Logistics Redefined

DLDS's Logistics Databank Project(LDB) is currently providing Container visibility services for more than 70% of India's Container Volume and as on date has provided services for more than **6 million EXIM Containers of India** in the western corridor starting from the port till the ICD's through a single window(www.ldb.co.in).

Pan India launch of DMICDC's Logistics Databank Operations was announced on 18th Dec 2017, this will enable in bringing Visibility & Transparency across the Indian Supply Chain and reduce the Container Transportation time and the costs.

DLDS Analytics reports have been able to bring in Visibility to the Stakeholders enabling them in improvising the key performance Indicators as below:

- In comparison to the October –November-December 2016 (OND-16) quarter, JNPT has witnessed an improvement across the Import & Export bound Container Dwell Time during the October –November-December 2017 (OND-17) quarter.

OND 2016	JNPT Import Dwell Time Improvement 42.86%	OND 2017
	JNPT Export Dwell Time Improvement 14.90%	

- JNPT also witnessed improvement in Dwell time for Import & Export Container movement in the OND 17 quarter in comparison to July-Aug-Sep 2017(JAS-17) quarter.

JAS 2017	JNPT Import Dwell Time Improvement 57.4%	OND 2017
	JNPT Export Dwell Time Improvement 14%	

- Dwell time of the Container Freight Station(CFS) around JNPT also has witnessed an improvement in comparison to the OND -16 quarter.

OND 2016	JNPT CFS Dwell Time Improvement 26.7%	OND 2017

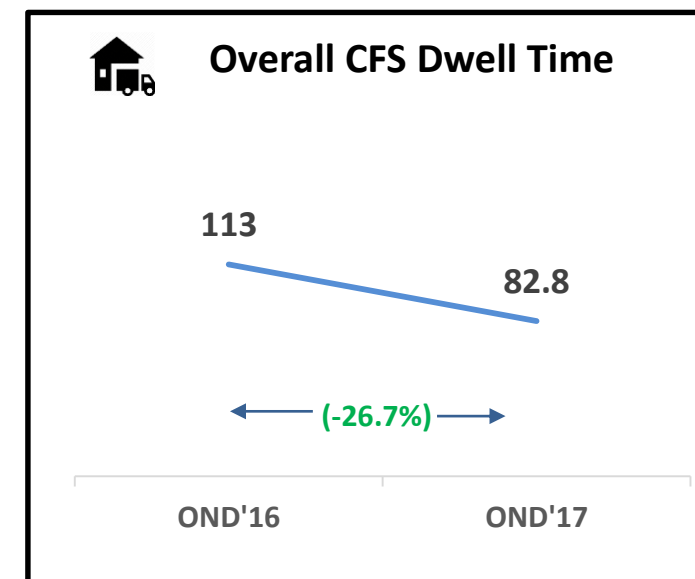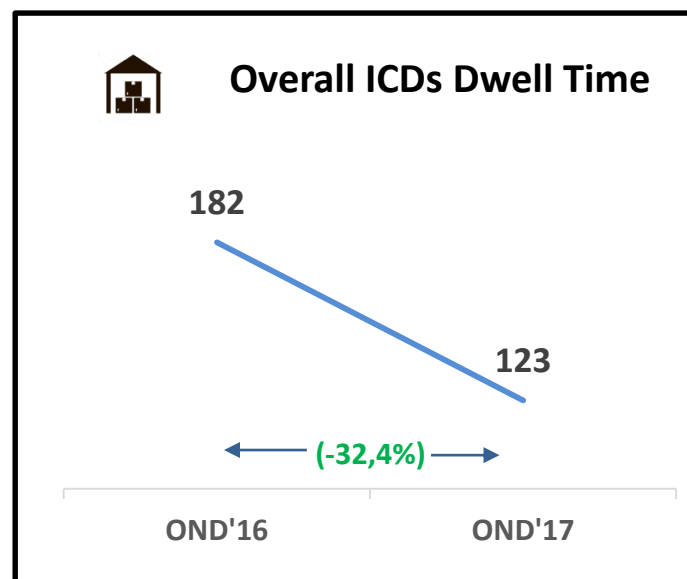- There was an improvement recorded across the CFS and ICD Dwell time in comparison to the JAS-17 quarter.

JAS 2017	JNPT CFS Dwell Time Improvement 5.1 %	OND 2017
	ICD Dwell Time Improvement 3.90%	

- In comparison to the JAS-17 quarter, lead time of Container movement from NCR region Inland Container Depots to the JNPT region port terminals has improved by 8.3% (approx 1 day).

- Improvement of 29% was recorded in the Port dwell time of Gateway Terminal India for the quarter OND'17, their performance had gone down due to Ransomware Virus attack in JAS 2017 quarter.

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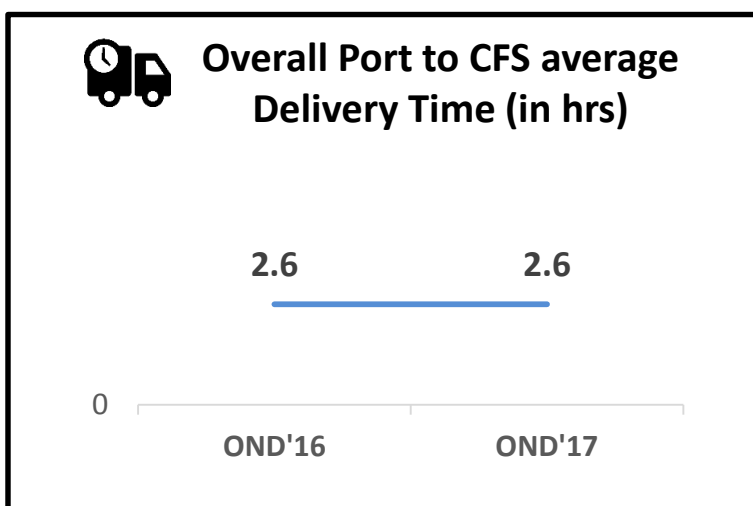DMICDC LOGISTICS DATA SERVICES LTD

Performance Metrics

The below graphs depicts the Y-o-Y progress of dwell time performance of JNPT region port terminals, ICDs and CFS under LDB
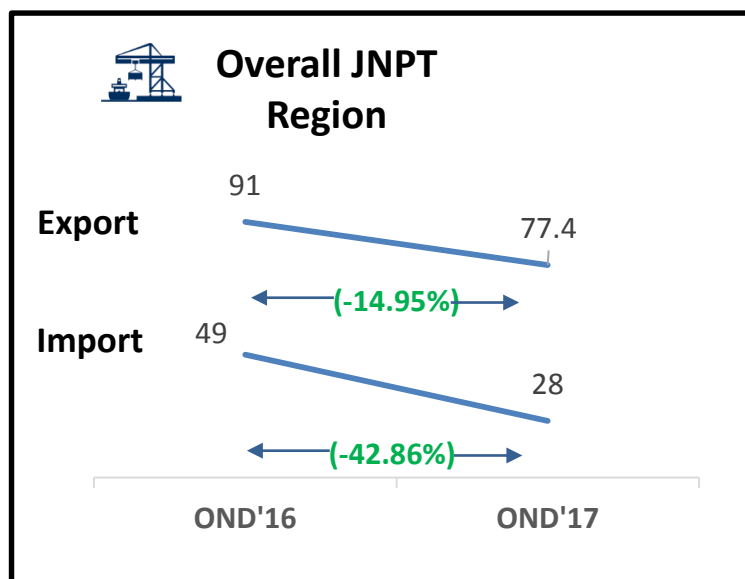
Overall JNPT Region

Export
91 → 77.4
(-14.95%)

Import
49 → 28
(-42.86%)

OND'16   OND'17

Overall ICDs Dwell Time

182 → 123
(-32,4%)

OND'16   OND'17

Overall CFS Dwell Time

113 → 82.8
(-26.7%)

OND'16   OND'17

Transit Time Metrics

Overall Port to CFS average Delivery Time (in hrs)

2.6   2.6

0

OND'16   OND'17

Dwell Time Reduction

- Significant improvement in Port dwell time for both Import and Export cycle by 42.86% and 14.9% for OND'17 quarter.

- CFS and ICD dwell time performance has also seen an improvement of approximately 27%

LDB Performance trend across JNPT Region (JAS 2017- OND 2017)

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| Performance Benchmarking | Performance Index | Container Clearance Time analysis |

With help of above activities below results have been achieved :

Overall JNPT Region

Export
82   90   77.4
(9.7%)   (-14%)

Import
41   65.8   28
(60%)   (-57.4%)

AMJ'17   JAS'17   OND'17

Overall ICDs Dwell Time

133   128   123

(-3.7%)   (-3.9%)

AMJ'17   JAS'17   OND'17

Overall CFS Dwell Time

82   88.7   82.8
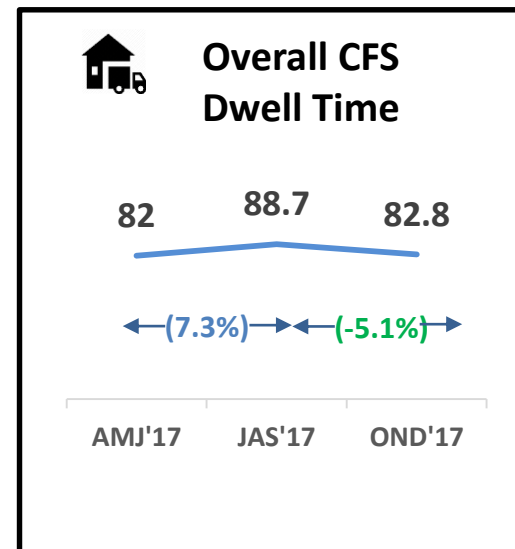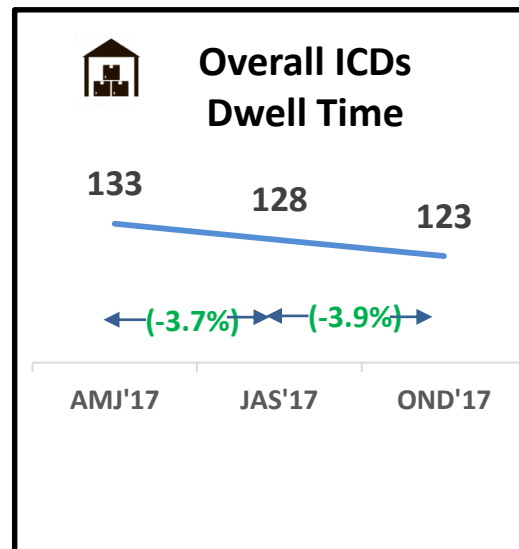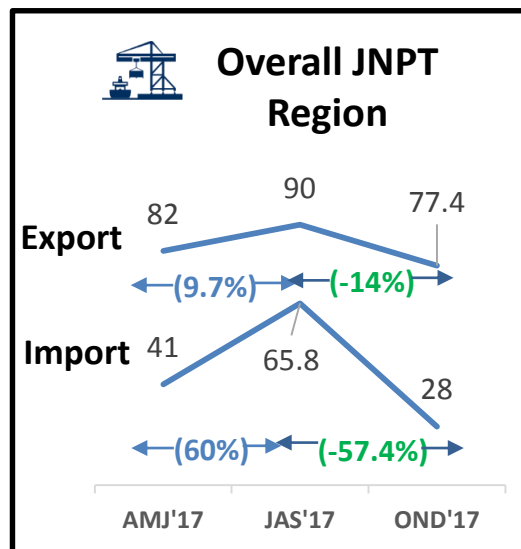
(7.3%)   (-5.1%)

AMJ'17   JAS'17   OND'17

Dwell Time Reduction

- Significant improvement in Port dwell time for both Import and Export cycle by 57.4% and 14% for OND'17 quarter.

- CFS and ICD dwell time performance has also seen an improvement of 5.1% and 3.9 %

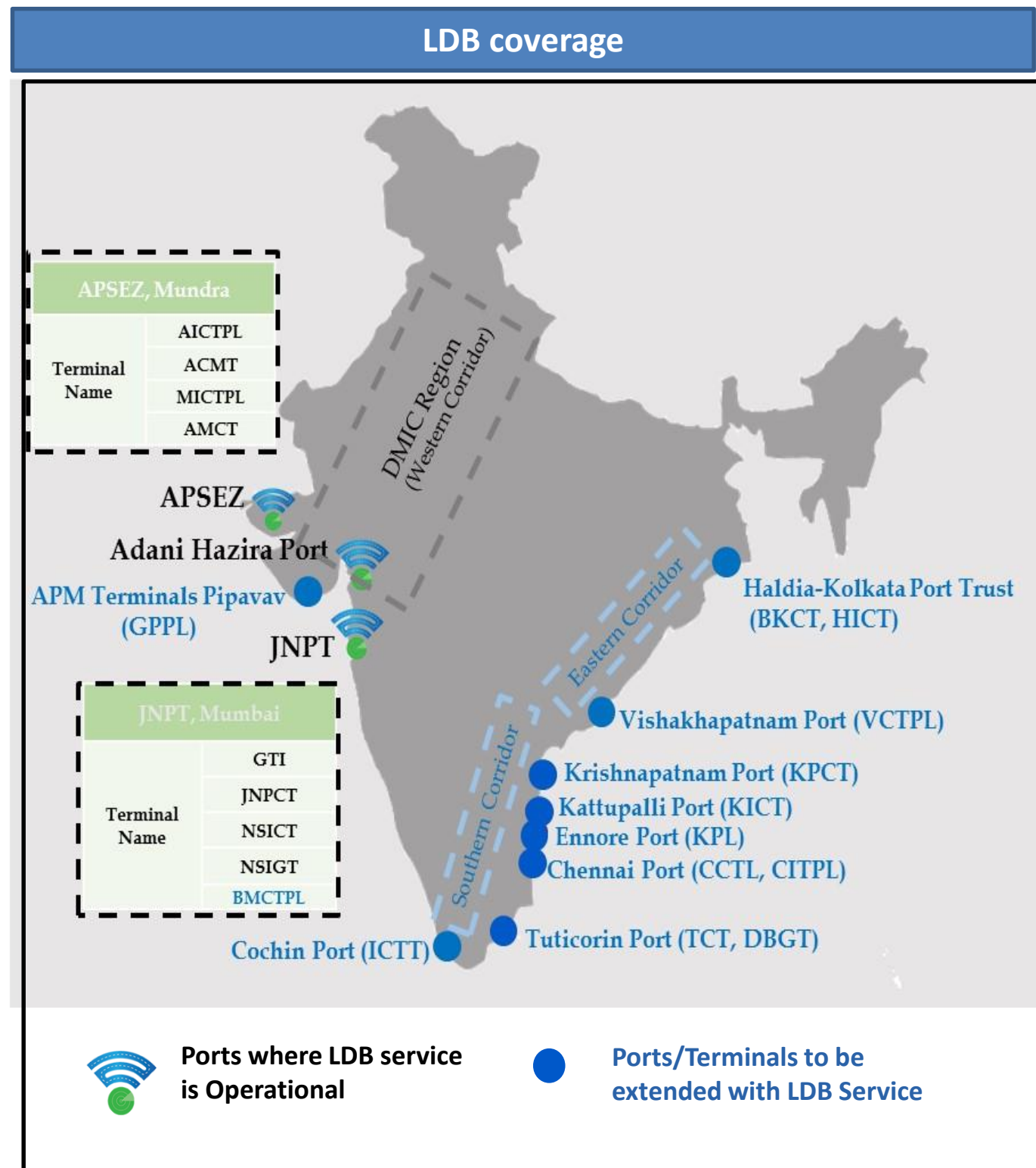| Congestion Analysis | Bottleneck Identification |

Overall Port to ICDs average Delivery Time (in hrs.)

110

84.3   72.4   76.3

60

10

AMJ'17   JAS'17   OND'17

Overall Port to CFS average Delivery Time (in hrs)

2.4   2.3   2.6

0

AMJ'17   JAS'17   OND'17

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LDB coverage
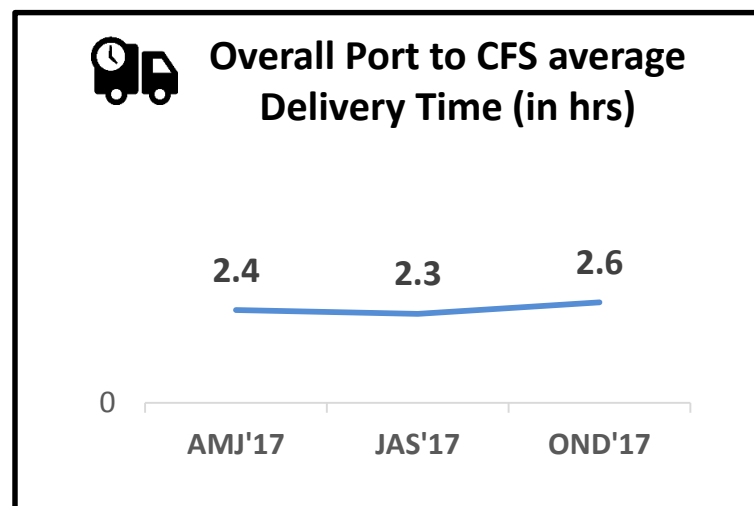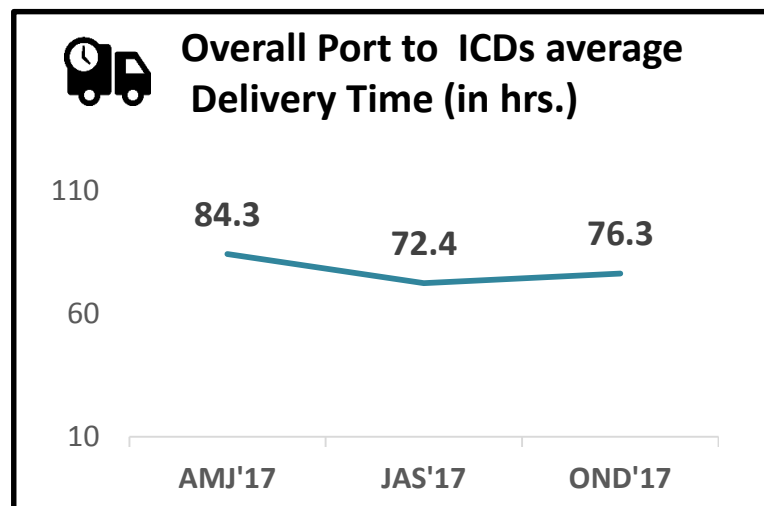
9
Port Terminals

10
In-land container Depots

47
Container Freight Stations

16
Toll Plazas

APSEZ, Mundra

Terminal Name	AICTPL
	ACMT
	MICTPL
	AMCT

APSEZ
Adani Hazira Port
APM Terminals Pipavav (GPPL)
JNPT

Haldia-Kolkata Port Trust (BKCT, HICT)

DMIC Region (Western Corridor)

Eastern Corridor

Southern Corridor

JNPT, Mumbai

Terminal Name	GTI
	JNPCT
	NSICT
	NSIGT
	BMCTPL

Vishakhapatnam Port (VCTPL)
Krishnapatnam Port (KPCT)
Kattupalli Port (KICT)
Ennore Port (KPL)
Chennai Port (CCTL, CITPL)
Cochin Port (ICTT)
Tuticorin Port (TCT, DBGT)

Ports where LDB service is Operational

Ports/Terminals to be extended with LDB Service

Performance Benchmarking

Performance benchmarking for JNPT Region Port Terminals- OND '17 quarter

Port Terminals

Top Performing Terminal		Low Performing Terminal	
Gateway Terminals India (GTI)	Dwell Time : **46** hrs.	**Jawaharlal Nehru Port Container Terminal (JNPCT)**	Dwell Time : **60.4** hrs.

Performance benchmarking for JNPT Region CFS - OND'17 quarter

CFS

Top Performing CFS's	
CWC Impex Park CFS, Navi Mumbai	Dwell Time **: 53.4** hrs.

Low Performing CFS's	
Take Care Logistics CFS	Dwell Time **: 108.6** hrs**.**

Performance benchmarking for ICDs -OND'17 quarter

Top Performing ICD	
CMA CGM Agencies ICD, Dadri	Dwell Time : **80** hrs.

Low Performing ICD	
CONCOR ICD, Aurangabad	Dwell Time : **181** hrs.

