

DLDS



DMICDC Logistics Data Services

LDB Analytics

LDB Analytics

LDB system has been providing various analytics reports to the Ministry of Shipping on a monthly basis. These are helping in identifying efficiencies as well as the bottlenecks across the supply chain.

Key Metrics at a glance

Stakeholder	Parameter	Analysis (Mar -17)	Remarks
JNPT Port Terminals (JNPCT, NSICT, NSIGT, APM)	Dwell Time	Import Truck: 33 Hours Train: 46 Hours Export: Truck: 75 Hours Train: 128 Hours	Port Dwell time is higher for Train bound Export/ Import containers compared to truck containers. This trend exists across all the months and addressing the same would help in reducing the overall dwell time at the ports and bring in the efficiency. (Globally best ports have Dwell time of less than 24 hrs (Port of Singapore))
Container Freight Stations	Dwell Time	Avg Dwell time : 68 Hours (2-3 Days)	<ul style="list-style-type: none"> The CFS dwell time is on a higher side and reducing the same will have positive impact on the overall trade The difference between best performing CFS and low

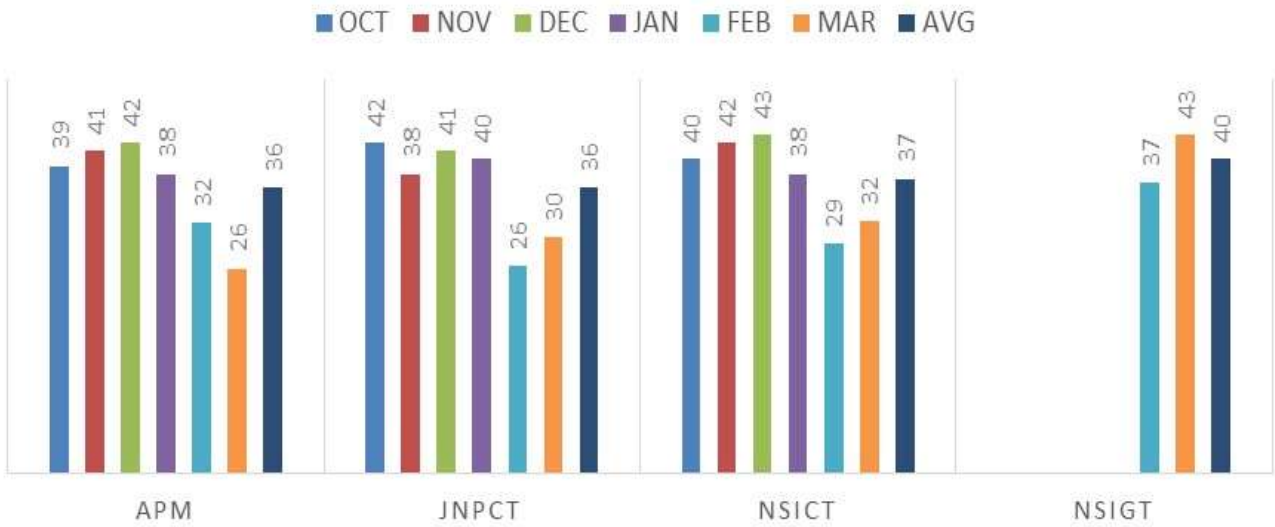
Inland Container Depot	Dwell Time	Avg Dwell time: 164 Hours (6-7 days)	<p>performing CFS is on higher side indicating that the laggards can catch up with the best performers by streamlining the Operations.</p> <ul style="list-style-type: none"> The ICD's provide for minimal demurrage charges at its facility which is currently enabling the manufacturing companies prefer to stock their goods at ICDs, however this is leading to increase in the Dwell Time of ICD's. The ICD's dwell time is on a higher side and reducing the same will have positive impact on the overall trade. Promotion of Direct Port Delivery/ Direct Port Export would help in reducing the overall Dwell Time across the Ports.
Toll Plazas	Travel Time	Avg time taken to cross 100 kms between two consecutive Toll Plazas is between 2 hrs- 40 hrs.	<ul style="list-style-type: none"> Avg speed between different Toll Plazas is used to identify the locations wherein delays are occurring which is leading to overall high lead time.

