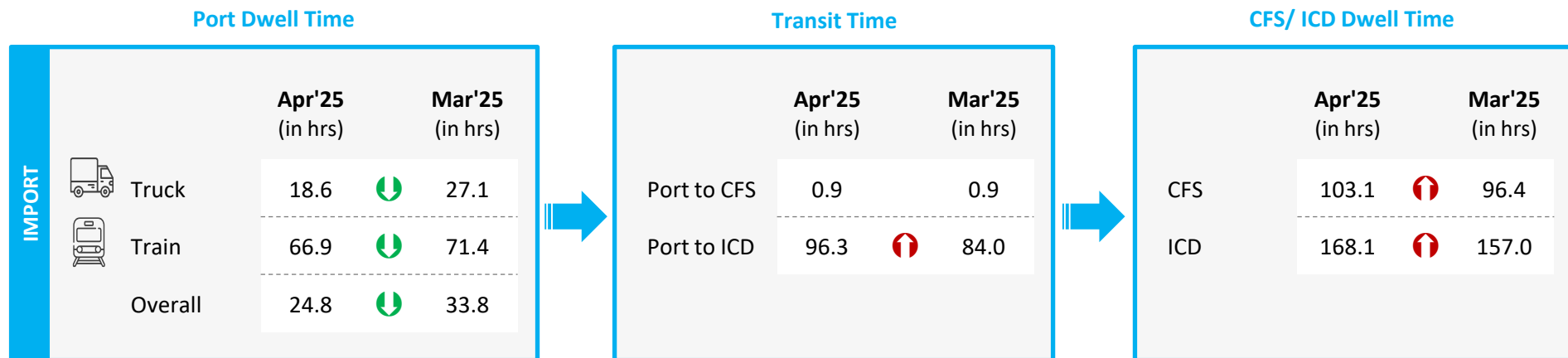
| Parking Plaza to JNPA<br>Port | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|-------------------------------|--------------------|--------------------|
| Gate Out – Terminal In        | 1.1                | 2.2                |

Container Count Percentage: Hour-wise (Apr'25 )

| Parking<br>Plaza to Port<br>Terminal | Within<br>1 hrs | 1-2 hrs | 2-3 hrs | 3-4 hrs | 4-5 hrs | More than<br>5 hrs |
|--------------------------------------|-----------------|---------|---------|---------|---------|--------------------|
| NSFT                                 | 69%             | 19%     | 4%      | 2%      | 3%      | 3%                 |
| NSICT                                | 38%             | 13%     | 14%     | 14%     | 11%     | 10%                |
| GTI                                  | 55%             | 19%     | 15%     | 7%      | 2%      | 2%                 |
| NSIGT                                | 53%             | 15%     | 15%     | 7%      | 6%      | 4%                 |
| BMCT                                 | 1%              | 6%      | 7%      | 5%      | 6%      | 75%                |

| Port Terminal | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|---------------|--------------------|--------------------|
| NSFT          | 0.7                | 1.5                |
| NSICT         | 1.9                | 4.2                |
| GTI           | 0.9                | 1.6                |
| NSIGT         | 0.9                | 2.9                |
| BMCT          | 7.9                | 4.6                |

## Container Lifecycle (Import Cycle)

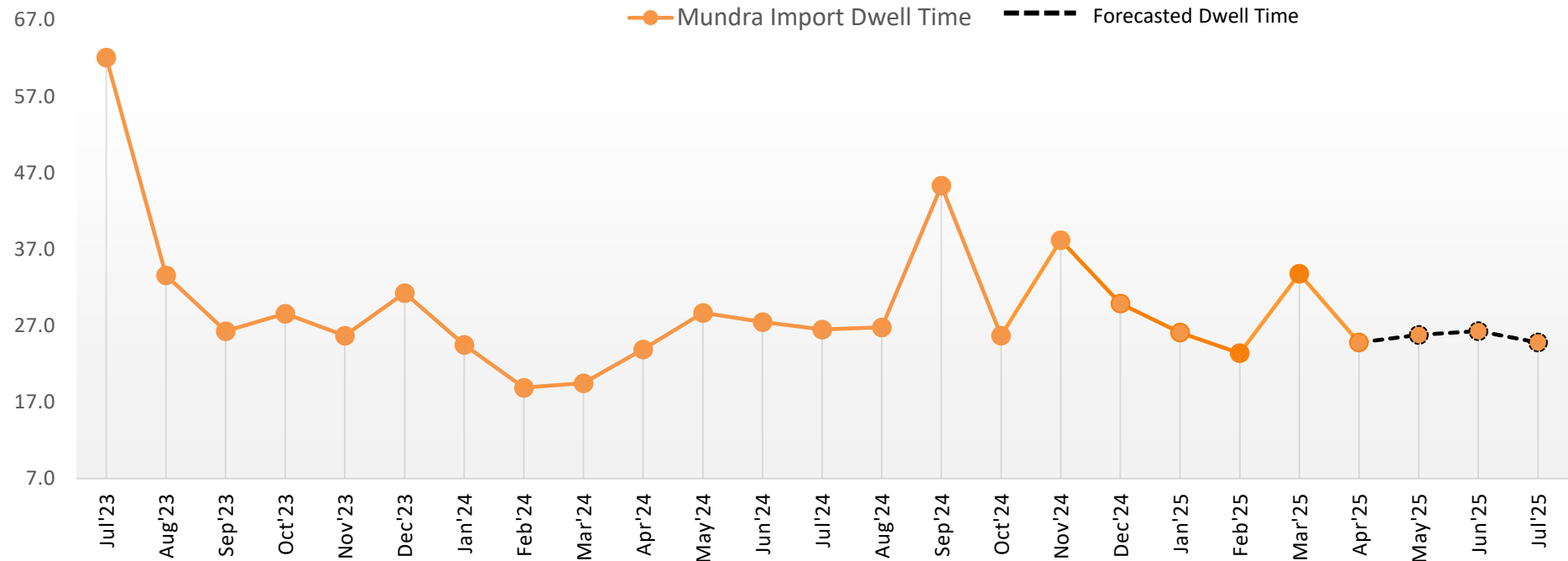


## Container Lifecycle (Export Cycle)



 Indicates decrease/increase in time from last month

# Predictive Analysis: Mundra Port



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



|                                  | Feb'25 | Mar'25 | Apr'25 | May'25 | Jun'25 | Jul'25 |
|----------------------------------|--------|--------|--------|--------|--------|--------|
| Actual Dwell Time (in hours)     | 23.4   | 33.8   | 24.8   | -      | -      | -      |
| Forecasted Dwell Time (in hours) | 23.4   | 25.4   | 23.6   | 25.8   | 26.3   | 24.8   |

**Note:**

All values are in hours

# Parking Plaza Analysis: Mundra Port

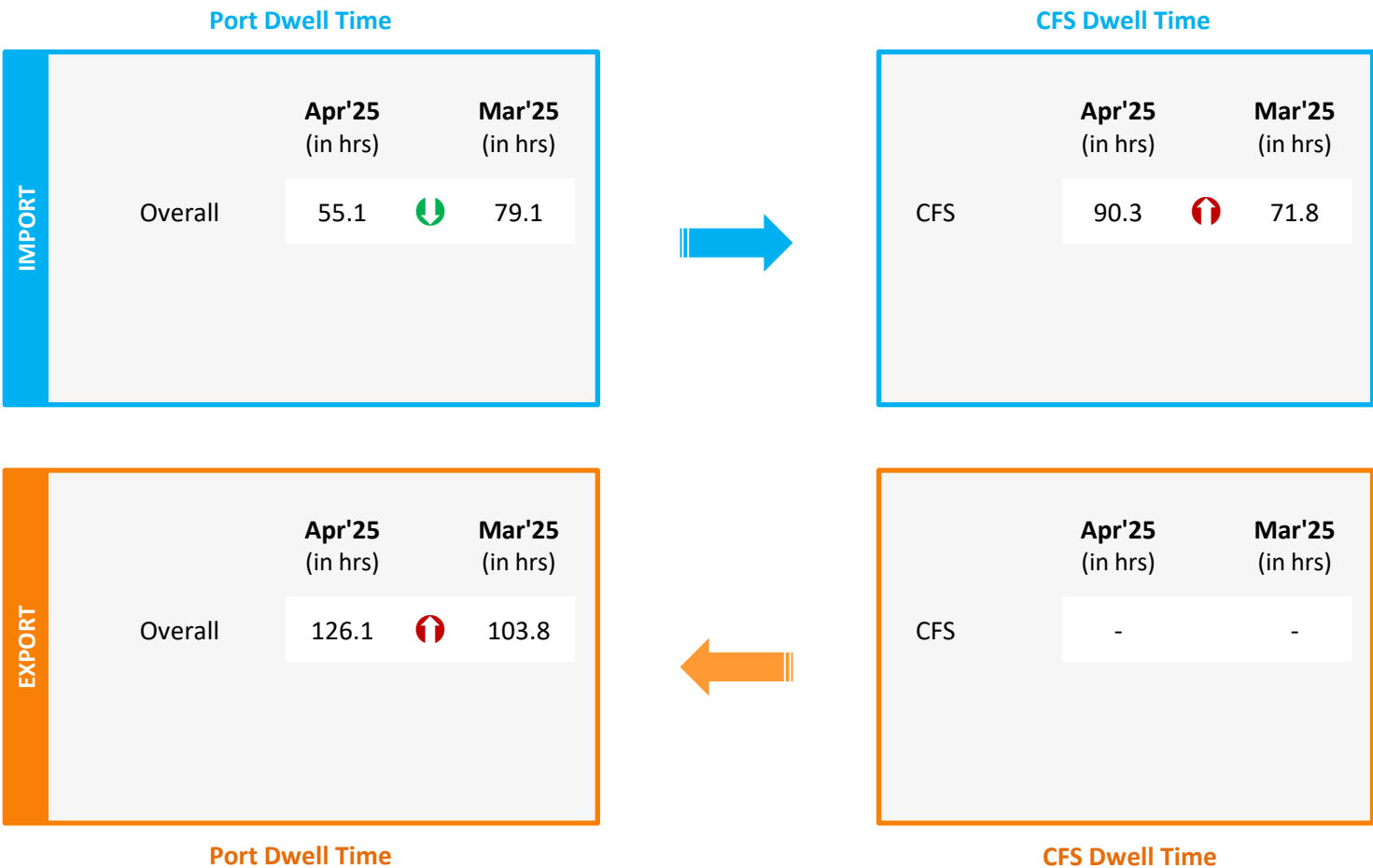
The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time<br>(Gate In – Gate Out) | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|--------------------------------------------------|--------------------|--------------------|
| Adani Parking Yard No.1                          | 1.2                | 1.3                |
| North Gate Parking Yard, Mundra                  | 12.1               | 11.4               |

## Container Count Percentage: Hour-wise (Apr'25 )

| Parking Plaza Dwell Time        | Within 2 hrs | 2-4 hrs | 4-8 hrs | 8-16 hrs | 16-24 hrs | More than 24 hrs |
|---------------------------------|--------------|---------|---------|----------|-----------|------------------|
| Adani Parking Yard No. 1        | 69%          | 12%     | 9%      | 9%       | 1%        | -                |
| North Gate Parking Yard, Mundra | 9%           | 12%     | 12%     | 30%      | 22%       | 15%              |

## 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 |         |                    |                    |
|--------|---------|--------------------|--------------------|
|        |         | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|        | Overall | 28.6               | ↓ 40.2             |

| EXPORT |         |                    |                    |
|--------|---------|--------------------|--------------------|
|        |         | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|        | Overall | 65.9               | ↓ 79.5             |

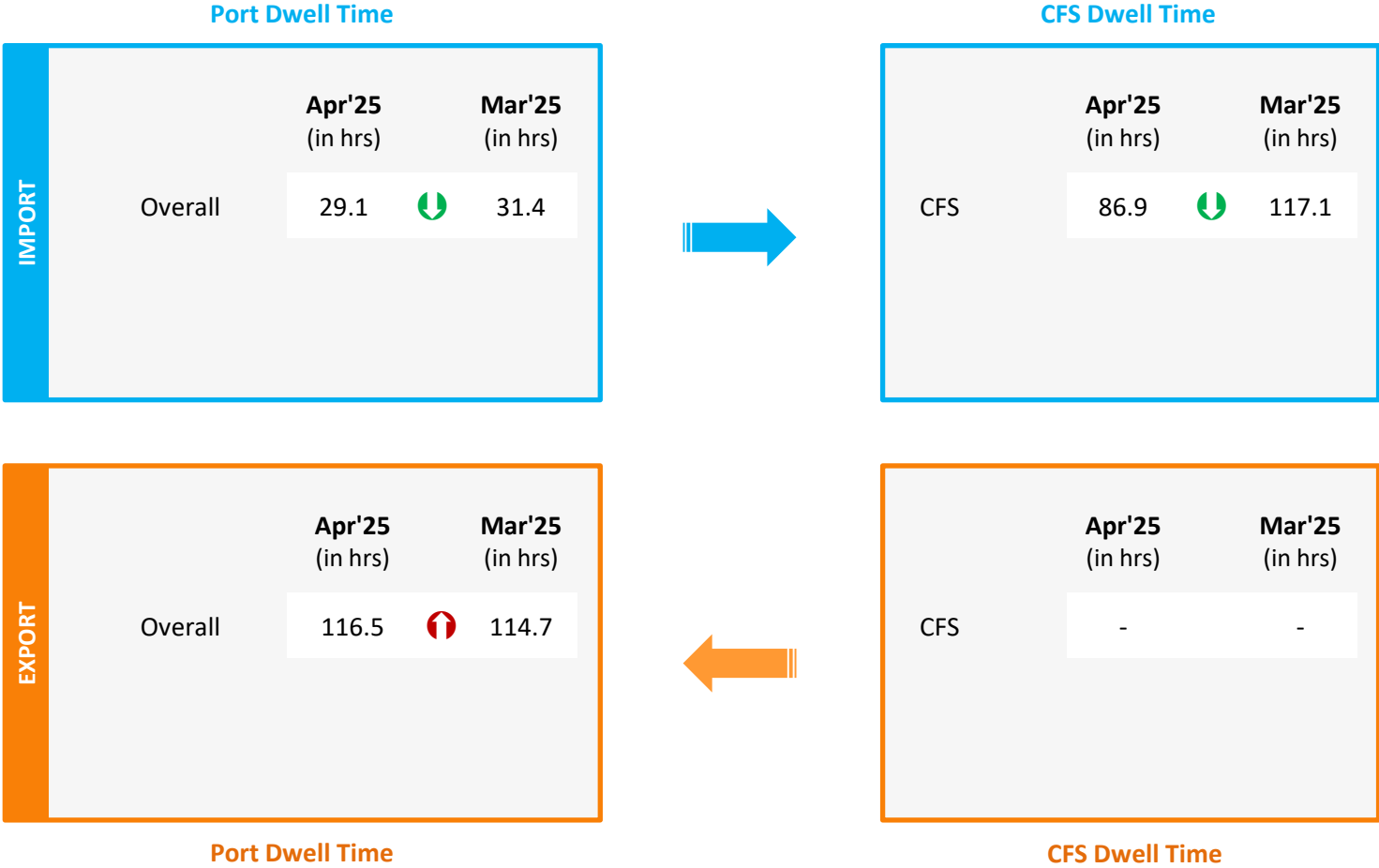
Port Dwell Time

Container Lifecycle (Export Cycle)



Indicates decrease/ increase in dwell  
time from last month

## Container Lifecycle (Import Cycle)

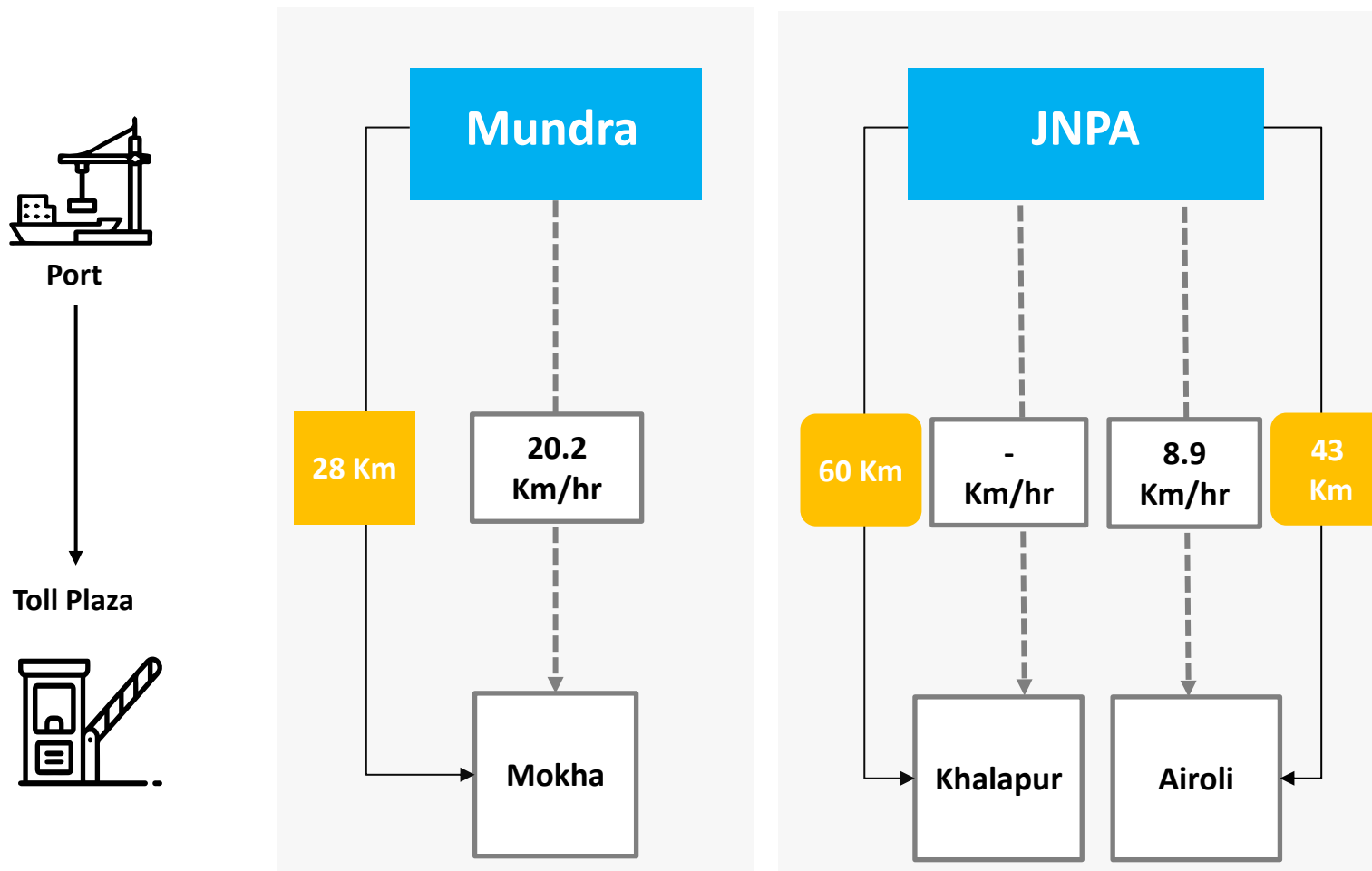


## Container Lifecycle (Export Cycle)

  Indicates decrease/increase in dwell time from last month

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

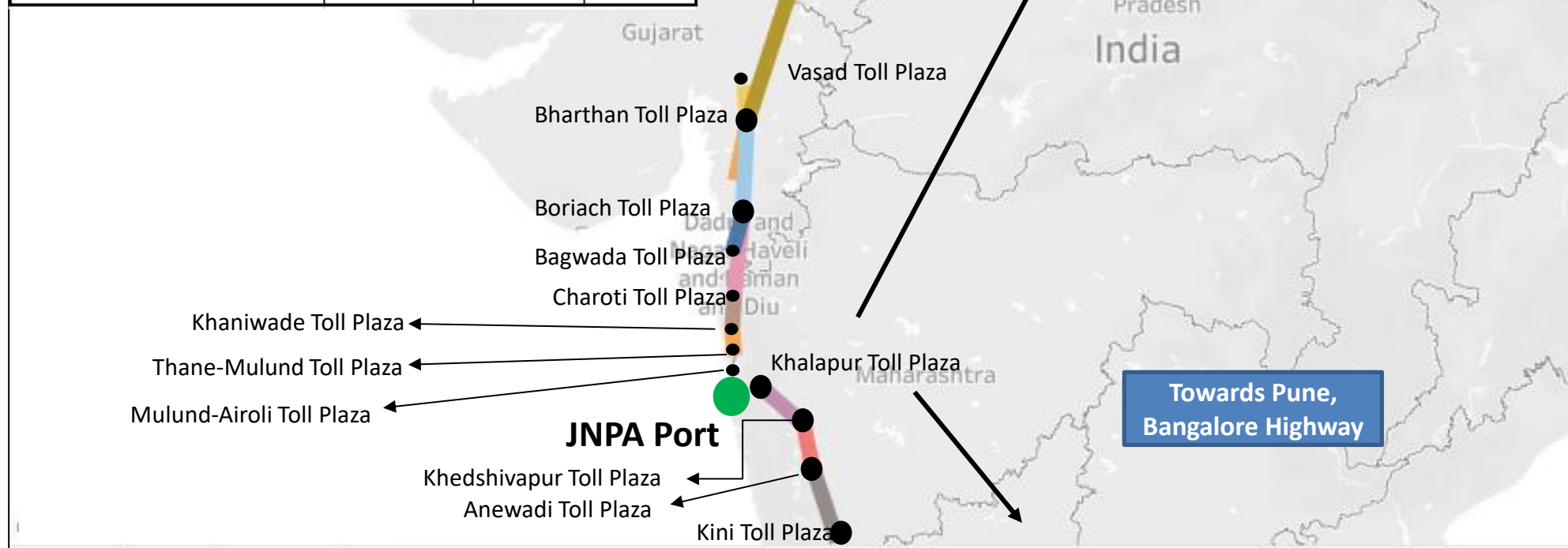
Average speed of trucks to cover the distance between port to nearest toll plaza for Apr'25:



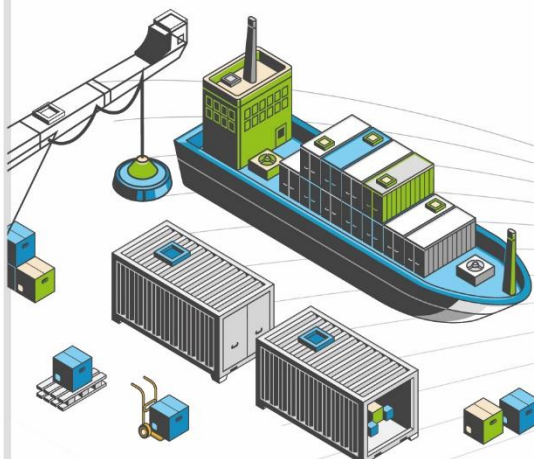
# Toll Plaza Analysis: JNPA Port

The average speed of trucks to cover the distance between adjacent toll plazas for Apr'25:

| Route                           | Distance (Km) | Speed (Km/hrs) |        |
|---------------------------------|---------------|----------------|--------|
| Towards Vapi, Gujarat Highway   |               | Apr'25         | Mar'25 |
| Mulund Airoli - Khaniwade       | 55.0          | 20.5           | 25.2   |
| Khaniwade - Charoti             | 54.7          | -              | 18.8   |
| Charoti - Boriach               | 127.0         | -              | -      |
| Boriach - Bharthan              | 142.0         | -              | -      |
| Bharthan - Daulatpura           | 775.0         | -              | -      |
| Bharthan - Vasad                | 67.3          | -              | -      |
| Towards Pune, Bangalore Highway |               |                |        |
| Khalapur - Khedshivapur         | 107.0         | -              | -      |
| Khedshivapur - Anewadi          | 78.9          | -              | -      |
| Anewadi - Kini                  | 117.0         | -              | -      |

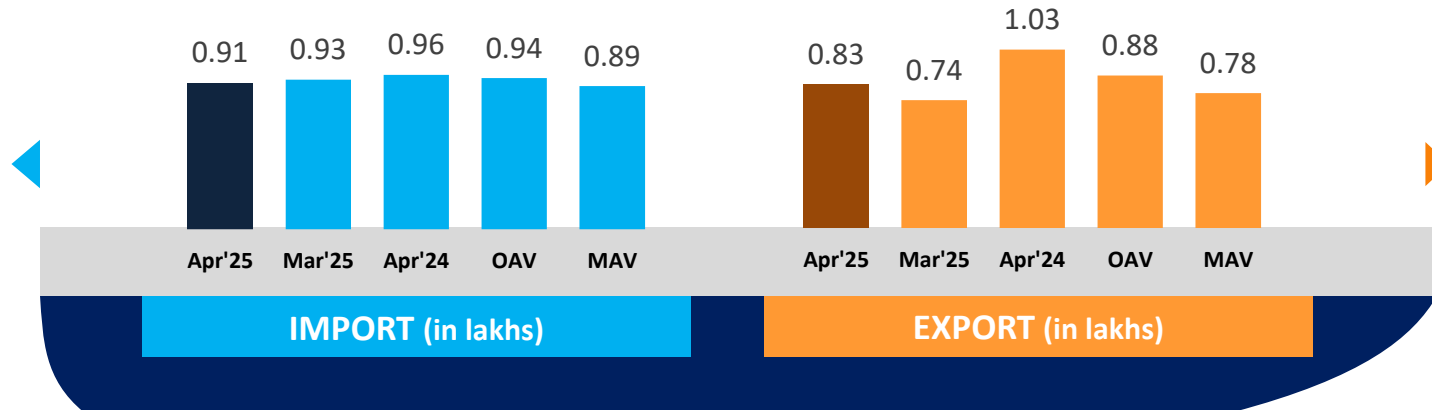


# SOUTHERN REGION PERFORMANCE

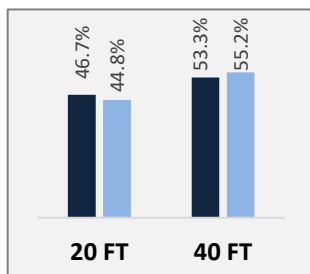


# Container Count: Southern Region

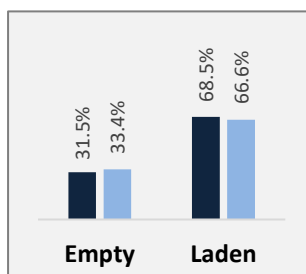
## Southern Region



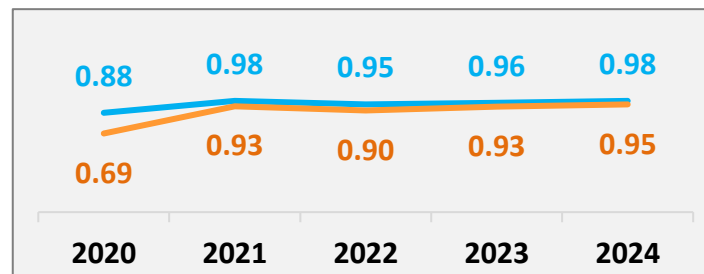
Container Size-wise (Import)



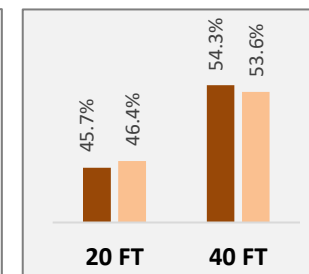
Container Type-wise (Import)



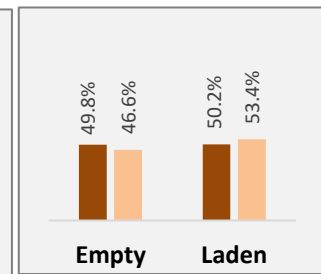
Container Count - Annual Average (in lakhs/ month)



Container Size-wise (Export)



Container Type-wise (Export)



■ Apr'25 ■ Mar'25

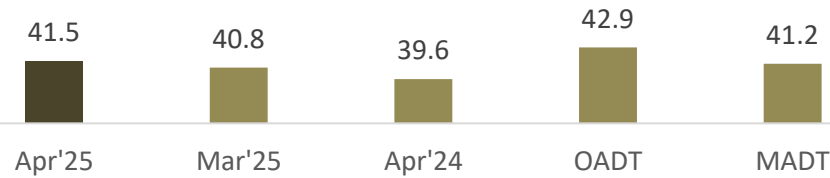
■ IMPORT ■ EXPORT

■ Apr'25 ■ Mar'25

OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

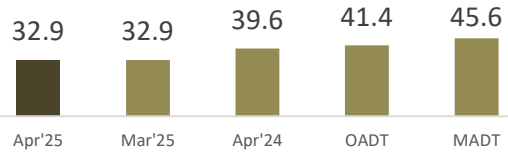
# Dwell Time Performance: Southern Region Import Cycle

## Southern Region

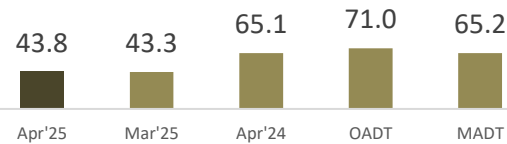


PAN India  
Import Dwell Time  
**29.3 Hrs.**  
(Apr'25)

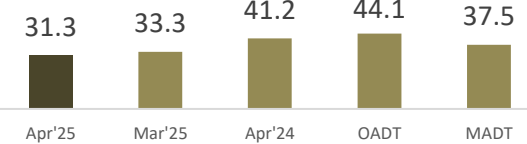
### Kochi



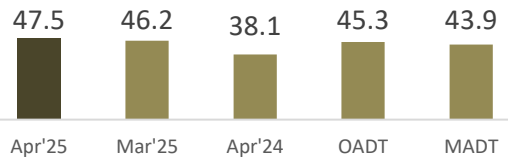
### New Mangalore



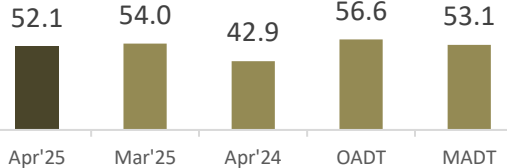
### Ennore



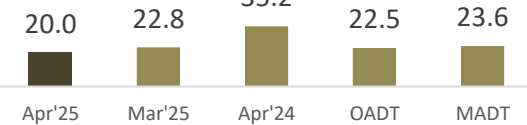
### Chennai



### Kattupalli

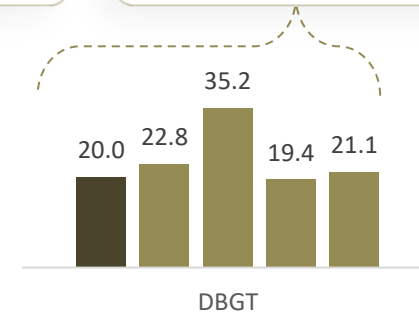
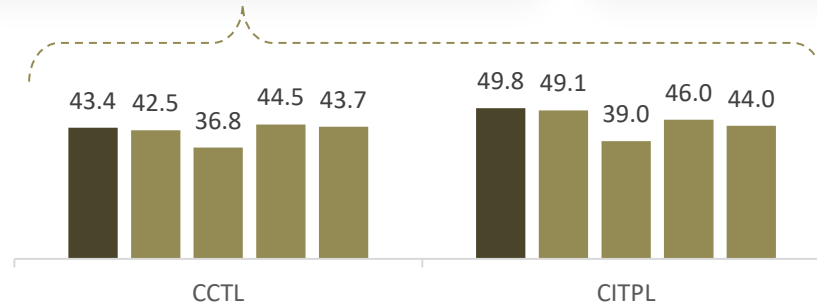


### Tuticorin



Ports

Terminals



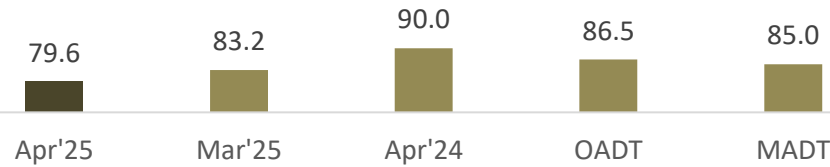
OADT – Overall Avg Dwell Time  
MADT – Monthly Avg Dwell Time

#### Note:

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

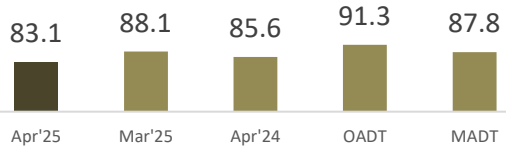
# Dwell Time Performance: Southern Region Export Cycle

## Southern Region

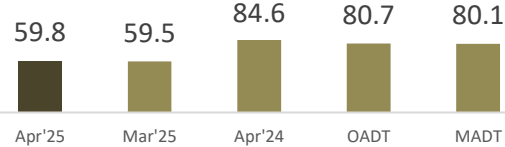


PAN India  
Export Dwell Time  
**87.0 Hrs.**  
(Apr'25)

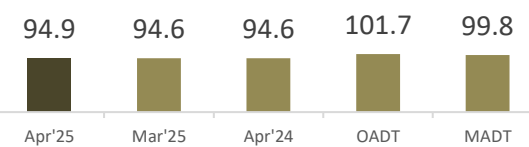
### Kochi



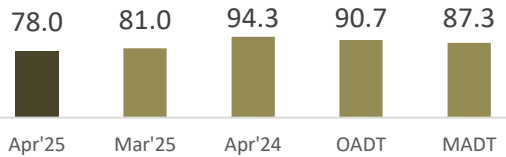
### New Mangalore



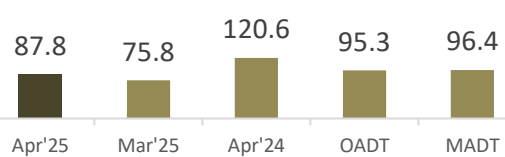
### Ennore



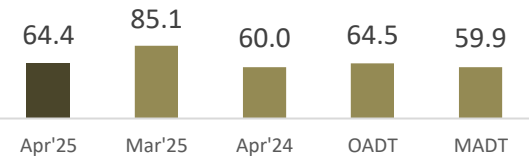
### Chennai



### Kattupalli



### Tuticorin



Ports

Terminals

85.8 85.2 90.5 93.4 92.2

CCTL

73.8 77.4 97.0 88.8 84.4

CITPL

64.4 85.1 60.0 60.2 57.4

DBGT

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

#### Note:

- Current and previous month New Mangalore dwell time 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) |        |        |
|---------------------------|----------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                           |                            | Apr'25                                  | Mar'25 | Apr'24 | Apr'25                       | Mar'25 | Apr'24 |
| Kochi                     | Kochi                      | 100%                                    | 100%   | 100%   | 20.2                         | 18.4   | 25.5   |
|                           | Other Ports                | -                                       | -      | -      | -                            | -      | -      |
| Ennore                    | Ennore                     | 81%                                     | 91%    | 93%    | 34.9                         | 21.8   | 22.9   |
|                           | Other Ports                | 19%                                     | 9%     | 7%     | 43.9                         | 34.7   | 24.0   |
| Tuticorin                 | Tuticorin                  | 100%                                    | 100%   | 100%   | 21.7                         | 21.5   | 22.2   |
|                           | Other Ports                | -                                       | -      | -      | -                            | -      | -      |
| Chennai                   | Chennai                    | 81%                                     | 92%    | 74%    | 24.5                         | 18.2   | 26.1   |
|                           | Kattupalli                 | 16%                                     | 2%     | 23%    | 18.3                         | 36.6   | 26.5   |
|                           | Other Ports                | 3%                                      | 6%     | 3%     | 39.6                         | 19.3   | 34.4   |
| Kattupalli                | Kattupalli                 | 32%                                     | 25%    | 61%    | 17.0                         | 35.5   | 32.3   |
|                           | Chennai                    | 36%                                     | 45%    | 36%    | 27.1                         | 27.9   | 25.2   |
|                           | Other Ports                | 32%                                     | 30%    | 3%     | 37.2                         | 33.9   | 29.4   |

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

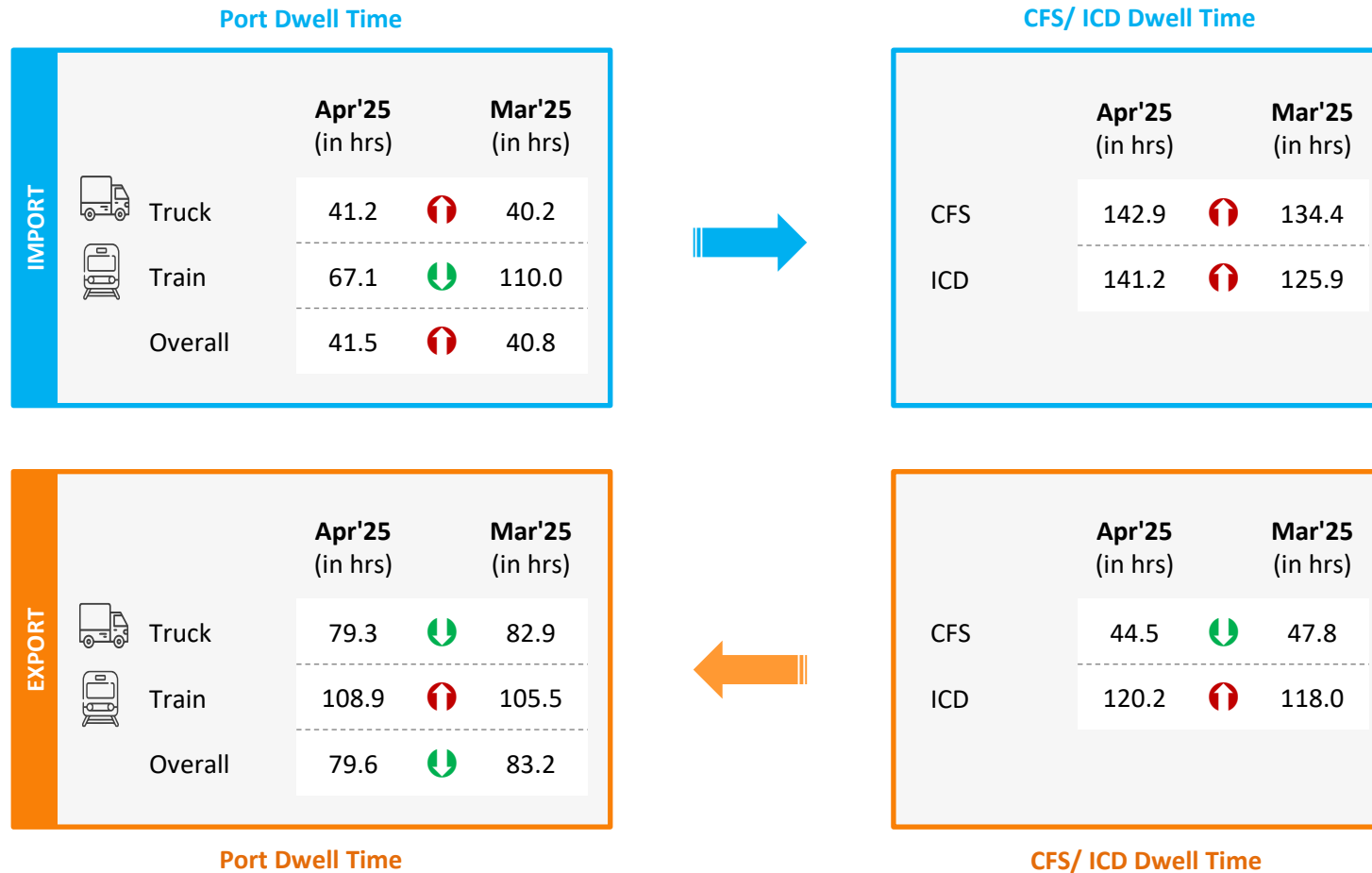
# Container Turnaround Analysis: Chennai Port

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) |        |        |
|------------------------------------|-------------------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                                    |                                     | Apr'25                                  | Mar'25 | Apr'24 | Apr'25                       | Mar'25 | Apr'24 |
| CCTL                               | CCTL                                | 39%                                     | 54%    | 59%    | 23.9                         | 18.3   | 23.6   |
|                                    | CITPL                               | 61%                                     | 46%    | 41%    | 18.8                         | 16.3   | 25.8   |
| CITPL                              | CITPL                               | 77%                                     | 77%    | 71%    | 28.6                         | 19.5   | 27.2   |
|                                    | CCTL                                | 23%                                     | 23%    | 29%    | 23.5                         | 18.9   | 25.7   |

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

## Container Lifecycle (Import Cycle)



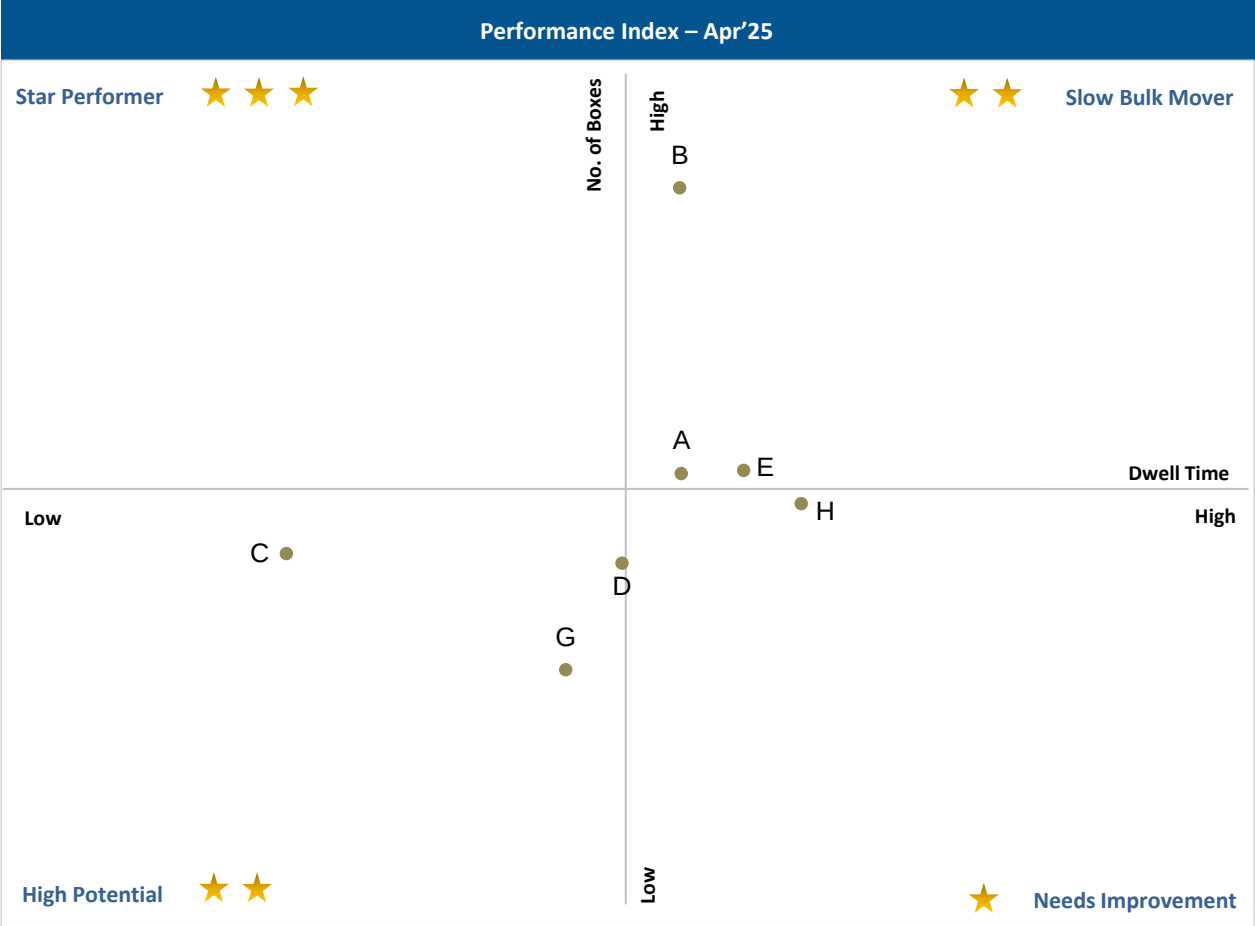
## Container Lifecycle (Export Cycle)