Key Findings

DLDS
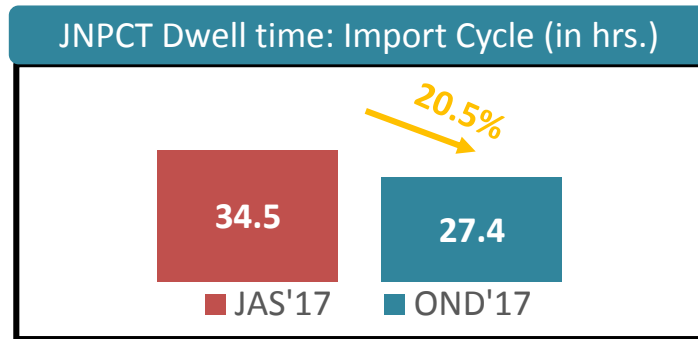Logistics Redefined
DMICDC LOGISTICS DATA SERVICES LTD

1 JNPT region port terminals has seen improvement in its import cycle port dwell time by around 57.4% in OND'17 as compared to JAS'17

Contributing factor for the reduction in import dwell time is the more efficient handling of the container movement wherein **over 96% of truck bound containers are cleared within 5 days.**
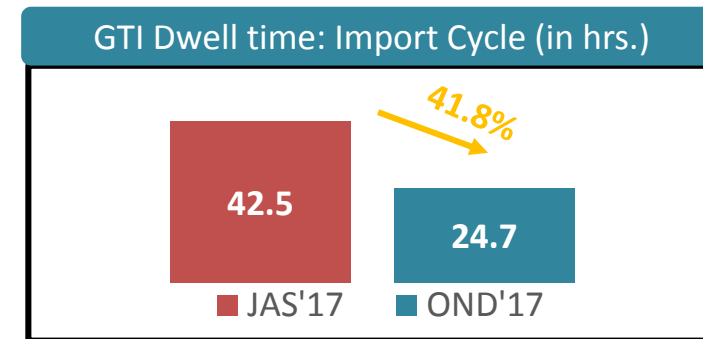
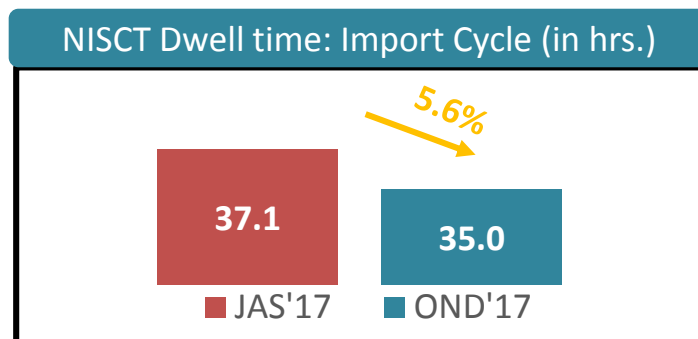- **JNPCT has improved its Import dwell time by 20.5 %**

JNPCT Dwell time: Import Cycle (in hrs.)

20.5%

34.5   27.4
■ JAS'17   ■ OND'17

	Within 5 days	More than 5 days
JNPCT : Import Train	73%	27%
JNPCT : Import Truck	98%	2%

- **GTI has improved its Import dwell time by 41.8 %**

GTI Dwell time: Import Cycle (in hrs.)

41.8%

42.5   24.7
■ JAS'17   ■ OND'17

	Within 5 days	More than 5 days
GTI : Import Train	73%	27%
GTI : Import Truck	98%	2%

- **NSICT has improved its Import dwell time by 5.6 %**

NISCT Dwell time: Import Cycle (in hrs.)

5.6%

37.1   35.0
■ JAS'17   ■ OND'17

	Within 5 days	More than 5 days
NSICT : Import Train	68%	32%
NSICT : Import Truck	97%	3%

- **NSIGT has improved its Import dwell time by 22.6% %**

NISGT Dwell time: Import Cycle (in hrs.)

22.6%

45   34.8
■ JAS'17   ■ OND'17

	Within 5 days	More than 5 days
NSIGT : Import Train	52%	48%
NSIGT : Import Truck	95%	5%

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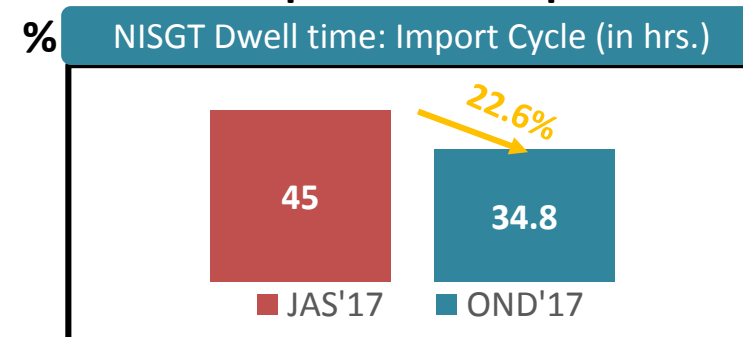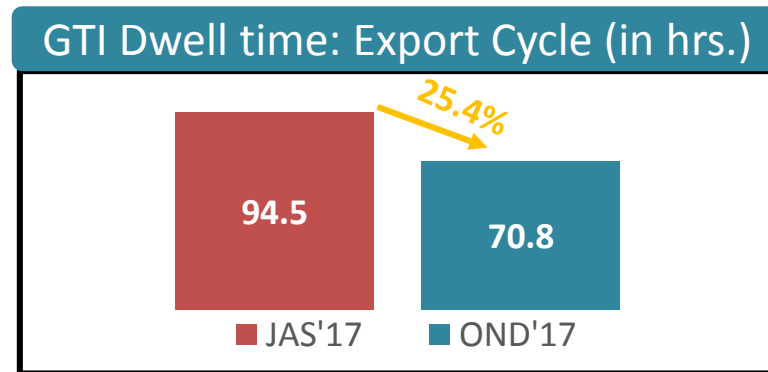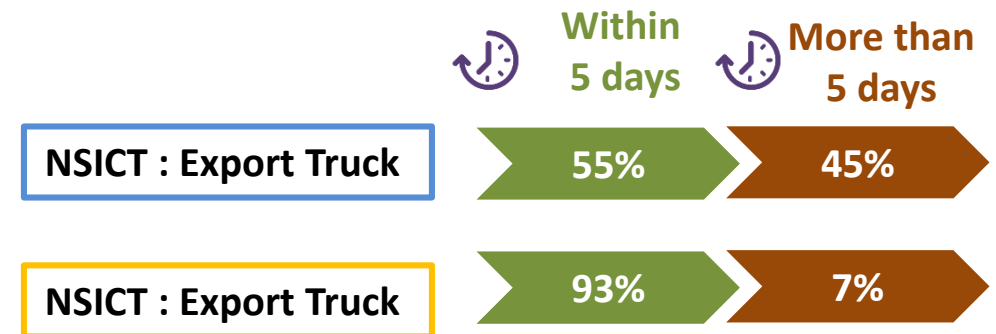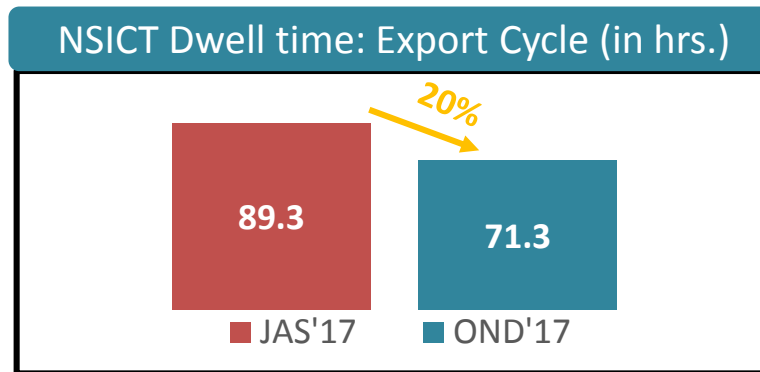
1 JNPT region port terminals has seen improvement in its export cycle port dwell time by around 14% in OND'17 compared to JAS'17

Efficient handling of the container as show below **over 90% of truck bound containers are cleared within 5 days**

GTI Dwell time: Export Cycle (in hrs.)
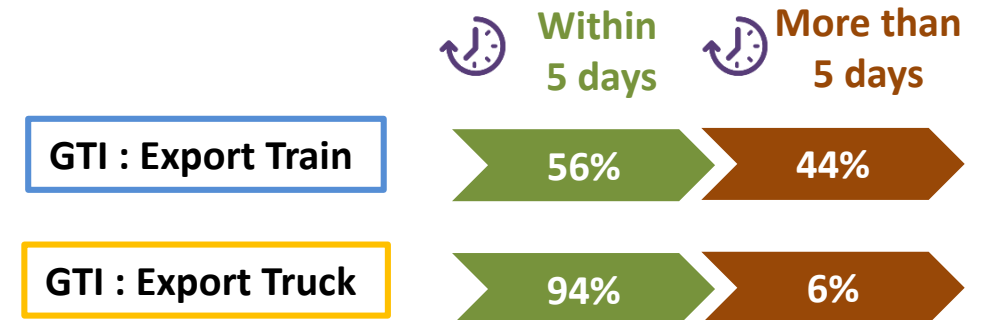
- **GTI has reduced its export dwell time by 25.4 %**

25.4%

94.5   70.8

■ JAS'17 ■ OND'17

	Within 5 days	More than 5 days
GTI : Export Train	56%	44%
GTI : Export Truck	94%	6%

NSICT Dwell time: Export Cycle (in hrs.)

- **NSICT has reduced its export dwell time by 20 %**

20%

89.3   71.3

■ JAS'17 ■ OND'17

	Within 5 days	More than 5 days
NSICT : Export Truck	55%	45%
NSICT : Export Truck	93%	7%

NSIGT Dwell time: Export Cycle (in hrs.)

- **NSIGT has reduced its export dwell time by 20.2 %**

20.2%

89   71.2

■ JAS'17 ■ OND'17

	Within 5 days	More than 5 days
NSIGT : Export Truck	65%	35%
NSIGT : Export Truck	91%	9%

DLDS Logistics Redefined
DMICDC LOGISTICS DATA SERVICES LTD
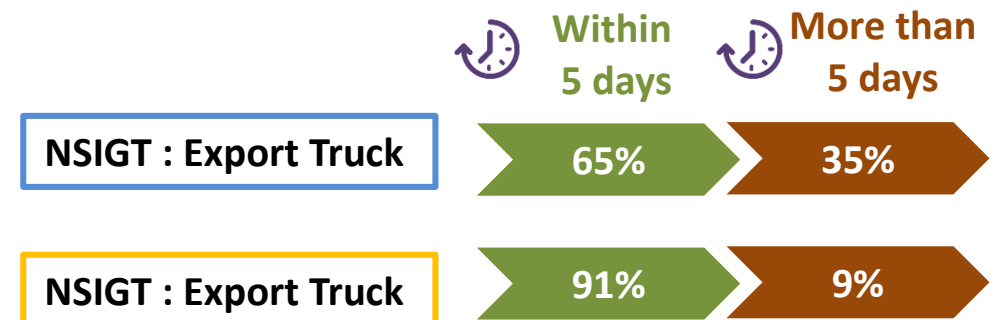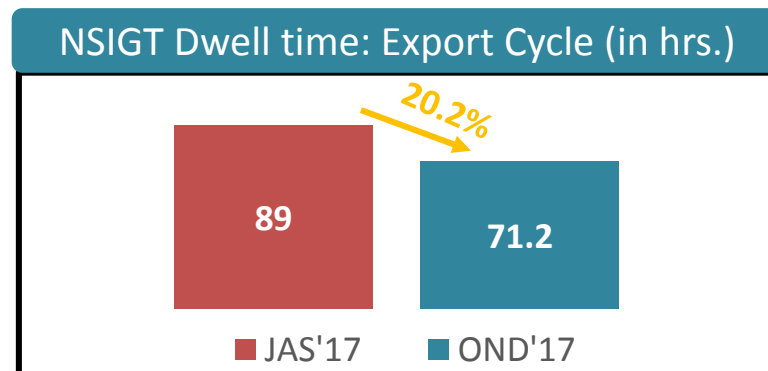
2 | **GTI terminal has significantly improved its port dwell time performance by 29% in OND'17**

GTI has reduced its overall port dwell time in OND'17 quarter by 29% as compared to last JAS'17 quarter. GTI was attacked by Ransomware in july'17 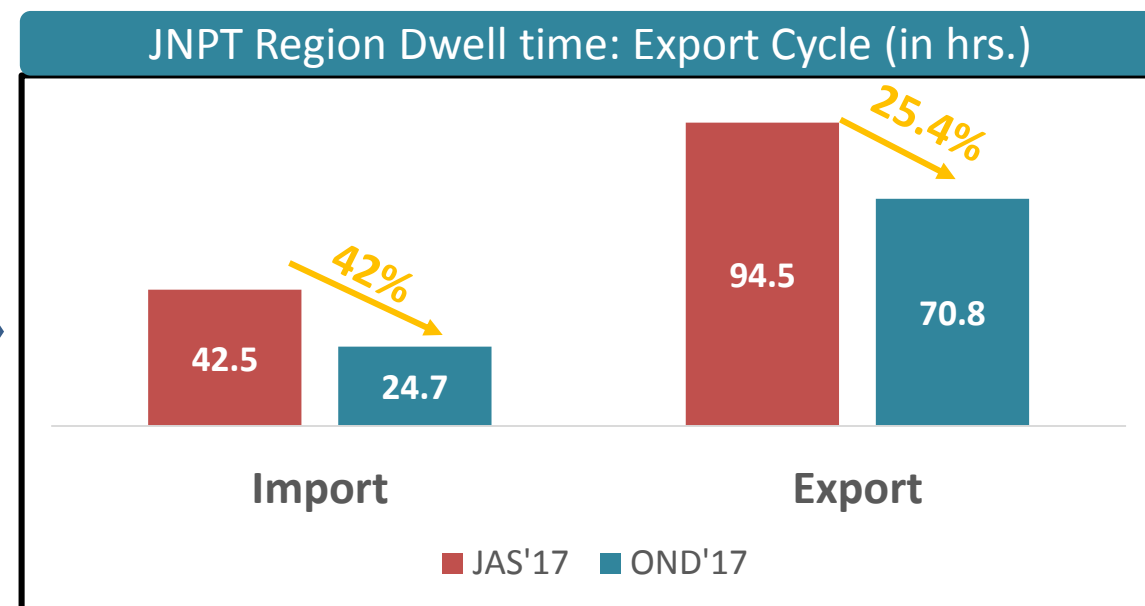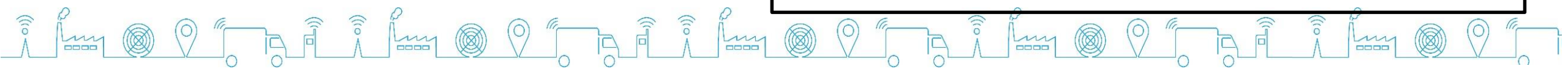which affected its performance. However they have significantly recovered their performance in OND'17 quarter. Its import dwell time has been improved by 42% and export dwell time by 25.4 % as compared to last quarter

GTI Terminal Dwell time: Overall (in hrs.)

29%
65
46.0
GTI
■ JAS'17 ■ OND'17

JNPT Region Dwell time: Export Cycle (in hrs.)

25.4%
42%
42.5
24.7
94.5
70.8
Import   Export
■ JAS'17 ■ OND'17
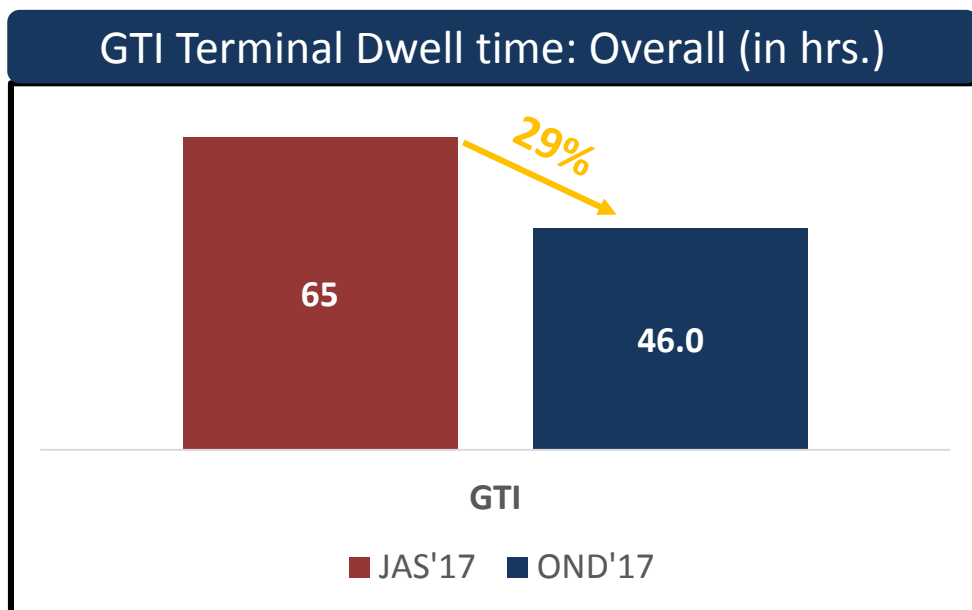
GTI container clearance day distribution has been depicted in the figure. Truck bound container has been managed effectively throughout the OND'17 as around 95% of the containers have been cleared with 5 days

OND'17

Terminal	Within 2 days	Within 2-5 days	More than 5 days
GTI : Import Train	43%	30%	27%
GTI : Import Truck	82%	16%	2%
GTI : Export Train	15%	41%	44%
GTI : Export Truck	26%	68%	6%

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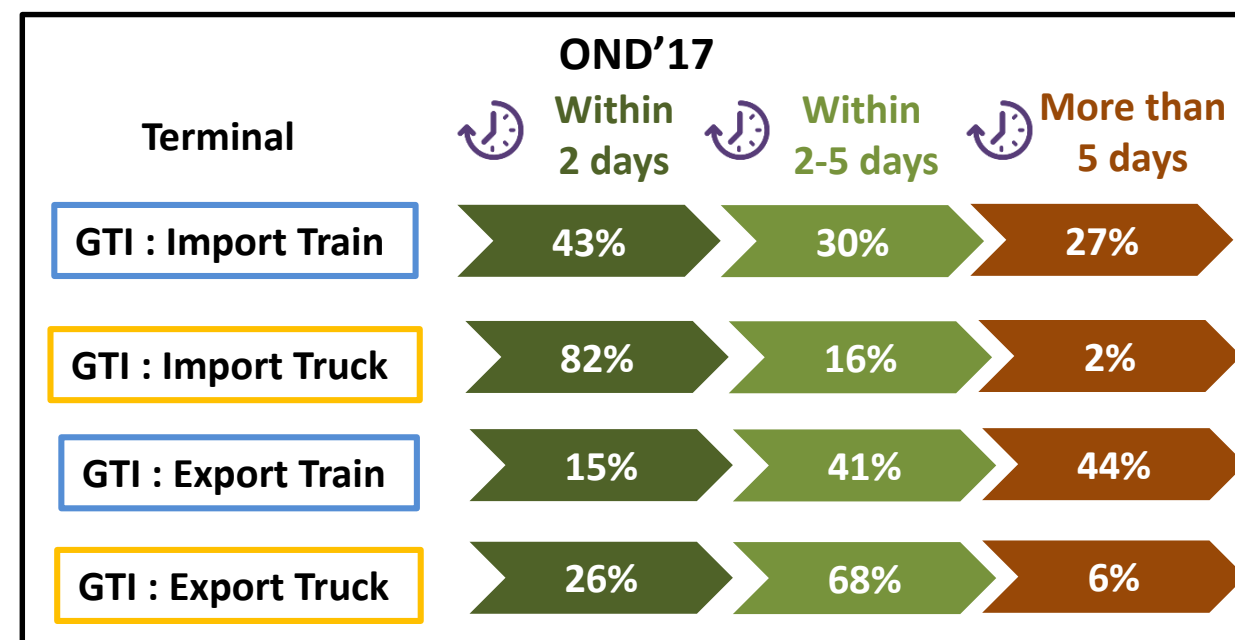
2 Lead time of NCR region ICDs has improved by 8.3% in OND'17 quarter as comparison to JAS'17 quarter

Main Factors

NCR region ICD lead time (in days)

Reduced by 1 day

12

11.0

■ JAS'17 ■ OND'17

NCR region ICD Dwell time (in hrs)

6.25%

128

120.4

■ JAS'17 ■ OND'17

ICD to Port transit time (in days)