Ports Average Dwell Time

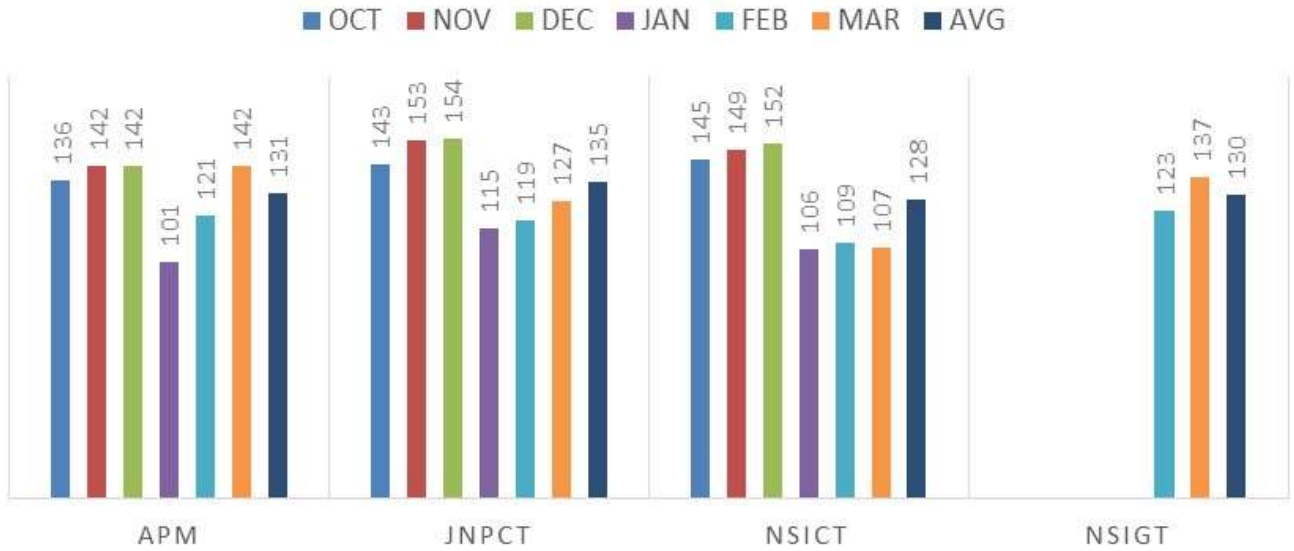
IMPORT CYCLE- PORTS AVERAGE DWELL TIME(IN HOURS)(TRAIN)



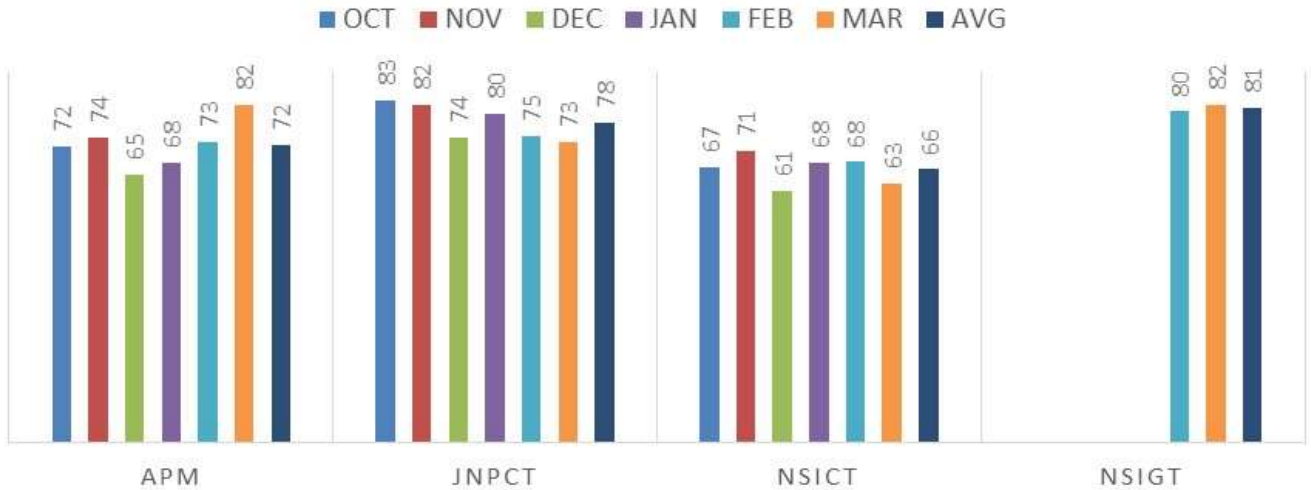
IMPORT CYCLE-PORTS AVERAGE DWELL TIME(IN HOURS) (TRUCK)