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

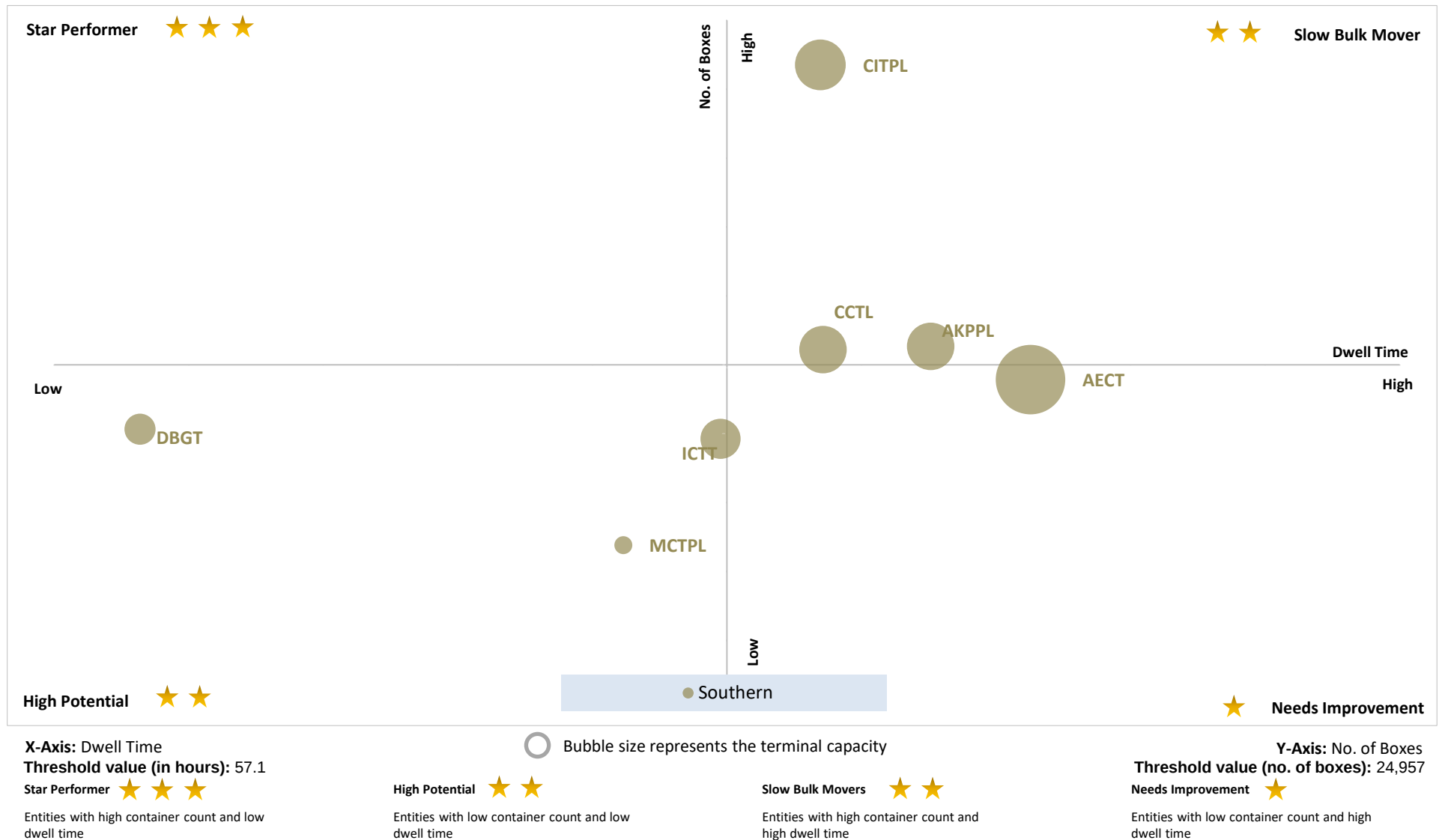
**X-Axis:** Dwell Time  
**Threshold value (in hours):** 57.1

**Y-Axis:** No. of Boxes  
**Threshold value (no. of boxes):** 24,957

\*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 Apr'25:



**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:



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

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

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

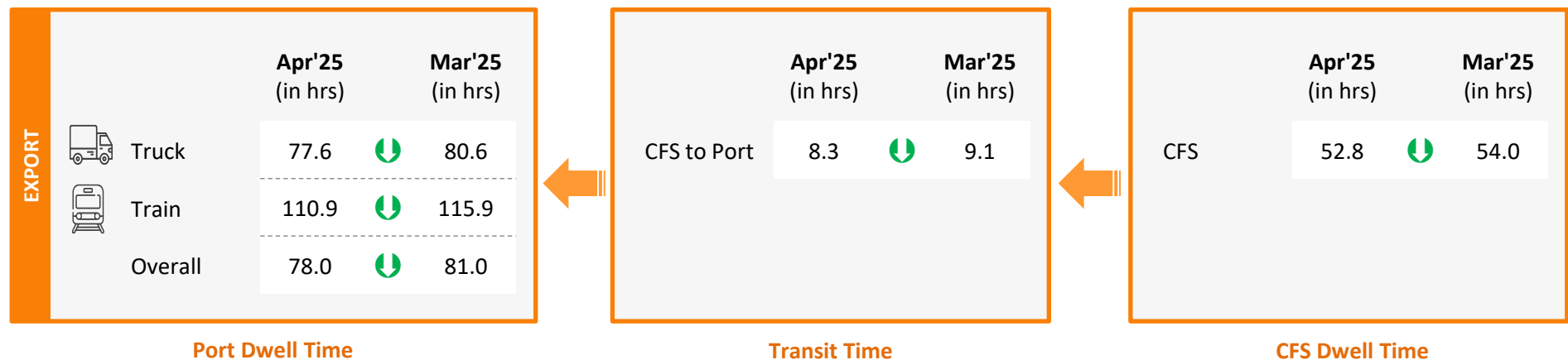
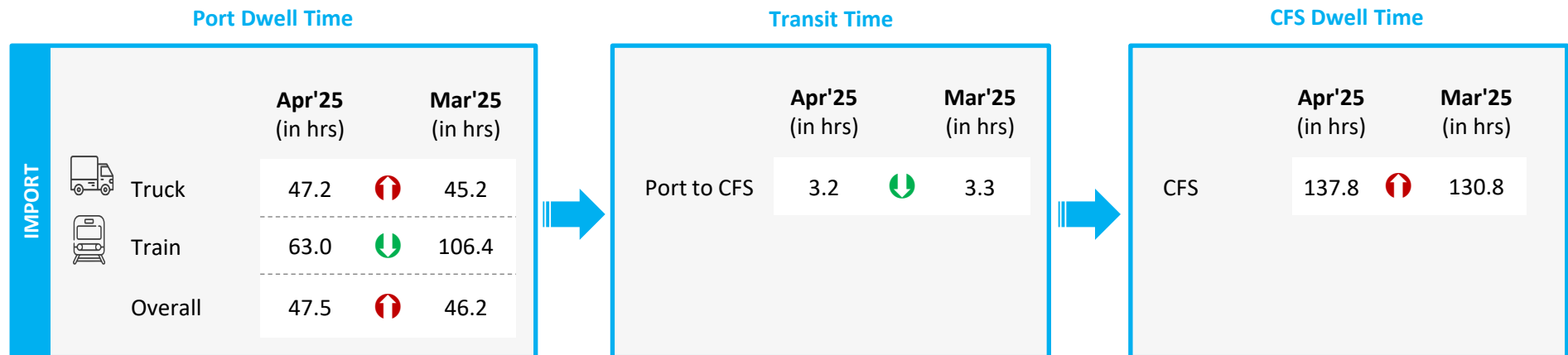
# CFS Performance Benchmarking: Southern Region

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



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

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

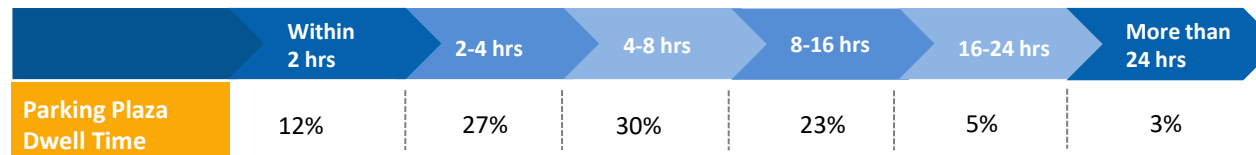
Indicates decrease/ increase in time from last month

# Parking Plaza Analysis: Chennai Port

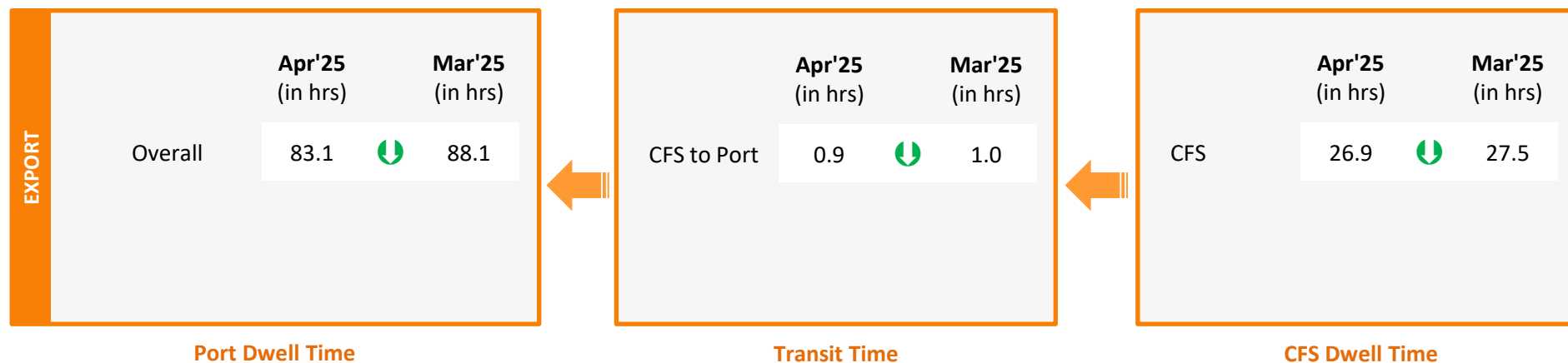
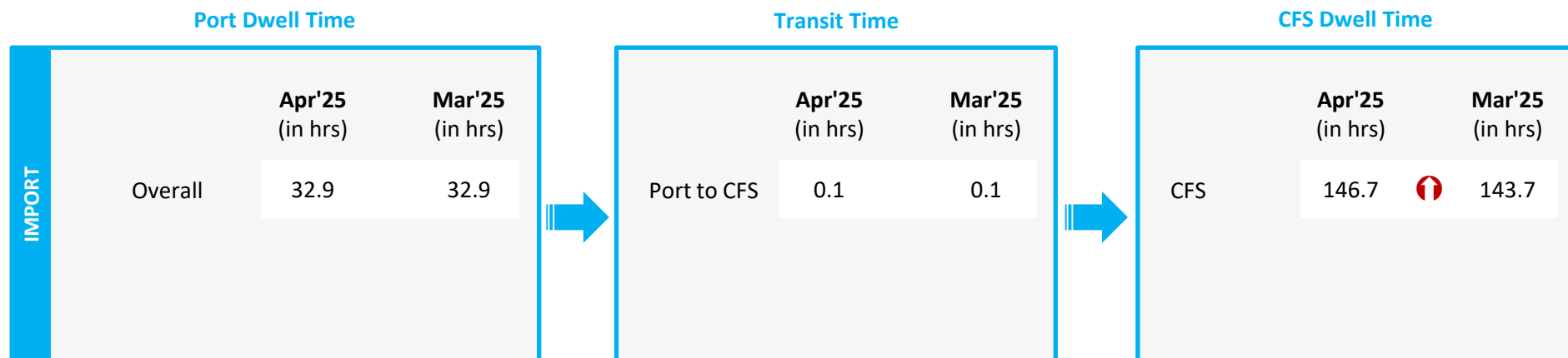
The analysis showcases waiting time of containers at parking plaza

| Parking Plaza Dwell Time<br>(Gate In – Gate Out) | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|--------------------------------------------------|--------------------|--------------------|
| Thiruvottiyur CWC DPE<br>Facility                | 5.0                | 5.1                |

Container Count Percentage: Hour-wise (Apr'25 )



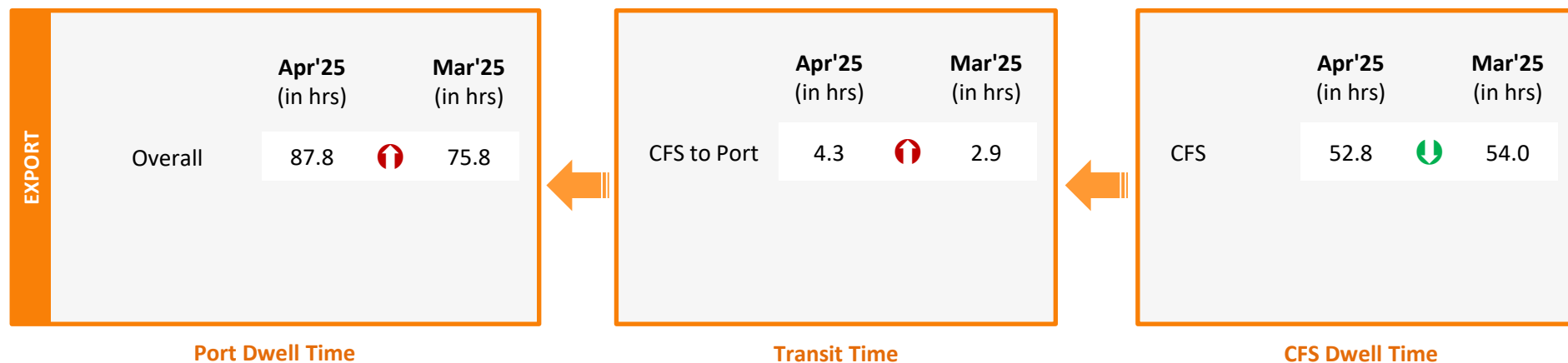
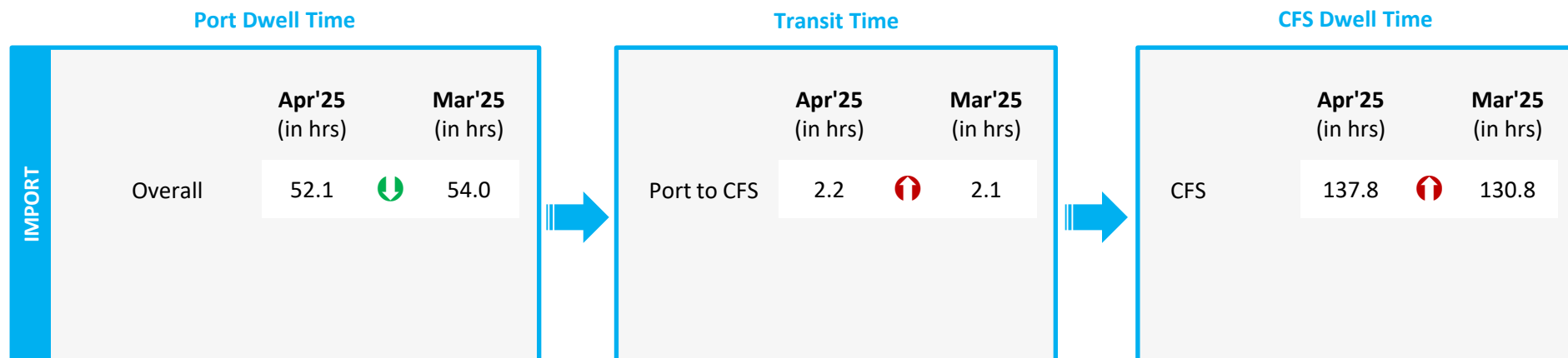
## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)

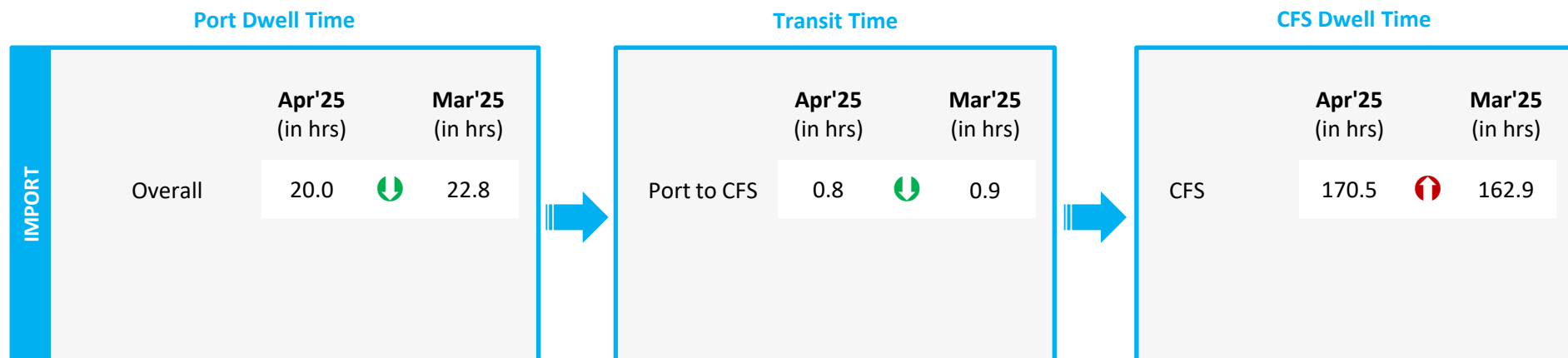


## Container Lifecycle (Export Cycle)

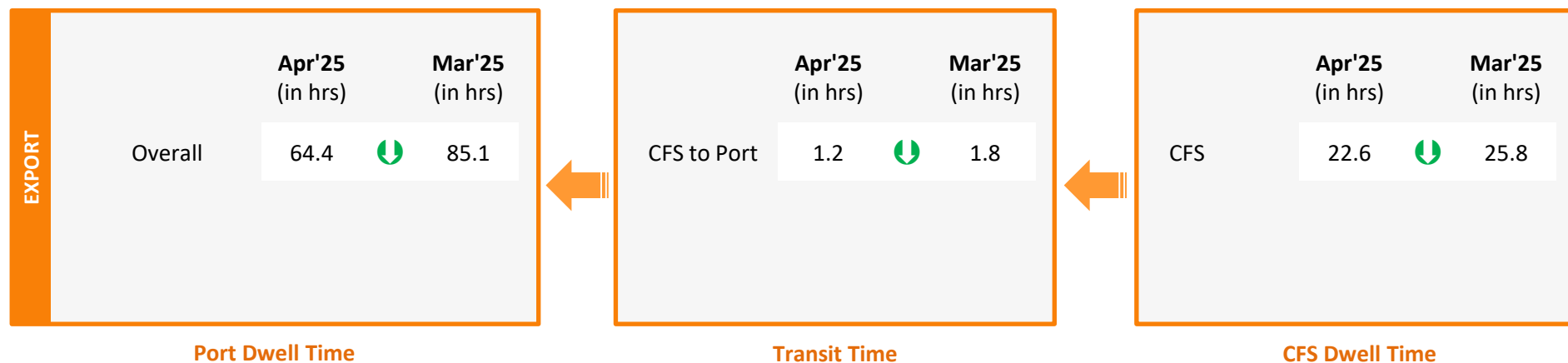


 Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)



## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |                                                                                         | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|--------|-----------------------------------------------------------------------------------------|--------------------|---|--------------------|
|        |  Truck | 30.7               | ↓ | 32.1               |
|        |  Train | 120.8              | ↑ | 117.1              |
|        | Overall                                                                                 | 31.3               | ↓ | 33.3               |
|        |                                                                                         |                    |   |                    |

### Transit Time

|             | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|-------------|--------------------|---|--------------------|
| Port to CFS | 1.7                | ↓ | 2.0                |

### CFS Dwell Time

|     | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|-----|--------------------|---|--------------------|
| CFS | 137.8              | ↑ | 130.8              |

| EXPORT |                                                                                          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|--------|------------------------------------------------------------------------------------------|--------------------|---|--------------------|
|        |  Truck  | 94.5               | ↑ | 94.2               |
|        |  Train | 108.2              | ↑ | 95.5               |
|        | Overall                                                                                  | 94.9               | ↑ | 94.6               |
|        |                                                                                          |                    |   |                    |

### Port Dwell Time

### Transit Time

|             | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|-------------|--------------------|---|--------------------|
| CFS to Port | 2.9                | ↓ | 3.0                |

### CFS Dwell Time

|     | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|-----|--------------------|---|--------------------|
| CFS | 52.8               | ↓ | 54.0               |

## Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |         |  | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|--------|---------|--|--------------------|---|--------------------|
|        | Overall |  | 43.8*              | ↑ | 43.3*              |

| EXPORT |         |  | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|--------|---------|--|--------------------|---|--------------------|
|        | Overall |  | 59.8*              | ↑ | 59.5*              |