25%

3.6

2.7

■ JAS'17 ■ OND'17
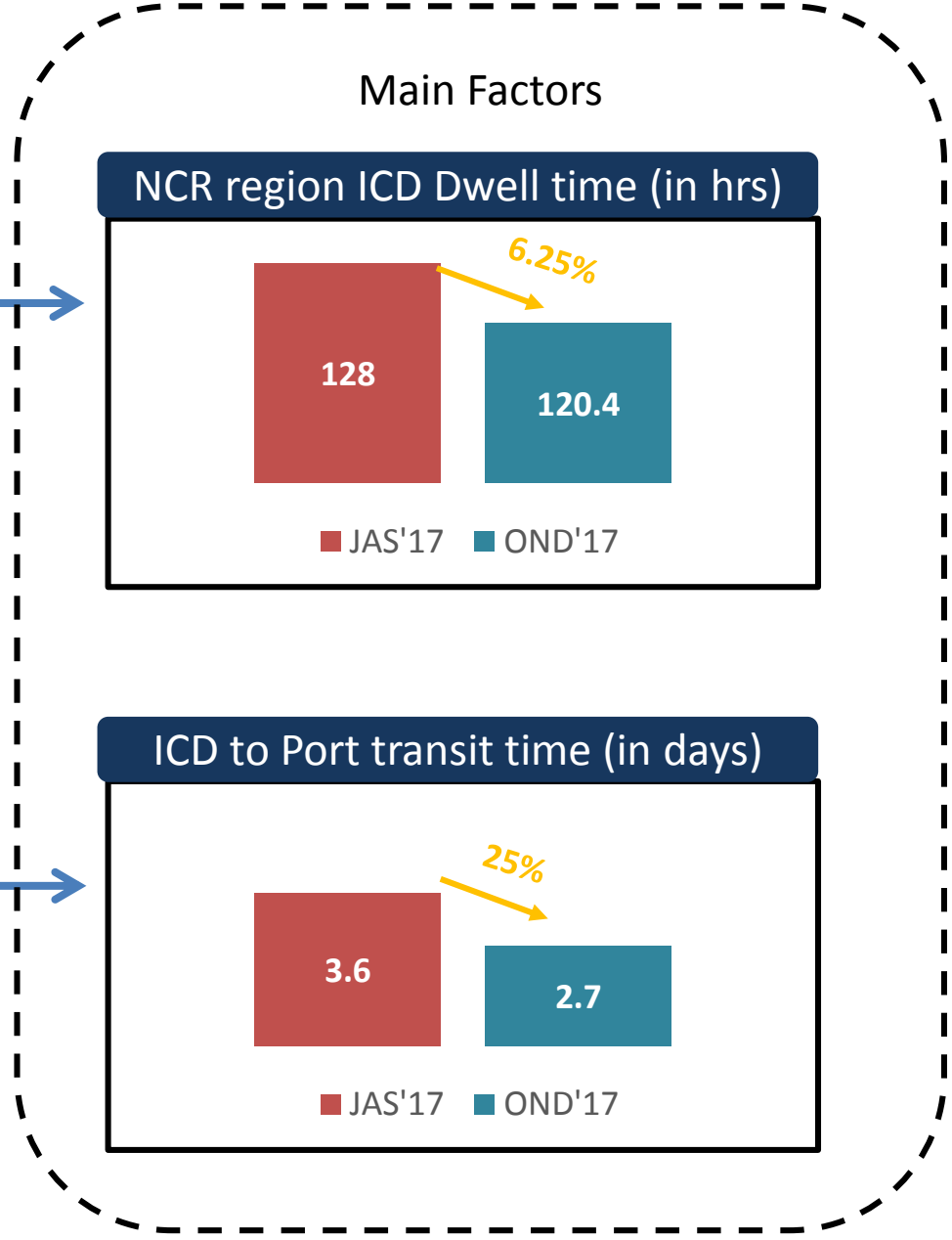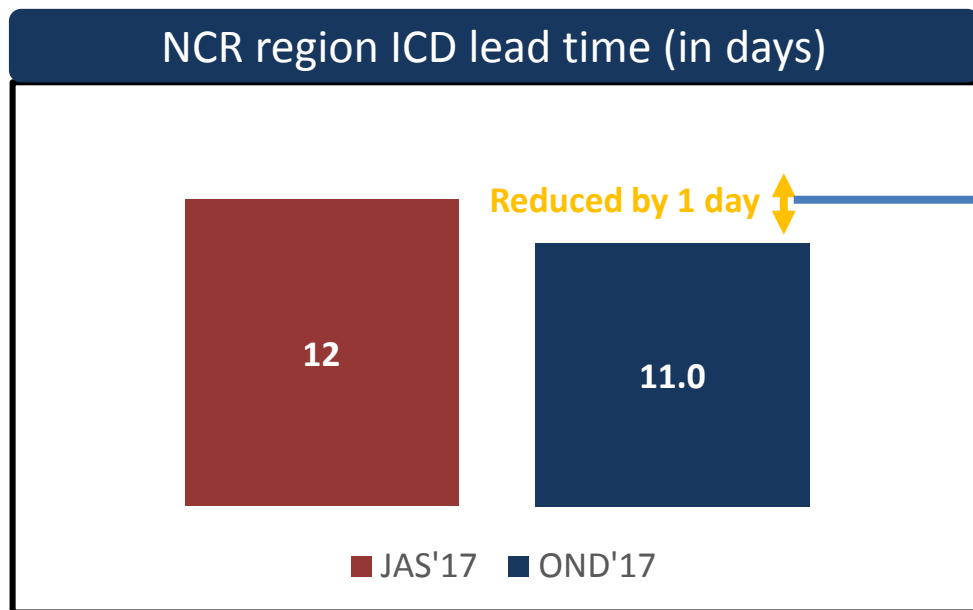
Performance Index

JNPT PORT DWELL TIME TREND

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JNPT port dwell time trend :

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

JNPT Region Dwell time: Overall (in hrs.)

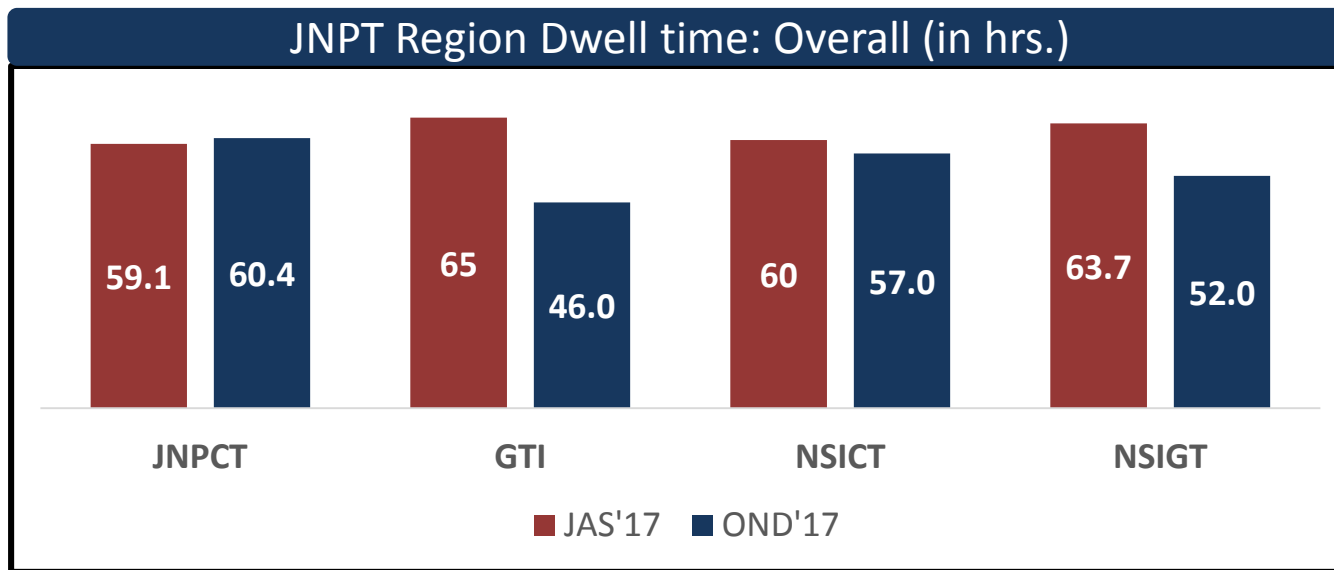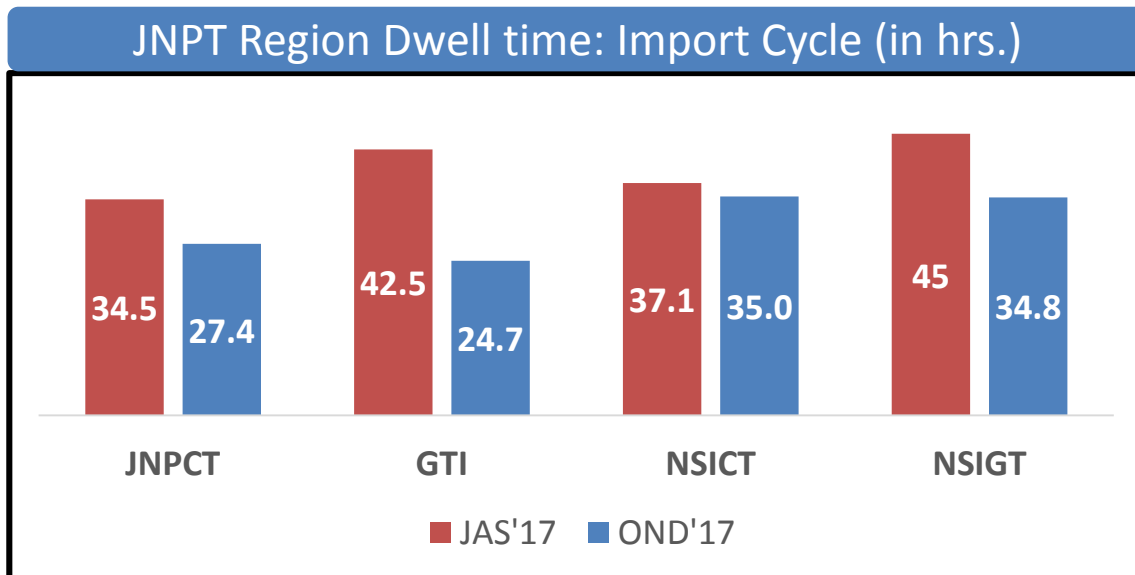| Terminal	JAS'17	OND'17
JNPCT	59.1	60.4
GTI	65	46.0
NSICT	60	57.0
NSIGT	63.7	52.0

■ JAS'17 ■ OND'17

The overall JNPT region average dwell time for OND'17 quarter is 52.3 hrs which has improved from 62 hrs in JAS'17 quarter

The below tables showcase the Import and Export cycle dwell time for both rail and truck bound containers for month of OND'17

JNPT Import cycle Trend

The average import cycle dwell time of JNPT region port terminals for OND'17 quarter is 28 hrs. which has improved from 65.8 hrs in JAS'17

JNPT Region Dwell time: Import Cycle (in hrs.)

Terminal	JAS'17	OND'17
JNPCT	34.5	27.4
GTI	42.5	24.7
NSICT	37.1	35.0
NSIGT	45	34.8

■ JAS'17 ■ OND'17

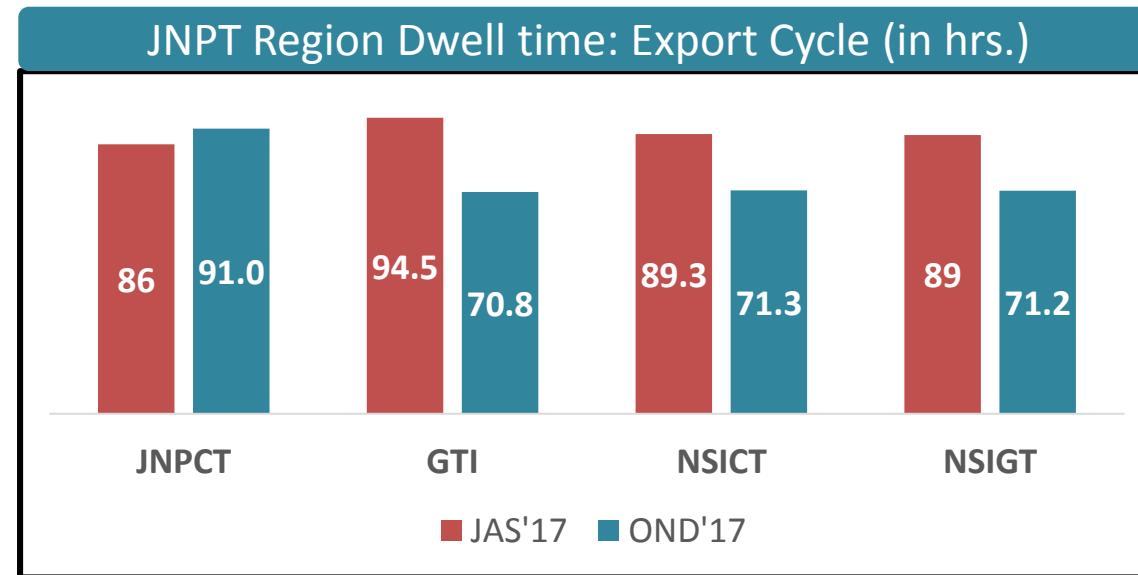## JNPT Export cycle Trend

The average export cycle dwell time of JNPT region port terminals for OND'17 quarter is 77.4 hrs which has improved from 90 hrs in JAS'17

JNPT Region Dwell time: Export Cycle (in hrs.)

Terminal	JAS'17	OND'17
JNPCT	86	91.0
GTI	94.5	70.8
NSICT	89.3	71.3
NSIGT	89	71.2

■ JAS'17 ■ OND'17

JNPT region PORT Terminals : Performance Index

In order to assess the relative performance Port, Container Freight Station and Inland Container Depot ,the relative dwell time as well as the volume of containers handled by them are depicted graphically in the form of an index to portray the performance of a particular organisation on the basis of these two combined factors.

The figure depicts the Frequency Index i.e. volume by dwell time performance for JNPT Port terminals for December'17. The Quadrant II represents the high performing ports with high frequency Index i.e. high container volume at lower dwell time

| Slow Bulk Movers : consist of Ports which have catered higher container volume at higher dwell time | Star Performer: consist of Ports which have catered relatively high container volume in lower dwell time | High Potential : consist of Ports which have catered relatively lower container volume in lower dwell time | Quadrant IV : consist of Ports which have catered relatively lower container volume at higher dwell time |

Port Terminal Performance Index : December'17

Quadrant : II Star performer — GTI

Quadrant : I Slow Bulk Movers — JNPCT

Quadrant : III High Potential — NSIGT

Quadrant : IV Laggard — NSICT

Container Volume (High/low); Dwell Time (low/High)

The below graph depicts the Performance Index for all CFS for OND'17 quarter. The Quadrant II represent the best CFS with high frequency Index i.e. high container volume at lower dwell time
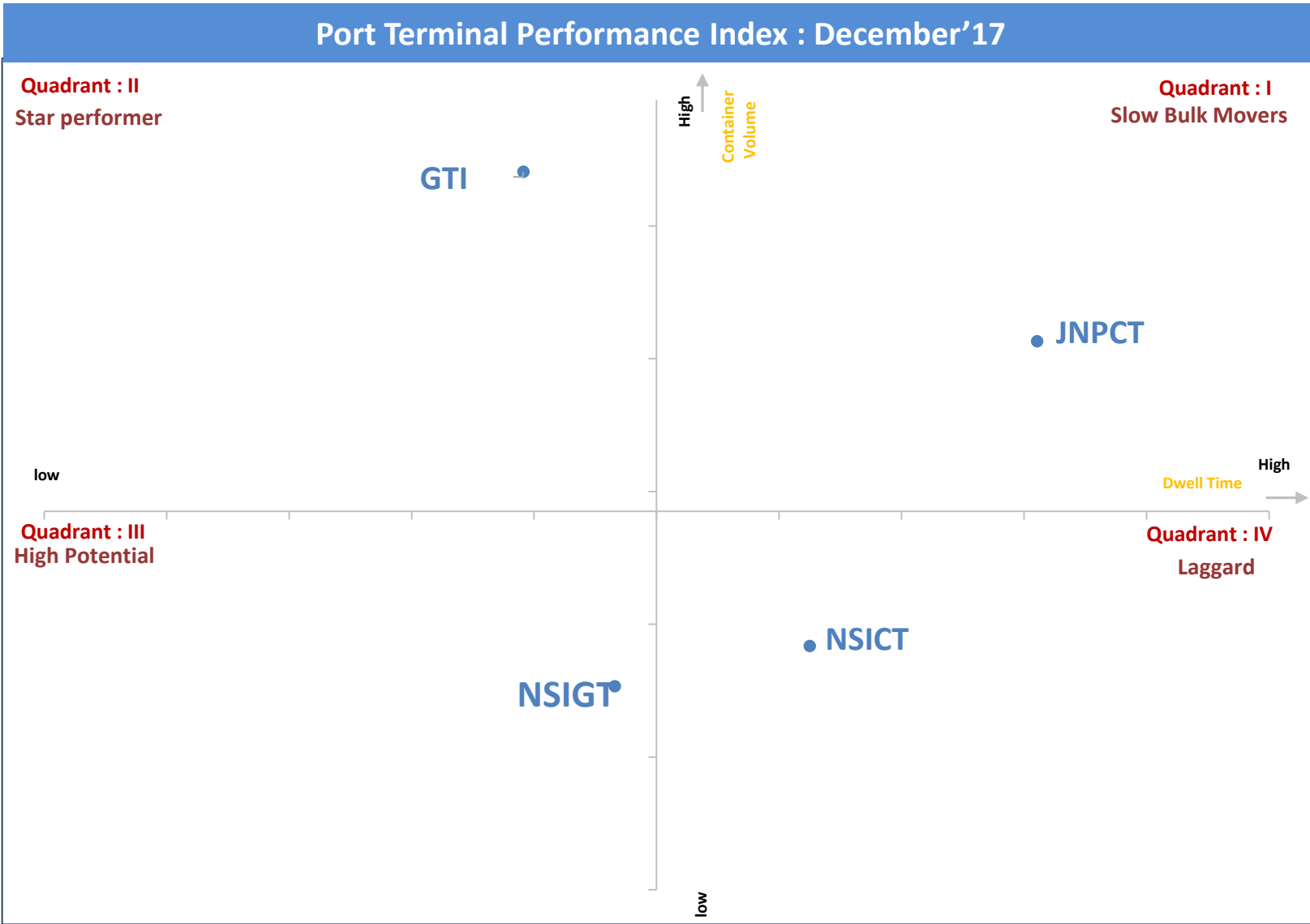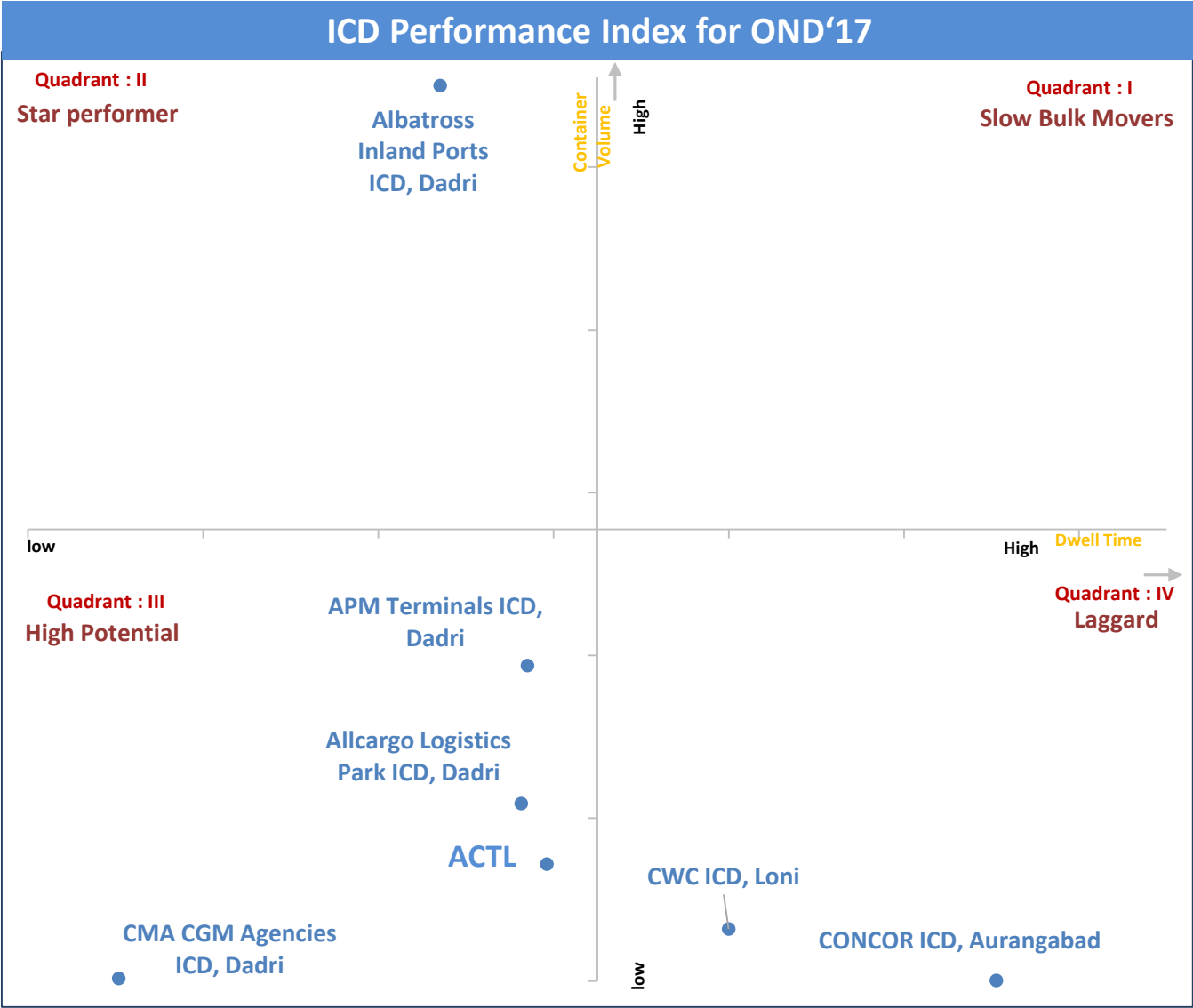

JNPT region CFS Performance Index for OND'17

Quadrant : II
Star performer

CWC Hind Terminal CFS, Navi Mumbai

Quadrant : I
Slow Bulk Movers

Container Volume — High

Speedy Multimode CFS, JNPT

Gateway Distriparks CFS, Navi Mumbai

Ameya Logistics CFS, Navi Mumbai

Transindia Logistics Park, Navi Mumbai

International Cargo Terminals (ULA) CFS, Navi Mumbai

Dwell Time — High

low

Quadrant : III
High Potential

Punjab Conware…

Apollo Logisolutions…

Seabird CFS, Navi Mumbai

Quadrant : IV
Laggard

Ashte Logistics CFS, Panvel

Continental Warehousing CFS, Navi Mumbai

JWC Logistics Park CFS

Navkar Corporation Yard 3 CFS, Panvel

Vaishno Logistics CFS, Navi Mumbai

Ocean Gate CFS, Panvel

Maersk Annex (APM)CFS, Navi…

Dronogiri Rail Terminal CFS, Navi…

APM (Maersk India) CFS, Navi Mumbai

Indev Logistics CFS, Panvel

All Cargo Logistics CFS, Navi Mumbai

International Cargo Terminal CFS

Navkar Corporation Yard 2 CFS, Panvel

Balmer & Lawrie CFS, Navi Mumbai

Take Care Logistics…

Maharashtra State Corp CFS

Navkar Corporation Yard 1 CFS, Panvel

CWC Impex Park CFS, Navi Mumbai

SBW Logistics CFS, Navi Mumbai

CWC Dronagiri CFS, Navi Mumbai

low

Legends

Top in category

- Star performer
- Slow bulk mover
- High potential
- Laggard

The below graph depicts the Performance Index for all ICDs for OND'17. The Quadrant II represent the best ICD with high frequency Index i.e. high container volume at lower dwell time

