



Study on Timeline of Export and Import of Containers through JNPT

November 2016



Introduction

For a developing country of India's size and potential, undertaking trade facilitation reforms is an urgent need today to match pace with the growing global trade. This requires simplification and harmonization of procedures in order to reduce the time and cost taken for trading across borders.

With India's ratification of WTO's Trade Facilitation Agreement (April, 2016), there is an extended onus on the government for identifying action areas in order to simplify trade procedures and the associated time and cost. Various steps have been undertaken for this -

there are fewer restrictions on foreign direct investment, tax holidays are given to developers, public-private partnerships (PPPs) are promoted for infrastructural projects and the Single Window for Trade Facilitation (SWIFT) has been launched by the Central Board of Excise and Customs (CBEC). It is also estimated that there is a requirement of around USD 1 trillion towards infrastructural investment in India during the 12th Five Year Plan period, 2012-2017, to maintain India's growth trajectory. With Indian economy on an exponential growth curve and Indian government's strong inclination to enhance trade and investment, foreign companies are turning to India for emerging market deals. At a point when the world is tending towards India, the country is likely to witness an increasing flow of rail, road and port traffic.

Parameter/Year	2015	2016	2017
Overall ranking	134	131	130
Trading Across Borders	126	144	143

Parameter	Time to Export (Hours)		Time to Import (Hours)	
	Documentary Compliance	Border Compliance	Documentary Compliance	Border Compliance
2016	61	88	67	311
2017	58	85	65	307

Source: www.doingbusiness.org

However, India's performance in World Bank's Ease of Doing Business Report has only shown a marginal improvement over the last few years (Table 1). Further, Table 2 shows the time to export and import through Mumbai, Maharashtra, as represented in the World Bank Doing Business Report (2017).

This report undertakes a comprehensive and analytical study of the various procedures and agencies involved in the supply chain for export and import through JNPT. It involves an analytical assessment of the time taken at various intervention points - dissecting the dwell time of containers from/to Container Freight Stations (CFS), Inland Container Depot (ICD) as well as Direct Port Entry/Delivery – entailing transportation of containers and other operational aspects, the process of assessment, registration and examination, among others. Further, the role of partner government agencies (PGAs) and shipping lines in the process have also been analysed.

Year	Port	Customs Clearance	Clearance at the Gate
2015-16	103	3	2
2016-17 (Target)	80	24	-

Year	Port	Railway	Customs Clearance	CFS
2015-16	44	91.2	115	152
2016-17 (Target)	30	36	30	120

The report also acts as a benchmarking tool for the targets for 2016-17 – for export and import (as summarised in Table 3 and Table 4) – set in the meeting held on August 12, 2016 under the chairmanship of the CEO, NITI Aayog to build consensus regarding the role and responsibility of each ministry/agency to finalise Port Ecosystem efficiency parameters.

Objectives

1. To track supply chain of import/export at JNPT through identification of all the procedures, agencies and stakeholders
 - ✓ Inclusive of all formats of port entry and delivery such as Direct Port Delivery, Direct Port Entry, CFS facilitated, Factory stuffed and ICD facilitated through rail, etc.
2. To calculate the time taken for import and export of Containers through JNPT on a monthly basis.
3. To specifically identify dwell time at various agencies in the process. These would include, but not be restricted to, the following:

Border Compliance

- ✓ Customs Clearance and Inspections: Time taken by the Customs for export and import clearances.
- ✓ Port Handling: Time taken by Terminal, CFS's and ICD's for export and import.
- ✓ Allied Agencies: Time taken by agencies such as FSSAI, PQ, etc. during the course of import and export.

Documentation Compliance

- ✓ Time taken to obtain, prepare and submit documents required during export and import but not to be restricted to Clearance, Inspection, Port Handling, etc.
4. Parking lots and Port gate: Time taken for entry and exit through these areas
 5. Data from various agencies would be collected and analyzed to calculate the time taken for movement of export & import containers from JNPT.
 6. Identification of action areas and measures for reducing dwell time during the course of export and import of containers from JNPT aiming to meet specified Government targets:
 - ✓ Procedure-wise area of intervention
 - ✓ Stakeholder-wise area of action
 7. To critically analyze the various stages in the export and import cycles with a view to reduce the dwell time at each stage, with the principal aim of facilitating the reduction in export and import cycles from the current stage to the targets set by the government. Stage wise approach in terms of reaching the target will be suggested.
 8. To analyze the transaction cost borne by the trade at each stage, with a view to mobilize reduction of the same
 9. To provide incisive insights and recommendations on the improvement areas at various stages of the value chain, with focus on improving operations and reducing delays

Stakeholders

1. **Customs Broker:** Also known as Customs House Agent (CHA), a customs broker is a representative or an agent of the importer/exporter, and prepares and submits documents for clearing goods through Customs. He/she holds a customs licence for practise and is well versed with customs rules, regulations and tariffs.
2. **Customs:** It is the official department of the government with the authority to check goods and travellers. In international trade, the customs department collects duty on imported goods as levied by the government, and provides requisite clearances for both export and import goods.
3. **Container Freight Station (CFS) and Inland Container Depot (ICD):** A container freight station is an extension of the port. It is the custodian of goods after they are cleared from the terminal. The process of customs clearance takes place inside the CFS.
4. **Port/Terminal:** A port is the point of entry of goods and travellers into the country. It provides facilities for berthing of vessels, and loading/unloading of cargo. A terminal is part of the port wherein different berths may be a part. It may be cargo-specific or designed to handle all types of cargo.