### 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

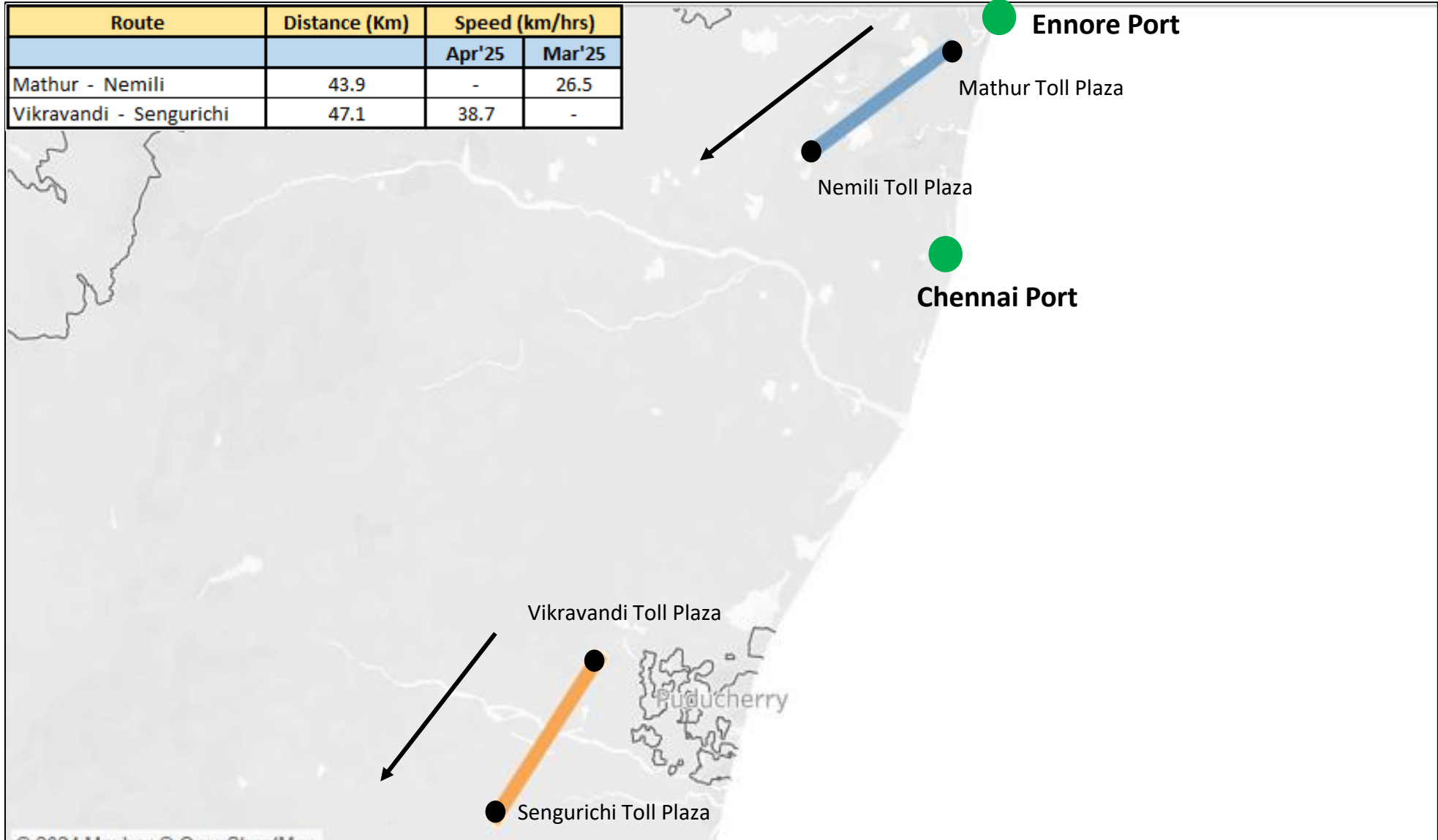
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region   | Port          | Adjacent Toll plaza       | Distance<br>(in Km) | Average Speed (in Km/hr) |        |
|----------|---------------|---------------------------|---------------------|--------------------------|--------|
|          |               |                           |                     | Apr'25                   | Mar'25 |
| Southern | Kochi         | Ponnarimangalam           | 5                   | 17.6                     | 17.6   |
|          |               |                           |                     |                          |        |
|          | New Mangalore | Brahamarakotlu            | 25                  | 30.6                     | 24.6   |
|          | New Mangalore | Gundmi Toll Plaza, NH66   | 69                  | 22.3                     | 24.4   |
|          | New Mangalore | Talapady Toll Plaza, NH66 | 23                  | 21.6                     | 20.0   |
|          |               |                           |                     |                          |        |
|          | Chennai       | Mathur                    | 25                  | 12.0                     | 13.3   |
|          | Kattupalli    | Mathur                    | 28                  | 19.3                     | 18.5   |
|          | Ennore        | Mathur                    | 21                  | 10.2                     | 10.4   |
|          |               |                           |                     |                          |        |
|          | Tuticorin     | Pudurpandiyapuram         | 29                  | 40.5                     | 34.1   |

# Toll Plaza Analysis: Chennai and Ennore Port

The average speed of trucks to cover the distance between adjacent toll plazas for Apr'25:

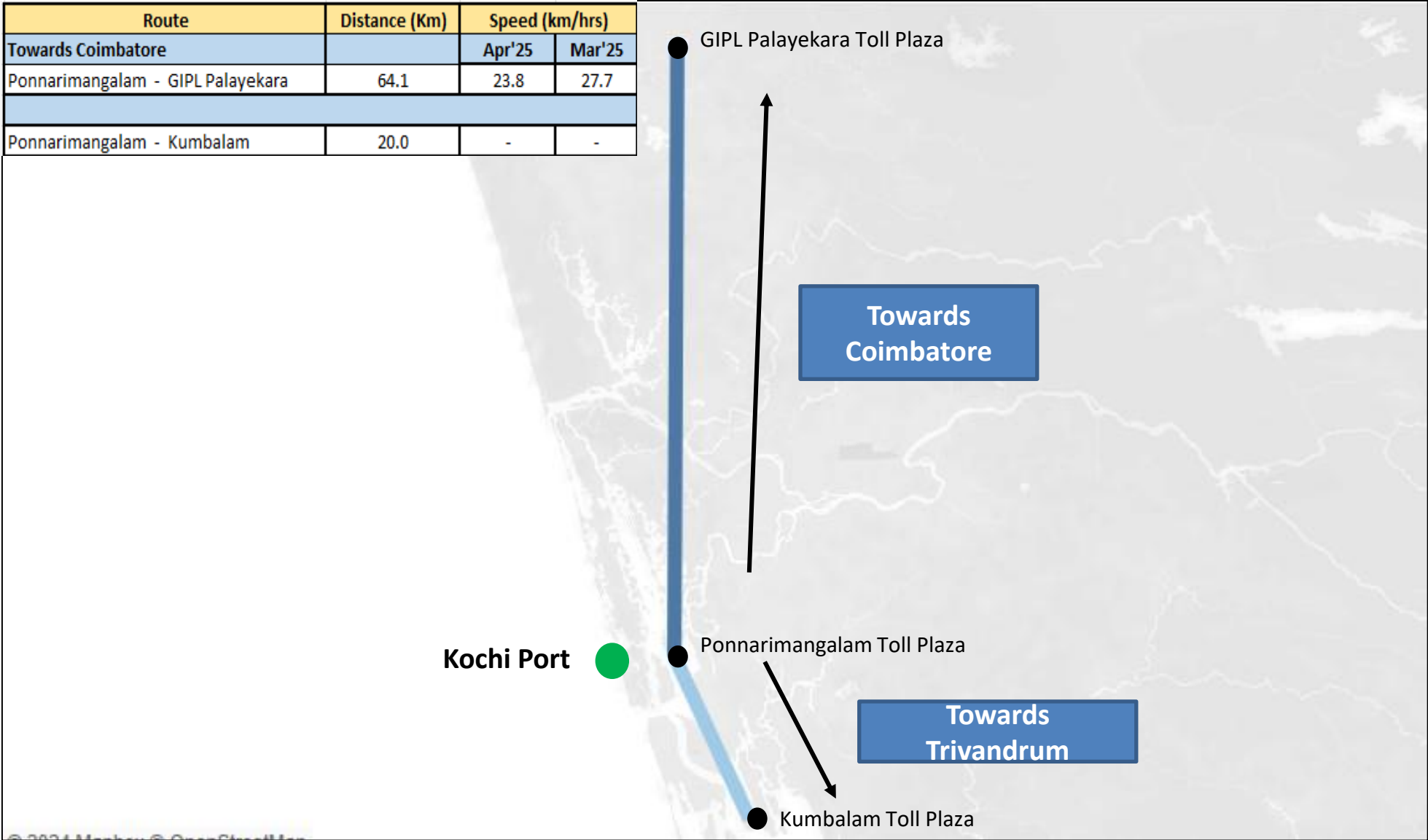
| Route                   | Distance (Km) | Speed (km/hrs) |        |
|-------------------------|---------------|----------------|--------|
|                         |               | Apr'25         | Mar'25 |
| Mathur - Nemili         | 43.9          | -              | 26.5   |
| Vikravandi - Sengurichi | 47.1          | 38.7           | -      |



## Toll Plaza Analysis: Kochi Port

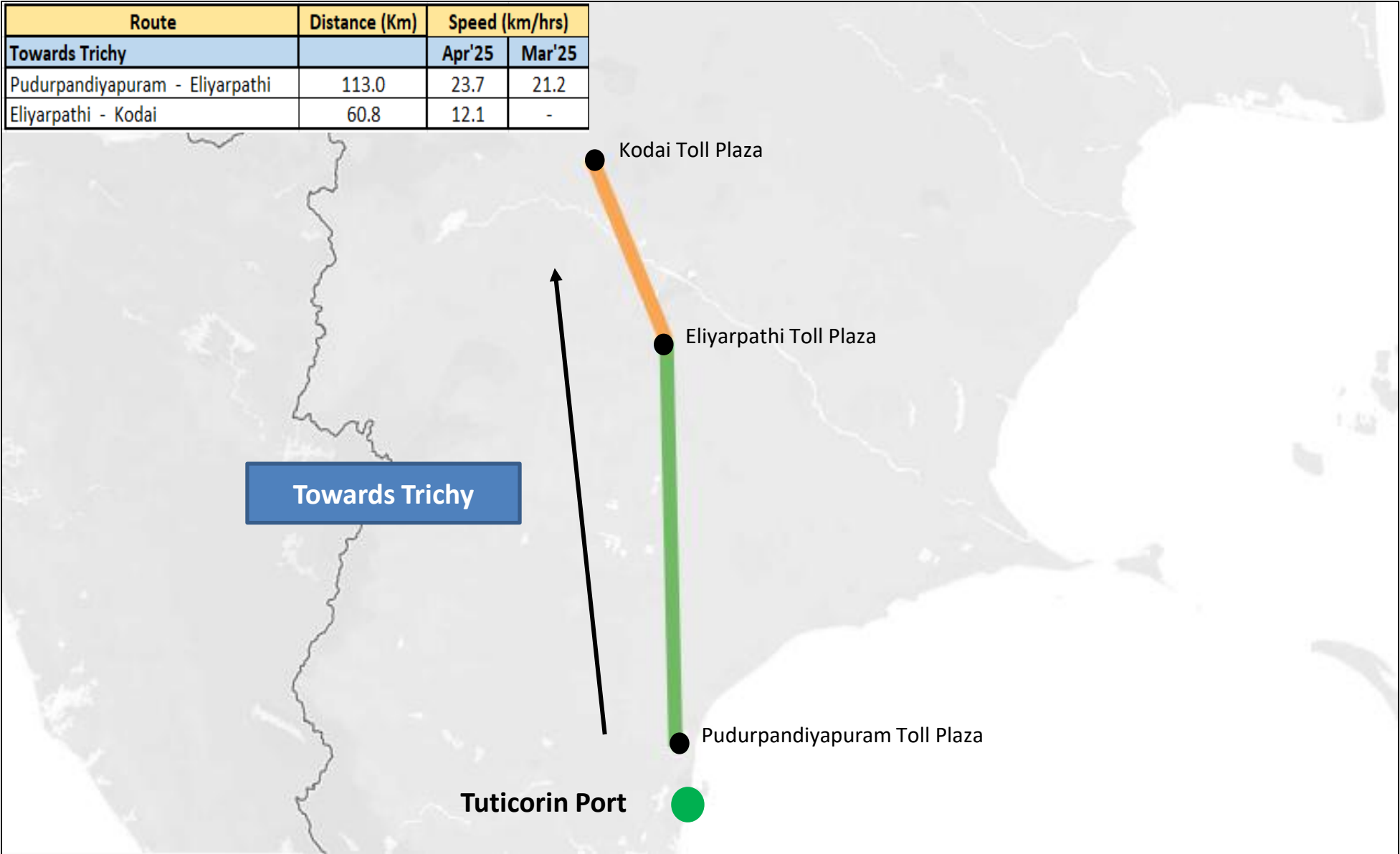
The average speed of trucks to cover the distance between adjacent toll plazas for Apr'25:

| Route                             | Distance (Km) | Speed (km/hrs) |        |
|-----------------------------------|---------------|----------------|--------|
|                                   |               | Apr'25         | Mar'25 |
| <b>Towards Coimbatore</b>         |               |                |        |
| Ponnarimangalam - GIPL Palayekara | 64.1          | 23.8           | 27.7   |
|                                   |               |                |        |
| Ponnarimangalam - Kumbalam        | 20.0          | -              | -      |

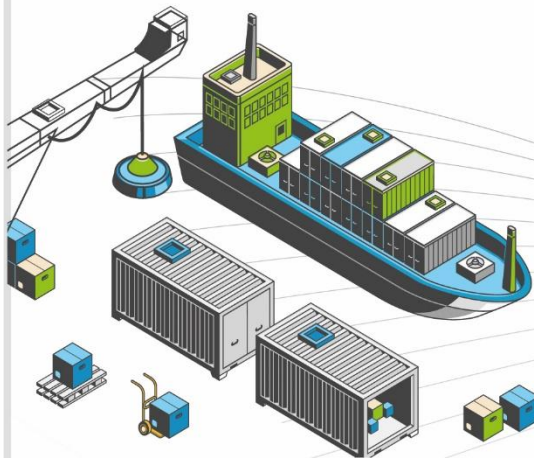


# Toll Plaza Analysis: Tuticorin Port

The average speed of trucks to cover the distance between adjacent toll plazas for Apr'25:

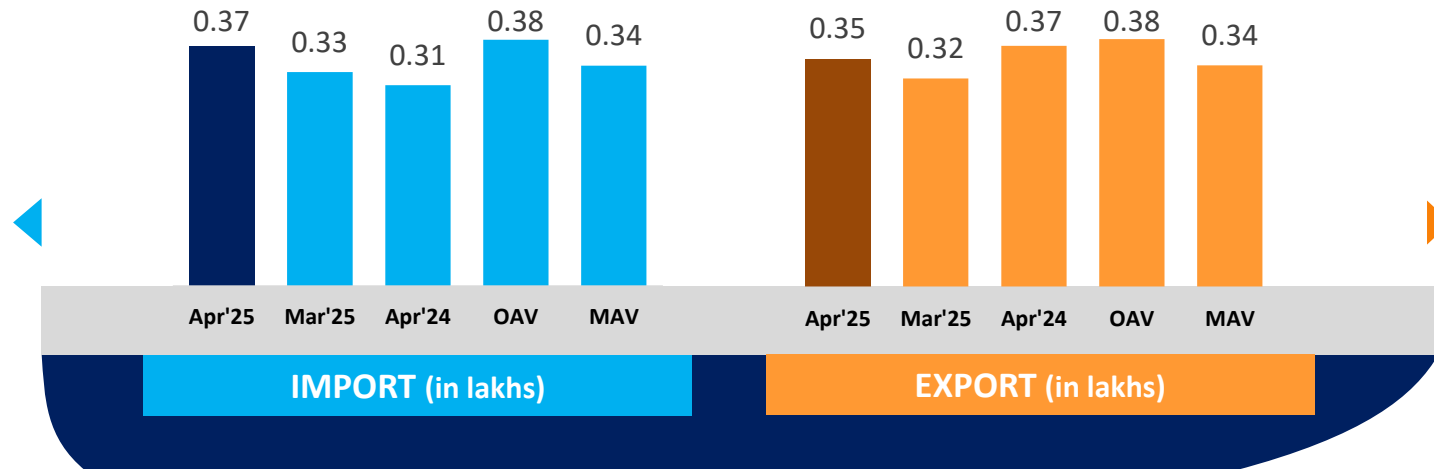


# EASTERN REGION PERFORMANCE

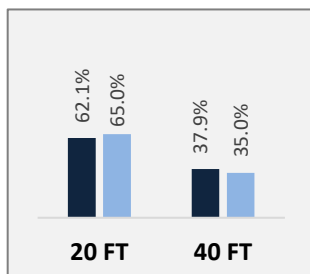


# Container Count: Eastern Region

## Eastern Region

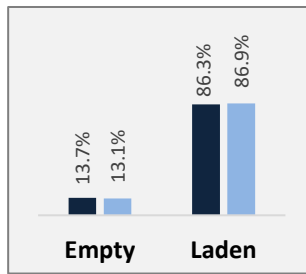


**Container Size-wise (Import)**

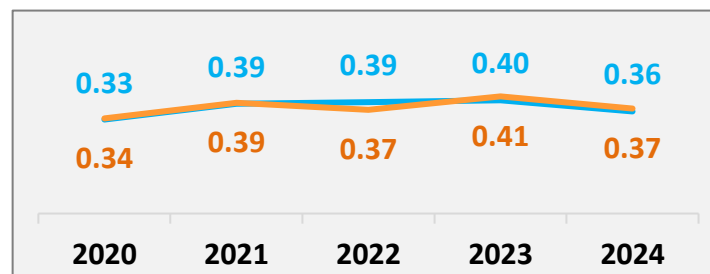


■ Apr'25 ■ Mar'25

**Container Type-wise (Import)**

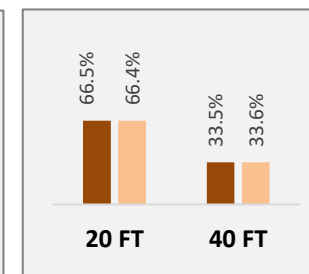


**Container Count - Annual Average (in lakhs/ month)**



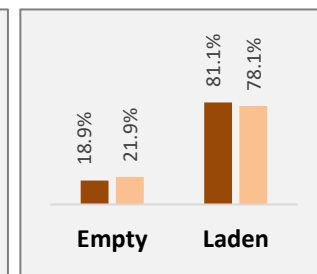
■ IMPORT ■ EXPORT

**Container Size-wise (Export)**



■ Apr'25 ■ Mar'25

**Container Type-wise (Export)**



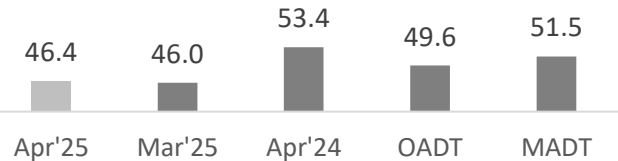
OAV – Overall Avg Volume  
MAV – Monthly Avg Volume

# Dwell Time Performance: Eastern Region Import/ Export Cycle

Eastern Region



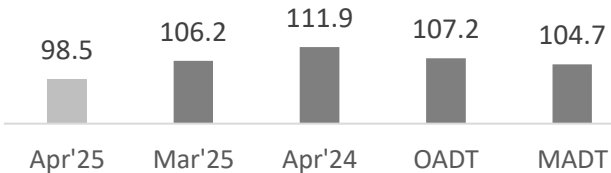
## IMPORT



PAN India Import Dwell Time (Apr'25)

**29.3** Hrs.

## EXPORT



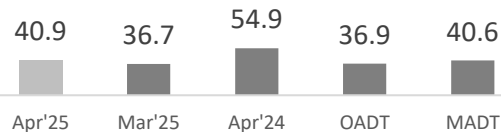
PAN India Export Dwell Time (Apr'25)

**87.0** Hrs.

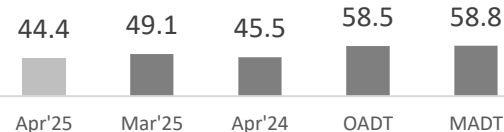
IMPORT

Ports

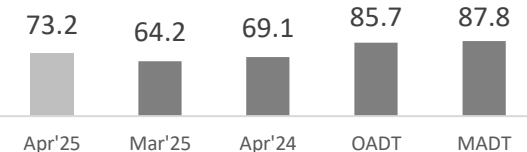
### Kolkata



### Visakhapatnam



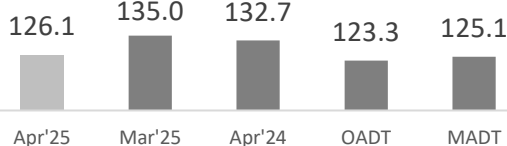
### Haldia



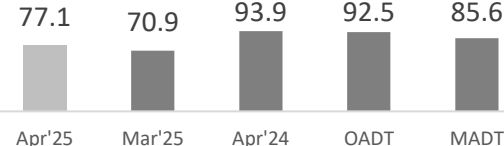
EXPORT

Ports

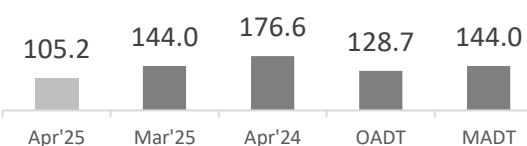
### Kolkata



### Visakhapatnam



### Haldia



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) |        |        |
|---------------------------|----------------------------|-----------------------------------------|--------|--------|------------------------------|--------|--------|
|                           |                            | Apr'25                                  | Mar'25 | Apr'24 | Apr'25                       | Mar'25 | Apr'24 |
| Visakhapatnam             | Visakhapatnam              | 91%                                     | 89%    | 93%    | 49.1                         | 39.7   | 31.8   |
|                           | Other Ports                | 9%                                      | 11%    | 7%     | 88.3                         | 60.3   | 76.2   |
| Kolkata                   | Kolkata                    | 95%                                     | 83%    | 88%    | 43.0                         | 36.6   | 37.7   |
|                           | Haldia                     | 3%                                      | 12%    | 10%    | 77.9                         | 43.9   | 50.3   |
|                           | Other Ports                | 2%                                      | 5%     | 2%     | 62.4                         | 41.1   | 69.1   |
| Haldia                    | Haldia                     | 63%                                     | 75%    | 77%    | 28.0                         | 41.0   | 39.0   |
|                           | Kolkata                    | 37%                                     | 25%    | 23%    | 73.9                         | 38.9   | 41.6   |
|                           | Other Ports                | -                                       | -      | -      | -                            | -      | -      |