ICD Performance Index for OND'17

Quadrant : II
Star performer

Quadrant : I
Slow Bulk Movers

Albatross Inland Ports ICD, Dadri

Container Volume — High

Quadrant : III
High Potential

APM Terminals ICD, Dadri

Allcargo Logistics Park ICD, Dadri

ACTL

CWC ICD, Loni

CMA CGM Agencies ICD, Dadri

low — Dwell Time — High

Quadrant : IV
Laggard

CONCOR ICD, Aurangabad

low

JNPT REGION :
CONGESTION ANALYSIS AND HEAT MAP

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Congestion Analysis around Mumbai Region

Cluster 1	Cluster 2
JNPT Area	Bhendkhal area, Khopate road

Cluster 3	Cluster 4
Sonari area,JNPT road	Chirle area , JNPT road

Cluster 5	Cluster 6
Plaspa area, Coachi kanyakumari Highway	Salva apta rd area, Bangalore highway

Cluster 7	Cluster 8
Patilpada area, Khopate JNPT road	Taloja, Navi Mumbai

Note : Please find the respective CFS in each cluster in annexure section

Legends

- 🟥 **High Congestion**
- 🟫 **Medium Congestion**
- 🟧 **Low Congestion**
- ⭐ **Cluster with bottleneck**
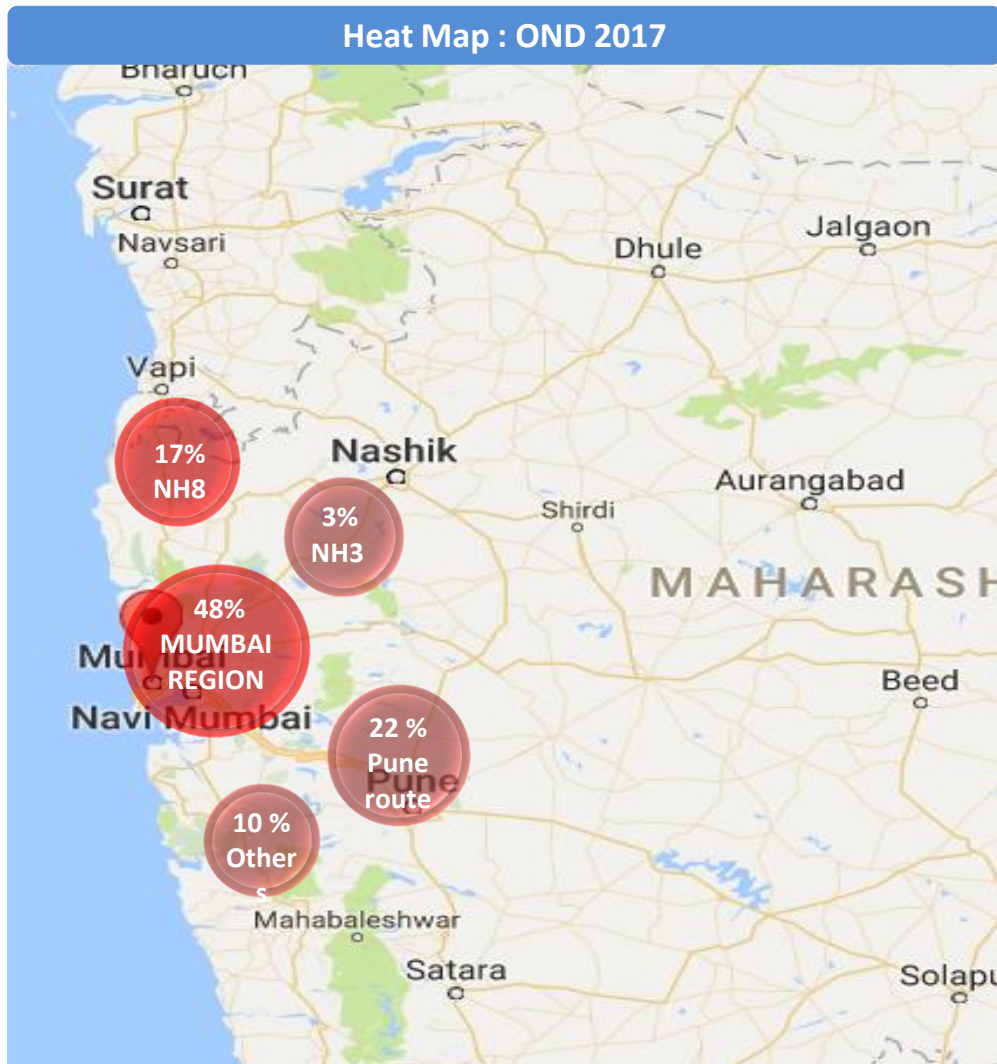- ⭐ **Cluster without bottleneck**

It is seen that Cluster 1 has congestion bottleneck throughout the OND'17 quarter

GTI Terminal

Congestion Level

Export Cycle :- 🟥

Import Cycle :- 🟧

JNPCT Terminal

Congestion Level

Export Cycle :- 🟥

Import Cycle :- 🟧

NSICT Terminal

Congestion Level

Export Cycle :- 🟥

Import Cycle :- 🟧

NSIGT Terminal

Congestion Level

Export Cycle :- 🟥

Import Cycle :- 🟧

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

Container movement around JNPT Port terminal region via Truck

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HEAT MAP : Overall Mumbai region

Heat Map : OND 2017

17% NH8
3% NH3
48% MUMBAI REGION
22 % Pune route
10 % Others

Region	JAS'17	OND'17
Mumbai Region	47%	48%
Pune	19%	22%
NH8	22%	17%
NH3	2%	3%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.

HEAT MAP : GTI Port Terminal

Heat Map : OND 2017

10% NH8
2% NH3
59% MUMBAI REGION
19 % Pune route
10 % Others
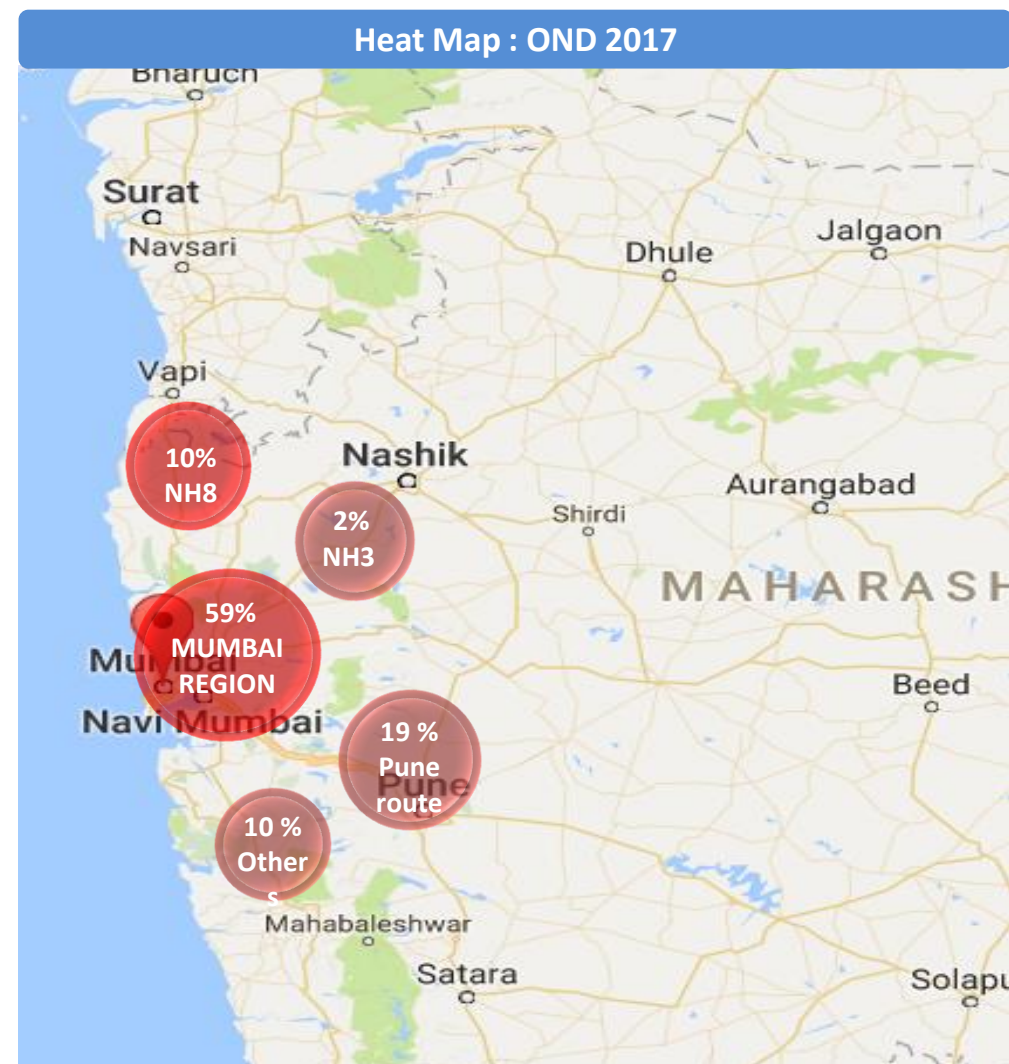
Region	JAS'17	OND'17
Mumbai Region	58%	59%
Pune	14%	19%
NH8	16%	10%
NH3	2%	2%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.

Container movement around JNPT Port terminal region via Truck

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HEAT MAP : JNPCT Port Terminal

Heat Map : OND 2017

Region	JAS'17	OND'17
Mumbai Region	51%	50%
Pune	15%	18%
NH8	22%	19%
NH3	2%	3%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.
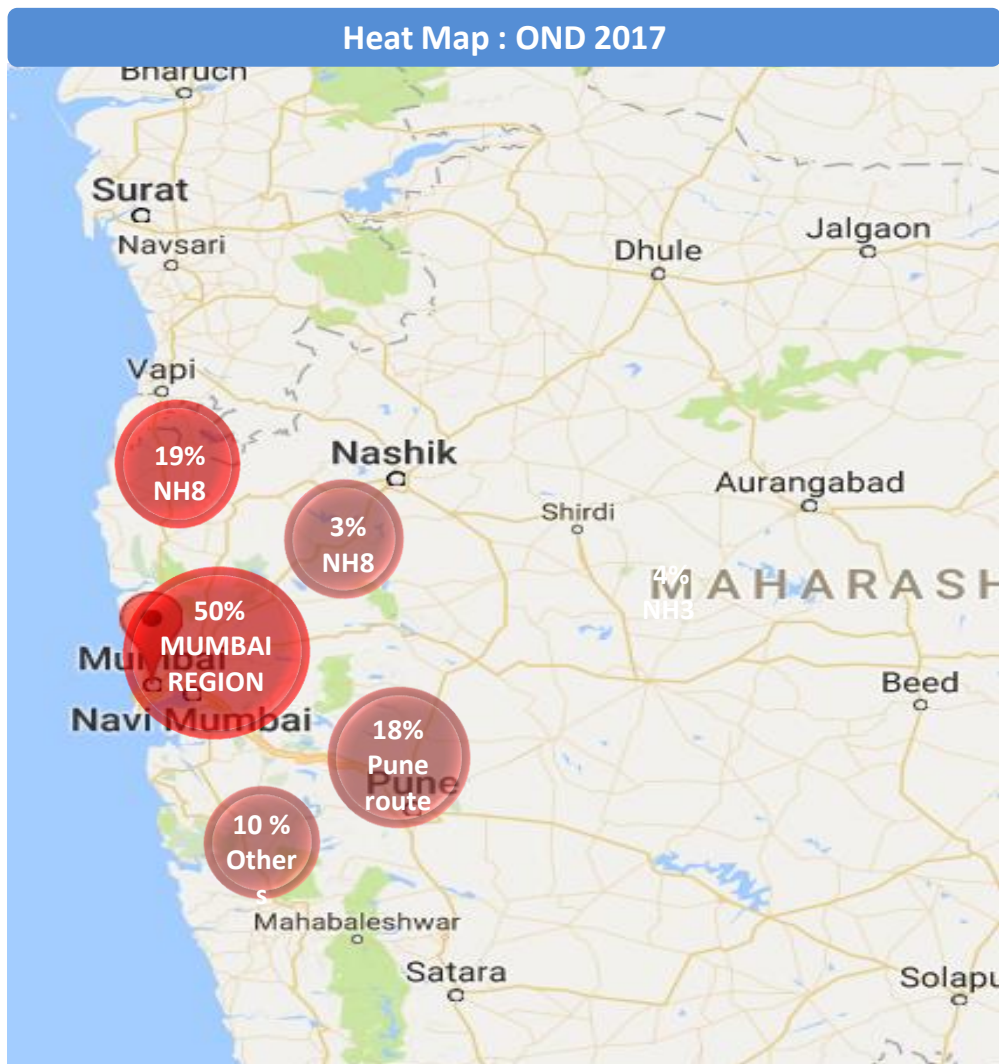
HEAT MAP : NSICT Port Terminal

Heat Map : OND 2017
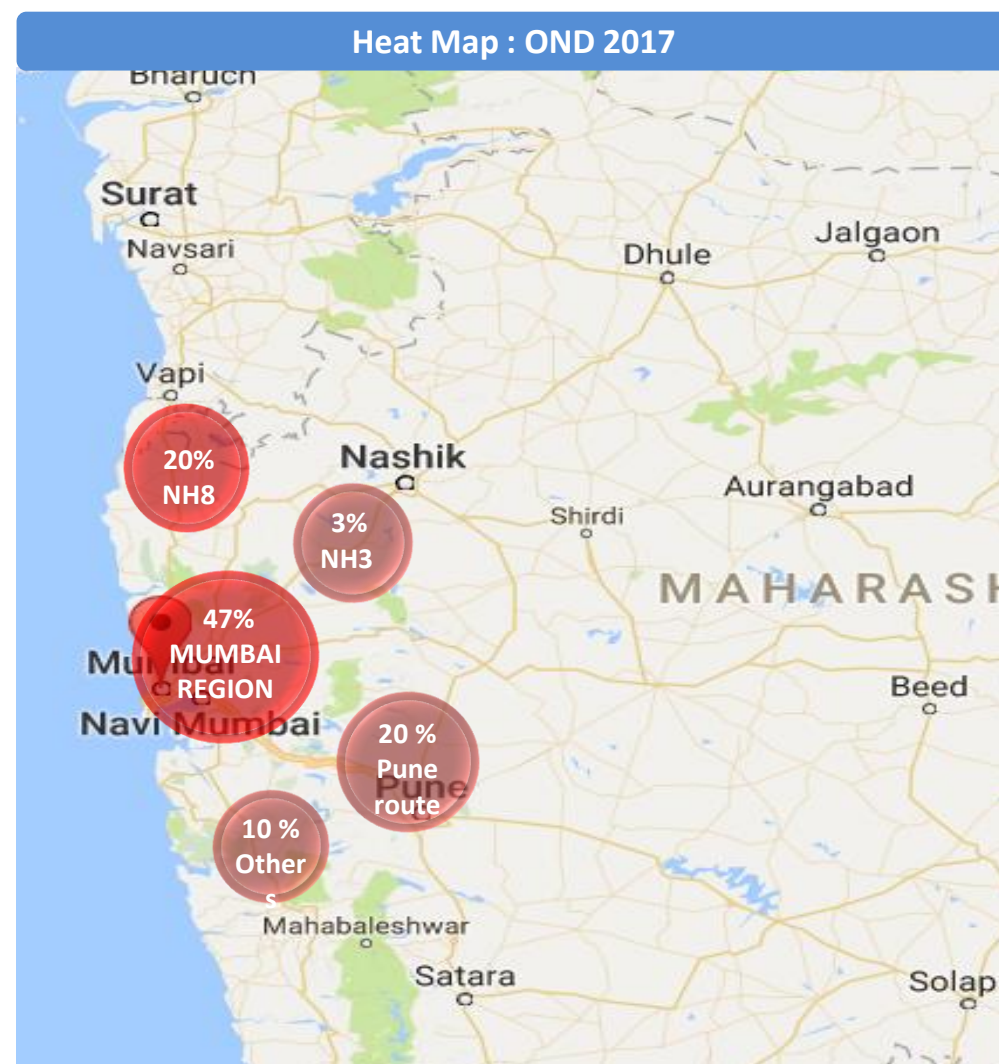
Region	JAS'17	OND'17
Mumbai Region	53%	47%
Pune	15%	20%
NH8	15%	20%
NH3	3%	3%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.

Container Movement around JNPT region via Train
 The map shows the volume wise container movement through different railway routes in export and import cycle for OND'17
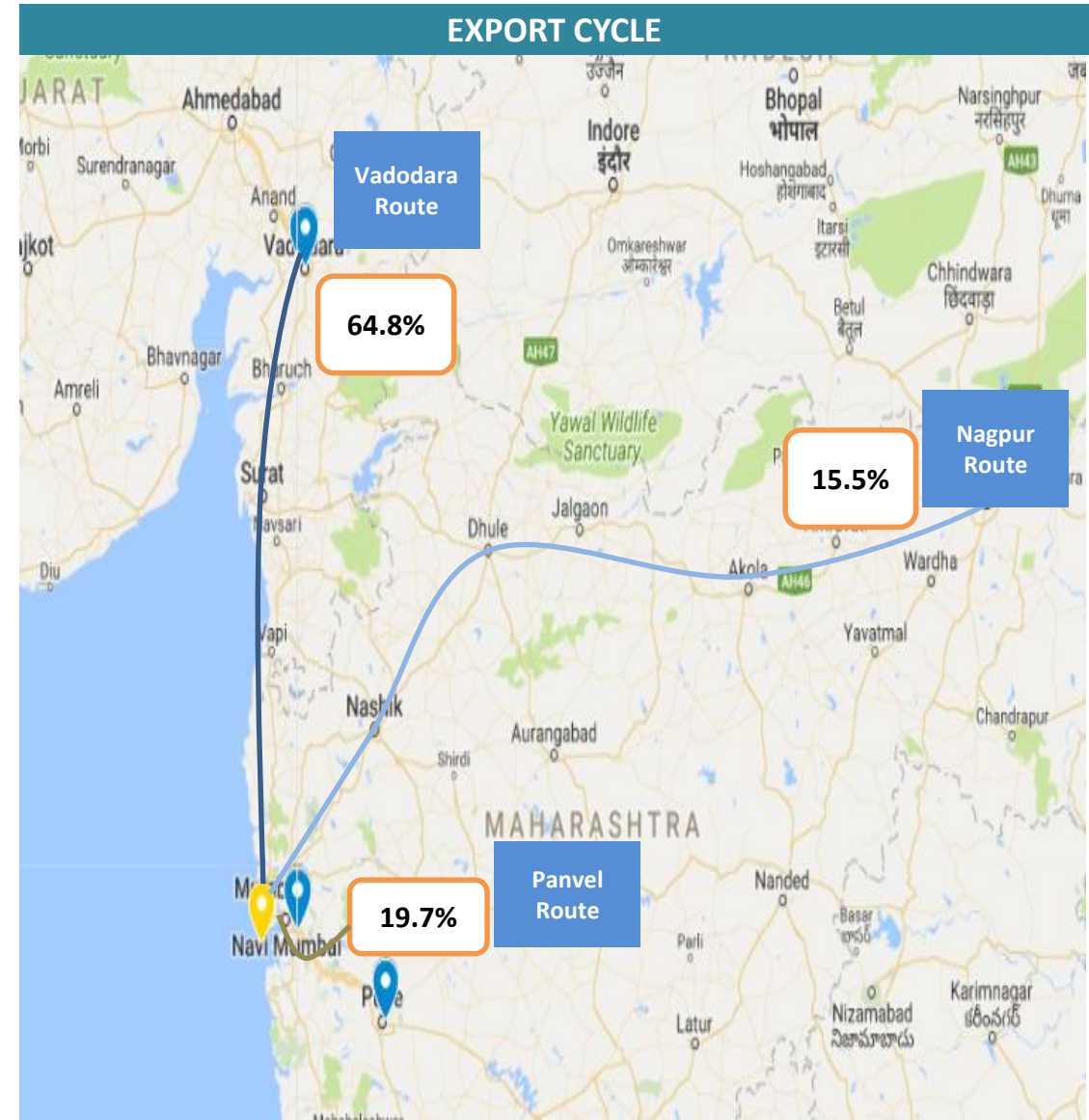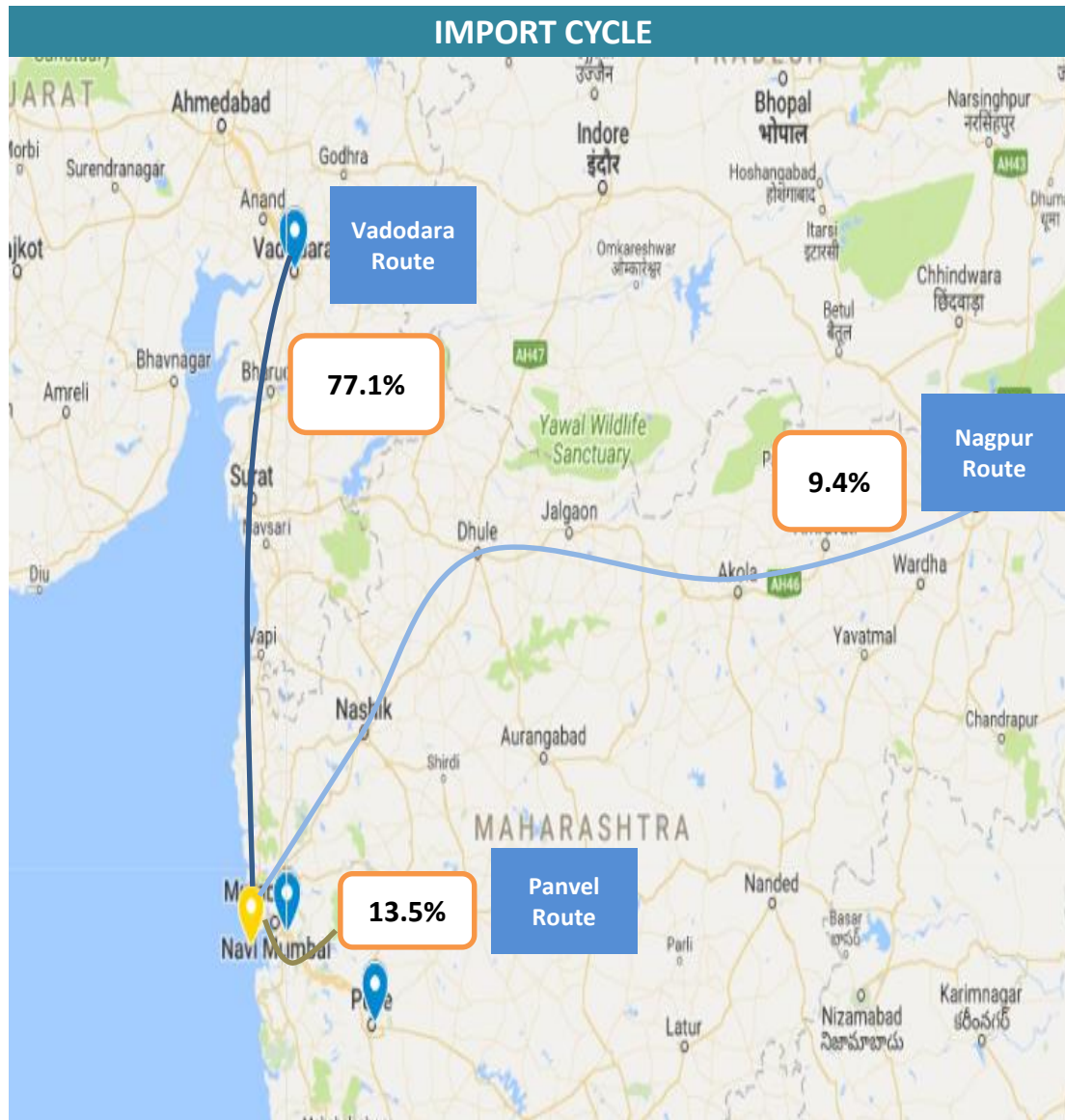
Container Movement around APSEZ region via Train : IMPORT CYCLE
 The map shows the volume wise container movement through different railway routes in import cycle for OND'17 quarter

