

DMICDC Logistics Data Services



Logistics Databank Operations

Project Report: May 1st – May 31st 2017

<https://www.ldb.co.in>



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1. LDB -Key Findings at a Glance

Stakeholder Performance for the Month of May:

Port			
Top Performing Terminal		Low Performing Terminal	
APM terminal	Dwell Time : 39 Hrs	NSIGT	Dwell Time : 78 Hrs

Top Performing ICD			Low Performing ICD	
CMA CGM Logistic Park	Dwell Time : 113 Hrs	Operated by Ameya Logistics Pvt. Ltd. and the Railway PSU CONCOR	ICD Patparganj	Dwell Time : 167 Hrs
			Operated by CWC Warehousing corporation)	

Top Performing CFS's		Low Performing CFS's	
Balmer & Lawrie & Co. Ltd. , CFS Mumbai	Dwell Time : 59 Hrs	Ashte Logistics Pvt. Ltd. , CFS Mumbai	Dwell Time : 96 Hrs
JNPT CFS operated by Speedy Multimode Ltd.	Dwell Time : 60 Hrs	Navkar Corporation Ltd.	Dwell Time : 90 Hrs

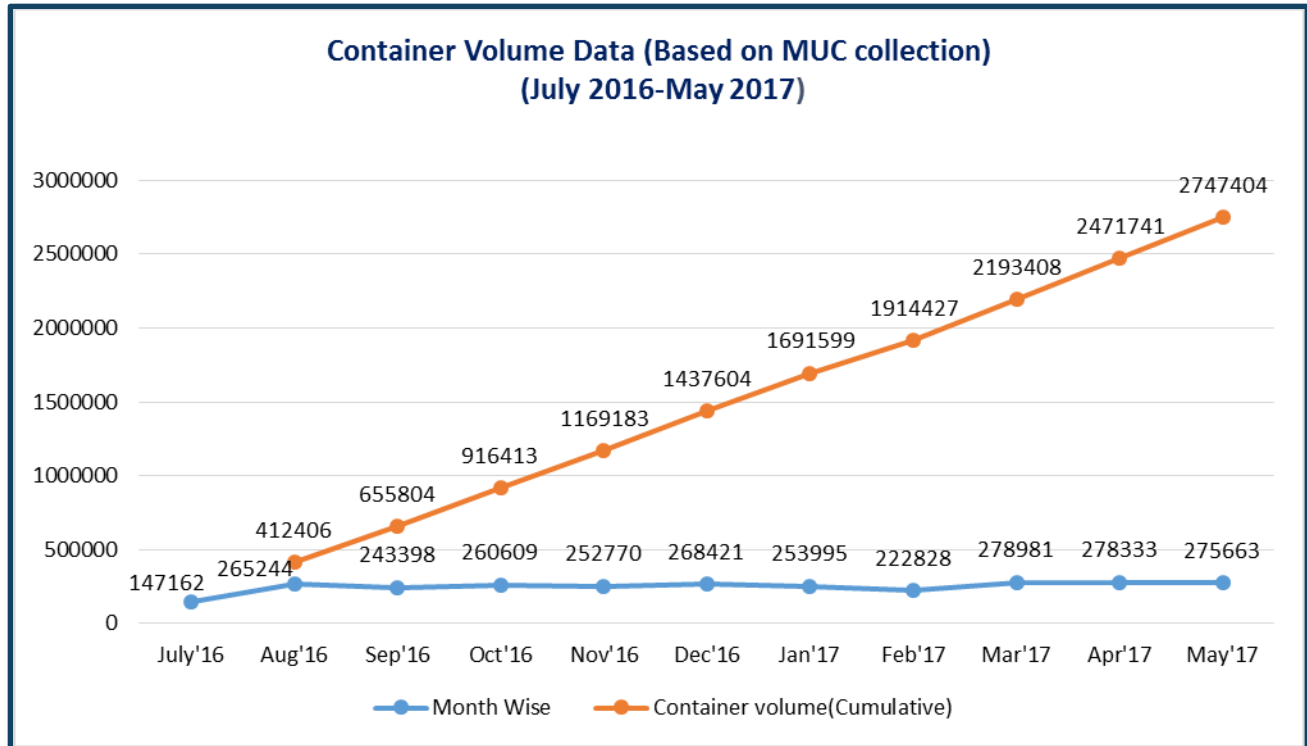
Stakeholder	Parameter	Analysis (May'17)
JNPT Port Terminals (JNPCT, APM, NSICT, NSIGT)	Avg Dwell Time	Import Truck: 29 Hours Train: 59 Hours Export: Truck: 70 Hours Train: 116 Hours
Container Freight Stations	Dwell Time	Avg Dwell time : 75 Hours (3-3.25 Days)
Inland Container Depot	Dwell Time	Avg Dwell time: 154 Hours (5-6 days)

Toll Plazas	Travel Time	Avg time taken to cross 100 kms between two consecutive Toll Plazas is between 2 hrs-30 hrs.
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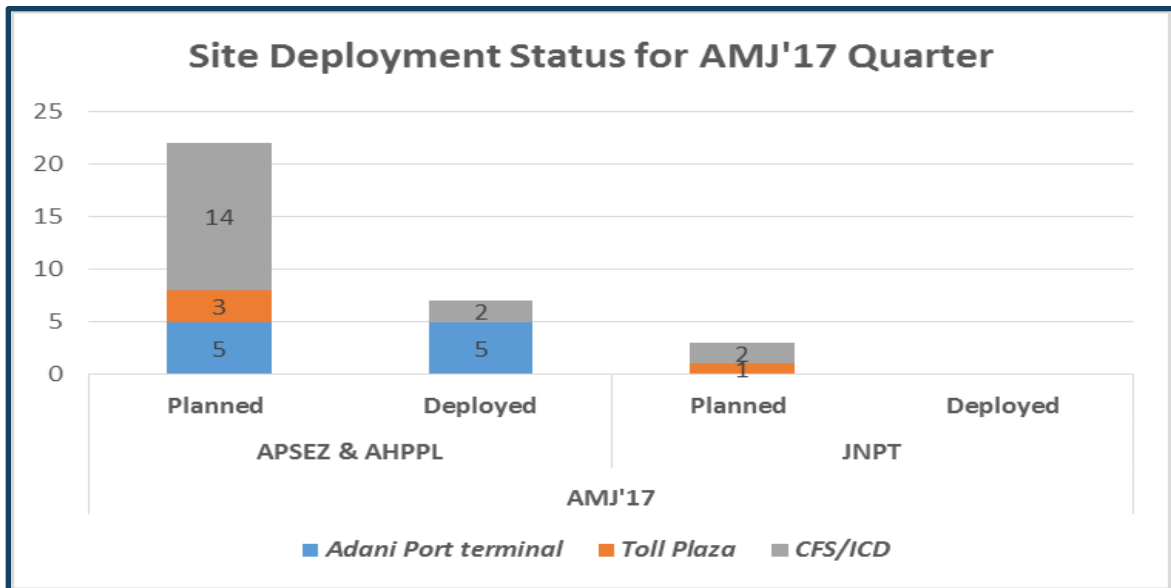
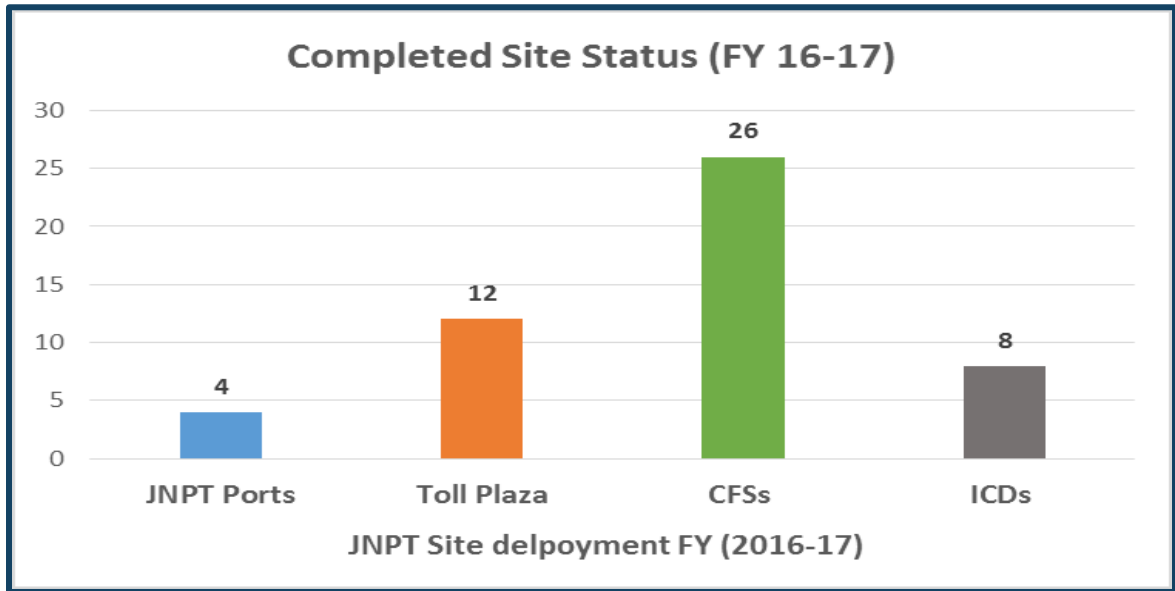
2. Major Updates

- DLDS has successfully provided Container Visibility service for approximately **2.8 million** Export/ Import containers of the JNPT.
- **4 JNPT Port Terminals**, 12 toll plazas and 34 CFS/ICDs are currently operational in the western corridor providing visibility services.
- **4 Port Terminals at Mundra & 1 port Terminal at Hazira** are now operational for providing container tracking services through LDB Portal.
- With the coverage of Mundra and Hazira Port terminals, DLDS would be able to provide container tracking services to approximately 70% of the container traffic in India.