EXPORT CYCLE- PORTS AVERAGE DWELL TIME(IN HOURS)(TRAIN)

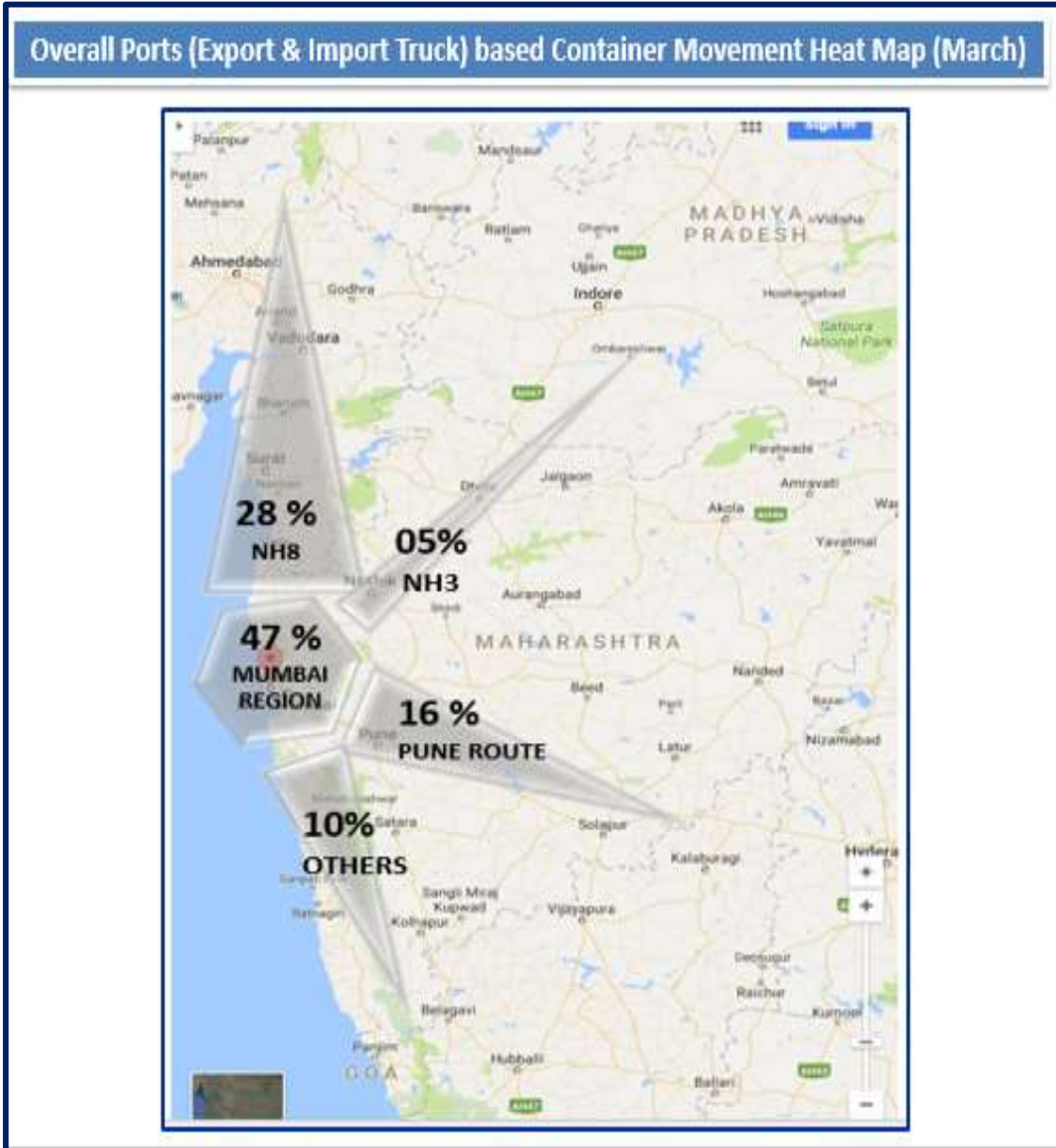


EXPORT CYCLE- PORTS AVERAGE DWELL TIME (IN HOURS)(TRUCK)