IMPORT CYCLE

Palanpur Jn. Route — 45.2 %
Ratlam Jn. Route — 47.6 %
Mundra Port
Vadodara Jn. Route — 0.8 %
Bhavnagar Jn. Route — 6.4 %

Container Movement around APSEZ region via Train : EXPORT CYCLE
The map shows the volume wise container movement through different railway routes in Export cycle for OND'17 quarter

EXPORT CYCLE
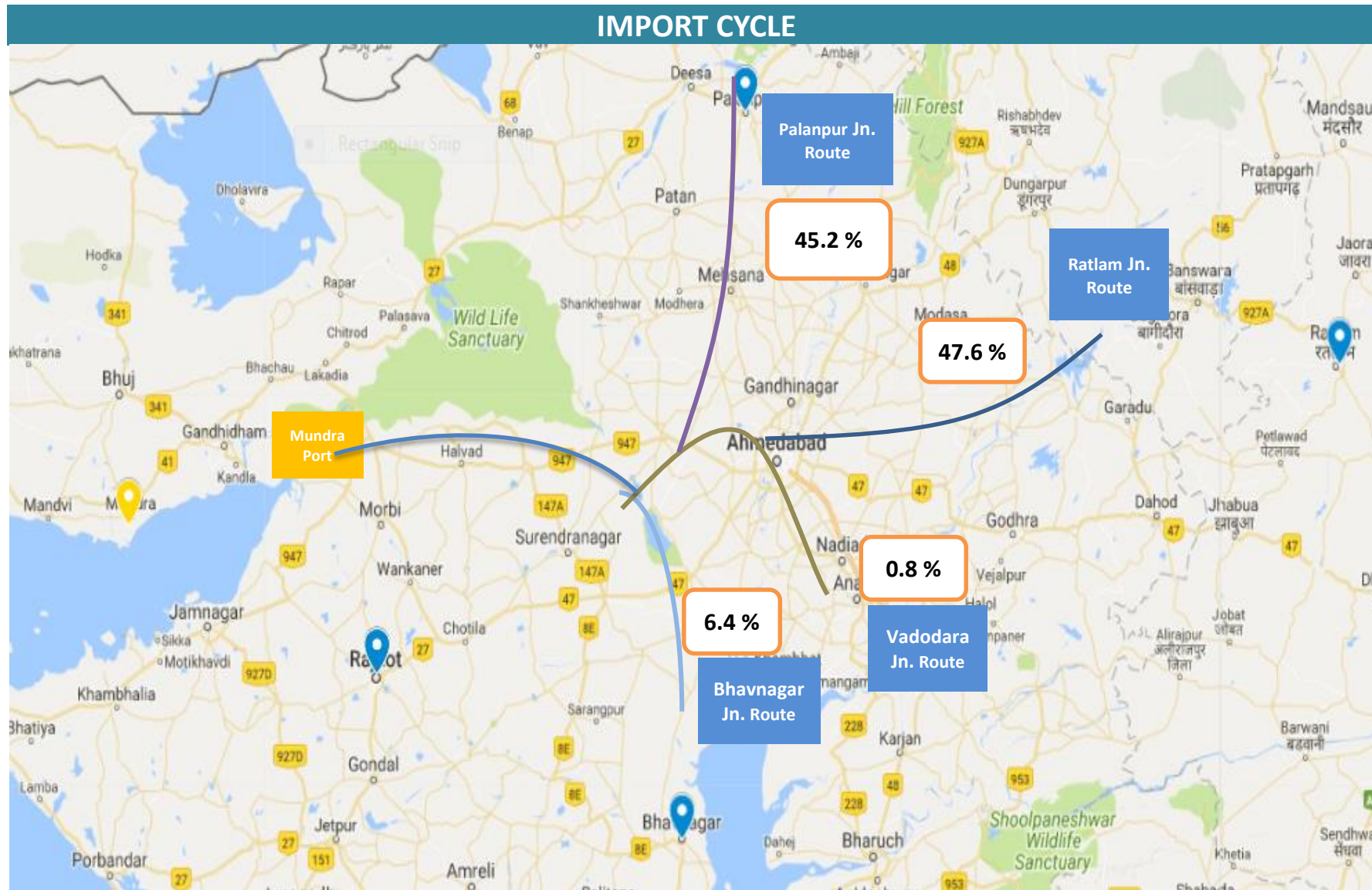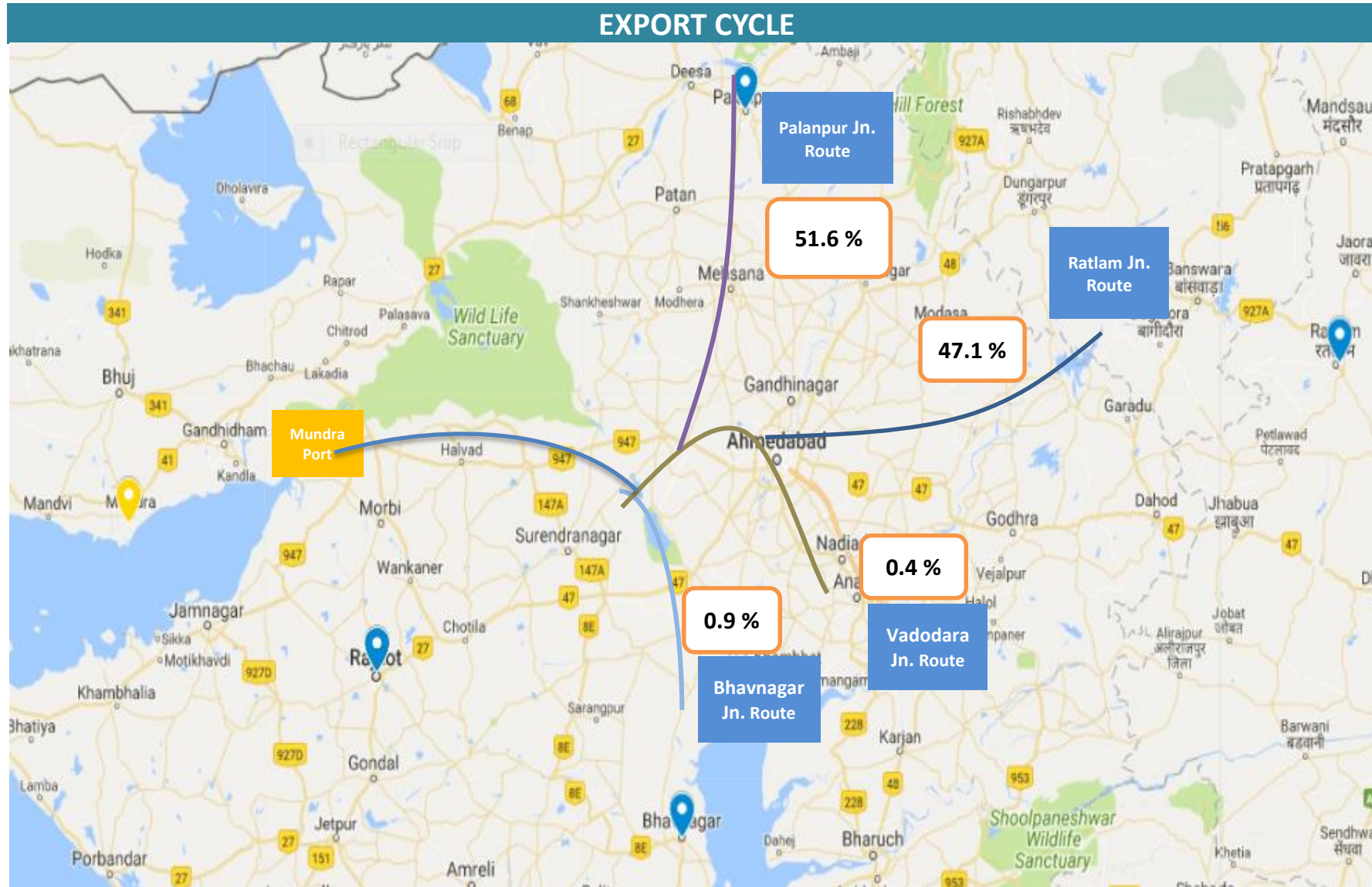
Palanpur Jn. Route

51.6 %

Ratlam Jn. Route

47.1 %

Mundra Port

0.4 %

0.9 %

Vadodara Jn. Route

Bhavnagar Jn. Route

The below table shows all the toll plazas covered under DLDS connected with JNPT , the average speed has decreased between **Dhule and Khalghat** as compared to the previous quarter by **48%**

Avg. Travel Time & Speed between Toll Plazas (OND'17)					
Source	Destination Toll Plaza	Inter Distance (Km)	Avg. Travel Time (Hr)	OND'17 Avg. Speed (Km/Hr)	JAS'17 Avg. speed (km/hr)
JNPT	Khaniwade	94	6.9	13.7	**13**
JNPT	Khalapur	60	3.9	15.6	**18.4**
Khaniwade	Charoti	50	1.4	35.7	**34**
Charoti	Boriach	126	4.5	28	**27.8**
Boriach	Bharthan	142	4.3	33	**33.3**
Bharthan	Kishangarh	686	32.5	21.1	**23.8**
Bharthan	Vasad	60	1.6	37.5	**36.5**
Kishangarh	Daulatpura	128	3.2	40	**36.3**
Dhule	Khalghat	186	14	13.2	**25.3**

Map

The below table shows all the toll plazas covered under DLDS in **Mundra region**.

Avg. Travel Time & Speed between Toll Plazas (OND'17)				
Source	Destination Toll Plaza	Inter Distance (Km)	Avg. Travel Time (Hr)	Avg. Speed OND'17 (Km/Hr.)
MICT	Mokha	28	1.2	**23.3**
Mokha	Makhel	150	6.3	**23.8**
Mokha	Surajbari	115	4.3	**26.7**

Map

ANNEXURE

JNPT REGION :
TRADE PERFORMANCE
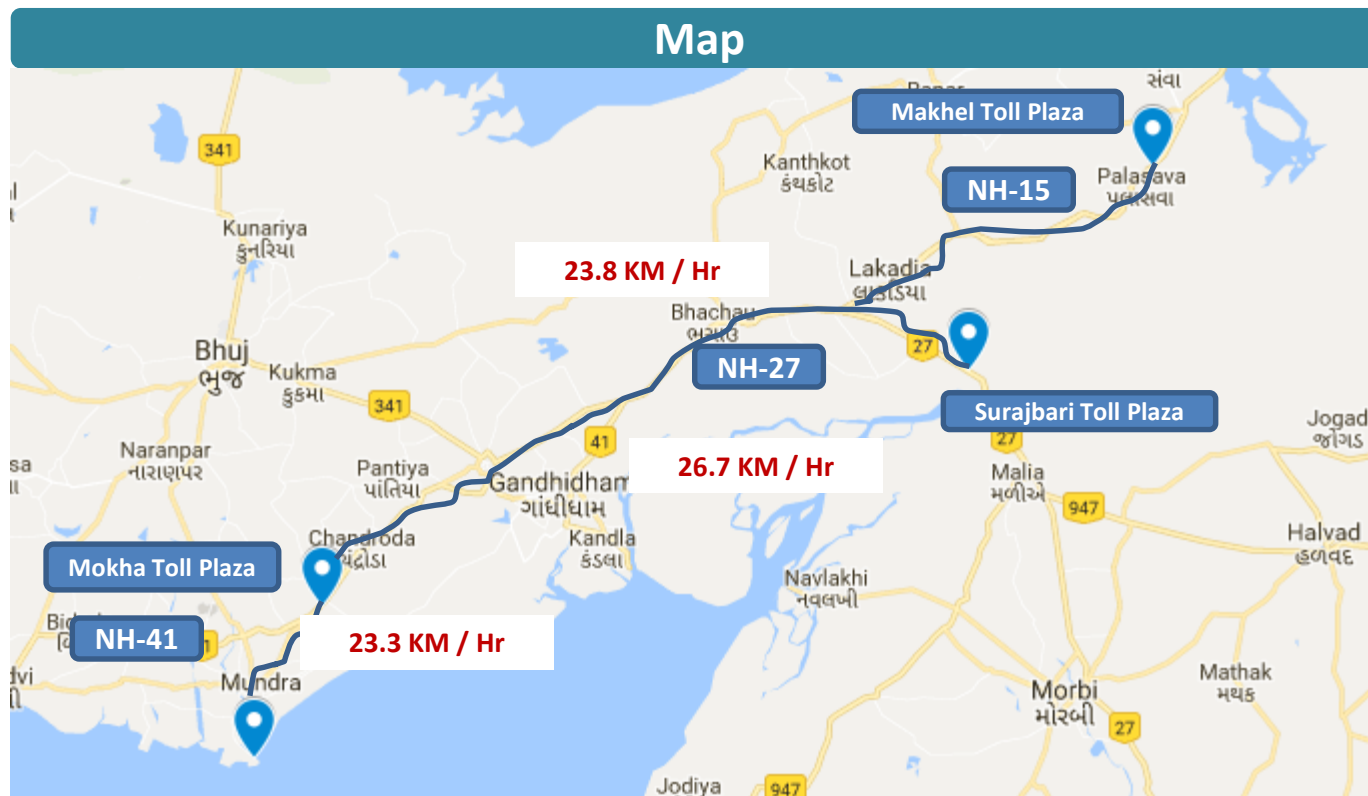
PORT IMPORT via TRAIN

The Port Dwell time data for train movement in import cycle is depicted below. Port dwell time is the time duration between the entry of the container in Port terminal to the time it moves out of the Port terminal

Port	JAS'17 (in Hrs)	OND'17 (in Hrs)
GTI	90.6	57.5
JNPCT	74	64.3
NSICT	91	77.1
NSIGT	128	111.3

IMPORT CYCLE - PORT DWELL TIME(IN HOURS) (TRAIN)

JAS'17 / OND'17

GTI 90.6 / 57.5; JNPCT 74 / 64.3; NSICT 91 / 77.1; NSIGT 128 / 111.3

Container Volume Handled : Day wise (via train)

Port Terminals | Port Handling limit — Within 2 days | Within 2-5 days | Within 5-8 days | More than 8 days

Terminal	Within 2 days	Within 2-5 days	Within 5-8 days	More than 8 days
GTI :	43%	30%	12%	15%
JNPCT:	38%	35%	14%	13%
NSICT:	34%	34%	15%	17%
NSIGT:	29%	23%	19%	29%
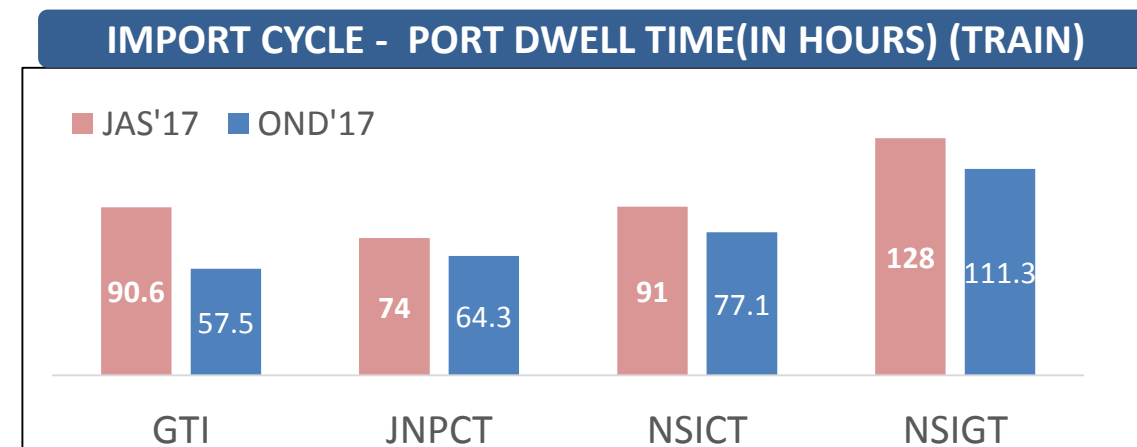
PORT IMPORT via TRUCK

The Port Dwell time data for Truck movement in import cycle is depicted below. Port dwell time is the time duration between the entry of the container in Port terminal to the time it moves out of the Port terminal

Port	JAS'17 (in Hrs)	OND'17 (in Hrs)
GTI	31.5	21.6
JNPCT	30.8	24.6
NSICT	32.3	31.5
NSIGT	36.3	30.5

IMPORT CYCLE - PORT DWELL TIME(IN HOURS) (Truck)

JAS'17   OND'17

	GTI	JNPCT	NSICT	NSIGT
JAS'17	31.5	30.8	32.3	36.3
OND'17	21.6	24.6	31.5	30.5

Container Volume Handled : Day wise (via truck)

Port Terminals

Port Handling limit

Port Terminals	Within 2 days	Within 2-5 days	Within 5-8 days	More than 8 days
GTI :	82%	16%	1%	1%
JNPCT:	78%	20%	1.5%	0.5%
NSICT:	71%	26%	2%	1%
NSIGT:	74%	21%	3%	2%