2.1 Container Traffic Movement Trends in JNPT



2.2 Site Deployment Status (FY 16-17) & AMJ 2017 Quarter:



2.3 Container Tagging & De-tagging May 1st - May 31st 2017

Port Terminals	Tagging	De-Tagging	Total - Terminal Wise Tagged & De-tagged Containers
JNPCT	46842	44615	91457
NSICT	15363	24925	40288
NSIGT	11251	17141	28392
APM	62824	52702	115526
Total Containers	136280	139383	275663

2.4 Overall Container Tagging & De-tagging from 1st July 2016 to 31st May 2017:

Total Import Containers Handled	1317399
Total Export Containers Handled	1431300
Total Containers Handled	2748699

3. LDB Analytics

3.1 Port Dwell Time for EXIM containers

Dwell time holds a significant importance in determining the port operations capabilities and efficiency. Given below is overview of Avg Dwell time of various ports across the globe.

Among Asian countries, Singapore has the highest LPI index with an efficient dwell time of 1.5 days. Indonesia and Malaysia are following the same pattern of bringing down their port dwell time in order to increase their port efficiency which will directly affect their economies

Port Dwell Time of India vis-à-vis Asia for the year 2016					
Port Dwell in Asia (2016)				Port Dwell in India (2016)	
Countries	Dwell Time (in days)	LPI Rank	LPI Score	Terminal	Dwell Time (in days)
Singapore	1.5	5	4.14	APM Terminals	2.45
Malaysia	3	32	3.43	Jawaharlal Nehru Port Terminal	2.6
Indonesia	3.5	63	2.98	Nhava Sheva (India) Gateway Terminal	3.72

Source: Journal of Commerce, joc.com

3.1.1 Port Dwell Time for Truck Import containers (Apr'17 -May'17 2017)

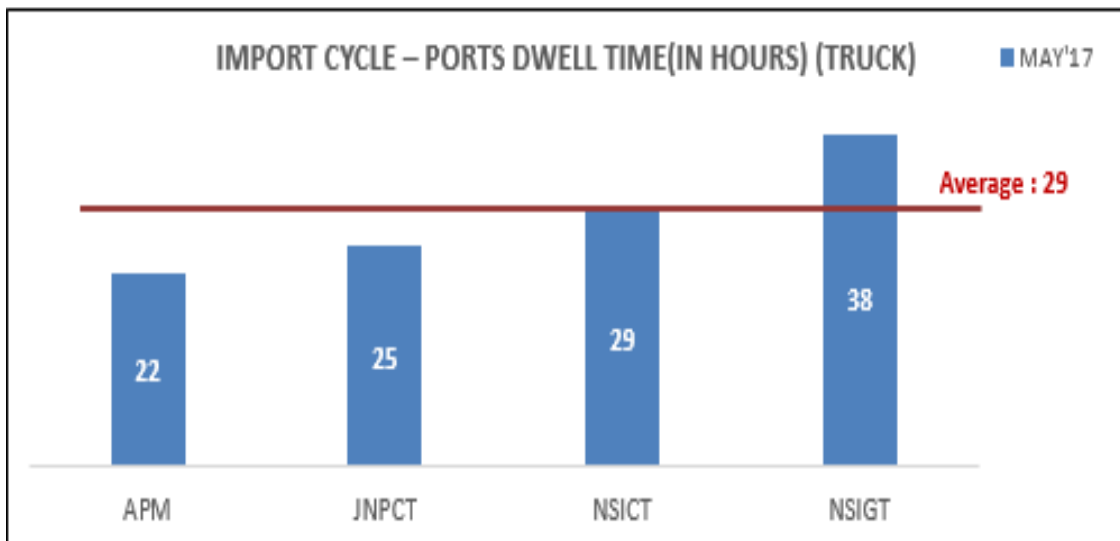
The Port Dwell time for truck movement in import is depicted in the following table.

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Port	April'17 (in Hrs)	May'17 (in Hrs)
APM	27	22
JNPCT	30	25
NSICT	33	29
NSIGT	36	38

ed to the previous month most of the ports terminals have improved their port dwell time except NSIGT

- The below graph depicts the average port dwell time in collation with individual dwell time of respective ports terminals, NSIGT is the only port terminal with dwell time above the average time for this month.



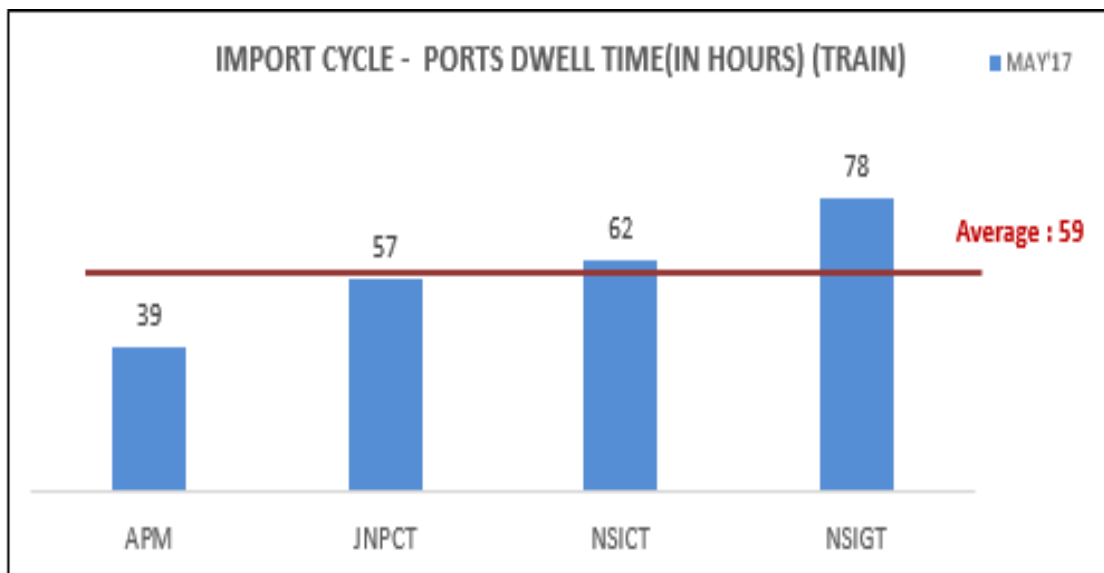
3.1.2 Port Dwell Time for Train Import containers (Apr'17 -May'17 2017)

The Port Dwell time data for train movement in import cycle is depicted in the following table.

Port	April'17 (in Hrs)	May'17 (in Hrs)
APM	37	39
JNPCT	40	57
NSICT	38	62
NSIGT	46	78

As compared to the previous month the NSIGT terminal has shown significant increase in Port dwell time.

The below graph depicts the average port dwell time in collation with individual dwell time of respective ports, NSICT and NSIGT have their dwell time above the average dwell time for this month



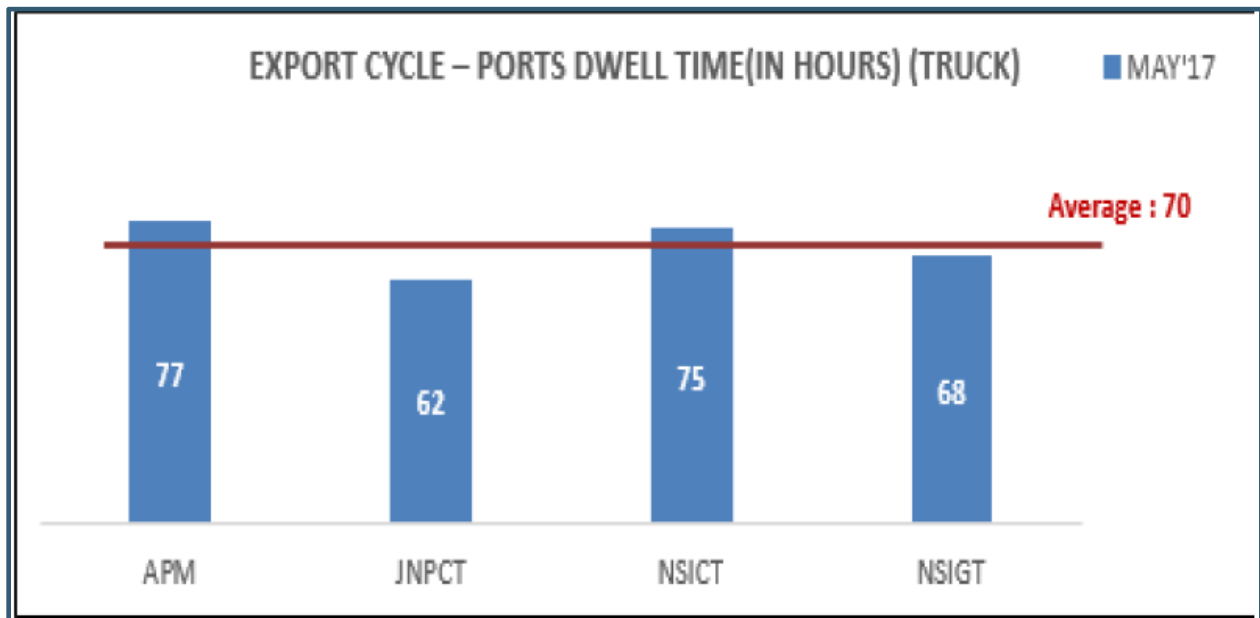
3.1.3 Port Dwell Time for Truck Export containers (Apr'17 -May'17 2017)

The Port Dwell time for truck movement in export is depicted in the following table.