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

## Container Lifecycle (Import Cycle)

### Port Dwell Time

| IMPORT |                                                                                         | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|--------|-----------------------------------------------------------------------------------------|--------------------|---|--------------------|
|        |  Truck | 42.4               | ↑ | 40.8               |
|        |  Train | 179.1              | ↓ | 239.5              |
|        | Overall                                                                                 | 46.4               | ↑ | 46.0               |

### CFS/ ICD Dwell Time

|     | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|-----|--------------------|---|--------------------|
| CFS | 167.0              | ↑ | 151.8              |
| ICD | 62.3               | ↓ | 92.6               |



| EXPORT |                                                                                          | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|--------|------------------------------------------------------------------------------------------|--------------------|---|--------------------|
|        |  Truck  | 96.9               | ↓ | 106.1              |
|        |  Train | 112.6              | ↑ | 106.7              |
|        | Overall                                                                                  | 98.5               | ↓ | 106.2              |

### CFS/ ICD Dwell Time

|     | Apr'25<br>(in hrs) |   | Mar'25<br>(in hrs) |
|-----|--------------------|---|--------------------|
| CFS | 84.0               | ↑ | 83.5               |
| ICD | 138.1              | ↓ | 165.4              |



### Port Dwell Time

### CFS/ ICD Dwell Time

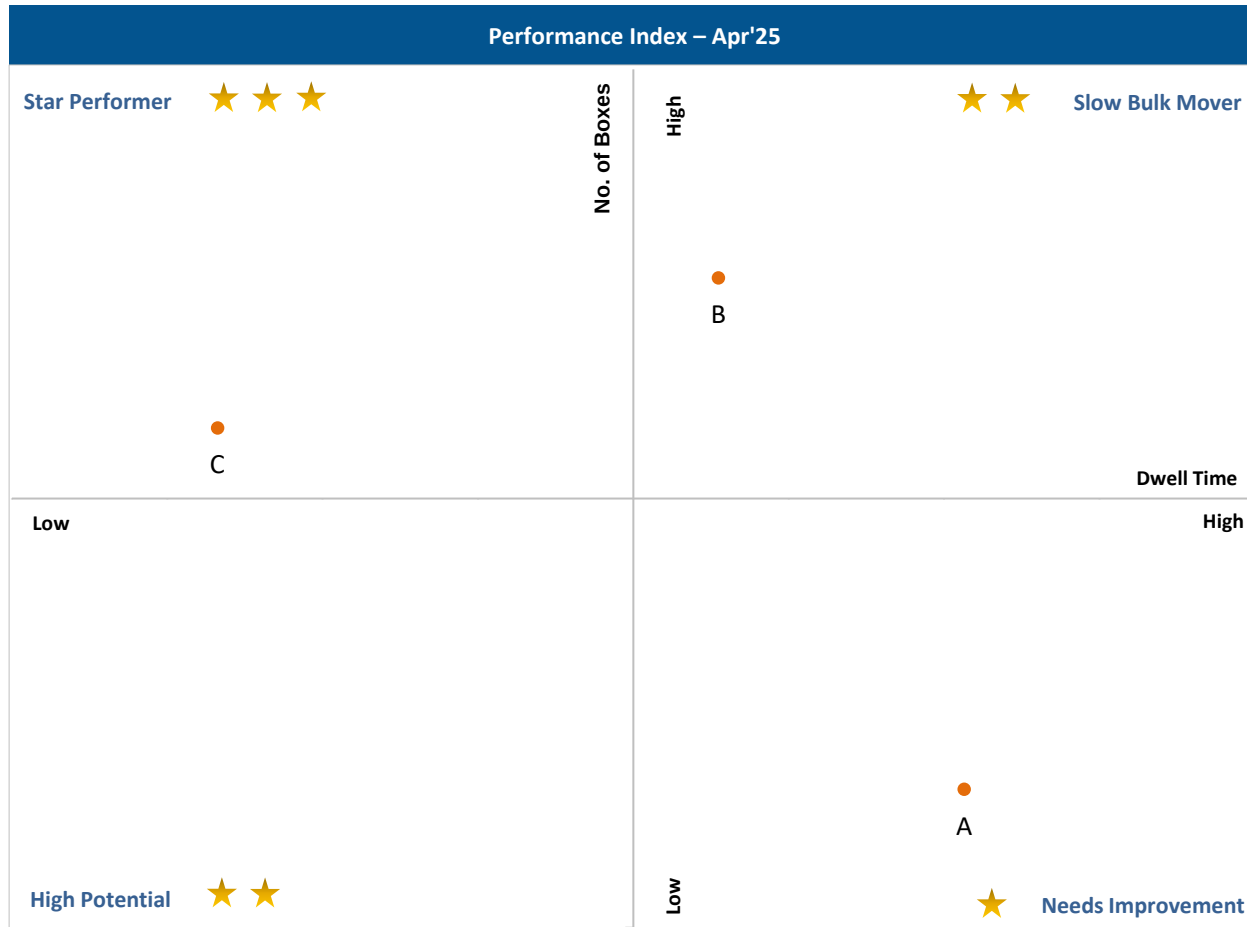
## Container Lifecycle (Export Cycle)



↑ ↓ 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:



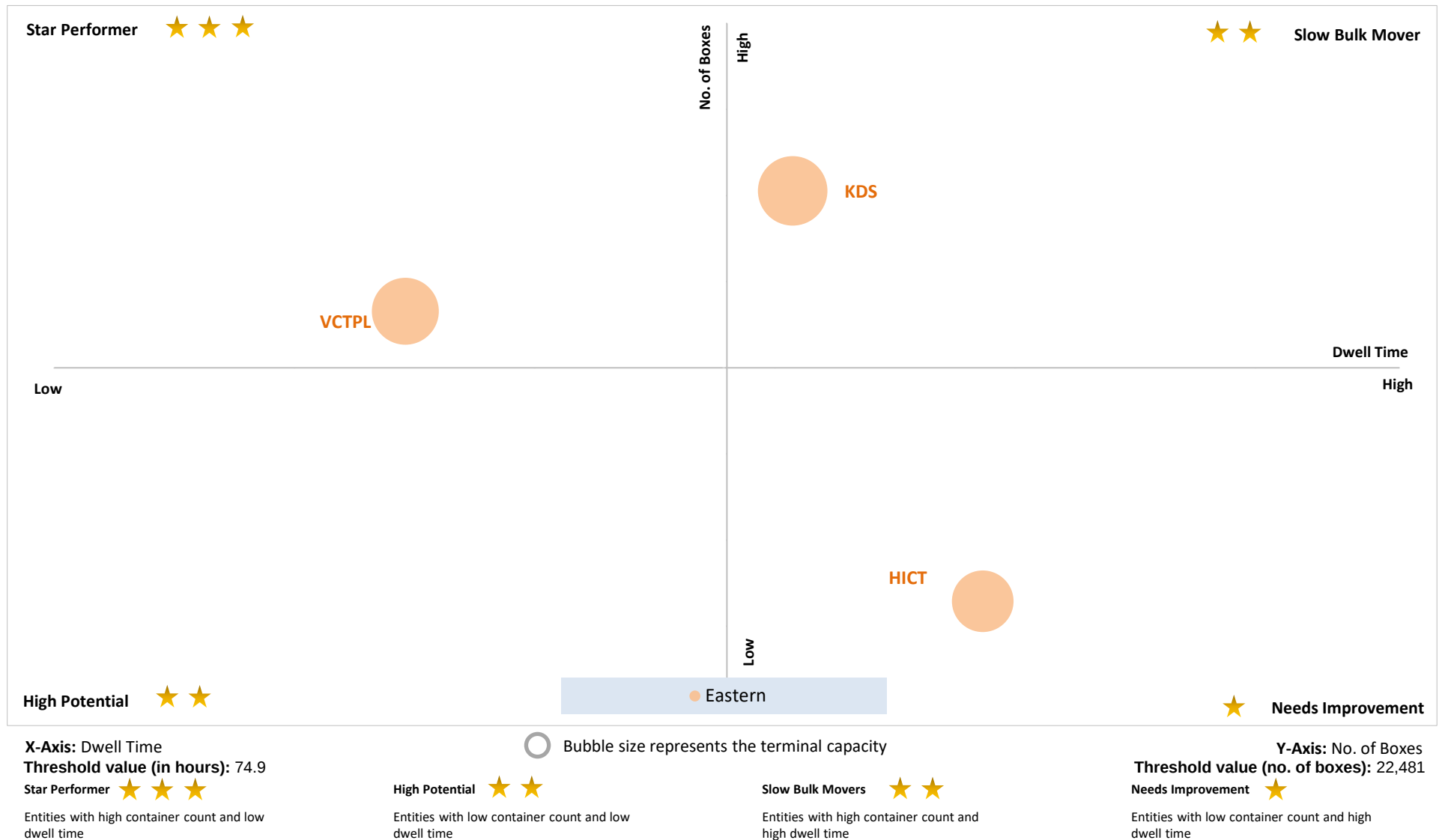
X-Axis: Dwell Time  
Threshold value (in hours): 74.9

Y-Axis: No. of Boxes  
Threshold value (no. of boxes): 22,481

| Abb. | Name of Terminal                               |
|------|------------------------------------------------|
| A    | Haldia International Container Terminal (HICT) |
| B    | Kolkata Dock System (KDS) , Kolkata Port       |
| C    | Visakha Container Terminal                     |

# Performance Benchmarking: Eastern Region

Performance benchmarking of terminals based on dwell time, container count (no. of boxes) handled, and terminal capacity for Apr'25:



**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:



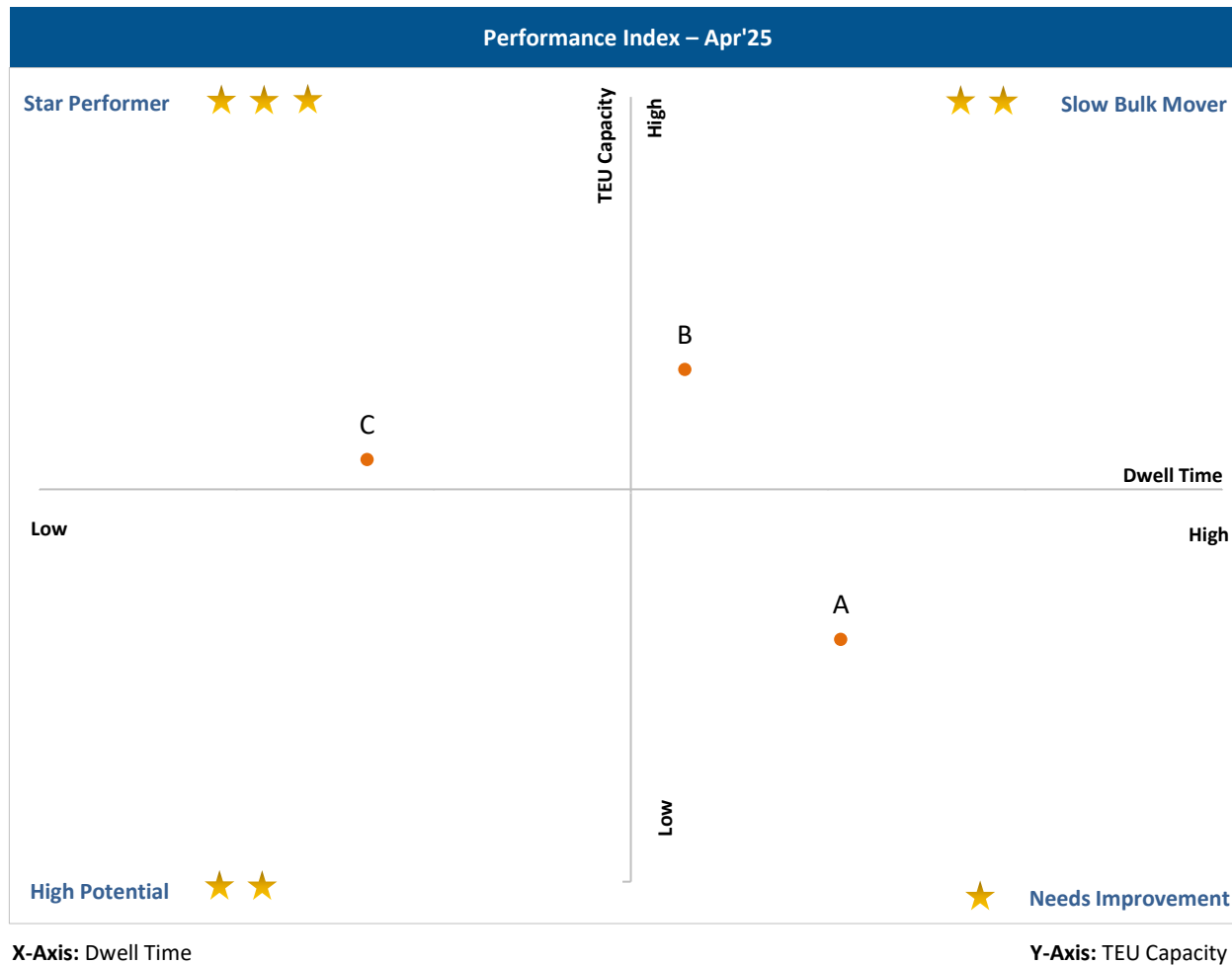
| Abb. | Name of Terminal                               |
|------|------------------------------------------------|
| A    | Haldia International Container Terminal (HICT) |
| B    | Kolkata Dock System (KDS) , Kolkata Port       |
| C    | Visakha Container Terminal                     |

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

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

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

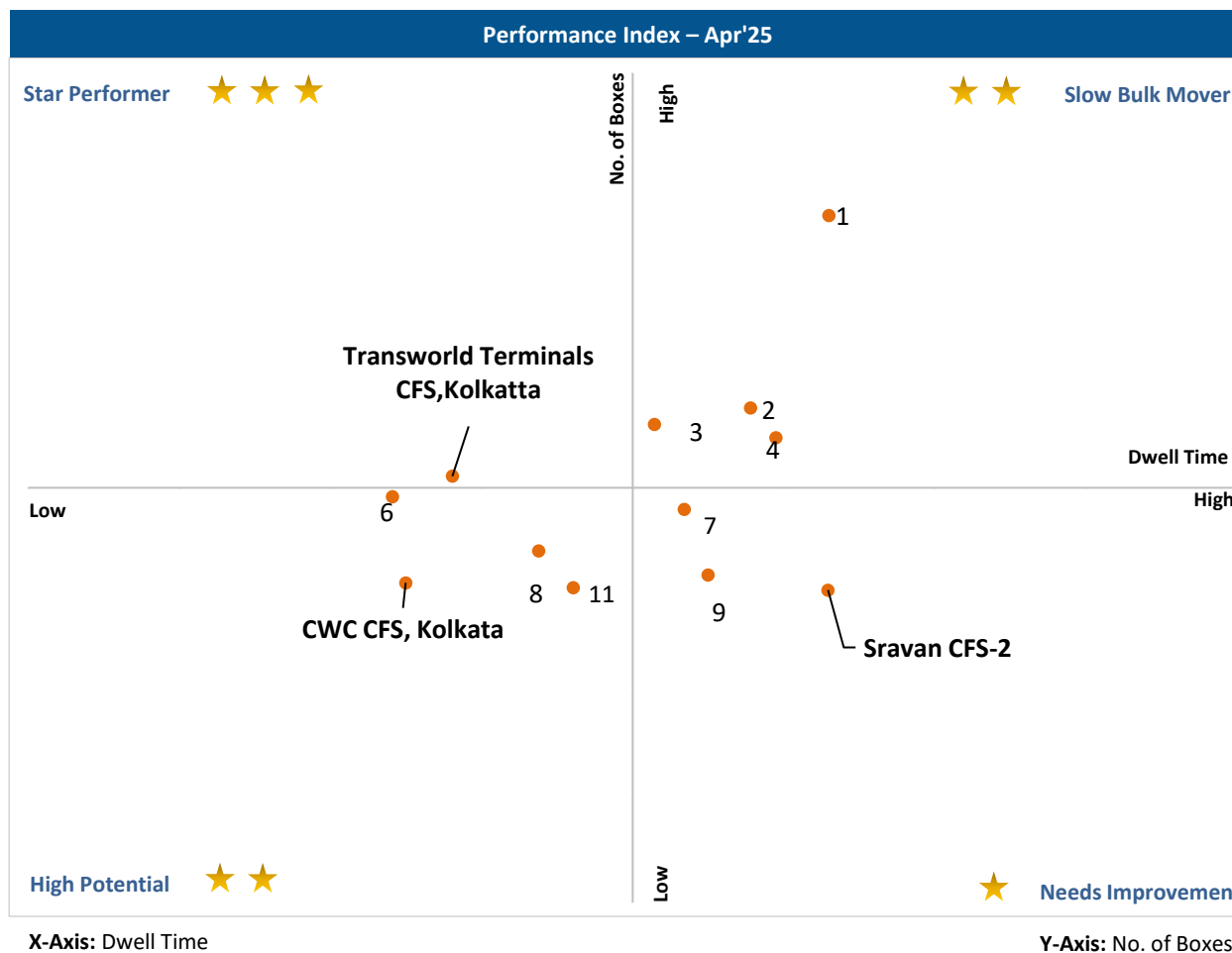
Performance benchmarking of terminals based on dwell time vis-a-vis capacity (in TEU):



| Abb. | Name of Terminal                               |
|------|------------------------------------------------|
| A    | Haldia International Container Terminal (HICT) |
| B    | Kolkata Dock System (KDS) , Kolkata Port       |
| C    | Visakha Container Terminal                     |

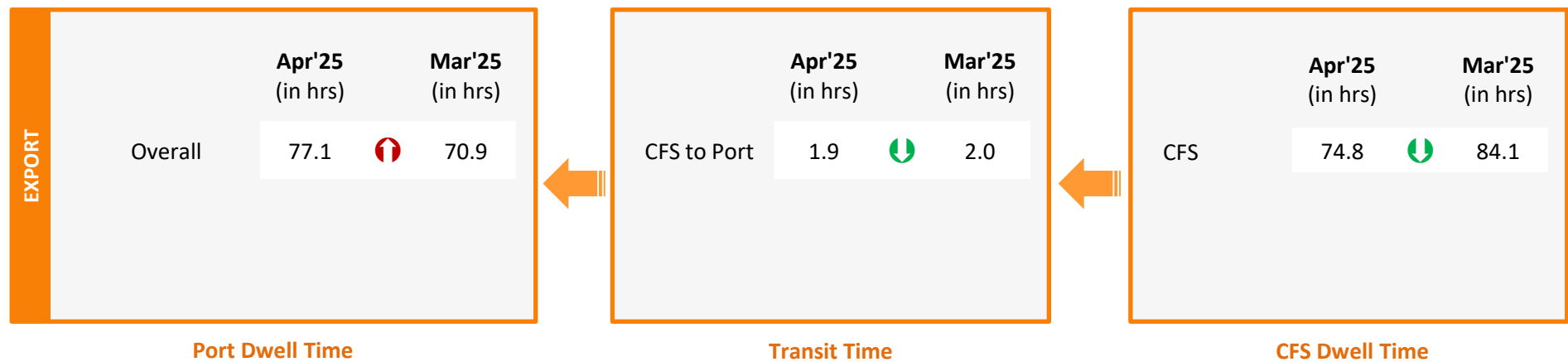
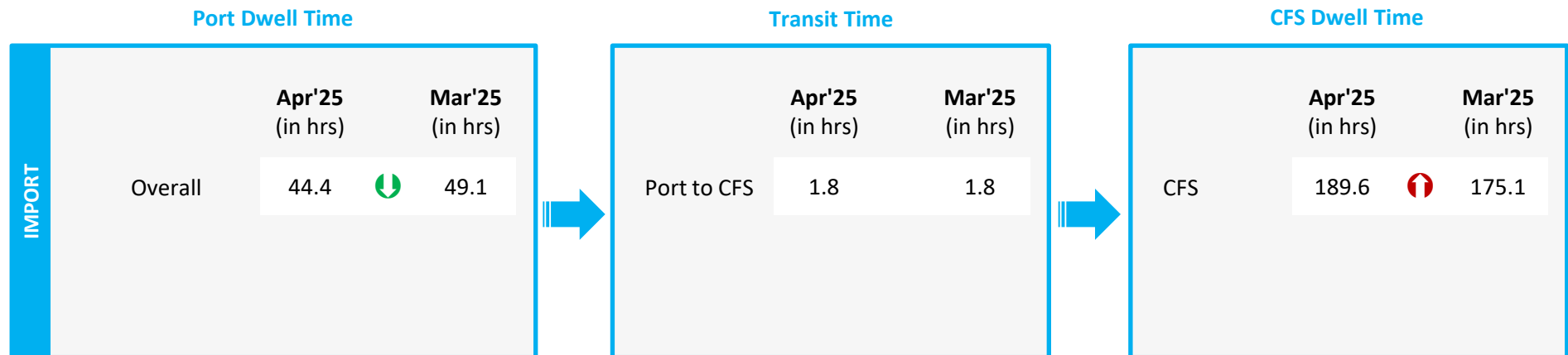
# CFS Performance Benchmarking: Eastern Region

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)