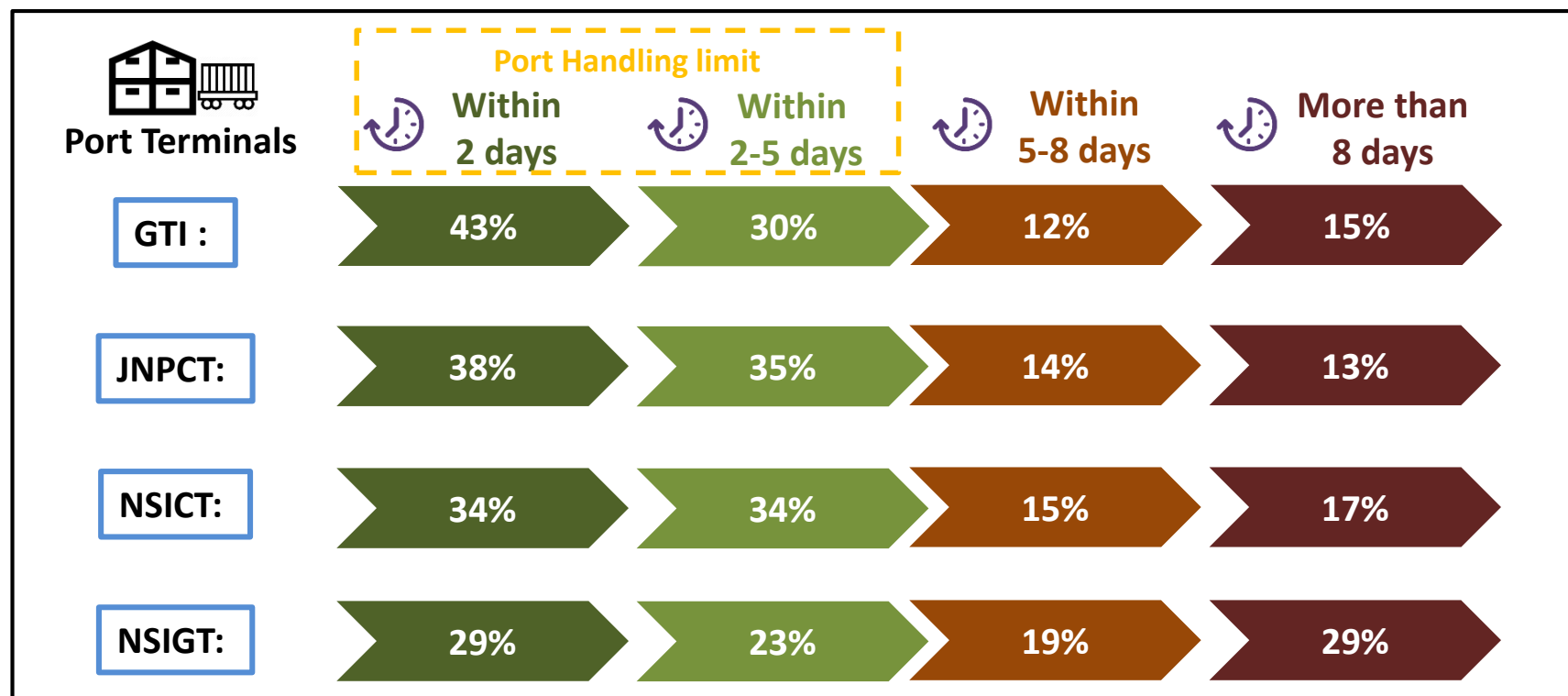# JNPT PORT DWELL TIME ANALYSIS : EXPORT CYCLE
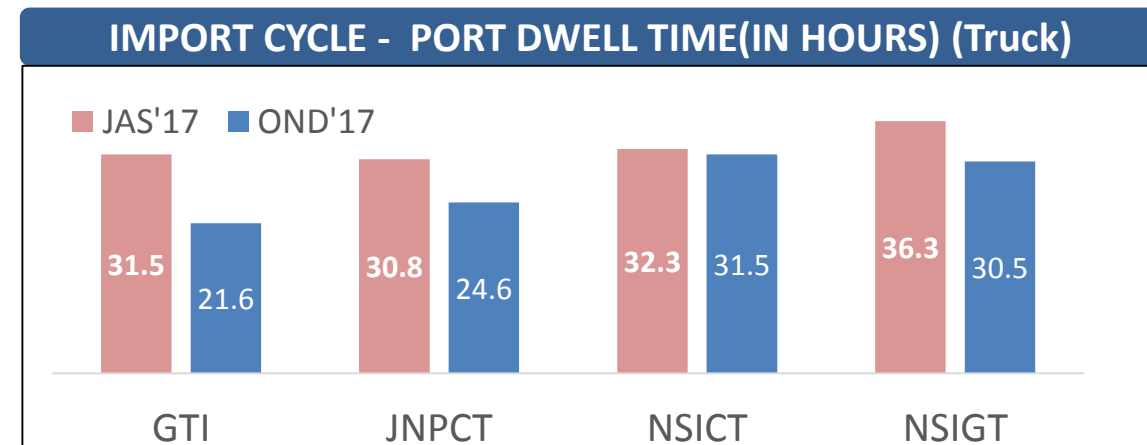
PORT EXPORT via TRAIN

The Port Dwell time data for train movement in Export cycle is depicted below. Port dwell time is the time duration between the entry of the container in Port terminal to the time it moves out of the Port terminal

Port	JAS'17 (in Hrs)	OND'17 (in Hrs)
GTI	119	108.8
JNPCT	124.6	124.7
NSICT	113	110.5
NSIGT	108	99.5

Export CYCLE - PORT DWELL TIME(IN HOURS) (TRAIN)

JAS'17 ■ OND'17

	GTI	JNPCT	NSICT	NSIGT
JAS'17	119	124.6	113	108
OND'17	108.8	124.7	110.5	99.5

Container Volume Handled : Day wise (via train)

Port Handling limit

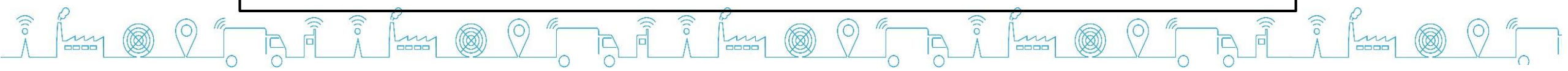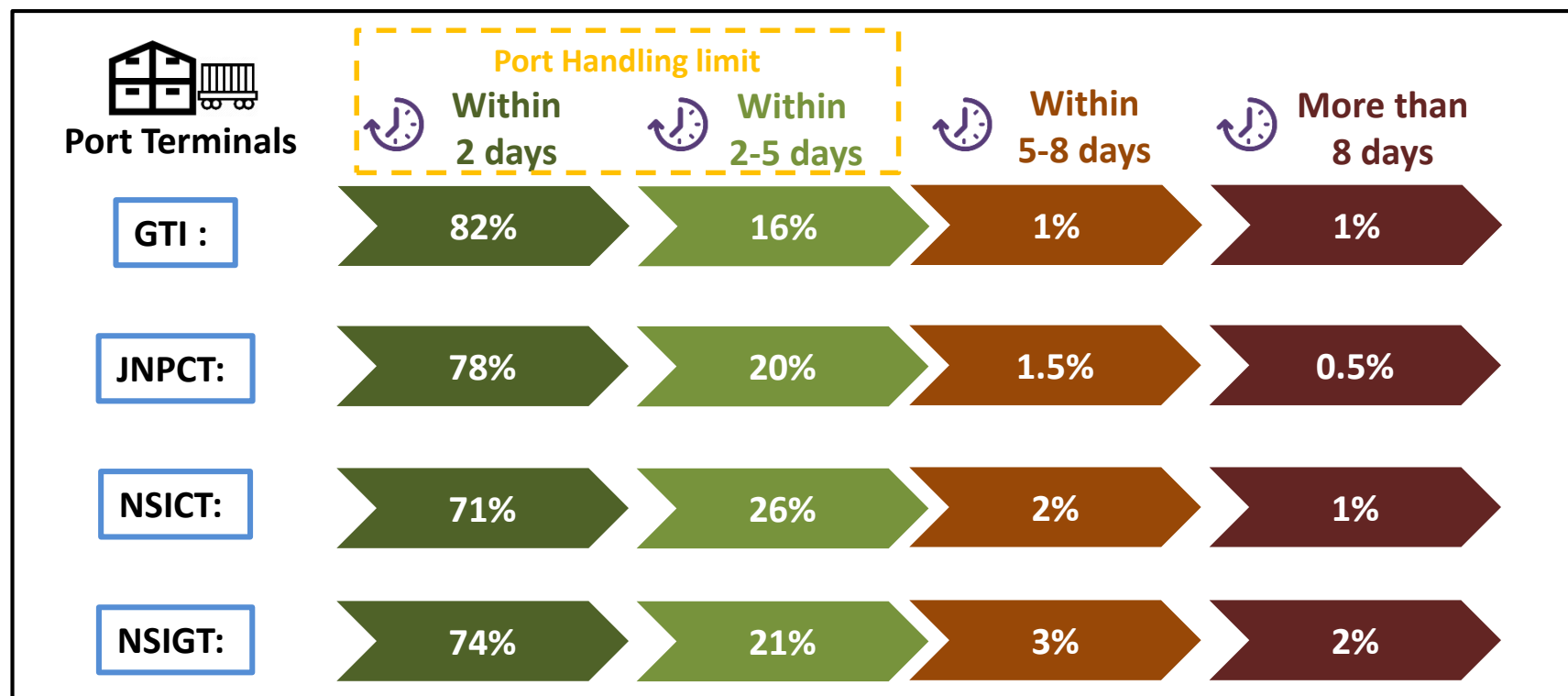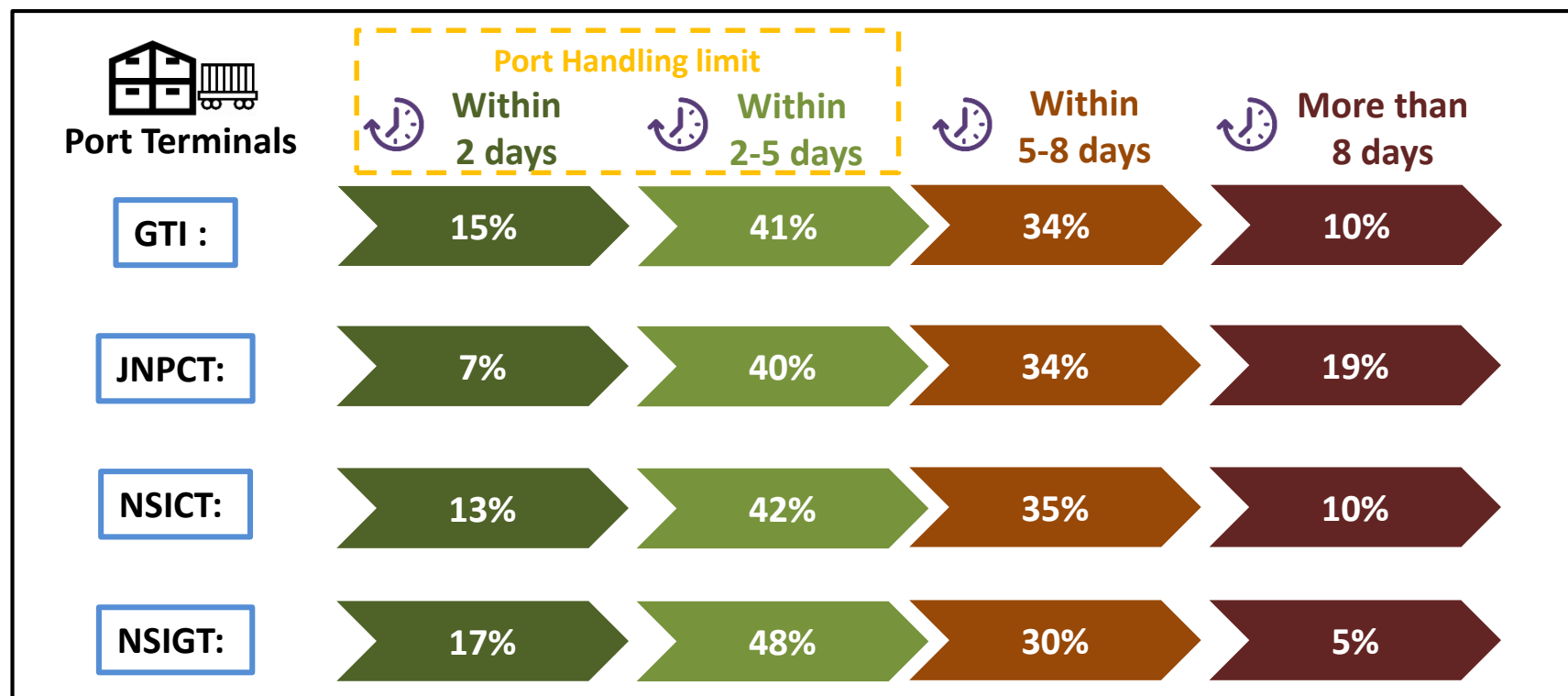| Port Terminals	Within 2 days	Within 2-5 days	Within 5-8 days	More than 8 days
GTI :	15%	41%	34%	10%
JNPCT:	7%	40%	34%	19%
NSICT:	13%	42%	35%	10%
NSIGT:	17%	48%	30%	5%
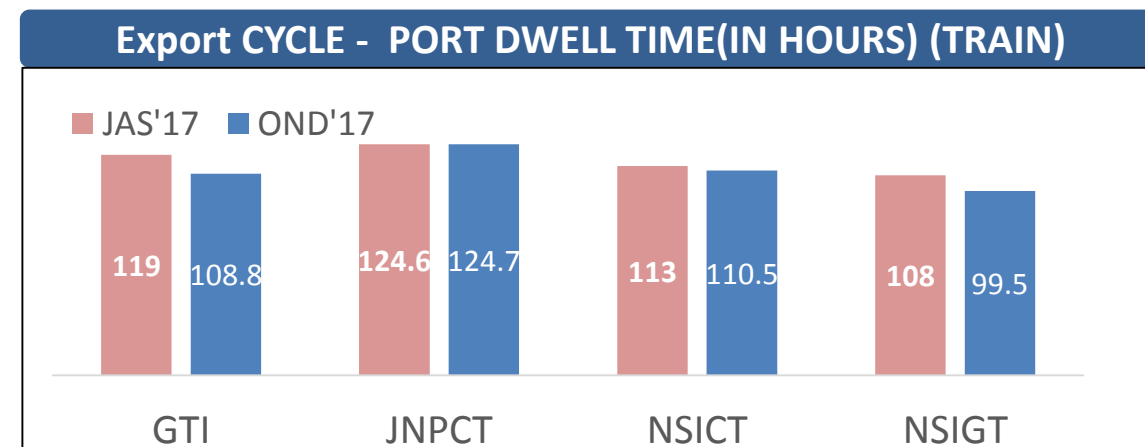
PORT EXPORT via TRUCK

The Port Dwell time data for Truck movement in Export cycle is depicted below. Port dwell time is the time duration between the entry of the container in Port terminal to the time it moves out of the Port terminal

Port	JAS'17 (in Hrs)	OND'17 (in Hrs)
GTI	81	68
JNPCT	76	89.4
NSICT	67	66.6
NSIGT	72.5	67.2

Export CYCLE - PORT DWELL TIME(IN HOURS) (Truck)

JAS'17　OND'17

	GTI	JNPCT	NSICT	NSIGT
JAS'17	81	76	67	72.5
OND'17	68	89.4	66.6	67.2

Container Volume Handled : Day wise (via truck)

Port Terminals	Port Handling limit		Within 5-8 days	More than 8 days
	Within 2 days	Within 2-5 days		
GTI :	26%	68%	5%	1%
JNPCT:	10%	70%	18%	2%
NSICT:	30%	63%	4%	3%
NSIGT:	32%	59%	8%	1%

DLDS
Logistics Redefined
DMICDC LOGISTICS DATA SERVICES LTD
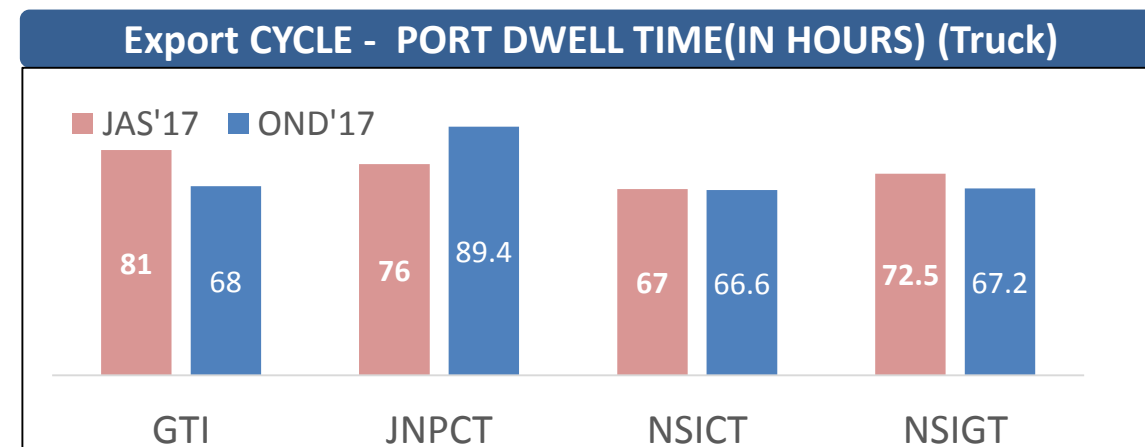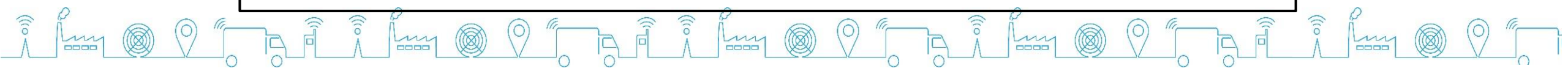
ICD DWELL TIME ANALYSIS
The table below depicts the dwell of all ICDs for month of JAS '17 and OND17.

| Dwell Time (in Hrs)		
ICD	**JAS'17**	**OND'17**
Allcargo Logistics Park ICD, Dadri	149	126
Albatross Inland Ports ICD, Dadri	117	117
CMA CGM Agencies ICD, Dadri	93	80
APM Terminals ICD, Dadri	127	127
ACTL ICD	149	129
CWC Loni	103	150
CWC ICD, Patparganj	171	*
CONCOR ICD	171	181

Top Performing ICD	
CMA CGM Agencies ICD, Dadri	80

Low Performing ICD	
CONCOR ICD	181

ICD – DWELL OVERVIEW (OND'17)   (IN HRS)

Avrg 123 hrs.

Allcargo Logistics Park ICD, Dadri	Albatross Inland Ports ICD, Dadri	CMA CGM Agencies ICD, Dadri	APM Terminals ICD, Dadri	ACTL ICD	CWC Loni	CONCOR ICD
126	117	80	127	109	100	162
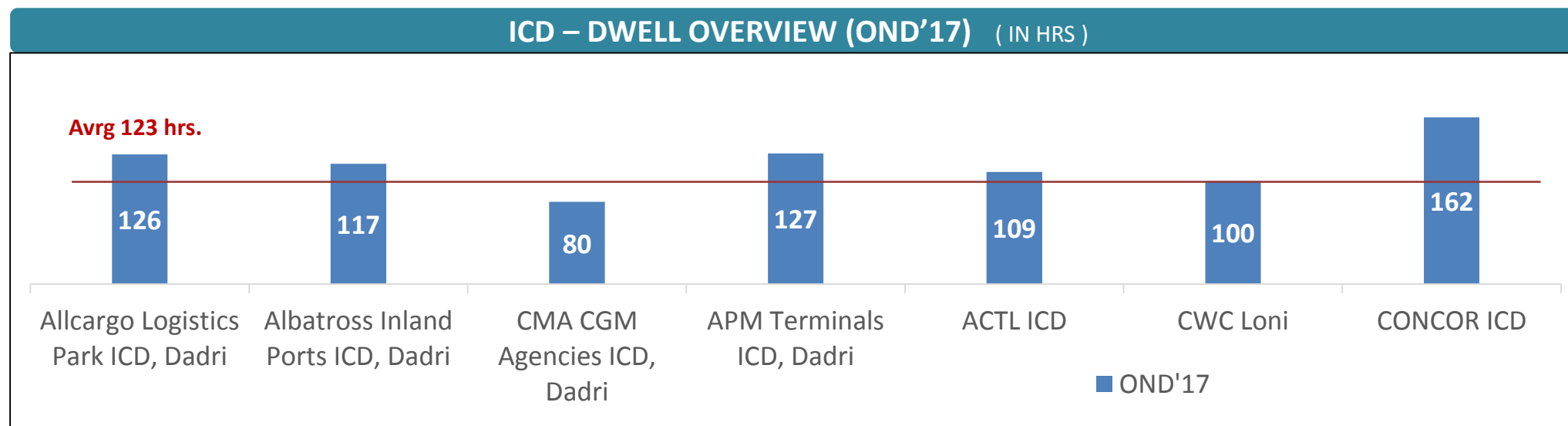
■ OND'17

*Note : Insufficient data entries were received in LDB system for CWC Patparganj ICD in OND'17

DLDS
Logistics Redefined
DMICDC LOGISTICS DATA SERVICES LTD

Transit Time Analysis

Below table shows the average delivery time of ICD in import cycle i.e. Port out to ICD in via rail transportation

ICD- AVG DELIVERY TIME PORT OUT TO ICD IN (TRAIN)	
Region	**OND'17**
NCR region	3.28 days
Aurangabad	2.12 days

Below table shows the average delivery time of ICD in export cycle i.e. ICD out to port in via rail transportation

ICD- AVG DELIVERY TIME ICD OUT TO PORT IN (TRAIN)	
Region	**OND'17**
NCR region	2.9 days
Aurangabad	3.4 days

LEAD TIME ANALYSIS

Below table shows the average lead time of ICD in import cycle i.e. Port in to ICD out via train. The ICD's in NCR region have low dwell time as compare to Aurangabad region, thus making the lead time for the Aurangabad region higher as compare to NCR region

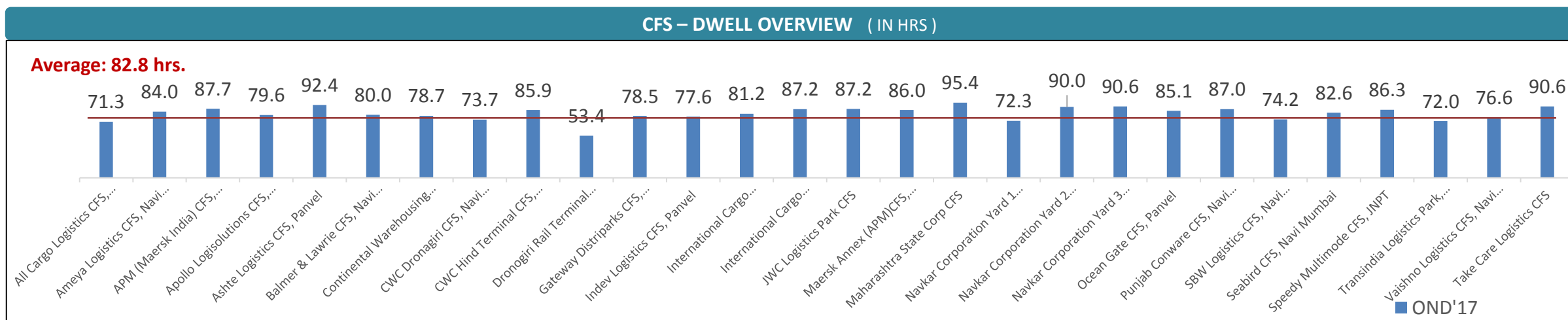| ICD- AVG LEAD TIME (TRAIN)	
Region	**OND'17**
NCR region	11 days
Aurangabad	13 days

Calculation :

Port Dwell Time + Port to ICD Delivery Time + ICD Dwell Time = Avg. Lead Time from Port to ICD

CFS DWELL TIME ANALYSIS

Below table shows the dwell time for the respective CFS's .