Port	April'17(in hrs)	May'17(in hrs)
APM	69	77
JNPCT	90	62
NSICT	62	75
NSIGT	79	68

As compared to the previous month (April 2017) JNPCT has performed better in terms of dwell time.

The below table depicts the average port dwell time in collation with individual dwell time of respective ports.



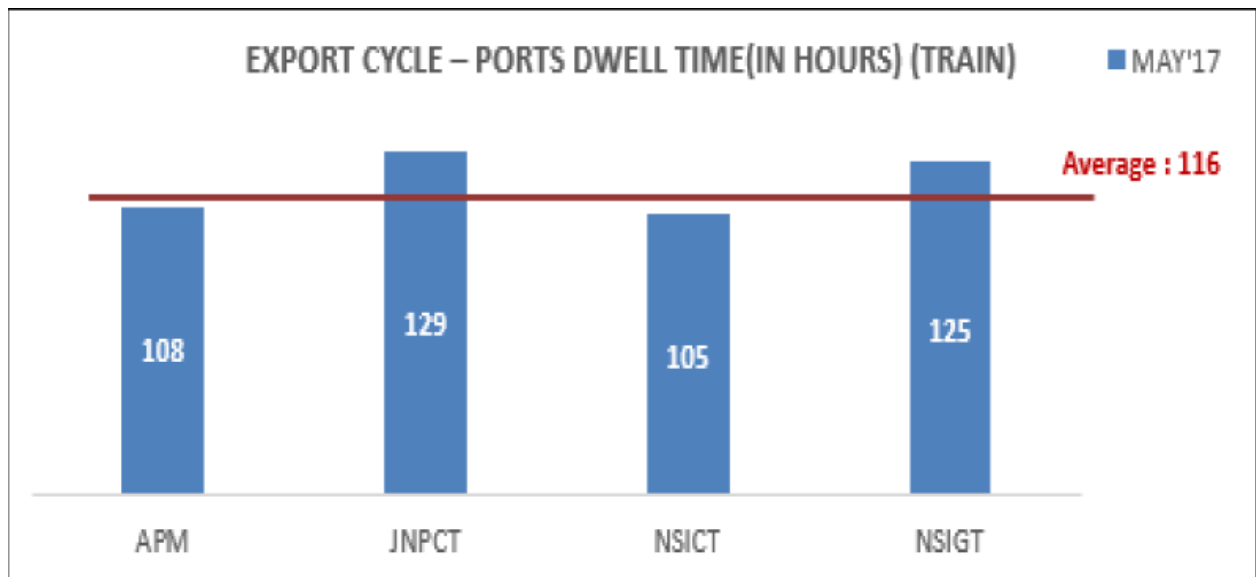
3.1.4 Port Dwell Time for Train Export containers (Apr'17 -May'17 2017)

The Port Dwell time for train movement in export cycle is depicted in the following table.

Port	April'17(in hrs)	May'17(in hrs)
APM	114	108
JNPCT	137	129
NSICT	117	105
NSIGT	119	125

As compared to the previous month dwell time across the port terminals has shown improvement.

The below graph depicts the average port dwell time in collation with individual dwell time of respective ports, JNPCT and NSIGT port dwell time is slightly higher than the average dwell time for this month.



***As has been the observations over consecutive months, we find that Port Dwell time is higher for Train bound Export/ Import containers and addressing the same would help in reducing the overall dwell time at the ports and bring in the efficiency.*

3.2 Container Freight Station Average Dwell Time (Apr'17 -May'17) (Hours)

The CFS Average Dwell Time for respective CFS has been depicted below for the month of April & May 2017.

Out of total 26 CFS deployed in western corridor 9

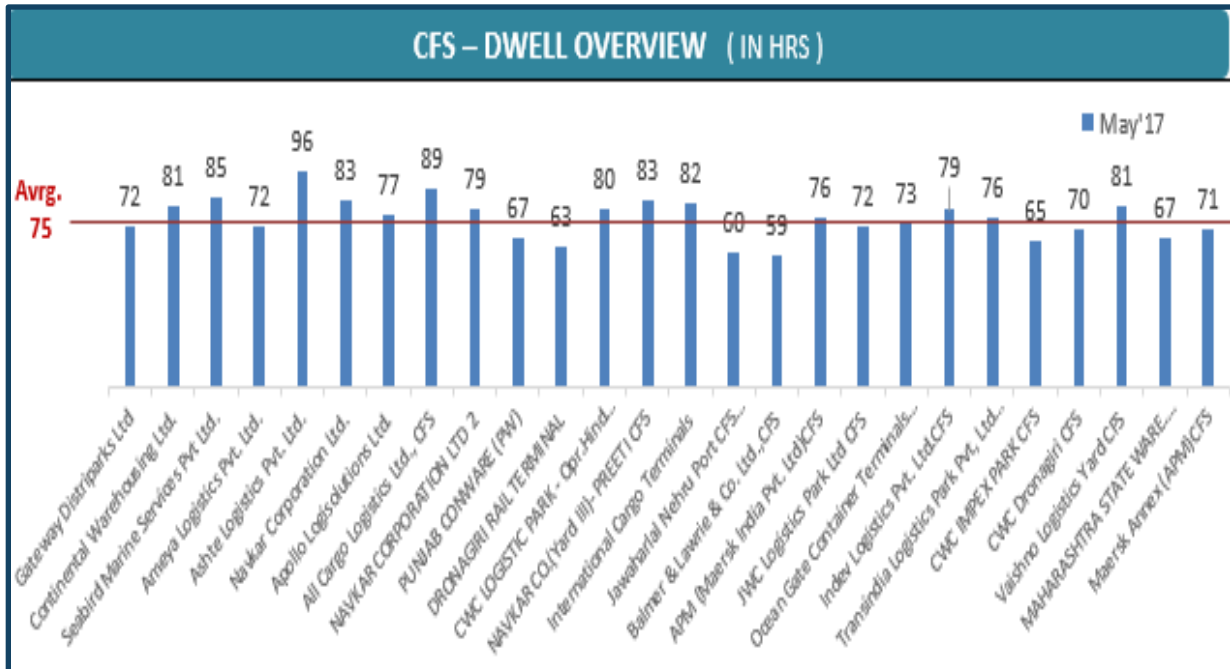
CFS Dwell Time (in hrs)					
CFS	April'17	May'17	CFS	April'17	May'17
Gateway Districpark Ltd	64	72	International Cargo Terminals	73	82
Continental Warehousing (Nhava Sheva) Ltd.	70	81	Jawaharlal Nehru Port CFS (Speedy Multimode Ltd)	75	60
Seabird Marine Services Pvt Ltd.	71	85	Balmer & Lawrie & Co. Ltd.	64	59
Ameya Logistics Pvt. Ltd.	68	72	APM (Maersk India Pvt. Ltd)	62	76
Ashte Logistics Pvt. Ltd.	86	96	JWC Logistics Park Ltd	65	72
Navkar Corporation Ltd.	91	90	Ocean Gate Container Terminals Pvt. Ltd.	71	73
Apollo Logisolutions Ltd.	69	77	Indev Logistics Pvt. Ltd.	63	79
All Cargo Logistics Ltd.,	61	89	Trans India Logistics Park Pvt, Ltd	70	76
NAV KAR CORPORATION LTD 2	74	90	CWC IMPEX PARK	77	65
PUNJAB CONWARE (PW)	70	67	CWC Dronagiri	59	70
DRONAGIRI RAIL TERMINAL	69	63	Vaishno Logistics Yard	72	81
CWC LOGISTIC PARK - Opr.Hind Terminal.	70	80	MAHARASHTRA STATE WARE. CORP.	79	67
NAV KAR CO.(Yard III)- PREETI	67	83	Maersk Annex (APM)	49	71

CFS have improved their respective performance

The below listed CFS in western corridor have less dwell time compared to average dwell time for a container at CFSs.