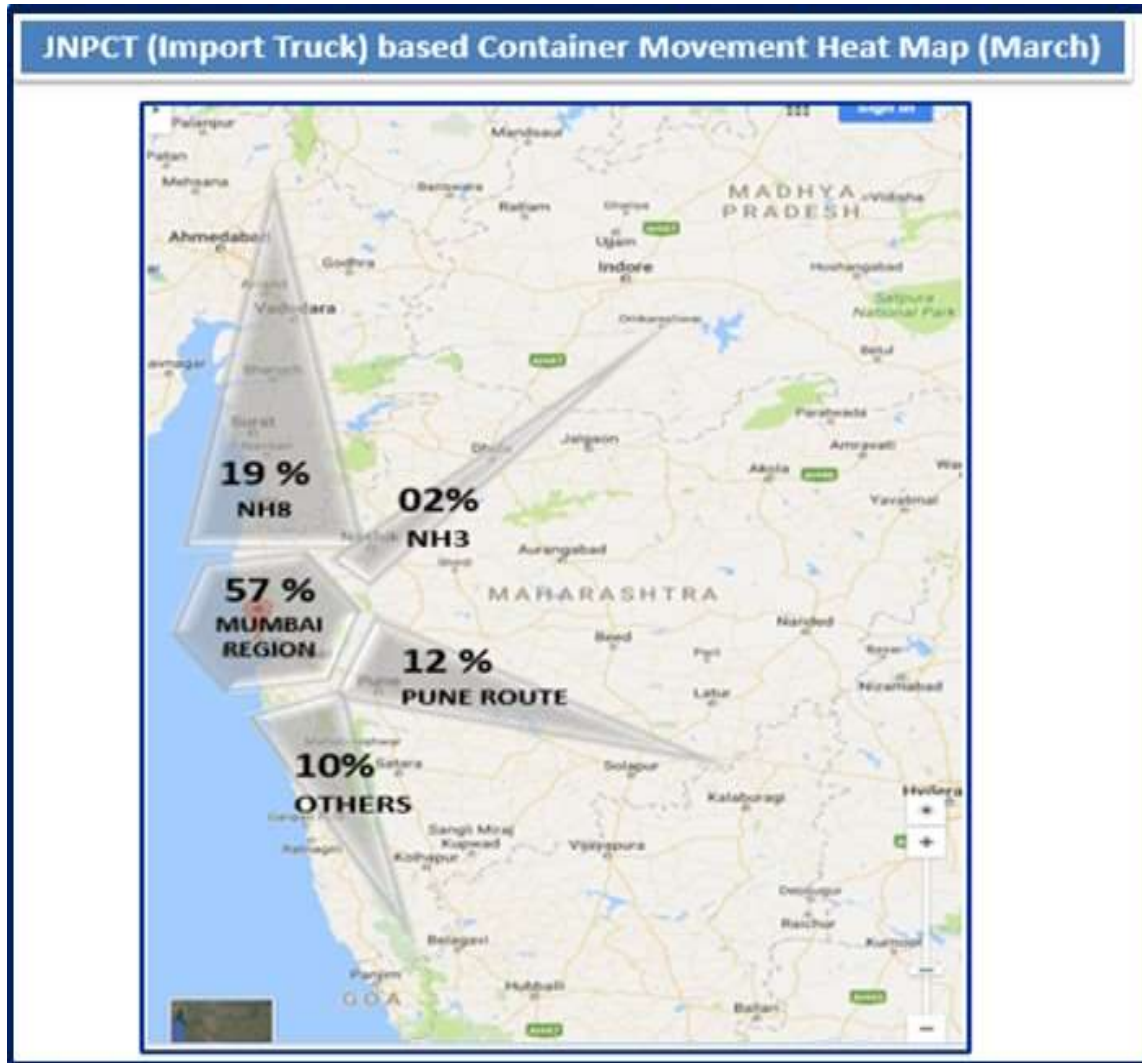


****On the basis on above data, we found that Port Dwell time is higher for *Train bound Export/ Import containers* and also *Import containers* have lesser Dwell Time compared to *Export bound containers* and addressing the same would help in reducing the overall dwell time at the ports and bring in the efficiency.**