CFS Dwell Time (in hrs)						
CFS	JAS'17	OND'17	CFS	JAS'17	OND'17	
All Cargo Logistics CFS, Navi Mumbai	59	71.3	International Cargo Terminals (ULA) CFS, Navi Mumbai	105	87.2	
Ameya Logistics CFS, Navi Mumbai	125	84.0	JWC Logistics Park CFS	103	86.0	
APM (Maersk India) CFS, Navi Mumbai	102	87.7	Maersk Annex (APM)CFS, Navi Mumbai	129	95.4	
Apollo Logisolutions CFS, Panvel	102	79.6	Maharashtra State Corp CFS	78	72.3	
Ashte Logistics CFS, Panvel	123	92.4	Navkar Corporation Yard 1 CFS, Panvel	113	90.0	
Balmer & Lawrie CFS, Navi Mumbai	101	80.0	Navkar Corporation Yard 2 CFS, Panvel	105	90.6	
Continental Warehousing CFS, Navi Mumbai	101	78.7	Navkar Corporation Yard 3 CFS, Panvel	104	85.1	
CWC Dronagiri CFS, Navi Mumbai	69	73.7	Ocean Gate CFS, Panvel	114	87.0	
CWC Hind Terminal CFS, Navi Mumbai	118	85.9	Punjab Conware CFS, Navi Mumbai	78	74.2	
CWC Impex Park CFS, Navi Mumbai	91	*	SBW Logistics CFS, Navi Mumbai	99	82.6	
Dronogiri Rail Terminal CFS, Navi Mumbai	73	78.5	Seabird CFS, Navi Mumbai	107	86.3	
Gateway Distriparks CFS, Navi Mumbai	92	77.6	Speedy Multimode CFS, JNPT	74	72.0	
Indev Logistics CFS, Panvel	106	81.2	Transindia Logistics Park, Navi Mumbai	81	76.6	
			Vaishno Logistics CFS, Navi Mumbai	123	90.6	
International Cargo Terminal CFS	88	87.2	Take Care Logistics CFS	#NA	108.6	

CFS – DWELL OVERVIEW (IN HRS)

Average: 82.8 hrs.

71.3 84.0 87.7 79.6 92.4 80.0 78.7 73.7 85.9 53.4 78.5 77.6 81.2 87.2 87.2 86.0 95.4 72.3 90.0 90.6 85.1 87.0 74.2 82.6 86.3 72.0 76.6 90.6

All Cargo Logistics CFS,... | Ameya Logistics CFS, Navi... | APM (Maersk India) CFS,... | Apollo Logisolutions CFS,... | Ashte Logistics CFS, Panvel | Balmer & Lawrie CFS, Navi... | Continental Warehousing... | CWC Dronagiri CFS, Navi... | CWC Hind Terminal CFS,... | Dronogiri Rail Terminal... | Gateway Distriparks CFS,... | Indev Logistics CFS, Panvel | International Cargo... | International Cargo... | JWC Logistics Park CFS | Maersk Annex (APM)CFS,... | Maharashtra State Corp CFS | Navkar Corporation Yard 1... | Navkar Corporation Yard 2... | Navkar Corporation Yard 3... | Ocean Gate CFS, Panvel | Punjab Conware CFS, Navi... | SBW Logistics CFS, Navi... | Seabird CFS, Navi Mumbai | Speedy Multimode CFS, JNPT | Transindia Logistics Park,... | Vaishno Logistics CFS, Navi... | Take Care Logistics CFS

■ OND'17

*Note : Insufficient data entries were received in LDB system for CWC Impex Park CFS, Navi Mumbai in OND'17

Top and Low Performing CFS's w.r.t Dwell Time for OND 2017

Below table shows the top performing CFS's

Top Performing CFS's w.r.t Dwell time (OND 2017)	
CWC Impex Park CFS, Navi Mumbai	**Dwell Time : 53.4 Hrs**
All Cargo Logistics CFS, Navi Mumbai	**Dwell Time : 71.3 Hrs**

Below table shows the low performing CFS's

Low Performing CFS's w.r.t Dwell time (OND 2017)	
Take Care Logistics CFS	**Dwell Time : 108.6 Hrs**
Maersk Annex (APM)CFS, Navi Mumbai	**Dwell Time : 95.4 Hrs**

CFS DELIVERY TIME ANALYSIS

CFS - AVERAGE DELIVERY TIME - GTI TO ALL CFS's IN MUMBAI

Below table shows the average delivery time in import cycle from GTI to all the CFS's

AVERAGE DELIVERY TIME (In Hrs)- GTI TO ALL CFS IN MUMBAI	
CFS	OND'17
Speedy Multimode Ltd CFS	1.7
Balmer & Lawrie & Co. Ltd.,CFS	1.8
Gateway Distriparks Ltd	2.8
APM (Maersk India Pvt. Ltd)CFS	2.0
Continental Warehousing (Nhava Sheva) Ltd.	1.5
Seabird Marine Services Pvt Ltd.	2.2
JWC Logistics Park Ltd CFS	3.4
Ameya Logistics Pvt. Ltd.	2.7
Ashte Logistics Pvt. Ltd.	3.3
NAVAKAR CORPORATION LTD.,YARD-1 CFS	3.5
Apollo Logisolutions Ltd.	5.1
Ocean Gate Container Terminals Pvt. Ltd.CFS	2.9
Indev Logistics Pvt. Ltd.CFS	3.6
Transindia Logistics Park Pvt, Ltd CFS	2.2
All Cargo Logistics Ltd., CFS	1.8
Vaishno Logistics Yard CFS	2.2
NAVKAR CORPORATION LTD.,YARD-II CFS	3.2
PUNJAB CONWARE (PW)	1.8
DRONAGIRI RAIL TERMINAL	1.8
MAHARASHTRA STATE WARE. CORP. CFS	1.8
CWC LOGISTIC PARK - Opr.Hind Trmnl.	1.7
NAVKAR CORPORATION LTD.YARD-III CFS	3.0
International Cargo Terminal CFS	2.2
Maersk Annex (APM)CFS	2.6
International Cargo Terminal CFS	2.0
SBW Logistics CFS , Navi Mumbai	3.1

CFS - AVERAGE DELIVERY TIME - JNPCT TO ALL CFS's IN MUMBAI

Below table shows the average delivery time in import cycle from JNPCT to all the CFS's

AVERAGE DELIVERY TIME (In Hrs)- JNPCT TO ALL CFS IN MUMBAI	
CFS	OND'17
Speedy Multimode Ltd CFS)	1.5
Balmer & Lawrie & Co. Ltd.,CFS	2.5
Gateway Distriparks Ltd	2.9
APM (Maersk India Pvt. Ltd)CFS	2.2
Continental Warehousing (Nhava Sheva) Ltd.	1.8
Seabird Marine Services Pvt Ltd.	2.4
JWC Logistics Park Ltd CFS	3.7
Ameya Logistics Pvt. Ltd.	3.0
Ashte Logistics Pvt. Ltd.	3.3
NAVAKAR CORPORATION LTD.,YARD-1 CFS	3.4
Apollo Logisolutions Ltd.	5.1
Ocean Gate Container Terminals Pvt. Ltd.CFS	3.1
Indev Logistics Pvt. Ltd.CFS	3.9
Transindia Logistics Park Pvt, Ltd CFS	2.5
All Cargo Logistics Ltd., CFS	1.8
Vaishno Logistics Yard CFS	1.8
NAVKAR CORPORATION LTD.,YARD-II CFS	3.2
PUNJAB CONWARE (PW)	1.9
DRONAGIRI RAIL TERMINAL	1.7
MAHARASHTRA STATE WARE. CORP. CFS	1.8
CWC LOGISTIC PARK - Opr.Hind Trmnl.	1.8
NAVKAR CORPORATION LTD.YARD-III CFS	3.5
International Cargo Terminal CFS	2.4
Maersk Annex (APM)CFS	3.0
International Cargo Terminal CFS	2.2
SBW Logistics CFS , Navi Mumbai	3.7

CFS DELIVERY TIME ANALYSIS

CFS - AVERAGE DELIVERY TIME - NSICT TO ALL CFS's IN MUMBAI

Below table shows the average delivery time in import cycle from NSICT to all the CFS's

AVERAGE DELIVERY TIME (In Hrs)- NSICT TO ALL CFS IN MUMBAI	
CFS	**OND'17**
Speedy Multimode Ltd CFS	1.6
Balmer & Lawrie & Co. Ltd.,CFS	1.8
Gateway Distriparks Ltd	3.0
APM (Maersk India Pvt. Ltd)CFS	2.1
Continental Warehousing (Nhava Sheva) Ltd.	1.6
Seabird Marine Services Pvt Ltd.	2.8
JWC Logistics Park Ltd CFS	2.7
Ameya Logistics Pvt. Ltd.	2.8
Ashte Logistics Pvt. Ltd.	3.4
NAVAKAR CORPORATION LTD.,YARD-1 CFS	3.2
Apollo Logisolutions Ltd.	4.5
Ocean Gate Container Terminals Pvt. Ltd.CFS	3.5
Indev Logistics Pvt. Ltd.CFS	3.7
Transindia Logistics Park Pvt, Ltd CFS	2.6
All Cargo Logistics Ltd., CFS	1.9
Vaishno Logistics Yard CFS	1.8
NAVKAR CORPORATION LTD.,YARD-II CFS	3.6
PUNJAB CONWARE (PW)	2.1
DRONAGIRI RAIL TERMINAL	1.6
MAHARASHTRA STATE WARE. CORP. CFS	4.8
CWC LOGISTIC PARK - Opr.Hind Trmnl.	1.8
NAVKAR CORPORATION LTD.YARD-III CFS	4.1
International Cargo Terminals CFS	2.0
Maersk Annex (APM)CFS	2.4
International Cargo Terminal CFS	2.3
SBW Logistics CFS , Navi Mumbai	3.5

CFS - AVERAGE DELIVERY TIME - NSIGT TO ALL CFS's IN MUMBAI

Below table shows the average delivery time in import cycle from NSIGT to all the CFS's

AVERAGE DELIVERY TIME (In Hrs)- NSIGT TO ALL CFS IN MUMBAI	
CFS	**OND'17**
Speedy Multimode Ltd CFS	1.6
Balmer & Lawrie & Co. Ltd.,CFS	1.9
Gateway Distriparks Ltd	2.9
APM (Maersk India Pvt. Ltd)CFS	2.2
Continental Warehousing (Nhava Sheva) Ltd.	1.7
Seabird Marine Services Pvt Ltd.	2.4
JWC Logistics Park Ltd CFS	3.6
Ameya Logistics Pvt. Ltd.	2.7
Ashte Logistics Pvt. Ltd.	3.7
NAVAKAR CORPORATION LTD.,YARD-1 CFS	4.4
Apollo Logisolutions Ltd.	4.7
Ocean Gate Container Terminals Pvt. Ltd.CFS	3.3
Indev Logistics Pvt. Ltd.CFS	4.1
Transindia Logistics Park Pvt, Ltd CFS	3.0
All Cargo Logistics Ltd., CFS	2.1
Vaishno Logistics Yard CFS	2.2
NAVKAR CORPORATION LTD.,YARD-II CFS	4.1
PUNJAB CONWARE (PW)	2.3
DRONAGIRI RAIL TERMINAL	1.3
MAHARASHTRA STATE WARE. CORP. CFS	1.9
CWC LOGISTIC PARK - Opr.Hind Trmnl.	1.9
International Cargo Terminals CFS	2.2
Maersk Annex (APM)CFS	2.9
International Cargo Terminal CFS	2.1
SBW Logistics CFS , Navi Mumbai	4.5

Below table shows the delivery time in export cycle from the CFS's to PORT terminals

For OND'17 quarter				
CFS Out Port in (Export Cycle in Hrs)				
CFS	**JNPCT**	**GTI**	**NSICT**	**NSIGT**
Apollo Logisolutions Ltd.	5.4	7.6	8.5	7.0
Jawaharlal Nehru Port CFS (Speedy Multimode Ltd CFS)	2.0	3.1	2.7	4.3
NAVKAR CORPORATION LTD.YARD-III CFS	6.0	7.4	5.0	7.6
MAHARASHTRA STATE WARE. CORP. CFS	2.4	3.5	3.8	5.6
PUNJAB CONWARE (PW)	2.8	3.1	3.6	4.5
All Cargo Logistics Ltd., CFS	4.2	4.2	5.1	10.8
DRONAGIRI RAIL TERMINAL	2.3	4.1	3.8	5.2
Ameya Logistics Pvt. Ltd.	4.5	4.3	4.7	6.6
CWC IMPEX PARK CFS	3.3	6.3	4.7	4.7
Balmer & Lawrie & Co. Ltd.,CFS	3.3	7.0	3.8	4.5
Continental Warehousing (Nhava Sheva) Ltd.	2.8	2.9	3.2	3.8
Transindia Logistics Park Pvt, Ltd CFS	3.6	3.7	4.4	7.0
JWC Logistics Park Ltd CFS	4.0	4.3	5.0	7.6
CWC Dronagiri CFS	3.5	5.0	4.7	2.9
Vaishno Logistics Yard CFS	3.0	4.0	3.4	5.2
Gateway Distriparks Ltd	3.3	4.3	4.5	4.5
CWC LOGISTIC PARK - Opr.Hind Trmnl.	2.6	4.3	3.4	5.4
International Cargo Terminals & Infrastructure Private Limited-CFS	5.6	7.0	7.5	16.9
Ashte Logistics Pvt. Ltd.	5.1	5.0	5.1	6.0
APM (Maersk India Pvt. Ltd)CFS	2.2	3.3	2.6	3.7
Maersk Annex (APM)CFS	20.8	34.1	12.2	13.7
Seabird Marine Services Pvt Ltd.	3.1	4.0	7.5	8.2
NAVKAR CORPORATION LTD.,YARD-II CFS	4.6	7.6	7.6	9.6
Indev Logistics Pvt. Ltd.CFS	4.6	4.5	4.9	3.8
Ocean Gate Container Terminals Pvt. Ltd.CFS	3.2	4.3	3.6	3.8
SBW Logistics CFS , Navi Mumbai	10.1	7.5	9.1	18.1
International Cargo Terminal CFS	2.8	4.7	4.7	4.0
NAVAKAR CORPORATION LTD.,YARD-1 CFS	7.4	6.5	21.4	12.2

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Congestion Analysis around Mumbai Region

Cluster 1	Cluster 2
JNPT Area	Bhendkhal area, Khopate road

Cluster 3	Cluster 4
Sonari area,JNPT road	Chirle area , JNPT road

Cluster 5	Cluster 6
Plaspa area, Coachi kanyakumari Highway	Salva apta rd area, Bangalore highway

Cluster 7	Cluster 8
Patilpada area, Khopate JNPT road	Taloja, Navi Mumbai

Note : Please find the respective CFS in each cluster in annexure section

Legends
- High Congestion
- Medium Congestion
- Low Congestion
- ★ Cluster with bottleneck
- ★ Cluster without bottleneck

It is seen that Cluster 1 has congestion bottleneck throughout the OND'17 quarter

GTI Terminal
Congestion Level
Export Cycle :-
Import Cycle :-

JNPCT Terminal
Congestion Level
Export Cycle :-
Import Cycle :-

NSICT Terminal
Congestion Level
Export Cycle :-
Import Cycle :-

NSIGT Terminal
Congestion Level
Export Cycle :-
Import Cycle :-

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

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Base on container movement from port to CFS in Mumbai region, 28 CFS's have been grouped into 8 Clusters on the basis of their vicinity. Below table shows all the clusters and the relevant data for GTI terminal

CFS Cluster : GTI Terminal

- In export cycle the GTI terminal is having congestion for traffic from cluster 8, cluster6
- In import cycle the movement of traffic towards cluster 6 is facing congestion

GTI terminal for month of OND'17				
Clusters	No. of CFS's in Cluster	Distance from Port (Km)	Import cycle time (in Hrs)	Export cycle time (in Hrs)
Cluster 1	1	8	1.7	3.1
Cluster 2	6	13	2	4.7
Cluster 3	6	11	1.8	4
Cluster 4	1	13	2.2	4
Cluster 5	2	25	3.2	4.3
Cluster 6	6	25	3.4	6.9
Cluster 7	4	12	2	3.9
Cluster 8	1	34	3.1	7.5

CFS Cluster : JNPCT Terminal

- In export cycle the JNPCT terminal is having traffic congestion from cluster 8

JNPCT terminal for month of OND'17				
Clusters	No. of CFS's in Cluster	Distance from Port (Km)	Import cycle time (in Hrs)	Export cycle time (in Hrs)
Cluster 1	1	8	1.5	2
Cluster 2	6	13	2.4	3.3
Cluster 3	6	11	1.8	3
Cluster 4	1	13	1.8	3
Cluster 5	2	25	3.4	3.6
Cluster 6	6	25	3.5	5.1
Cluster 7	4	12	2.1	3.9
Cluster 8	1	34	3.7	10.1

Export container usually aren't allowed in the port before the arrival of their respective vessel so this unplanned transportation of the export containers from the CFS's to Port can cause **bottlenecks**

Base on container movement from port to CFS in Mumbai region, 28 CFS's have been grouped into 8 Clusters on the basis of their vicinity. Below table shows all the clusters and the relevant data for GTI terminal

CFS Cluster : NSICT Terminal

- In export cycle the NSICT terminal is having congestion for traffic from cluster 8 and cluster 6
- In import cycle the movement of traffic towards cluster 8, cluster 6 is facing congestion

NSICT terminal for month of OND'17				
Clusters	No. of CFS's in Cluster	Distance from Port (Km)	Import cycle time (in Hrs)	Export cycle time (in Hrs)
Cluster 1	1	8	1.6	2.7
Cluster 2	6	13	2.1	4.2
Cluster 3	6	11	3.8	4.3
Cluster 4	1	13	1.8	3.4
Cluster 5	2	25	3.1	4.3
Cluster 6	6	25	3.7	5.1
Cluster 7	4	12	2.2	4.6
Cluster 8	1	34	3.5	9.1

CFS Cluster : NSIGT Terminal

- In export cycle the NSIGT terminal is having traffic congestion from cluster 7, cluster 8

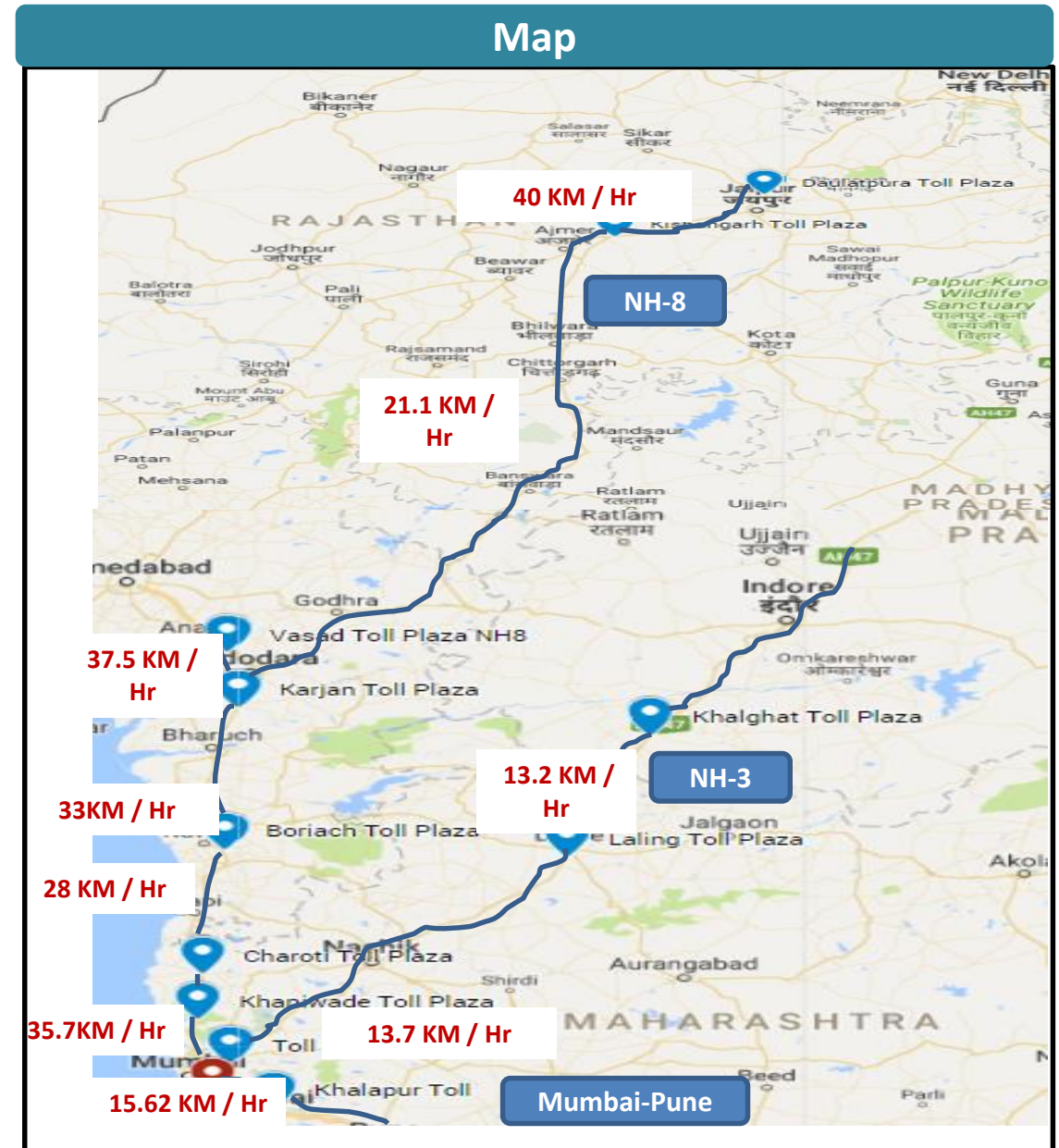| NSIGT terminal for month of OND'17				
Clusters	No. of CFS's in Cluster	Distance from Port (Km)	Import cycle time (in Hrs)	Export cycle time (in Hrs)
Cluster 1	1	8	1.6	4.3
Cluster 2	6	13	2.2	4.5
Cluster 3	6	11	1.9	5
Cluster 4	1	13	2	5.2
Cluster 5	2	25	2.2	5.7
Cluster 6	6	25	4.3	7.3
Cluster 7	4	12	2.4	6.8
Cluster 8	1	34	4.5	18.1