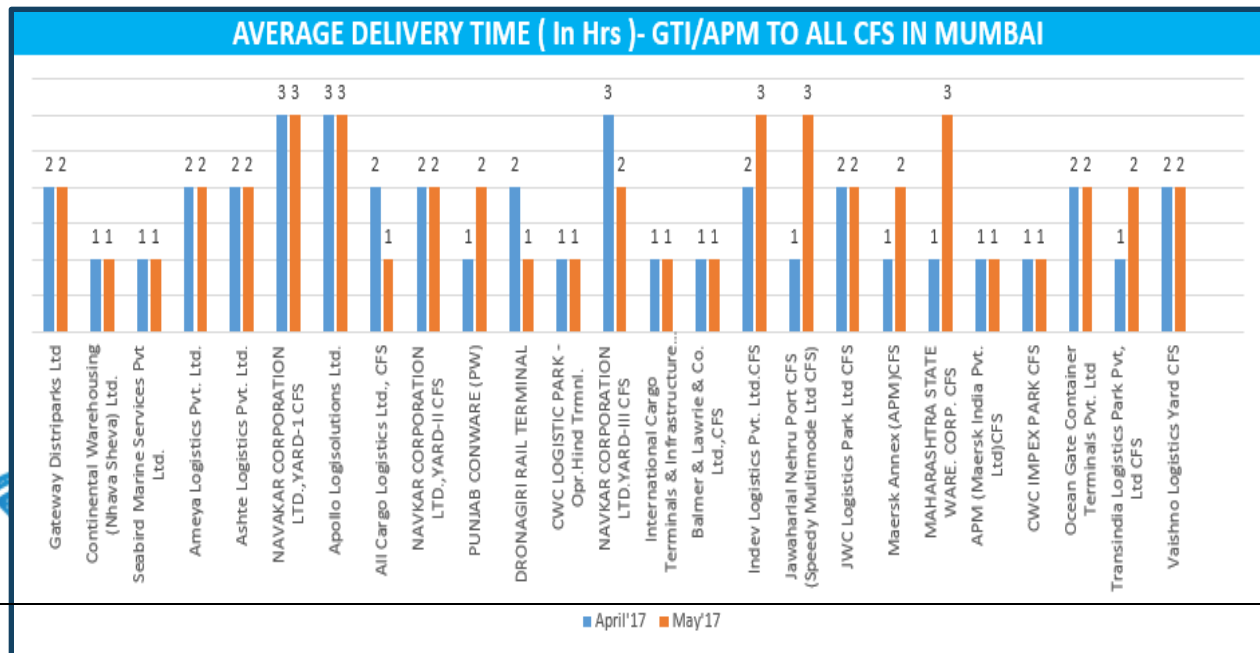
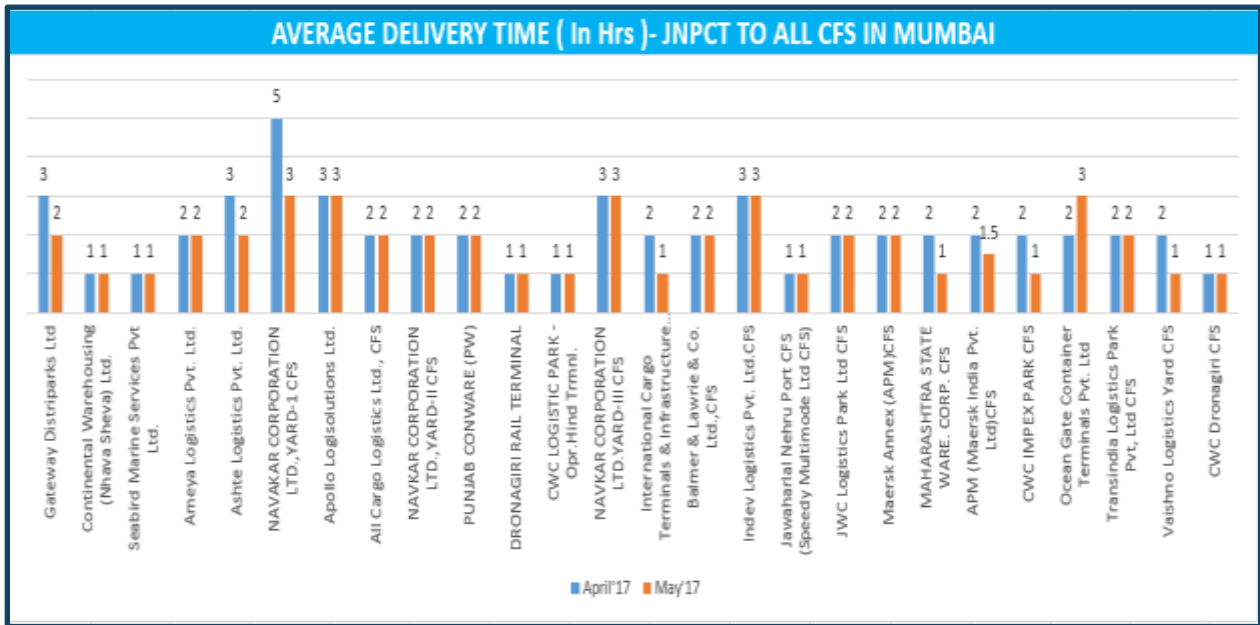
- *Continental Warehousing (Nhava Sheva) Ltd.*
- *Seabird Marine Services Pvt Ltd.*
- *Ashte Logistics Pvt. Ltd.*
- *Navkar Corporation Ltd.*
- *All Cargo Logistics Ltd.*
- *NAV KAR CORPORATION LTD 2*
- *CWC LOGISTIC PARK - Opr.Hind Terminal*
- *NAV KAR CO.(Yard III)- PREETI*
- *International Cargo Terminals*
- *Indev Logistics Pvt. Ltd.*
- *Vaishno Logistics Yard*
- *Maersk Annex (APM)*
- *APM(Maersk India Pvt. Ltd CFS)*

The below graph depicts the average dwell time in collation with individual dwell time of respective CFS.

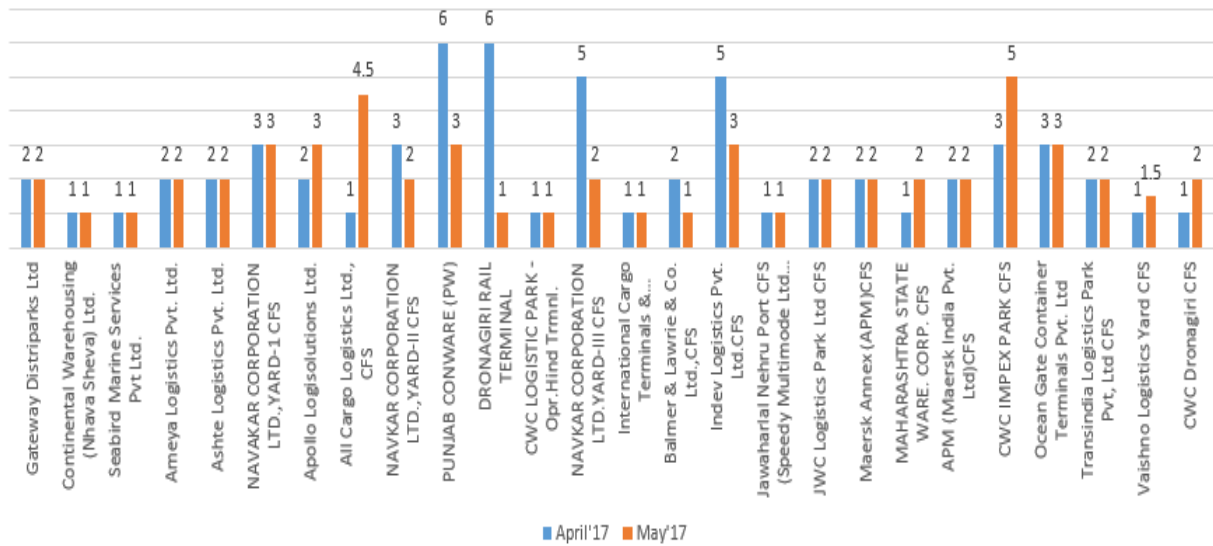


- Industry Average : 75 Hours(May)
- Industry Best : 59 Hours(May)
- Industry Worst : 96 Hours(May)