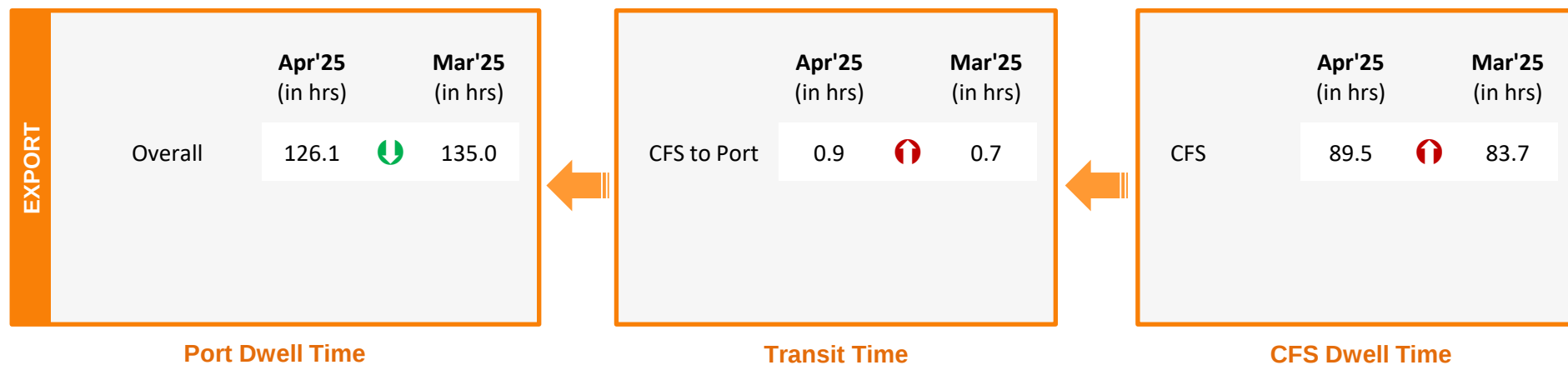
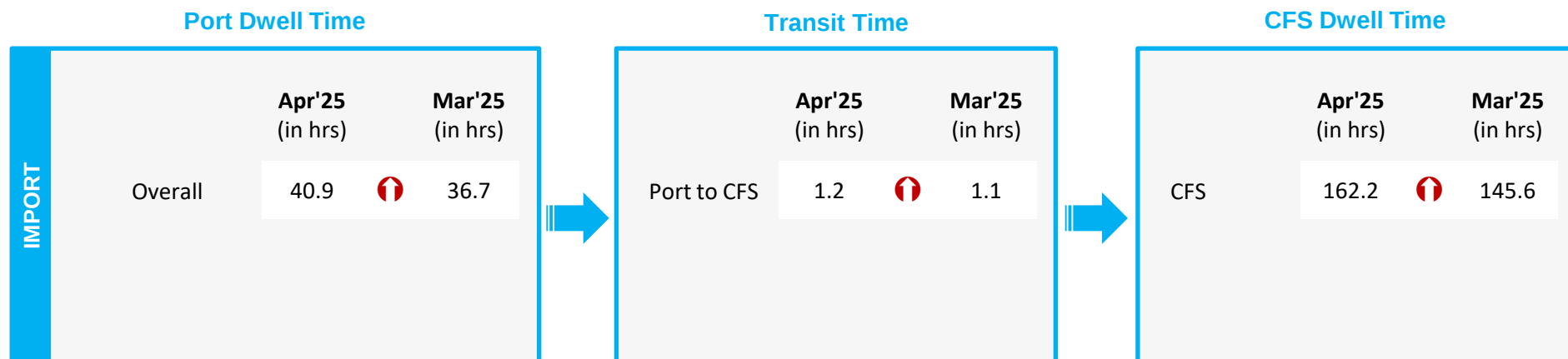


## Container Lifecycle (Export Cycle)



 Indicates decrease/ increase in time from last month

## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

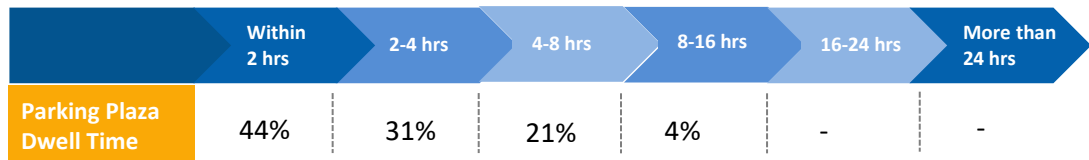
Indicates decrease/ increase in time from last month

# Parking Plaza Analysis: Kolkata Port

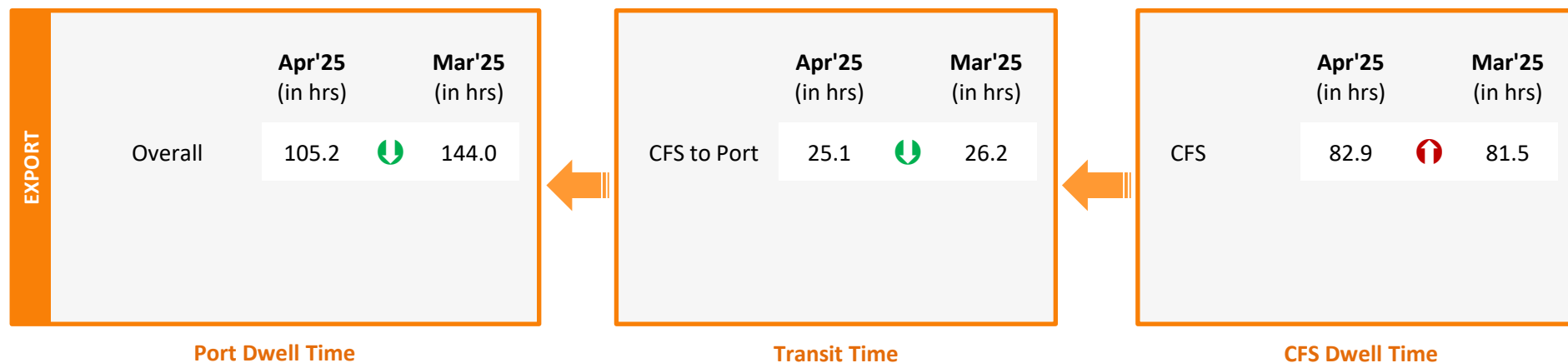
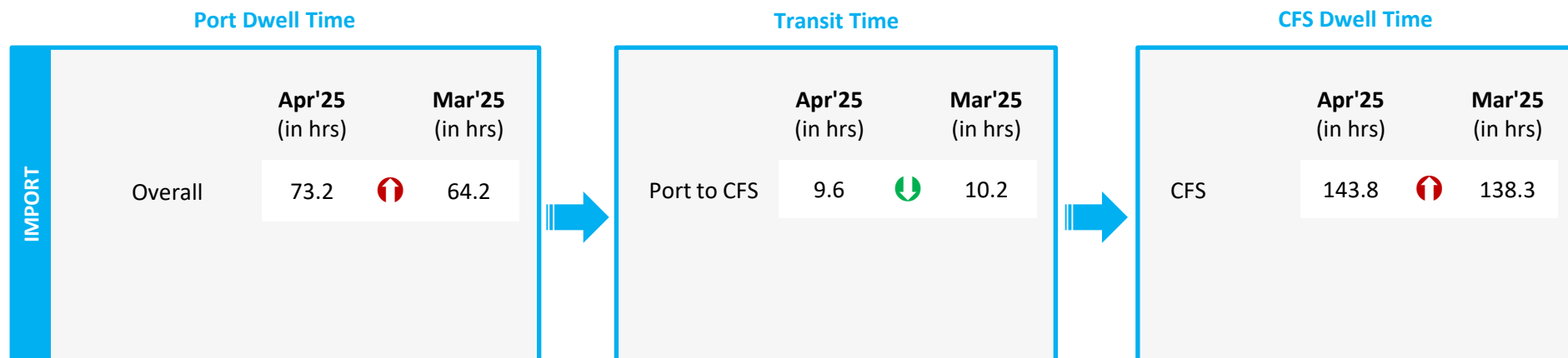
The analysis showcases waiting time of containers at parking plaza and transit time between parking plaza exit and port entry:

| Parking Plaza Dwell Time<br>(Gate In – Gate Out) | Apr'25<br>(in hrs) | Mar'25<br>(in hrs) |
|--------------------------------------------------|--------------------|--------------------|
| Phonex M, Q Parking<br>Yard Kolkata              | 2.3                | 1.7                |

Container Count Percentage: Hour-wise (Apr'25)



## Container Lifecycle (Import Cycle)



## Container Lifecycle (Export Cycle)

Indicates decrease/ increase in time from last month

## Port to Toll Plaza Analysis: Eastern Region

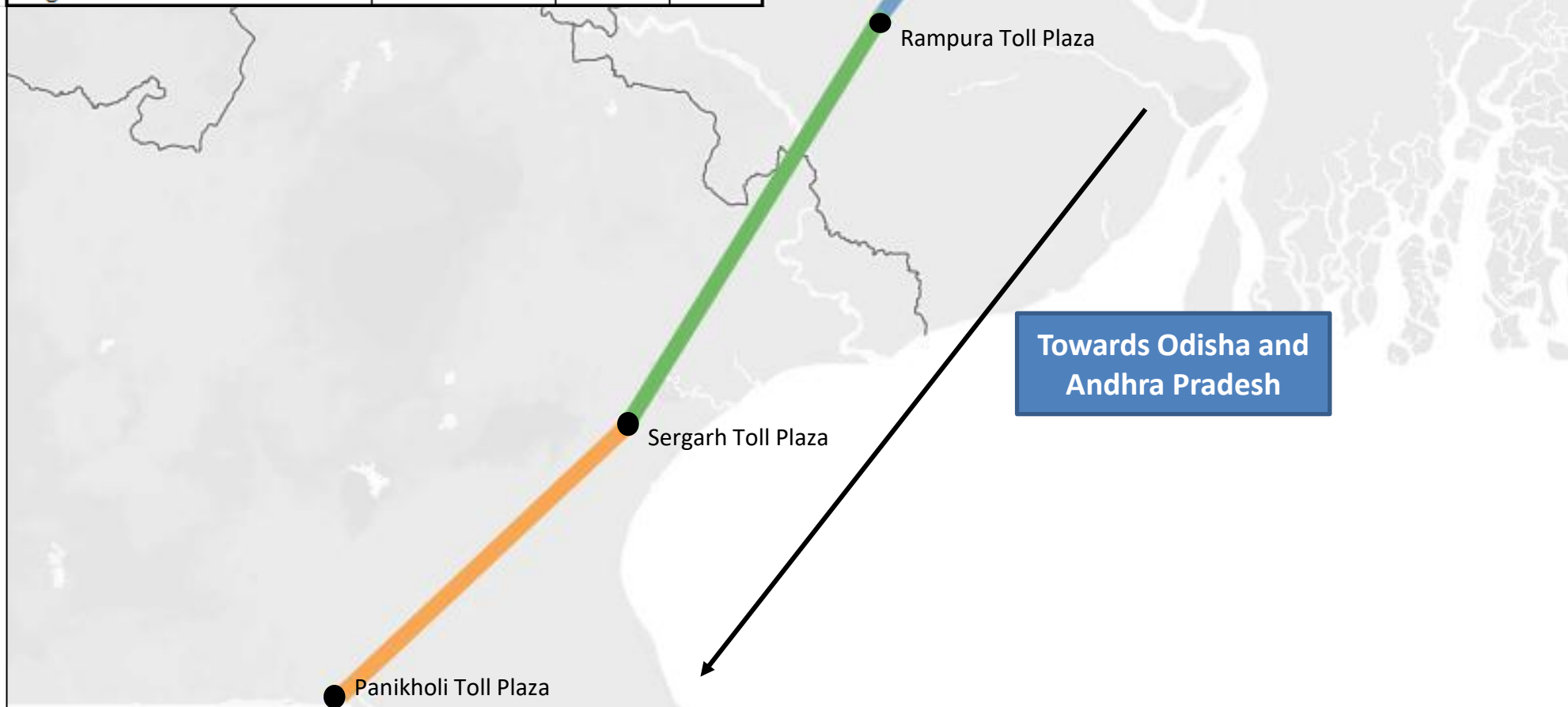
Below table depicts the average speed of a truck to cover the distance between the port and nearest toll plaza:

| Region  | Port          | Adjacent Toll plaza | Distance<br>(in KM) | Average Speed (in Km/hr) |        |
|---------|---------------|---------------------|---------------------|--------------------------|--------|
|         |               |                     |                     | Apr'25                   | Mar'25 |
| Eastern | Kolkata       | Rampura             | 134                 | 18.8                     | 15.7   |
|         |               | Dankuni             | 28                  | -                        | -      |
|         | Haldia        | Sonapetya           | 44                  | 9.5                      | 9.6    |
|         | Visakhapatnam | Nathavalasa         | 59                  | 16.9                     | 16.4   |
|         |               | Sheelanagar         | 23                  | 29.4                     | 30.0   |
|         |               |                     |                     |                          |        |

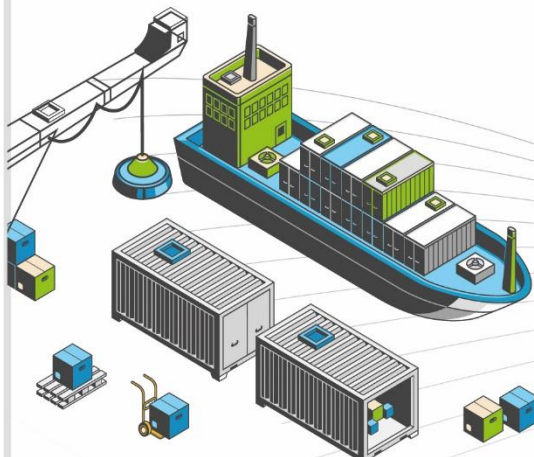
# Toll Plaza Analysis: Kolkata Port

The average speed of trucks to cover the distance between adjacent toll plazas for Apr'25:

| Route                          | Distance (Km) | Speed (km/hrs) |        |
|--------------------------------|---------------|----------------|--------|
| Towards Odisha, Andhra Pradesh |               | Apr'25         | Mar'25 |
| Sonapetya - Debra              | 45.0          | 30.7           | 28.7   |
| Debra - Rampura                | 33.2          | 39.1           | 39.0   |
| Rampura - Sergarh              | 121.0         | 13.1           | 12.4   |
| Sergarh - Panikholi            | 82.8          | 27.1           | 30.9   |



# 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:

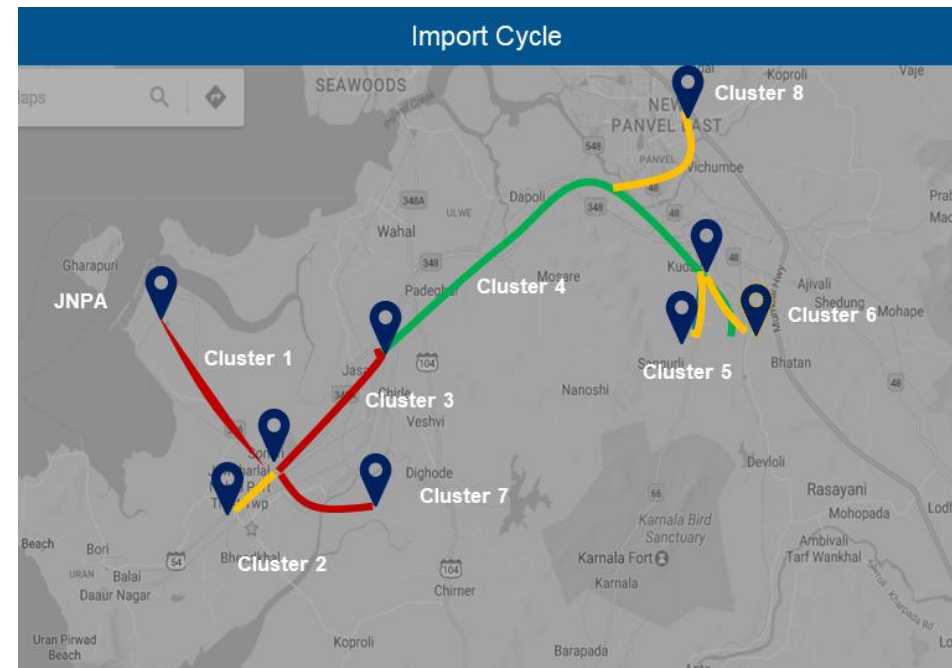
## Methodology

**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:

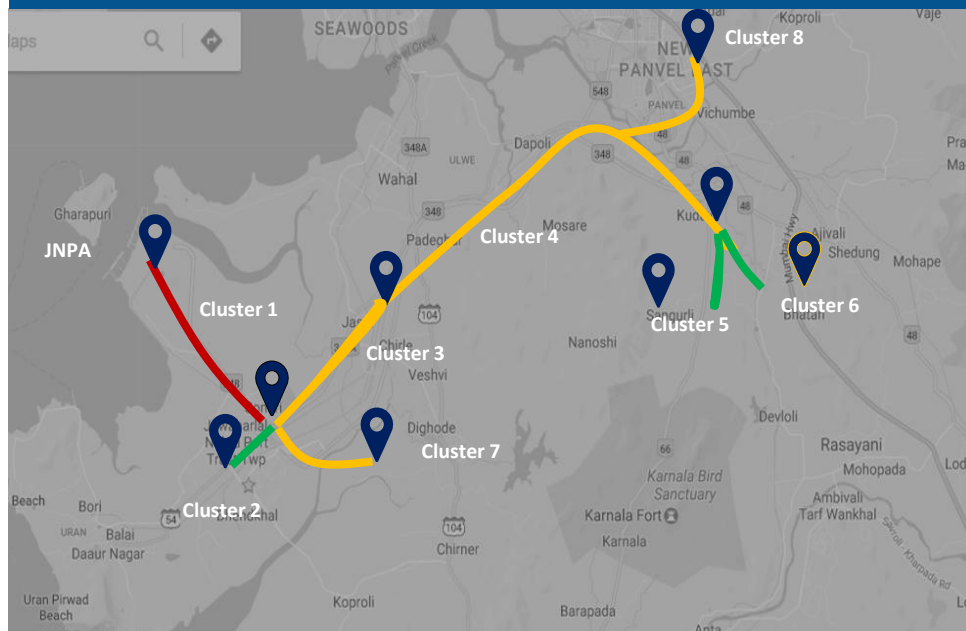
1. Cluster based transit time is compared with threshold
2. Threshold is 3X of time showcased on Google Maps between the Origin-Destination (OD) pair
3. Intensity of congestion is classified as below:
  - High congestion:  $>2$  times the threshold
  - Medium congestion:  $>1.5$  to  $\leq 2$  times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



Congestion Level    ■ High    ■ Medium    ■ Low

# Congestion Analysis: JNPA Region

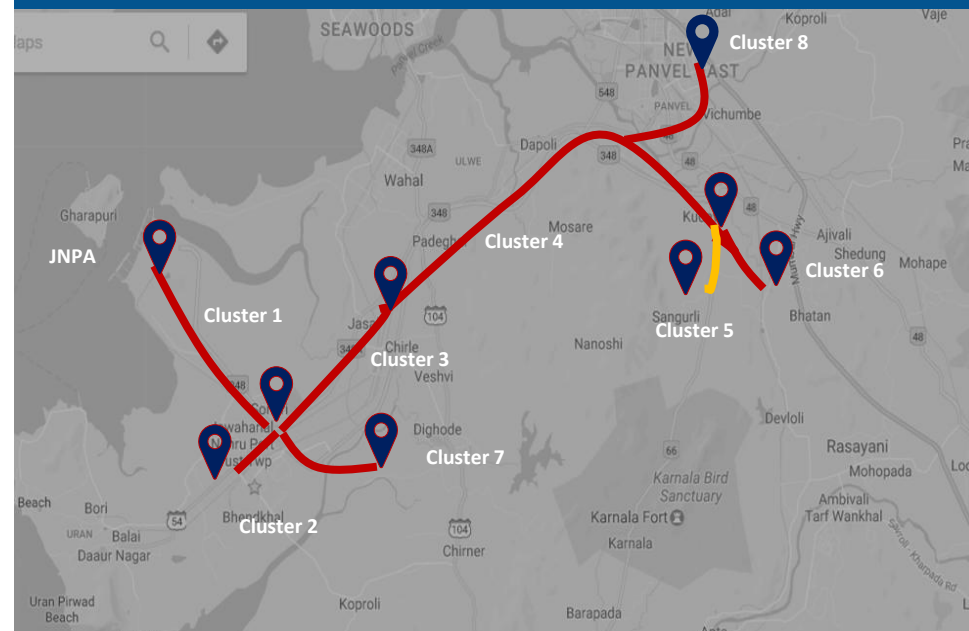
Import Cycle



| Cluster   | Cluster Name                            | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------------|------------|-----------------------|------------|
| Cluster 1 | JNPA Area                               | 1          | 7.85%                 | High       |
| Cluster 2 | Bhendkhal Area, Khopate Road            | 6          | 29.08%                | Low        |
| Cluster 3 | Sonari Area, JNPA Road                  | 2          | 12.29%                | Medium     |
| Cluster 4 | Chirle Area, JNPA Road                  | 1          | 1.87%                 | Medium     |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway  | 2          | 11.24%                | Low        |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5          | 22.43%                | Low        |
| Cluster 7 | Patilpada Area, Khopate JNPA Road       | 3          | 14.18%                | Medium     |
| Cluster 8 | Taloja, Navi Mumbai                     | 1          | 1.06%                 | Medium     |

Congestion Level ■ High ■ Medium ■ Low

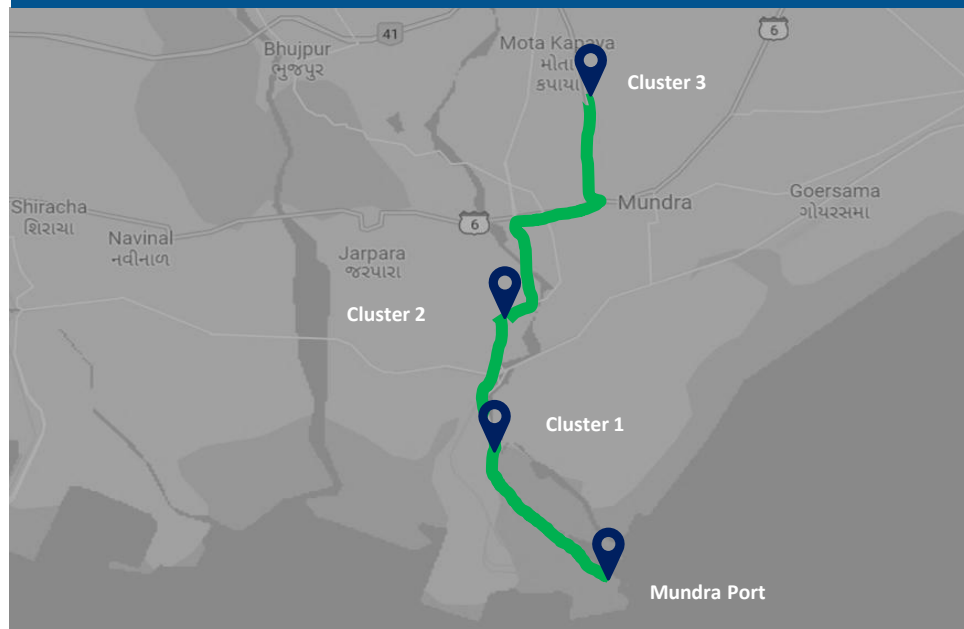
Export Cycle



| Cluster   | Cluster Name                            | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------------|------------|-----------------------|------------|
| Cluster 1 | JNPA Area                               | 1          | 3.00%                 | High       |
| Cluster 2 | Bhendkhal Area, Khopate Road            | 6          | 19.83%                | High       |
| Cluster 3 | Sonari Area, JNPA Road                  | 2          | 12.96%                | High       |
| Cluster 4 | Chirle Area, JNPA Road                  | 1          | 3.25%                 | High       |
| Cluster 5 | Plaspa Area, Coach Kanyakumari Highway  | 2          | 16.69%                | Medium     |
| Cluster 6 | Salva Apta Road Area, Bangalore Highway | 5          | 32.92%                | High       |
| Cluster 7 | Patilpada Area, Khopate JNPA Road       | 3          | 10.27%                | High       |
| Cluster 8 | Taloja, Navi Mumbai                     | 1          | 1.08%                 | High       |