Export container usually aren't allowed in the port before the arrival of their respective vessel so this unplanned transportation of the export containers from the CFS's to Port can cause **bottlenecks**

Congestion Analysis : TOLL PLAZA

The below table shows all the toll plazas covered under DLDS connected with JNPT , the average speed has decreased between **Dhule and Khalghat** as compared to the previous quarter by **48%**
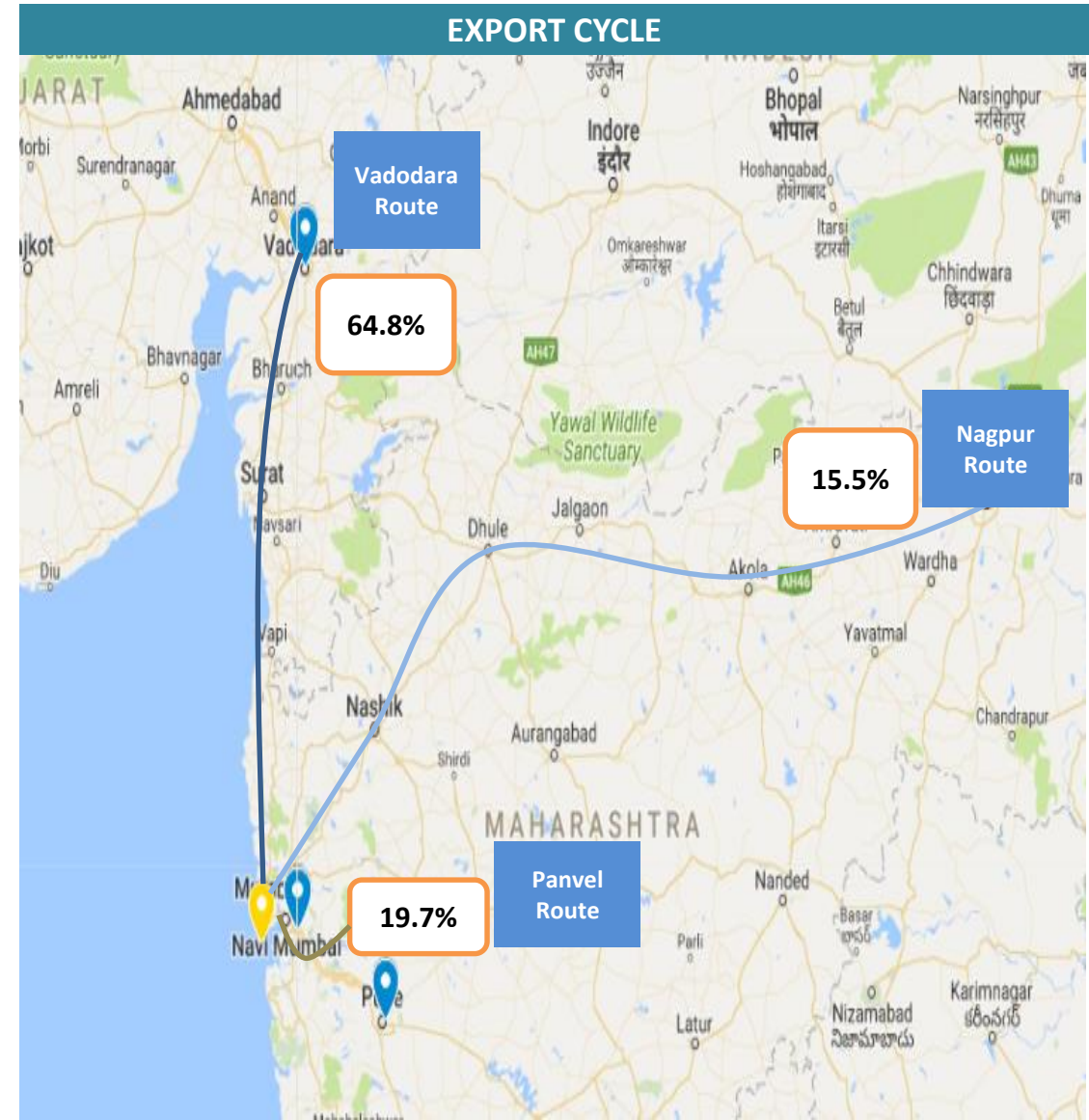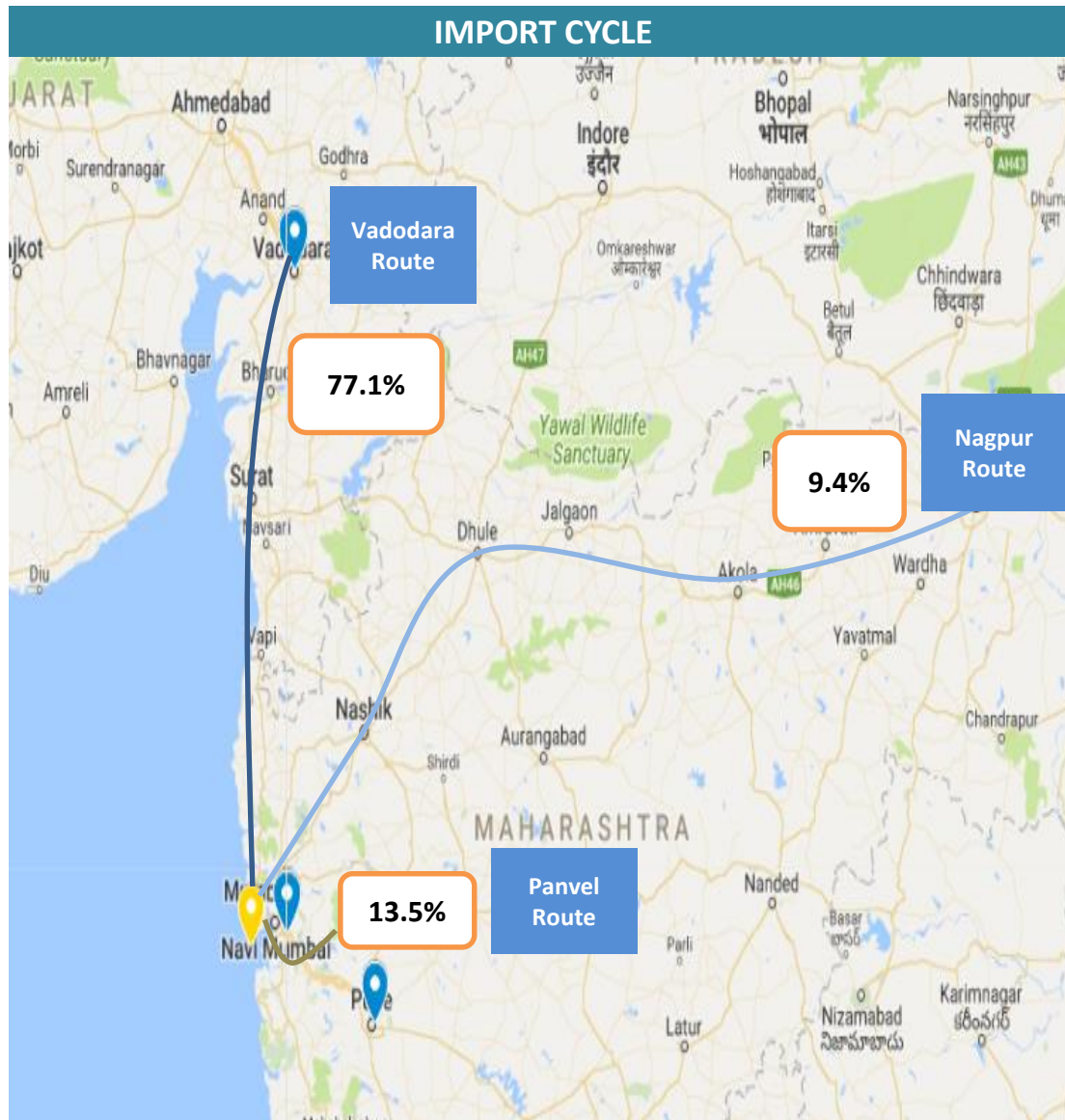
	Avg. Travel Time & Speed between Toll Plazas (OND'17)				
Source	Destination Toll Plaza	Inter Distance (Km)	Avg. Travel Time (Hr)	OND'17 Avg. Speed (Km/Hr)	JAS'17 Avg. speed (km/hr)
JNPT	Khaniwade	94	6.9	13.7	13
JNPT	Khalapur	60	3.9	15.6	18.4
Khaniwade	Charoti	50	1.4	35.7	34
Charoti	Boriach	126	4.5	28	27.8
Boriach	Bharthan	142	4.3	33	33.3
Bharthan	Kishangarh	686	32.5	21.1	23.8
Bharthan	Vasad	60	1.6	37.5	36.5
Kishangarh	Daulatpura	128	3.2	40	36.3
Dhule	Khalghat	186	14	13.2	25.3

Map

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Container Movement around JNPT region via Train
The map shows the volume wise container movement through different railway routes in export and import cycle for OND'17


IMPORT CYCLE

Vadodara Route

77.1%

Nagpur Route

9.4%

13.5%

Panvel Route

EXPORT CYCLE

Vadodara Route

64.8%

Nagpur Route

15.5%

19.7%

Panvel Route

Container movement around JNPT region via Truck

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HEAT MAP : Overall Mumbai region

Heat Map : OND 2017

Region	JAS'17	OND'17
Mumbai Region	31%	57%
Pune	29%	14%
NH8	25%	17%
NH3	5%	2%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.
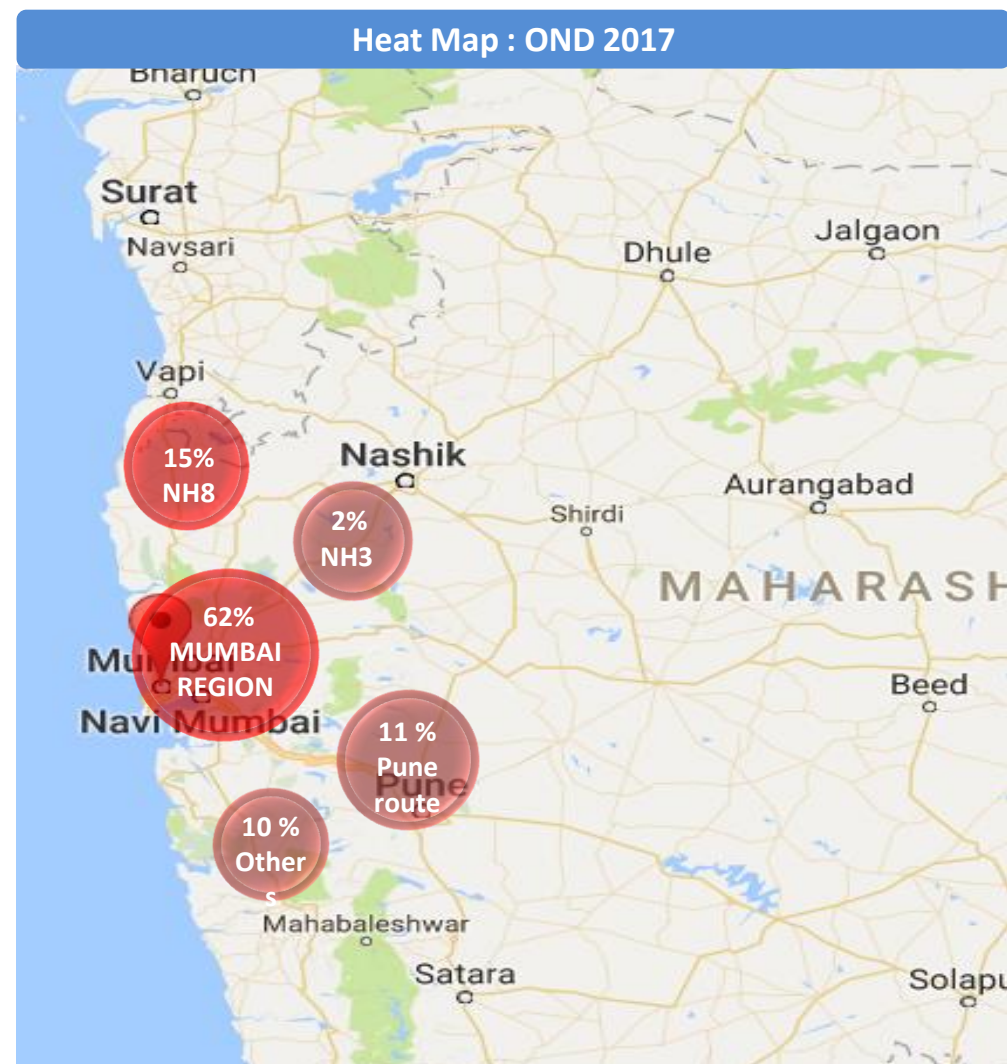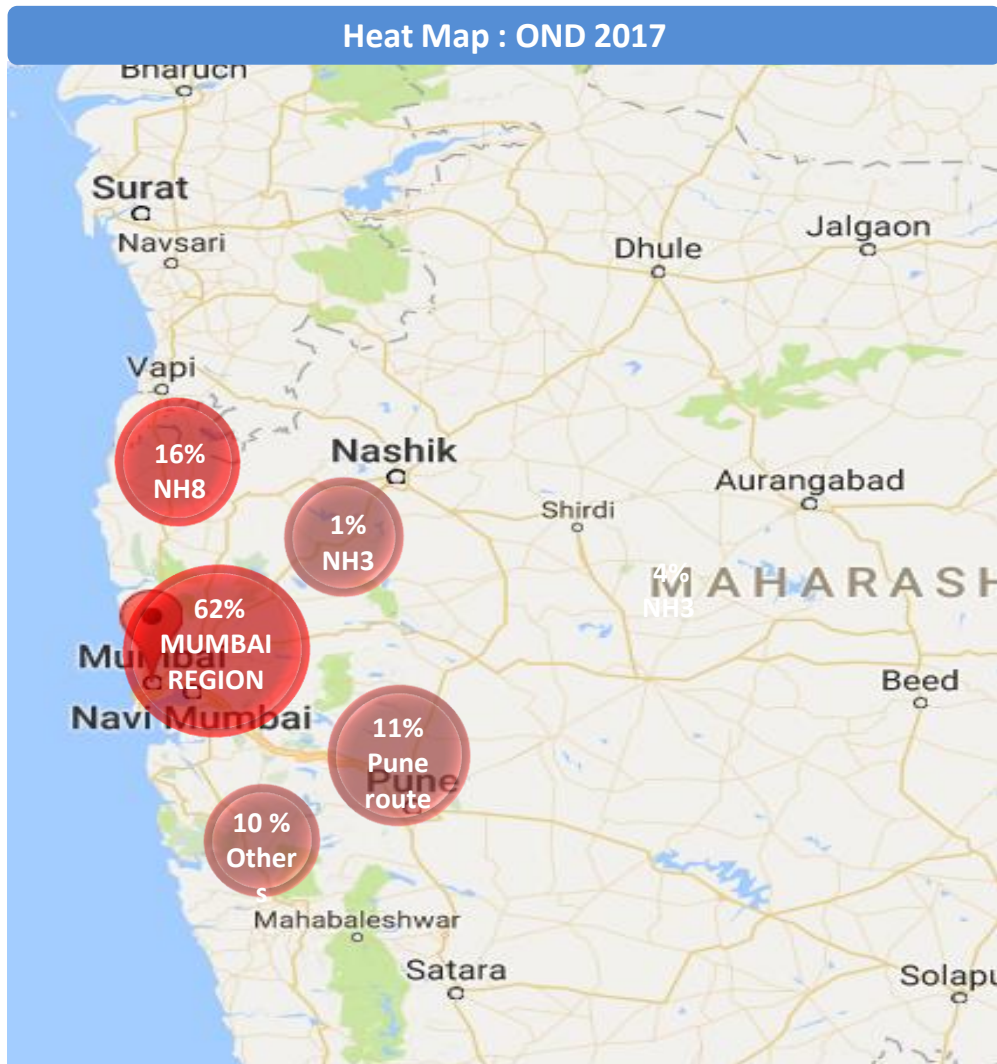
HEAT MAP : GTI Port Terminal

Heat Map : OND 2017
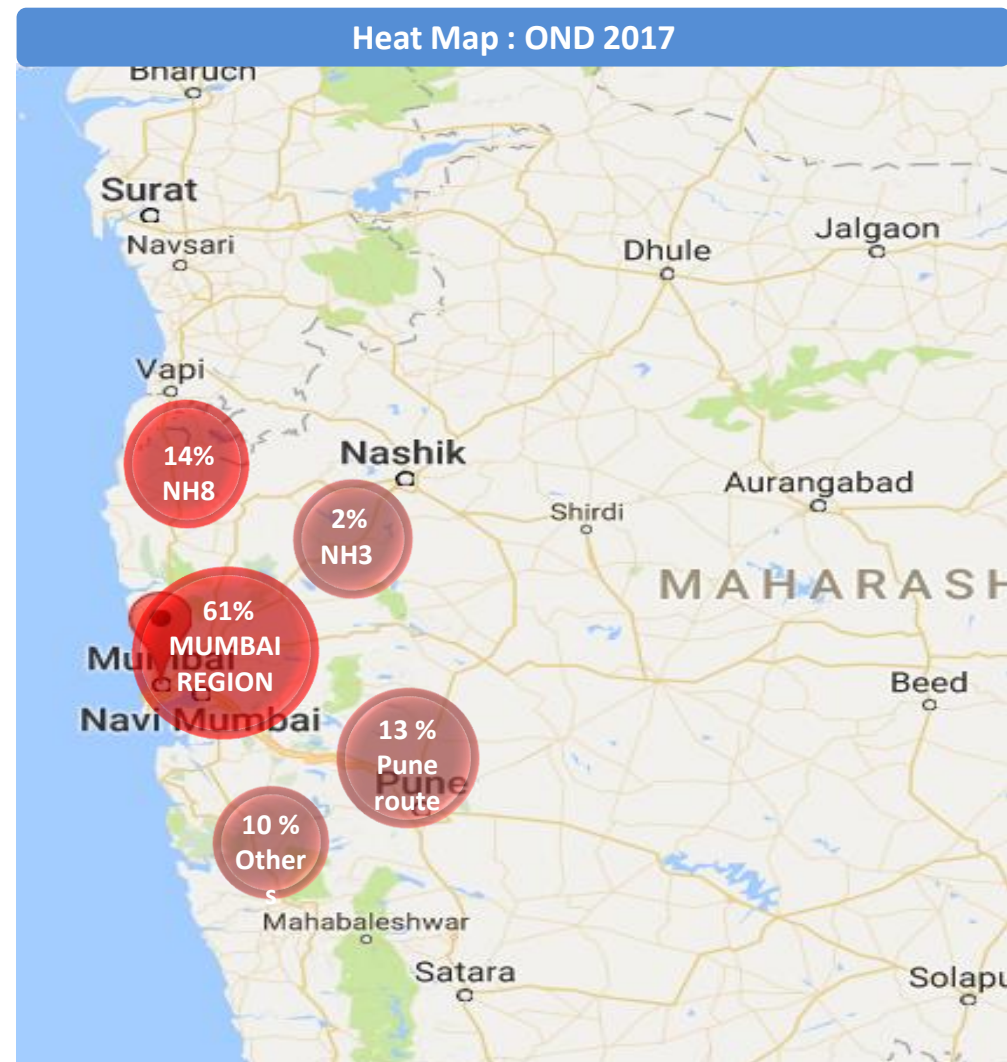
Region	JAS'17	OND'17
Mumbai Region	23%	61%
Pune	35%	13%
NH8	27%	14%
NH3	5%	2%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.

Container movement around JNPT region via Truck

HEAT MAP : JNPCT Port Terminal

Heat Map : OND 2017

Region	JAS'17	OND'17
Mumbai Region	54%	62%
Pune	17%	11%
NH8	16%	16%
NH3	3%	1%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.

HEAT MAP : NSICT Port Terminal

Heat Map : OND 2017

Region	JAS'17	OND'17
Mumbai Region	47%	62%
Pune	22%	11%
NH8	17%	15%
NH3	4%	2%
Others	10%	10%

The heat map above depicts the movement of containers in and around the Mumbai region.

Thank You !!