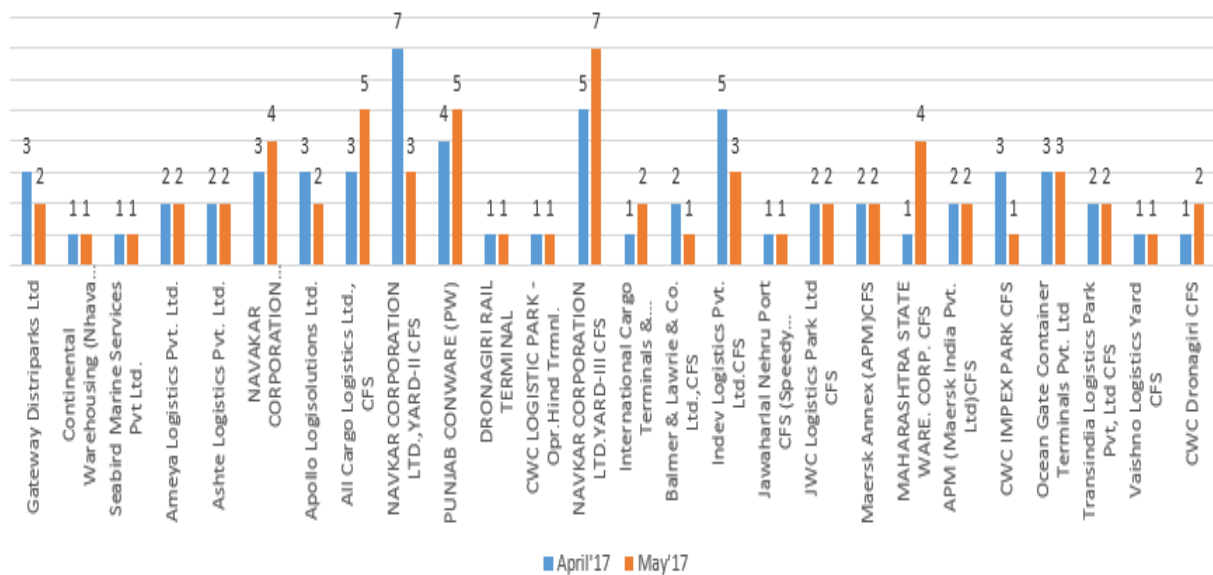
3.3 Container Freight Station Average Delivery Time (Apr'17-May'17) (In Hours)



AVERAGE DELIVERY TIME (In Hrs)- NSICT TO ALL CFS IN MUMBAI



AVERAGE DELIVERY TIME (In Hrs)- NSIGT TO ALL CFS IN MUMBAI

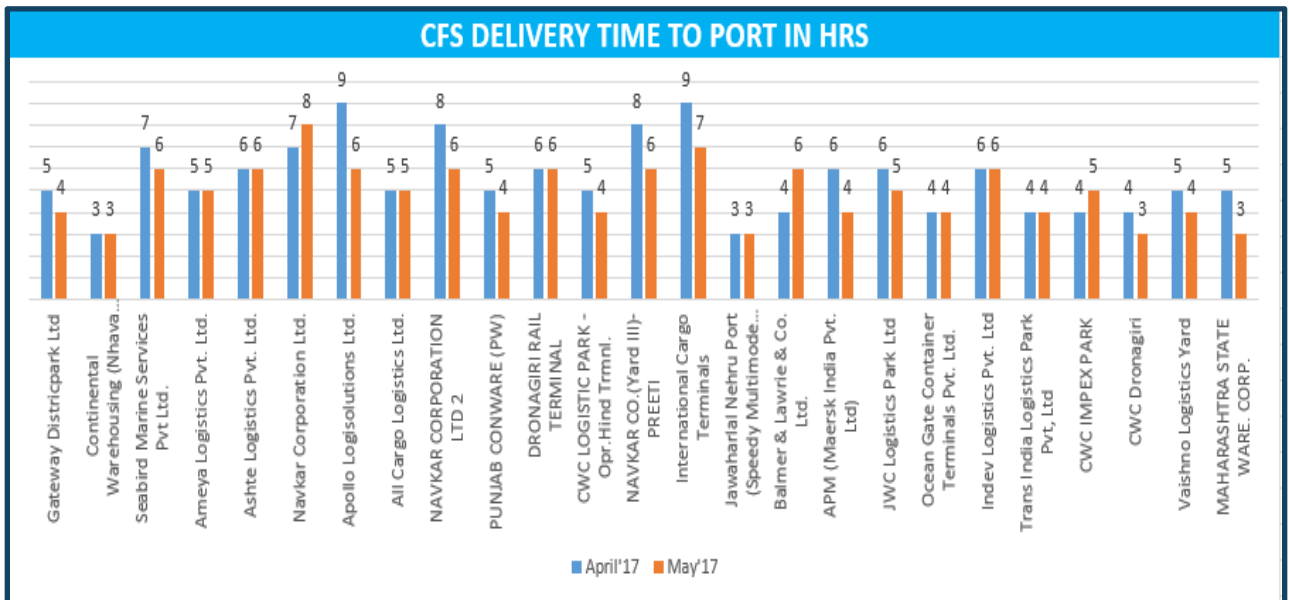


3.4 CFS Average Delivery Time to Port (In Hours)

The below table shows the delivery time in export cycle from the CFSs to PORT terminals.

CFS DELIVERY TIME TO PORT IN HRS					
CFS	April'17	May'17	CFS	April'17	May'17
Gateway Districpark Ltd	5	4	International Cargo Terminals	9	7
Continental Warehousing (Nhava Sheva) Ltd.	3	3	Jawaharlal Nehru Port (Speedy Multimode Ltd CFS)	3	3
Seabird Marine Services Pvt Ltd.	7	6	Balmer & Lawrie & Co. Ltd.	4	6
Ameya Logistics Pvt. Ltd.	5	5	APM (Maersk India Pvt. Ltd)	6	4
Ashte Logistics Pvt. Ltd.	6	6	JWC Logistics Park Ltd	6	5
Navkar Corporation Ltd.	7	8	Ocean Gate Container Terminals Pvt. Ltd.	4	4
Apollo Logisolutions Ltd.	9	6	Indev Logistics Pvt. Ltd	6	6
All Cargo Logistics Ltd.	5	5	Trans India Logistics Park Pvt, Ltd	4	4
NAVKAR CORPORATION LTD 2	8	6	CWC IMPEX PARK	4	5
PUNJAB CONWARE (PW)	5	4	CWC Dronagiri	4	3
DRONAGIRI RAIL TERMINAL	6	6	Vaishno Logistics Yard	5	4
CWC LOGISTIC PARK - Opr.Hind Trmnl.	5	4	MAHARASHTRA STATE WARE. CORP.	5	3
NAVKAR CO.(Yard III)- PREETI	8	6	Maersk Annex (APM)	6	7

The graphs for CFS delivery time in export cycle from the CFSs to PORT is shown below:



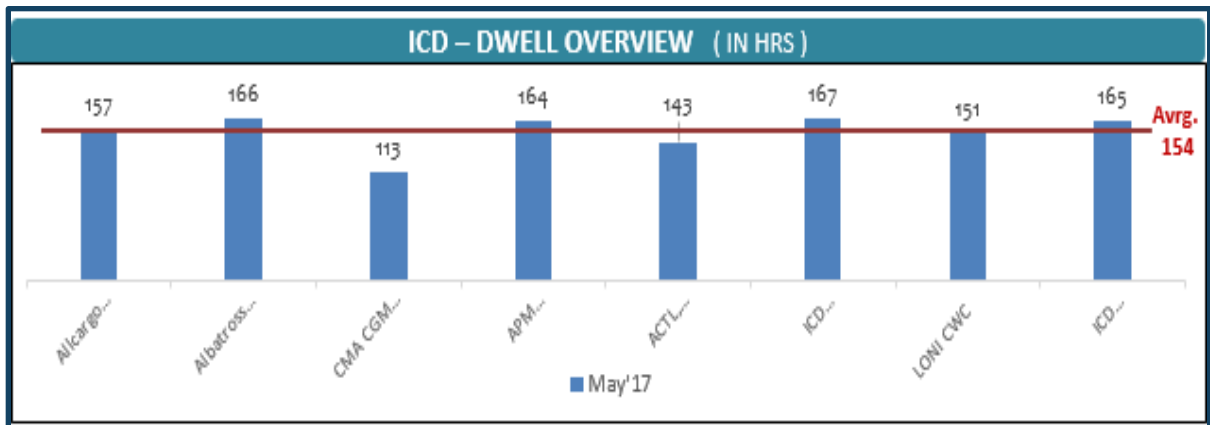
3.5 Inland Container Depot Average Dwell time (Apr'17-May'17) (Hours)

The table below depicts the dwell of all ICDs for month of April'17 and May'17.

As depicted below , CMA CGA has been performing consistently well.

Dwell Time (in Hrs)		
ICD	April'17	May'17
Allcargo Logistics Park Pvt. Ltd.	159	157
Albatross Inland Ports Pvt. Ltd.	147	166
CMA CGM AGENCIES INDIA PVT LTD	103	113
APM Terminals Inland Services	114	164
ACTL, Associated Container Terminals Ltd.	146	143
ICD Patparganj (CWC Warehousing corporation)	150	167
LONI CWC	143	151
ICD Aurangabad(CONCOR)	220	165

The below graph depicts the average dwell time in collation with individual dwell time of respective ICD, ICD Patparganj (CWC Warehousing corporation) have their dwell time below the average dwell time



range : 154 Hours(May)

- Industry Best : 113 Hours(May)
- Industry Worst : 167 Hours(May)

3.6 Inland Container Depot Average Delivery Time (Train) (Apr'17-May'17)(In Days)

The below table shows the Average Delivery Time of ICD in Import Cycle i.e. Port in to ICD out via rail transportation.

ICD- AVG DELIVERY TIME PORT IN TO ICD OUT (TRAIN)	
Region	May'17 (in Days)
NCR region	3.69
Aurangabad	2.80

The below table shows the Average Delivery Time of ICD in Export Cycle i.e. ICD in to port out via rail transportation.