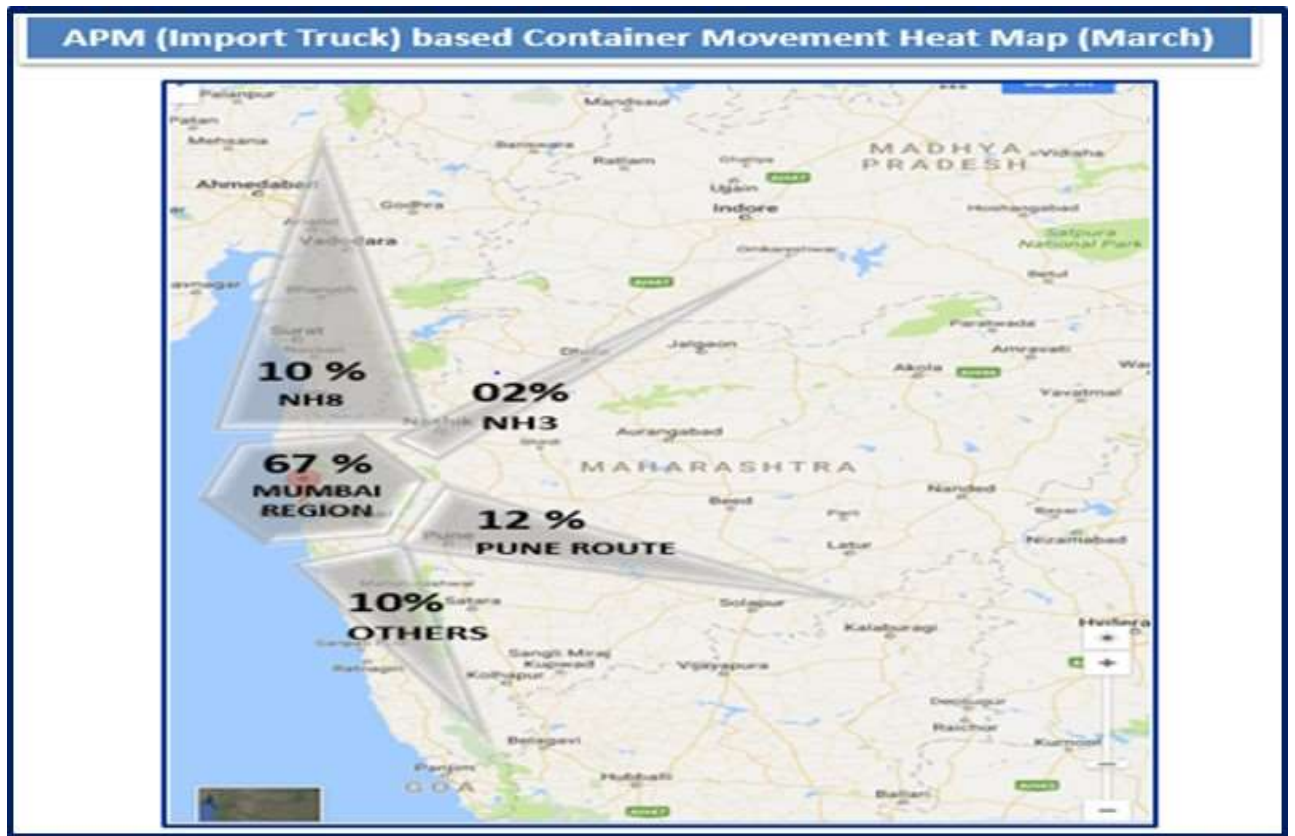
Container Movement Heat Map- Overall Port Terminals at JNPT



Container Movement Heat Map- JNPCT Terminal



Container Movement Heat Map- APM Terminal



Container Movement Heat Map- NSICT Terminals

NSICT (Import Truck) based Container Movement Heat Map (March)