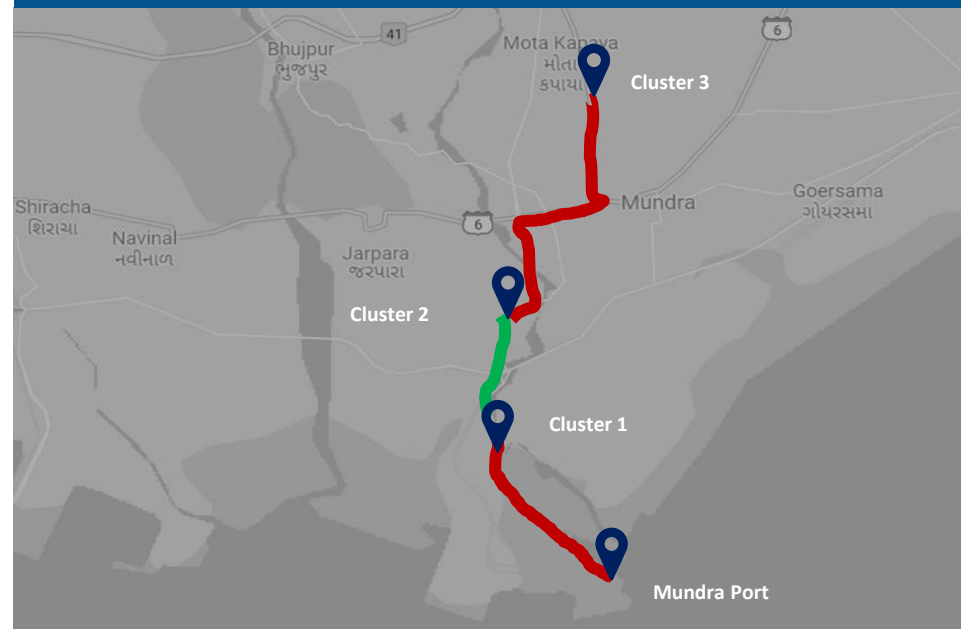
# Congestion Analysis: Mundra Region

Import Cycle



| Cluster   | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------|------------|-----------------------|------------|
| Cluster 1 | APSEZ Area   | 12         | 80.64%                | Low        |
| Cluster 2 | Hind Circle  | 2          | 14.44%                | Low        |
| Cluster 3 | Mota Kapaya  | 1          | 4.92%                 | Low        |

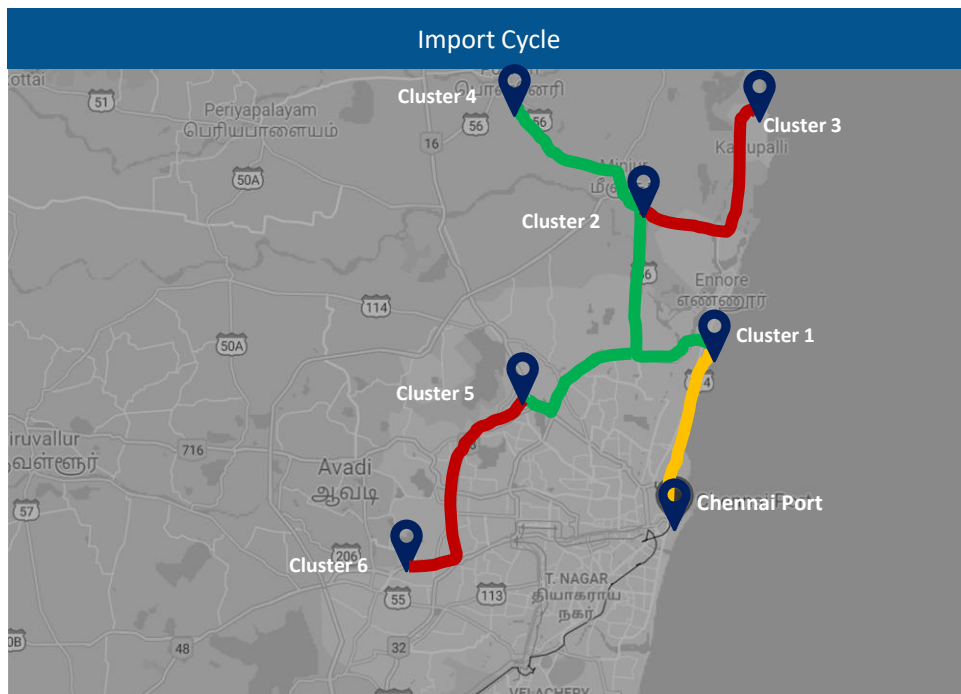
Export Cycle



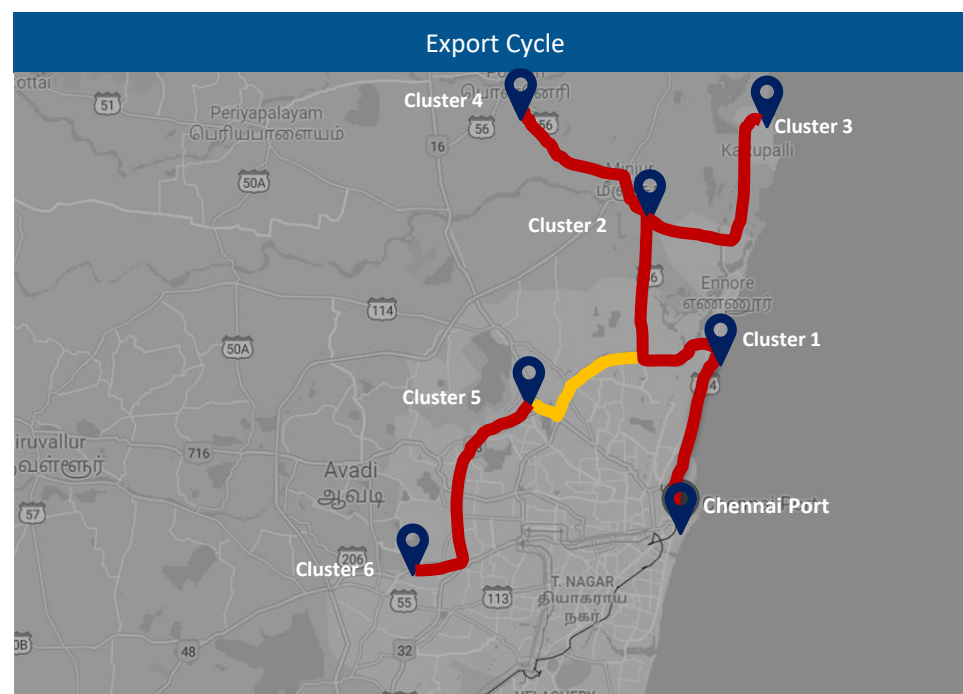
| Cluster   | Cluster Name | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------|------------|-----------------------|------------|
| Cluster 1 | APSEZ Area   | 12         | 99.39%                | High       |
| Cluster 2 | Hind Circle  | 2          | 0.42%                 | Low        |
| Cluster 3 | Mota Kapaya  | 1          | 0.19%                 | High       |

Congestion Level    ■ High    ■ Medium    ■ Low

# Congestion Analysis: Chennai Region



| Cluster   | Cluster Name                         | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Thiruvottiur High Road Junction      | 3          | 30.14%                | Medium     |
| Cluster 2 | Aandarkuppam - Melur Junction        | 14         | 53.77%                | Low        |
| Cluster 3 | Kattupalli Port bound Area           | 2          | 0.40%                 | High       |
| Cluster 4 | Minjur - Ponneri bound Area          | 3          | 3.47%                 | Low        |
| Cluster 5 | Madhavaram - Moolakadai Junction     | 3          | 7.29%                 | Low        |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5          | 4.93%                 | High       |

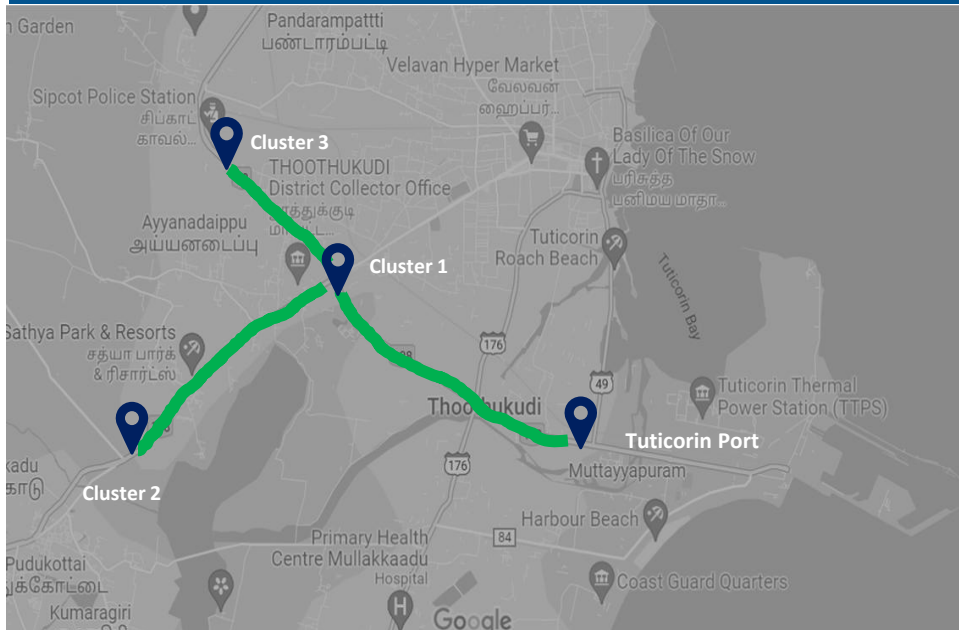


| Cluster   | Cluster Name                         | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Thiruvottiur High Road Junction      | 3          | 23.49%                | High       |
| Cluster 2 | Aandarkuppam - Melur Junction        | 14         | 55.96%                | High       |
| Cluster 3 | Kattupalli Port bound Area           | 2          | 1.17%                 | High       |
| Cluster 4 | Minjur - Ponneri bound Area          | 3          | 6.50%                 | High       |
| Cluster 5 | Madhavaram - Moolakadai Junction     | 3          | 3.03%                 | Medium     |
| Cluster 6 | Poonamallee - Sriperumbadur Junction | 5          | 9.85%                 | High       |

Congestion Level    ■ High    ■ Medium    ■ Low

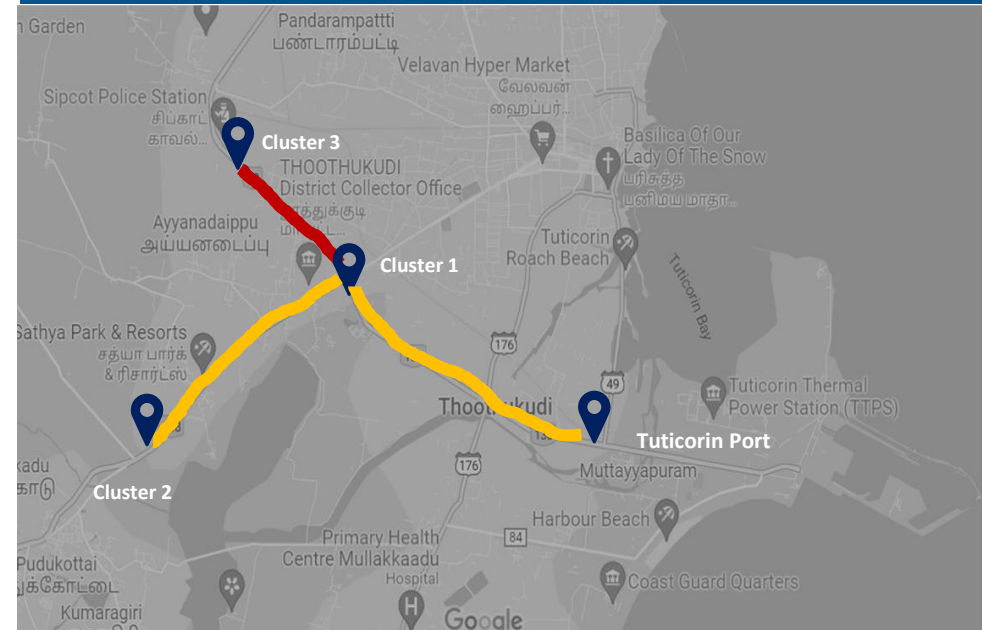
# Congestion Analysis: Tuticorin Region

Import Cycle



| Cluster   | Cluster Name                                 | No. of CFS | % of Total Containers | Congestion |
|-----------|----------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Periyanayagapuram, Thoothukudi, Madurai Road | 4          | 52.00%                | Low        |
| Cluster 2 | Tirunelveli Road nearby Podukottai           | 2          | 16.75%                | Low        |
| Cluster 3 | Sipcot Area nearby Madurai Road              | 8          | 31.25%                | Low        |

Export Cycle

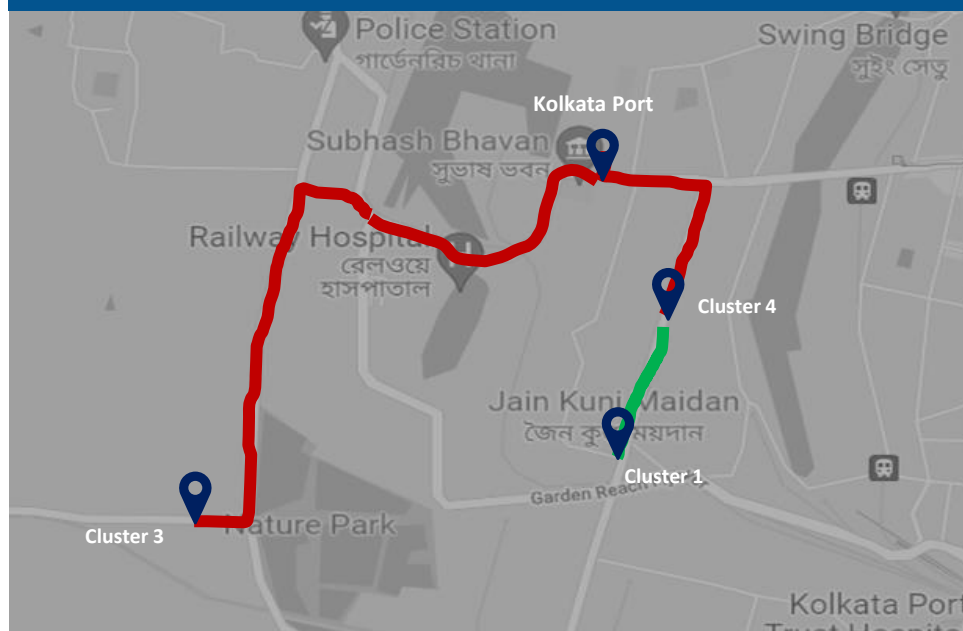


| Cluster   | Cluster Name                                 | No. of CFS | % of Total Containers | Congestion |
|-----------|----------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Periyanayagapuram, Thoothukudi, Madurai Road | 4          | 34.44%                | Medium     |
| Cluster 2 | Tirunelveli Road nearby Podukottai           | 2          | 19.18%                | Medium     |
| Cluster 3 | Sipcot Area nearby Madurai Road              | 8          | 46.38%                | High       |

Congestion Level ■ High ■ Medium ■ Low

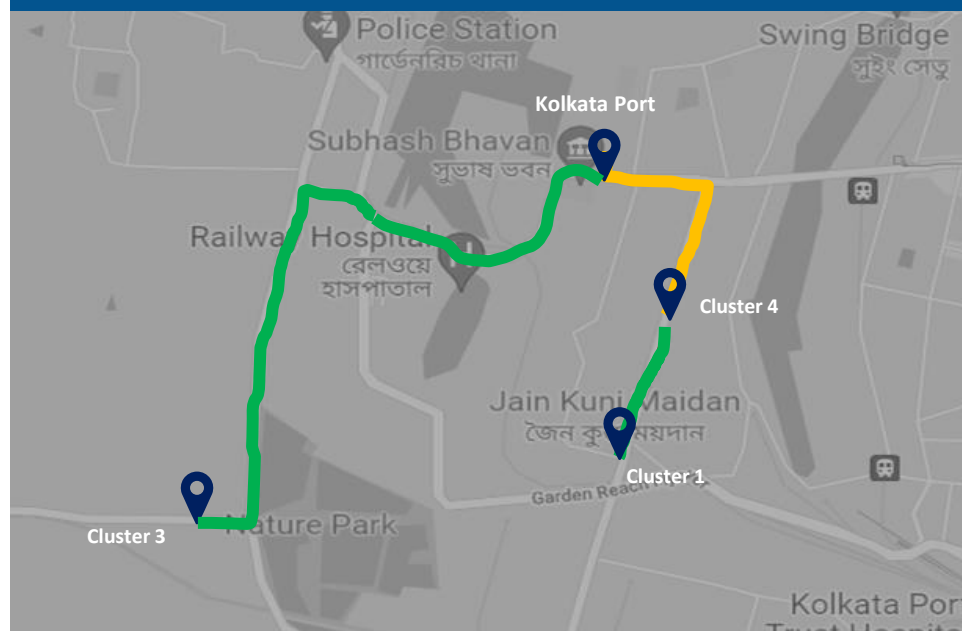
# Congestion Analysis: Kolkata Region

Import Cycle



| Cluster   | Cluster Name      | No. of CFS | % of Total Containers | Congestion |
|-----------|-------------------|------------|-----------------------|------------|
| Cluster 1 | Base Bridge Area  | 3          | 55.46%                | Low        |
| Cluster 2 | Sonapur Road Area | 1          | -                     | -          |
| Cluster 3 | Nature Park Area  | 1          | 40.01%                | High       |
| Cluster 4 | Babu Bazar Area   | 1          | 4.53%                 | High       |

Export Cycle

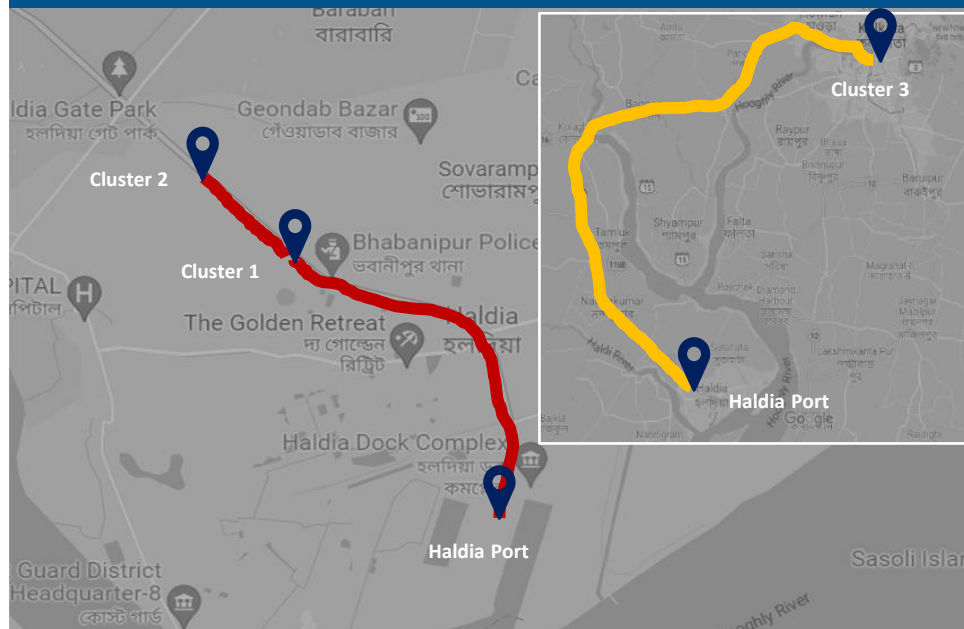


| Cluster   | Cluster Name      | No. of CFS | % of Total Containers | Congestion |
|-----------|-------------------|------------|-----------------------|------------|
| Cluster 1 | Base Bridge Area  | 3          | 34.29%                | Low        |
| Cluster 2 | Sonapur Road Area | 1          | -                     | -          |
| Cluster 3 | Nature Park Area  | 1          | 46.67%                | Low        |
| Cluster 4 | Babu Bazar Area   | 1          | 19.04%                | Medium     |