ICD- AVG DELIVERY TIME ICD OUT TO PORT IN (TRAIN)	
Region	May'17 (in Days)
NCR region	2.91

*** The delivery time has been calculated considering the time taken by the trains moving from the terminals at JNPT to ICDs at Delhi/NCR region and ICD Aurangabad at Mumbai region where LDB service is available.*

3.7 Inland Container Depot Average Lead time (Apr'17-May'17) (In Days)

The below table shows the Average Lead Time of ICD in Import Cycle i.e. Port IN to ICD OUT via train. The CFSs in NCR region have low dwell 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	May'17 (in Days)
NCR region	14.84
Aurangabad	16.42

- Average Lead time for NCR region is calculated by adding the Port Dwell Time , Port to ICD Delivery time(NCR Region) and the Dwell Time of all the ICDs present in the NCR region
- Average Lead time for Aurangabad is calculated by adding the Port Dwell Time , Port to ICD Delivery time(Aurangabad) and the Dwell Time of ICD Aurangabad

*** To calculate the ICD average lead time for the container to reach port to ICD through Train:*

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

3.8 Average Travel Time between Toll Plazas in May 2017

Average Speed required for container at different stretches of Western corridor

Avg. Travel Time & Speed between Toll Plazas (May'17)

Source	Destination Toll Plaza	Inter Distance (Km)	Avg. Travel Time (Hr)	Avg. Speed (Km/Hr.)
JNPT	Khaniwade	94	5	19
JNPT	Khalapur	60	2	30
Khaniwade	Charoti	50	1.25	40
Charoti	Boriach	126	4	32
Boriach	Bharthan	142	4	35.5
Bharthan	Kishangarh	686	29	24
Bharthan	Vasad	60	1.25	48
Kishangarh	Daulatpura	128	3	43
Dhule	Khalghat	186	7	27



3.9 Container Freight Station: Clusters (May 2017)

Based on container movement from port to CFS in Mumbai region, 26 CFSs has been grouped into 7 Clusters on the basics of their vicinity in accordance to the port

The table all the

below shows

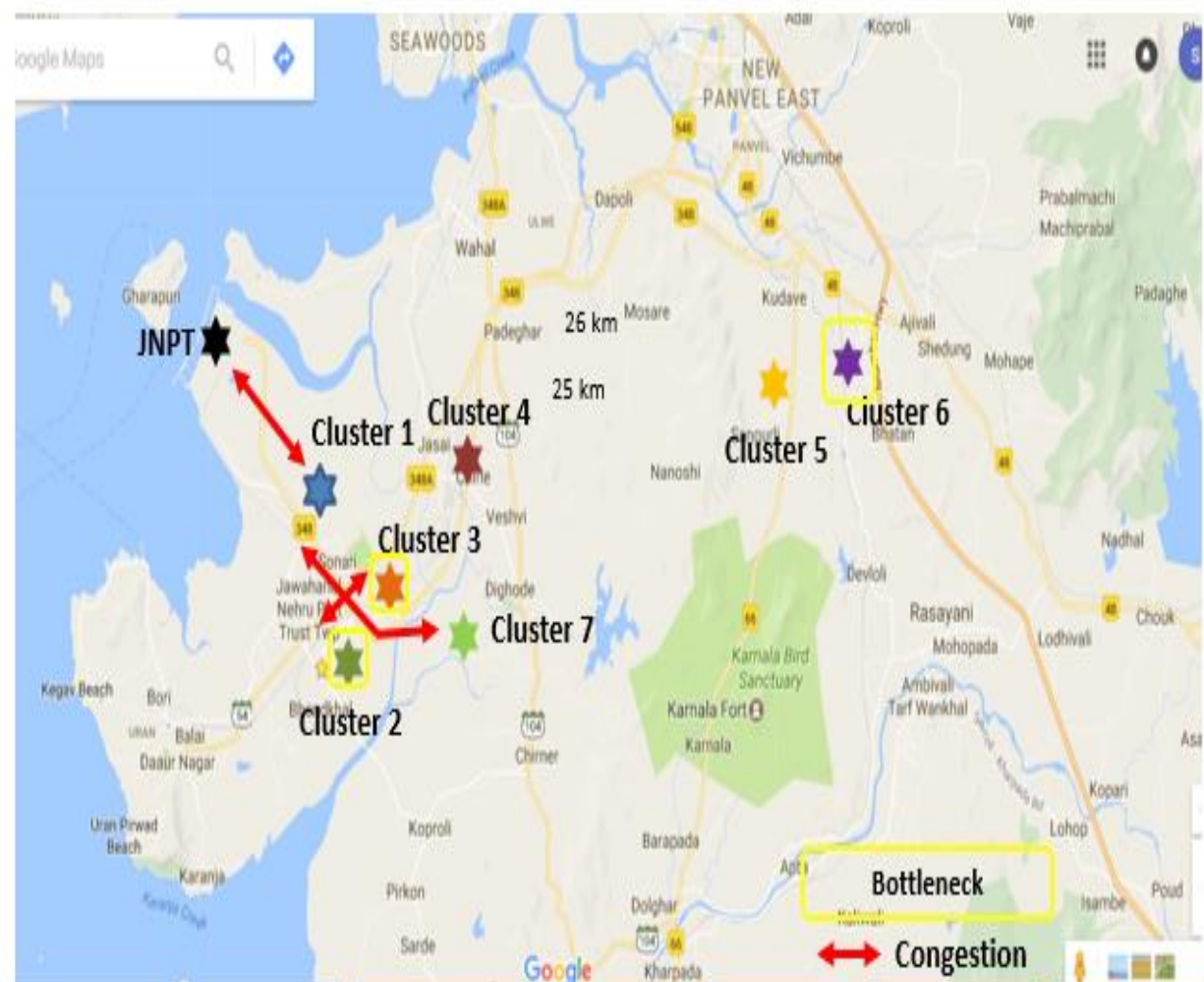
Clusters	No. of CFSs in Cluster	Distance from Port	Import cycle time (in Hrs)	Export cycle time (in Hrs)
Cluster 1	1	8	1.5	2.8
Cluster 2	6	13	1.5	5.2
Cluster 3	6	11	1.6	4.6
Cluster 4	1	13	1.4	3.9
Cluster 5	2	25	2.4	4.6
Cluster 6	6	25	2.8	6.2
Cluster 7	4	12	2	4.1

clusters and the relevant data

- Traffic in Cluster 1 and Cluster 7 is taking 1.5 hours to cover distance of 8 km and 12 km in the import cycle, thus showing the sign of congestion in the route

- Cluster 2 and 3 are also showing the sign of congestion.
- Export cycle of cluster 2, cluster 3 and cluster 6 are taking more time than the cluster with comparable distance from the port , thus indicating bottleneck in transportation wherein the some of the reasons might be due to document processing/ congestion/ min time prior to which port terminals would not permit the entry of the containers inside the port terminal premises.
- 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.

Map of Mumbai Region

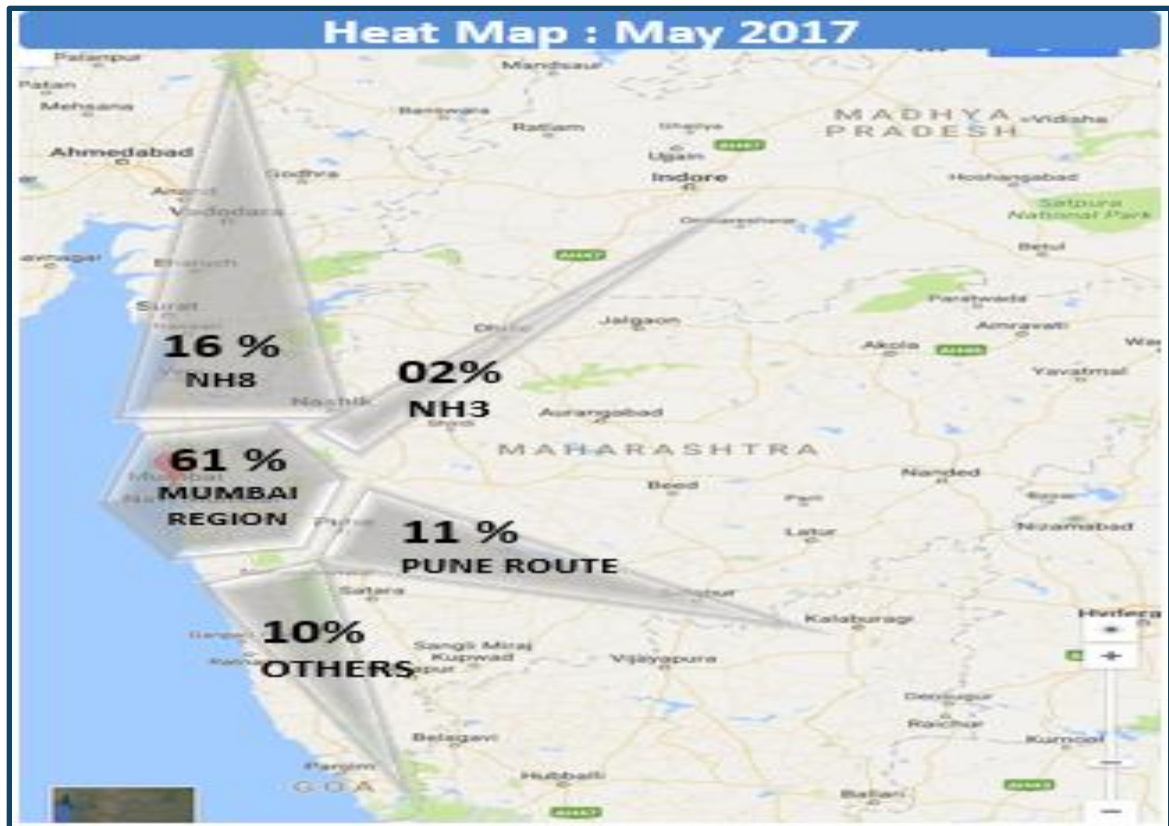


Cluster 1	Cluster 2	Cluster 3	Cluster 4	Cluster 5	Cluster 6	Cluster 7
JNPT Area	Bhendkhal area, Khopate road	Sonari area, JNPT road	Chirle area, JNPT road	Plaspa area, Cochi kanyakumari Highway	Salva apta rd area, Bangalore highway	Patilpada area, Khopate JNPT road

3.10 Container Movement Heat Map- JNPCT Terminal

The heat map below depicts the movement of container in and around the Mumbai region. Majority of containers from JNPCT are consumed in Mumbai region itself and the traffic has increased in the region from the past month.

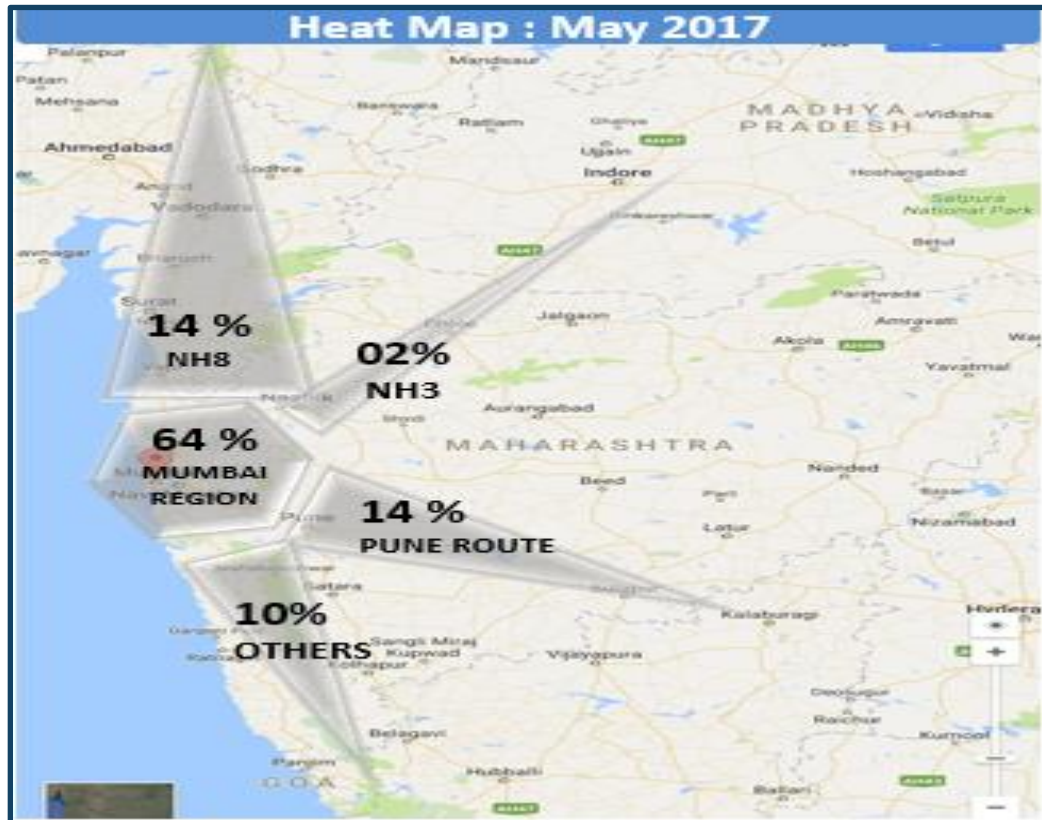
Region	April'17	May'17
Mumbai Region	59%	61%
Pune	11%	11%
NH8	18%	16%
NH3	02%	2%
Others	10%	10%



3.11 Container Movement Heat Map- APM Terminal

The heat map on the left depicts the movement of container in and around the Mumbai region. Majority of containers from APM/GTI are consumed in Mumbai region itself and the traffic has increased in the region from the past month.

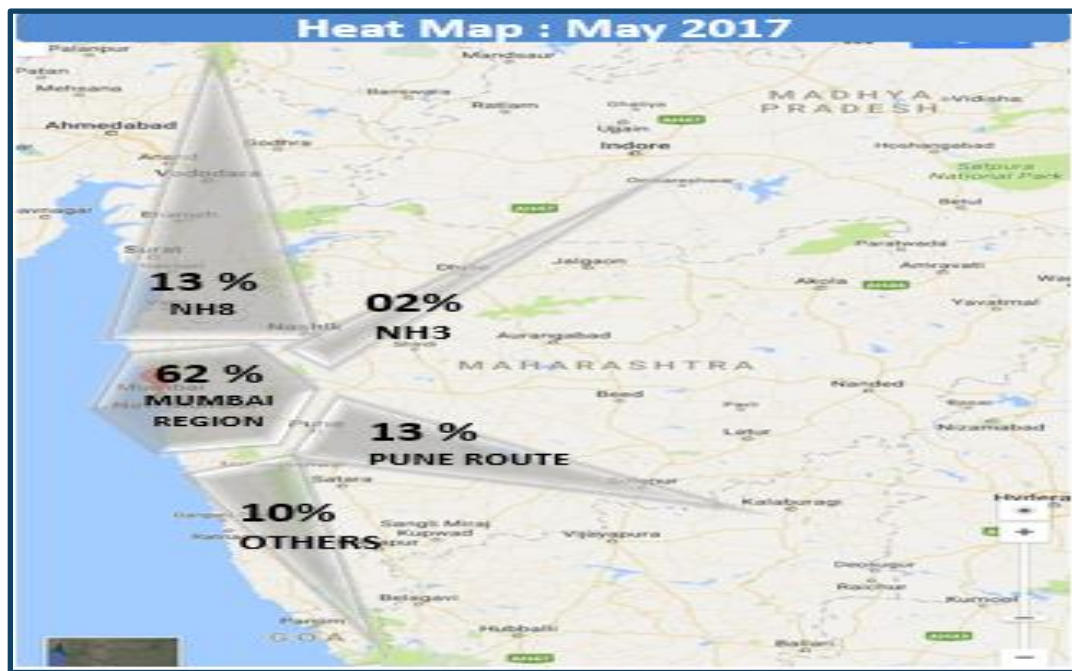
Region	April'17	May'17
Mumbai Region	60%	64%
Pune	16%	14%
NH8	12%	10%
NH3	02%	2%
Others	10%	10%



3.12 Container Movement Heat Map- NSICT Terminals

The heat map on the left depicts the movement of container in and around the Mumbai region. Majority of containers from NSICT are consumed in Mumbai region itself. There is marginal decrease in traffic of container on NH8 and Pune route.

Region	April'17	May'17
Mumbai Region	57%	62%
Pune	14%	13%
NH8	17%	13%
NH3	02%	2%
Others	10%	10%



Heat Map Observation:

**The heat

map shows the container movement from JNPCT, NSICT and APM/GTI port terminals in import cycle across various regions

- In import cycle traffic movement depicts that majority of the containers at the port (greater than 60 %) are consumed within Mumbai region during the month of may

- *Around 10% to 15% of container movement happen across Pune and NH8 route during the month of may*

Operations Overview

4. Operations Overview

4.1 Port Operations

Port update (JNPT, Mumbai):

- 4 Port Terminals, 12 toll plazas and 34 CFS/ICDs are currently operational in western corridor.
- Installation of readers at NSICT and NSIGT completed, however the wharf operation will commence after the approval received from NSICT & NSIGT.
- Total 29, 64,804 (from 1st July till Date) numbers of containers have been handled at all four terminals of JNPT.

4.2 Toll Operations

- Total of 11 Toll Plazas are now operational in the western corridor covering NH3, NH8, Mumbai-Pune expressway route.
- Kharegaon Toll Plaza (NH 3) operation has been shut down from 13th May 2017 as per NHAI notification. The LDB RFID equipment have been uninstalled, hence no tracking information are receiving from Kharegaon location.