Congestion Level    ■ High    ■ Medium    ■ Low

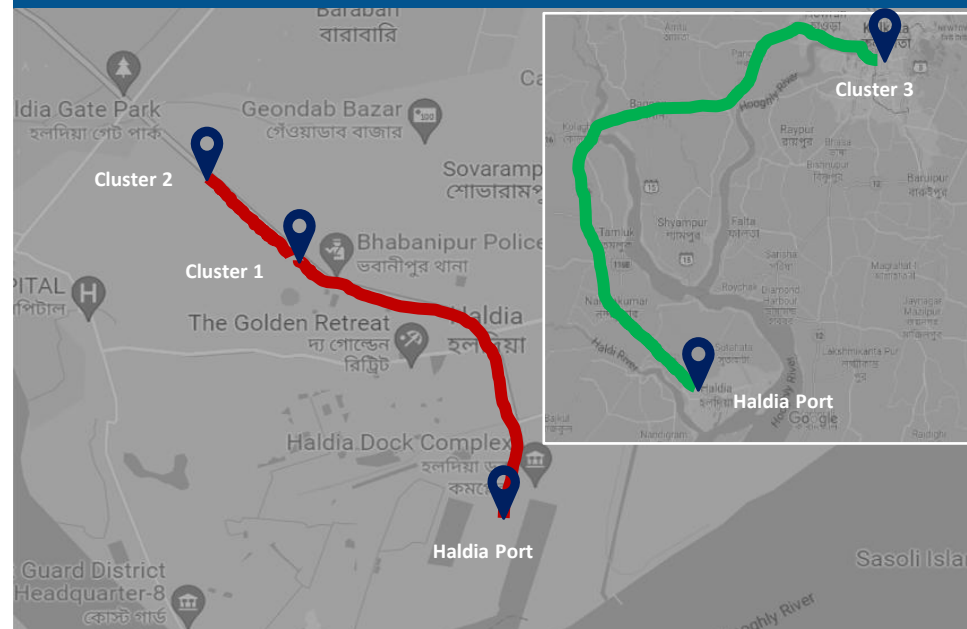
# Congestion Analysis: Haldia Region

Import Cycle



| Cluster   | Cluster Name                      | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------|------------|-----------------------|------------|
| Cluster 1 | Talpokur Area, Kolkata Highway    | 1          | 22.27%                | High       |
| Cluster 2 | City Centre Area, Kolkata Highway | 2          | 55.92%                | High       |
| Cluster 3 | Silpodanga Area                   | 1          | 21.81%                | Medium     |

Export Cycle

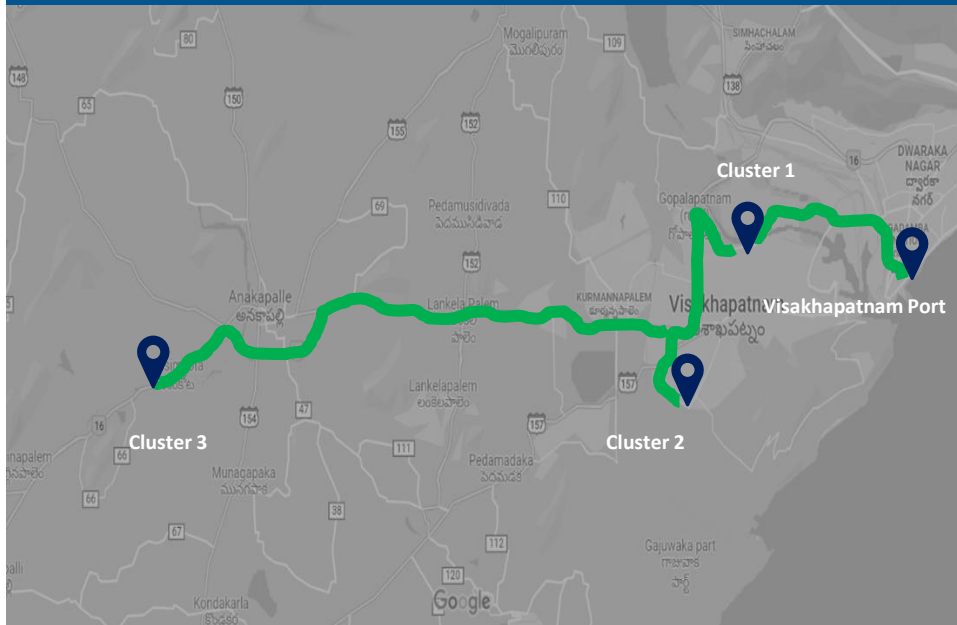


| Cluster   | Cluster Name                      | No. of CFS | % of Total Containers | Congestion |
|-----------|-----------------------------------|------------|-----------------------|------------|
| Cluster 1 | Talpokur Area, Kolkata Highway    | 1          | 10.16%                | High       |
| Cluster 2 | City Centre Area, Kolkata Highway | 2          | 72.55%                | High       |
| Cluster 3 | Silpodanga Area                   | 1          | 17.29%                | Low        |

Congestion Level    ■ High    ■ Medium    ■ Low

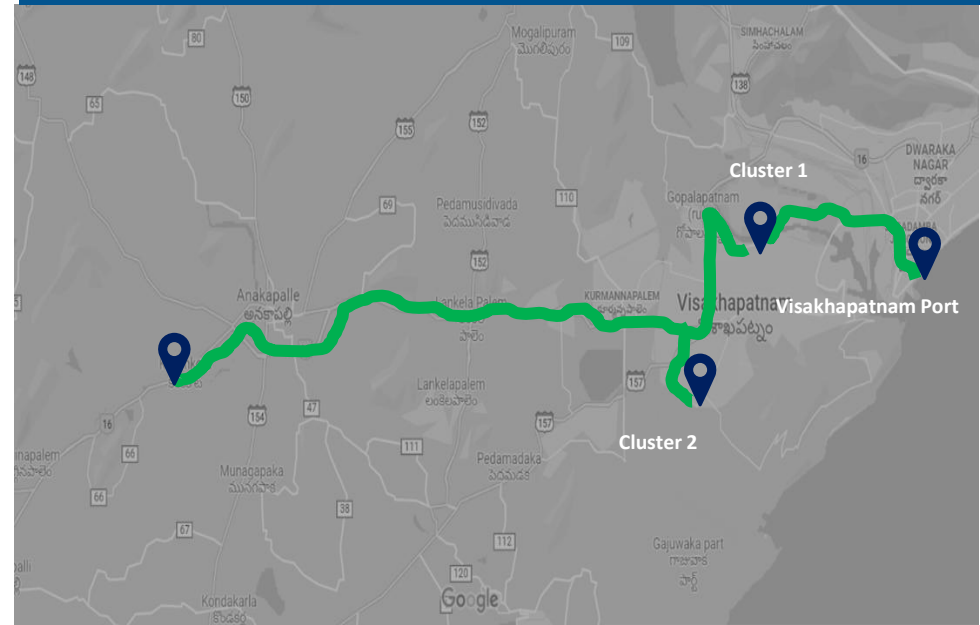
# Congestion Analysis: Visakhapatnam Region

Import Cycle



| Cluster   | Cluster Name                               | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Port Road, Gopalapatnam Area               | 4          | 89.21%                | Low        |
| Cluster 2 | Autonagar, Gajuwaka Area                   | 3          | 7.23%                 | Low        |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1          | 3.56%                 | Low        |

Export Cycle



| Cluster   | Cluster Name                               | No. of CFS | % of Total Containers | Congestion |
|-----------|--------------------------------------------|------------|-----------------------|------------|
| Cluster 1 | Port Road, Gopalapatnam Area               | 4          | 94.29%                | Low        |
| Cluster 2 | Autonagar, Gajuwaka Area                   | 3          | 5.14%                 | Low        |
| Cluster 3 | Chennai – Kolkata Highway, Bayyavaram Area | 1          | 0.57%                 | Low        |

Congestion Level ■ High ■ Medium ■ Low

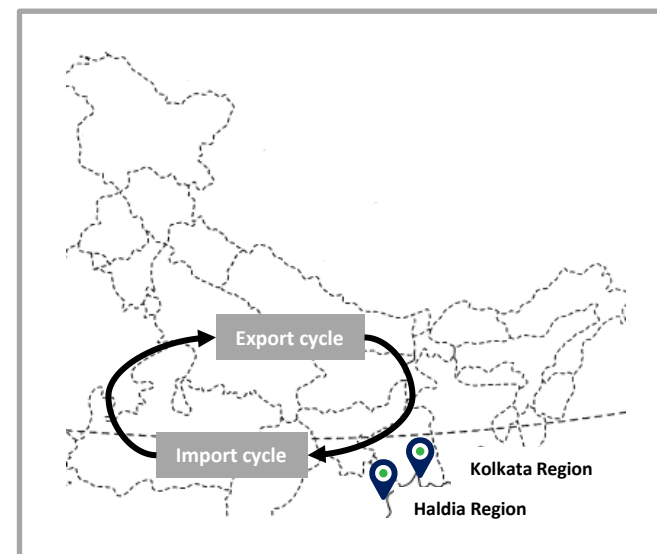
Transit movement across ICPs from Kolkata & Haldia Port Terminal for Apr'25:

## Kolkata Port Terminal

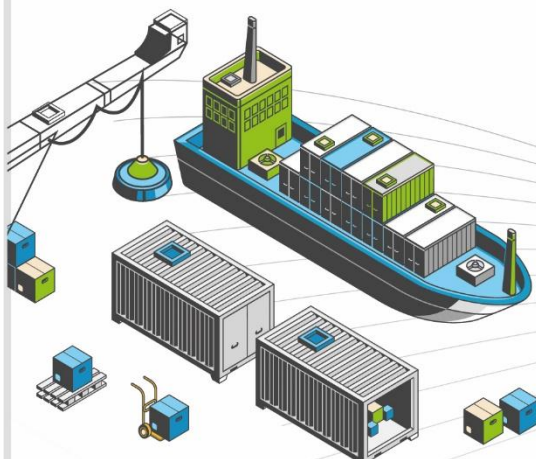
| Import Cycle | Mode    | ICP Raxaul | ICP Jogbani |
|--------------|---------|------------|-------------|
|              | Overall | 108.7 hrs  | 106.7 hrs   |

## Haldia Port Terminal

| Import Cycle | Mode    | ICP Raxaul | ICP Jogbani |
|--------------|---------|------------|-------------|
|              | Overall | 152.0 hrs  | 209.3 hrs   |



# ANNEXURE



## Annexure – Terminal Names

| Abb.   | Terminal Name                                        | Port Name |
|--------|------------------------------------------------------|-----------|
| BMCT   | Bharat Mumbai Container Terminal(PSA)                | JNPA      |
| GTI    | Gateway Terminals India (GTI)                        | JNPA      |
| NSFT   | Nhava Sheva Freeport Terminal (NSFT)                 | JNPA      |
| NSIGT  | Nhava Sheva India Gateway Terminal (NSIGT)           | JNPA      |
| NSICT  | Nhava Sheva International Container Terminal (NSICT) | JNPA      |
| ACMTTL | Adani CMA Mundra Terminal (ACMTTL)                   | Mundra    |
| AICT   | Adani International Container Terminal (AICT)        | Mundra    |
| AMCT   | Adani Mundra Container Terminal (AMCT)               | Mundra    |
| AMCT-2 | Adani Mundra Container Terminal-2 (AMCT-2)           | Mundra    |
| MICT   | Mundra International Container Terminal (MICT)       | Mundra    |
| APM    | APM Terminals Pipavav, Gujarat                       | Pipavav   |
| KICT   | Kandla International Container Terminal (KICT)       | Kandla    |
| AHPL   | Adani Hazira Port Limited (AHPL)                     | Hazira    |
| MPA    | Mormugao Port Authority (MPA)                        | Goa       |

| Abb.      | Terminal Name                                           | Port Name     |
|-----------|---------------------------------------------------------|---------------|
| CCTL      | Chennai Container Terminal Pvt. Ltd. (CCTL)             | Chennai       |
| CITPL     | Chennai International Terminals Pvt Ltd (CITPL)         | Chennai       |
| ICTT      | International Container Transshipment Terminal, Kochi   | Kochi         |
| AKPPL     | Adani Kattupalli Port Private Limited (AKPPL)           | Kattupalli    |
| AECT      | Adani Ennore Container Terminal (AECT)                  | Ennore        |
| DBGT      | Dakshin Bharat Gateway Terminal (DBGT)                  | Tuticorin     |
| PSA Sical | PSA SICAL Terminals                                     | Tuticorin     |
| AKCTPL    | Adani Krishnapatnam Container Terminal Pvt Ltd (AKCTPL) | Krishnapatnam |
| MCTPL     | Mangalore Container Terminal Private Limited (MCTPL)    | New Mangalore |
| KDS       | Kolkata Dock System (KDS)                               | Kolkata       |
| HICT      | Haldia International Container Terminal (HICT)          | Haldia        |
| VCTPL     | Visakha Container Terminal                              | Visakhapatnam |
| Paradip   | Paradip International Cargo Terminal                    | Paradip       |

## List of ICD names used in the ICD Performance Index

| Ref. No. | Name                                                      | Ref. No. | Name                                                             |
|----------|-----------------------------------------------------------|----------|------------------------------------------------------------------|
| 1        | Dronagiri Rail Terminal CFS, Navi Mumbai                  | 22       | Continental Warehousing Corporation Nhava Sheva Ltd ICD, Haryana |
| 2        | The Thar Dry Port ICD Ahmedabad                           | 23       | Vaishno Container Terminal-ICD Tarapur                           |
| 3        | Gateway Rail ICD, Sahnewal                                | 24       | ICD MANDIDEEP                                                    |
| 4        | ICD SANATHNAGAR                                           | 25       | CFS VALLARPADAM                                                  |
| 5        | ICD WHITEFIELD                                            | 26       | MMLP TIHI                                                        |
| 6        | ICD KHODIYAR                                              | 27       | MMLP VARNAMA                                                     |
| 7        | Adani ICD, Tumb                                           | 28       | Gateway Rail Freight ICD, Pyala                                  |
| 8        | CONCOR ICD, Dadri                                         | 29       | MMLP BARHI                                                       |
| 9        | HTPL ICD Qilaraipur Ludhiana                              | 30       | ICD Pali (KIPL)                                                  |
| 10       | Pristine ICD Chawapail, Ludhiana                          | 31       | The Thar Dry Port Jodhpur                                        |
| 11       | Hind Terminals Logistics Park ICD, Palwal                 | 32       | ICD KANPUR                                                       |
| 12       | CONCOR Kanakpura ICD, Jaipur                              | 33       | ICD DAULATABAD                                                   |
| 13       | MMLP MIHAN                                                | 34       | CONCOR ICD, Aurangabad                                           |
| 14       | CONTAINER CORPORATION OF INDIA LTD - TONDIARPET (ICDTV-T) | 35       | ICD KIFTPL Kashipur                                              |
| 15       | Kribhco ICD, Meerut                                       | 36       | MMLP BALLI                                                       |
| 16       | MMLP VISHAKAPATNAM                                        | 37       | ICD MALANPUR                                                     |
| 17       | ICD BGKT, JODHPUR                                         | 38       | Adani Logistics Park ICD, Gurgaon                                |
| 18       | MMLP KHATUWAS                                             | 39       | ICD Jajpur (Jindal Stainless Ltd.)                               |
| 19       | KLPL ICD, Kanpur                                          | 40       | Pegasus Inland Container Depot                                   |
| 20       | ICD DDL, LUDHIANA                                         | 41       | ICD MAJHERHAT                                                    |
| 21       | ICD ANKLESHWAR                                            |          |                                                                  |

## Annexure – CFS Names - Western Region

### List of CFS names used in the Western CFS Performance Index

| Ref. No. | Name                                 | Ref. No. | Name                                                 |
|----------|--------------------------------------|----------|------------------------------------------------------|
| 1        | CWC Polaris logistics park           | 24       | International Cargo Terminals (ULA) CFS, Navi Mumbai |
| 2        | Adani CFS Eximyard, Mundra           | 25       | AllCargo CFS, Mundra                                 |
| 3        | CWC Conex Terminal CFS               | 26       | Hind Terminal CFS, Hazira                            |
| 4        | Ameya Logistics CFS, Navi Mumbai     | 27       | APM (Maersk India) CFS, Navi Mumbai                  |
| 5        | CWC CFS, Mundra                      | 28       | Transworld Terminals CFS, Mumbai                     |
| 6        | JWR CFS                              | 29       | CWC Impex Park CFS, Navi Mumbai                      |
| 7        | Gateway Distriparks CFS, Navi Mumbai | 30       | Sarveshwar CFS                                       |
| 8        | Seabird CFS, Mundra                  | 31       | Rishi CFS, Mundra                                    |
| 9        | Mundhra CFS, Mundra                  | 32       | Transworld CFS, Mundra                               |
| 10       | Landmark CFS, Mundra                 | 33       | International Cargo Terminal CFS                     |
| 11       | MICT CFS, Mundra                     | 34       | Navkar Corporation Yard 3 CFS, Panvel                |
| 12       | EFC Logistics India                  | 35       | Honey Comb CFS, Mundra                               |
| 13       | TG Terminals CFS, Mundra             | 36       | Take Care Logistics CFS                              |
| 14       | Saurashtra CFS, Mundra               | 37       | Hind Terminals Pvt. Ltd. CFS, Mundra                 |
| 15       | Ashte Logistics CFS, Panvel          | 38       | Balmer & Lawrie CFS, Navi Mumbai                     |
| 16       | JWC Logistics Park CFS               | 39       | Vaishno Logistics CFS, Navi Mumbai                   |
| 17       | Punjab Conware CFS, Navi Mumbai      | 40       | Navkar Corporation Yard 2 CFS, Panvel                |
| 18       | Speedy Multimode CFS, JNPT           | 41       | Maersk Annex (APM) CFS, Navi Mumbai                  |
| 19       | Apollo Logisolutions CFS, Panvel     | 42       | Ocean Gate CFS, Panvel                               |
| 20       | AllCargo Logistics CFS, Mumbai       | 43       | Maharashtra State Corp CFS                           |
| 21       | Seabird CFS, Navi Mumbai             | 44       | LCL Logistics CFS, Pipavav                           |
| 22       | Ashutosh CFS, Mundra                 | 45       | Navkar Corporation Yard 1 CFS, Panvel                |
| 23       | CWC Dronagiri CFS, Navi Mumbai       |          |                                                      |

# 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     | 21       | MIV CFS                                                       |
| 2        | Allcargo Global Logistics CFS, Chennai       | 22       | A.S.Shipping Agencies CFS,VOCPT                               |
| 3        | Gateway Distriparks CFS, Chennai             | 23       | Sical Multimodal and Rail Transport CFS,VOCPT                 |
| 4        | Ennore Cargo Container Terminal CFS, Chennai | 24       | Continental Warehousing Corporation Nhava Sheva Ltd,VOCPT     |
| 5        | Sanco Trans CFS, Chennai                     | 25       | A S Shipping Agencies CFS, Tiruvallur                         |
| 6        | STP Services CFS, Chennai                    | 26       | Kerry Indev Logistics CFS,Tuticorin                           |
| 7        | Triway CFS, Chennai                          | 27       | Transworld Terminals CFS,VOCPT                                |
| 8        | ICBC CFS Chennai                             | 28       | Glovis India CFS, Kanchipuram                                 |
| 9        | Hari CFS                                     | 29       | Supply Chain Logistics Pvt LTD CFS,Chennai                    |
| 10       | Adani CFS, Kattupalli Tiruvallur Tamil Nadu  | 30       | Prompt Terminals (P) Ltd                                      |
| 11       | Kerry Indev Logistics ICD, Kanchipuram       | 31       | Hind Terminals CFS, Chennai                                   |
| 12       | St. John Freight Systems Ltd. - ICD Division | 32       | Batco Integrated Logistics Pvt Ltd                            |
| 13       | Balmer Lawrie CFS, Chennai                   | 33       | Central Warehousing Corporation CFS,Banglore                  |
| 14       | Calyx Container Terminal CFS, Chennai        | 34       | Marigold Logistics CFS                                        |
| 15       | Sattva Cfs And Logistics CFS, Chennai        | 35       | Vilsons CFS                                                   |
| 16       | Raja Agencies CFS                            | 36       | Sun Global Logistics CFS, Kanchipuram                         |
| 17       | GDKL CFS                                     | 37       | Chandra CFS, Tiruvallur                                       |
| 18       | ALS Tuticorin Terminal Private Limited       | 38       | Diamond CFS Park                                              |
| 19       | Apm Terminals India CFS, Tiruvallur          | 39       | Continental Warehousing Corporation CFS (Nhava Seva), Chennai |
| 20       | Sattva Hi-Tech And Conware CFS, Chennai      |          |                                                               |

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

| Ref. No. | Name                              |
|----------|-----------------------------------|
| 1        | Phonex CFS                        |
| 2        | Century Plyboards CFS, Sonai      |
| 3        | Gateway East India CFS,Vizag      |
| 4        | Century Plyboards CFS, JJP        |
| 5        | Transworld Terminals CFS,Kolkatta |
| 6        | Sravan CFS-1                      |
| 7        | Balmer Lawrie CFS,Kolkatta        |
| 8        | A L Logistics CFS                 |
| 9        | VCT CFS                           |
| 10       | CWC CFS, Kolkata                  |
| 11       | ALLCARGO TERMINALS LTD - CFS      |
| 12       | Sravan CFS-2                      |

## Container Turnaround Time (TAT)

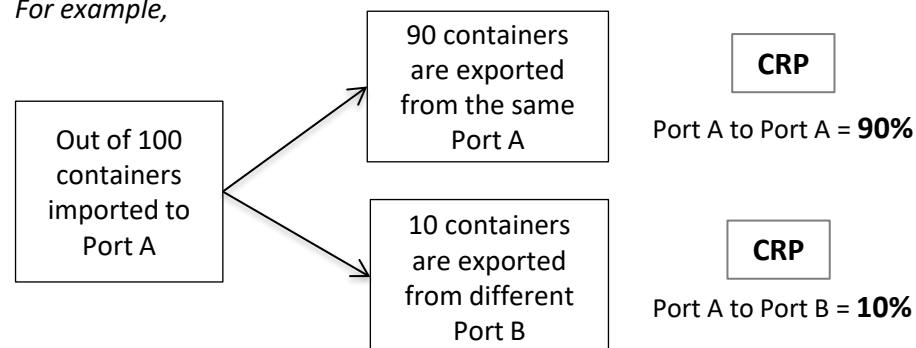
Container Turnaround Time (TAT) refers to the total time a container spends in a country, from its arrival to port in import cycle to its departure from the port in export cycle

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

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



**NLDS**  
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*Logistics Redefined*



Our team with Honorable Minister Shri Piyush Goyal, Minister of Commerce and Industry, and Shri Rajat Kumar Saini, CEO & MD, NICDC and Chairman NLDL at the ULIP Hackathon 2.0 Finale held at Vanijya Bhawan, New Delhi.



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