The below MAP depicts the number of Toll Plazas operational till date:

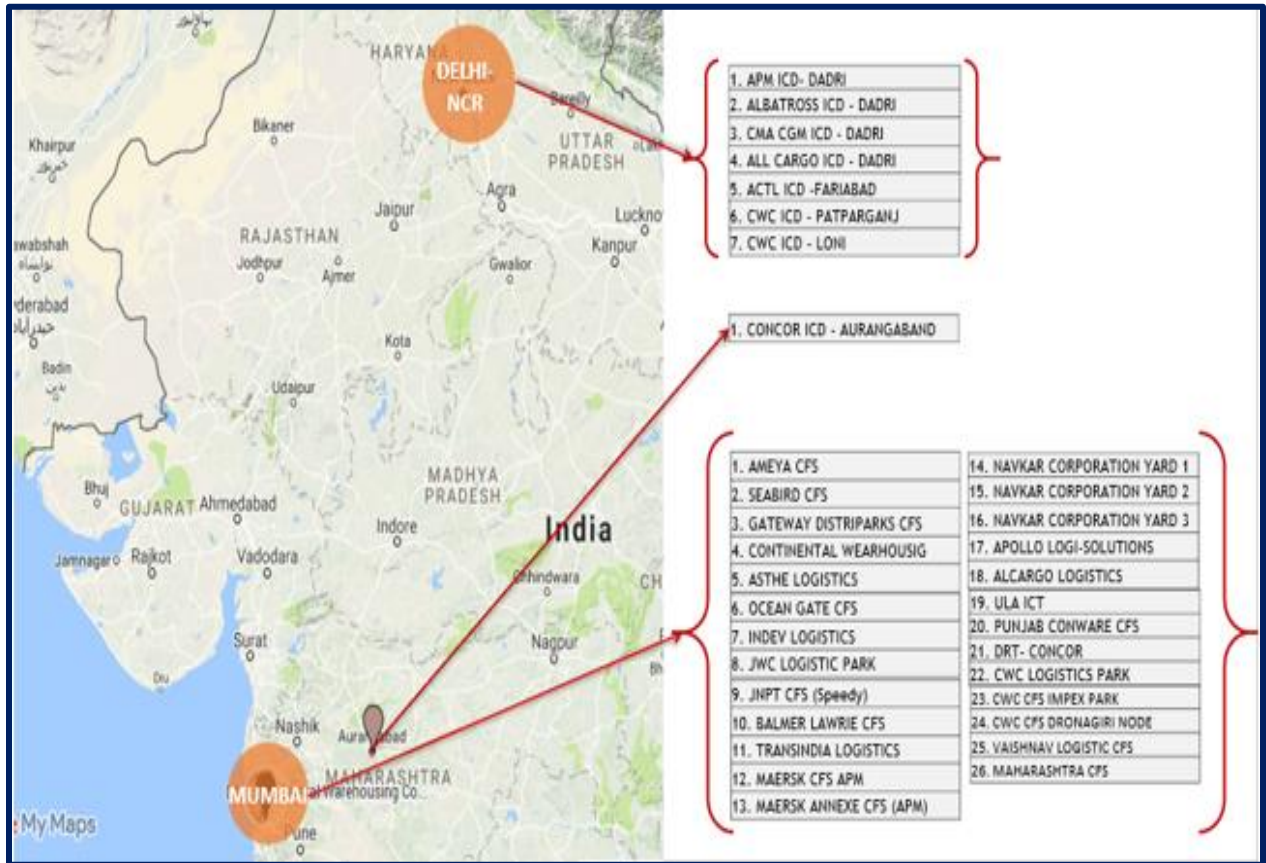


Sr. No	Toll Plaza Name	State	NH
1	Charoti	MH	8
2	GVK Kishangarh	Rajasthan	8
3	LnT VBTL	Gujarat	8
4	Daulatpura	Rajasthan	8
5	Boriyach	Gujarat	8
6	Kharegaon	MH	3
7	Dhule	MH	3
8	Khaniwade	MH	8
9	Khalapur	MH	MSRDC
10	Kalyan	MH	MSRDC
11	Vasad	Gujarat	8
12	Khalghat	MP	3

4.3 Container Freight Stations/ Inland Container Depot Operations

- Total of 34 CFS-ICD are operational in western corridor and data are being received by LDB Data Center.

The below Map depicts all CFS/ICDs Operational in western corridor.

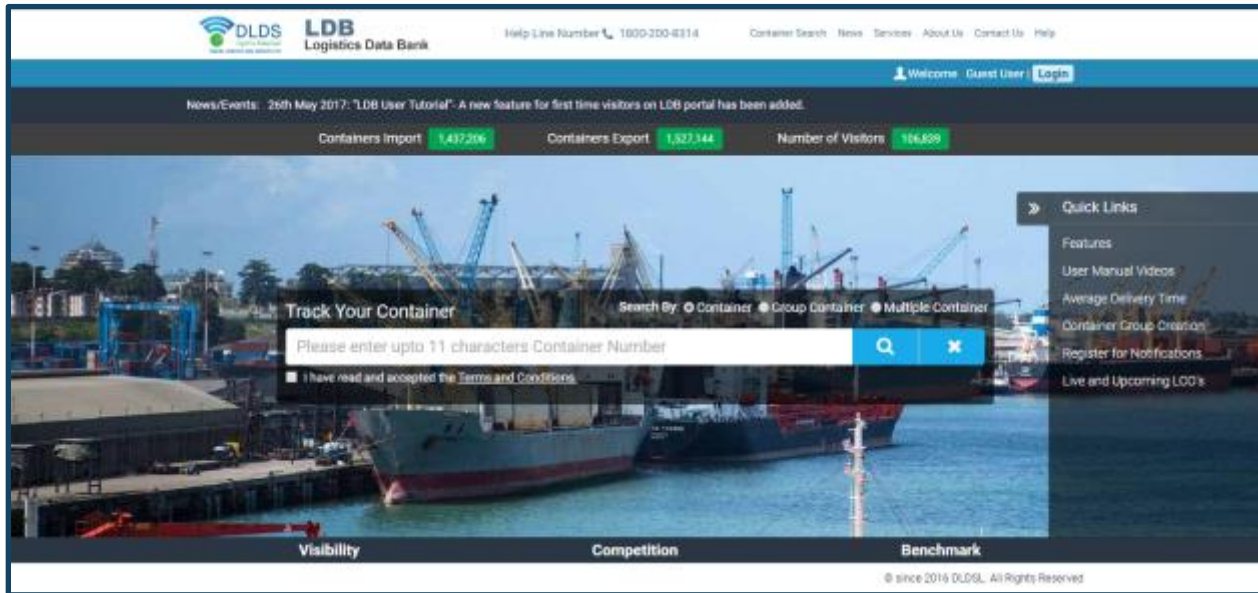


- The list of CFS/ICDs selected for Phase 5 deployment (AMJ) are as below :

JNPT:

SL.No.	CFS / Location Name
1	Arshiya Logistics CFS, Navi Mumbai
2	SBW Logistics CFS , Navi Mumbai

5. LDB Portal / Other Updates



Below are few new features which have been added in the LDB Portal website.

- LDB user tutorial has been added as a new feature for first time visitor to guide the working of LDB portal.
- Google Map View of Live and upcoming LCO's is now available in Quick Links tab as a new features to know the status of the sites.
- User Manual Video of free screens to illustrate the usage of features has been added.
- "Average Delivery Time" analytics feature available which provides the time of required from Source to Destination.
- Map View for tracking points of containers is available through Google Map.
- Group & Multiple container search option is available to track all containers together.
- Number of Visitors till 14th June 2017: 110,988

ANNEXURE

Container Ports Logistics Scenario

Logistics performance is central to the economic growth and competitiveness of countries, and the logistics sector is now recognized as one of the core pillars of economic development. Policy makers not only in the best performing countries, but also in emerging economies, increasingly see the need to implement coherent and consistent policies to foster seamless and sustainable supply chain operations as an engine of growth.

Efficient logistics connects firms to domestic and international markets through reliable supply chain networks. Conversely, countries characterized by low logistics performance face high costs, not merely because of transportation costs but also because of unreliable supply chains, a major handicap in integrating and competing in global value chains.

Logistics Performance Index (LPI):

It embodies the experience of logistics professionals worldwide and tries to capture the complexity of supply chains in synthetic indicators that are comparable across countries

The World Bank's LPI analyzes countries in six components:

- The efficiency of customs and border management clearance
- The quality of trade and transport infrastructure
- The ease of arranging competitively priced shipments
- The competence and quality of logistics services
- The ability to track and trace consignments
- The frequency with which shipments reach consignees within scheduled or expected delivery times

TOP performing LPI economies (2016)		
Countries	LPI rank	LPI score
Germany	1	4.23
Luxembourg	2	4.22
Sweden	3	4.20
Netherlands	4	4.19
Singapore	5	4.14
India	35	3.42

Source : World Bank

The ability to track and trace consignments (ATTC) :

Table on right side shows the ATTC index, developed countries with high ranking on LPI index have their ATTC score high. The ability to track and trace the consignments gives the logistic operations much more efficiency and transparency thus helping the country to achieve more. India has increased its score over the years with 3.03 in 2007 with current score of 3.52 in 2016

Ability to track and trace consignments (2016)	
Country	Score
Germany	4.27
Singapore	4.05
United States	4.20
China	3.68
India	3.52

Source : World Bank

The frequency with which shipments reach consignees within scheduled or expected delivery times:

Table on right side shows the **Frequency of shipment reaching consignees**, developed countries with high ranking on LPI index have their score high. This showcase that the India is catching up to the world in term and providing an environment to the industry to import and export goods and material with much efficient and streamlined manner

Frequency of shipment reaching consignees (2016)	
Country	Score
Germany	4.45
Singapore	4.40
United States	4.25
China	3.90
India	3.74

Source : World Bank 1 = Low, 5=Highest