5. **Shipping Line:** A shipping line is a company that operates fleet of ships which transport cargo to different parts of the world. While most shipping lines are owners of the containers they carry, some lines lease the same from an external organisation.

Methodology

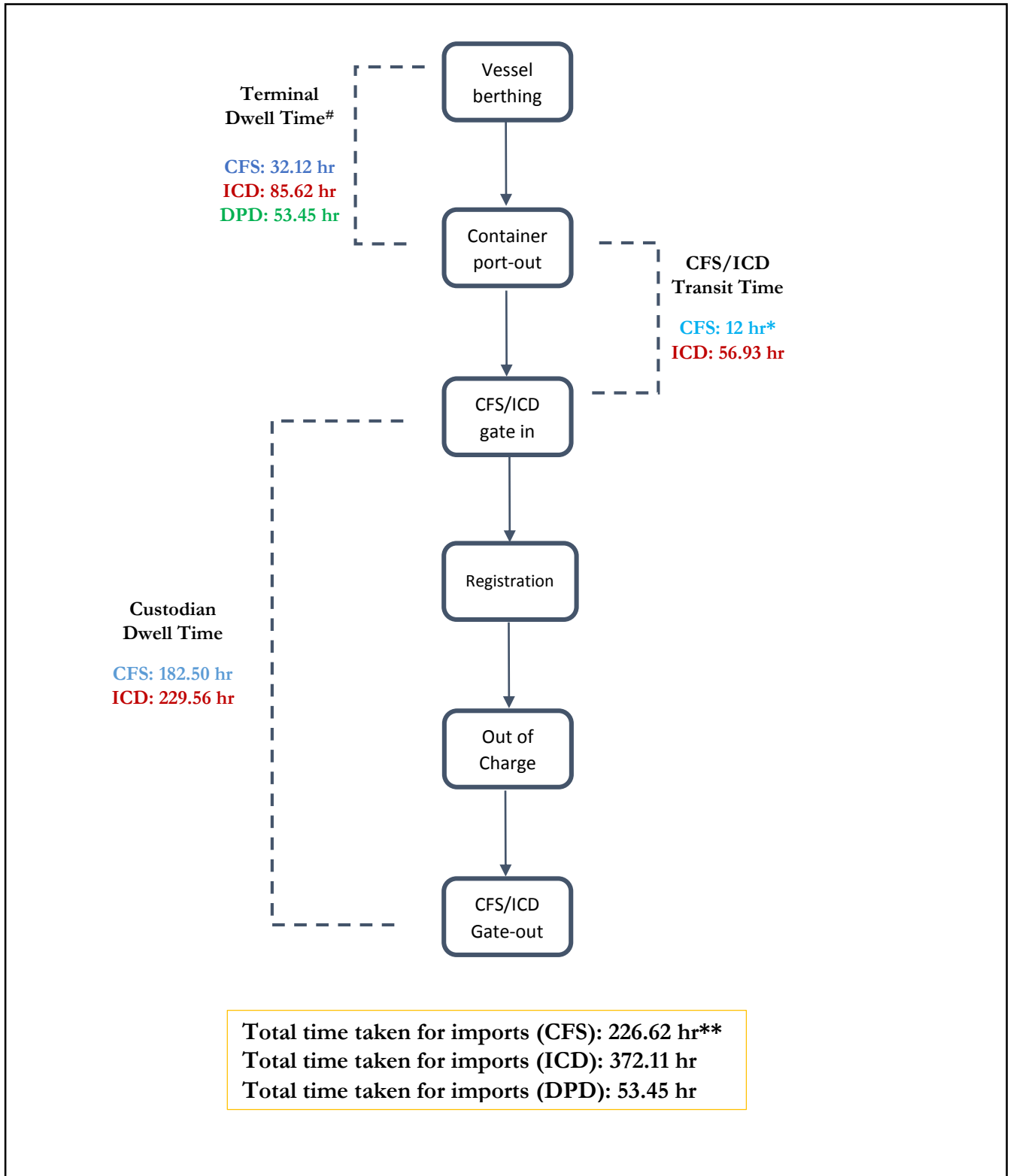
1. **Preliminary assessment** of parameters related to border compliance and documentary compliance at JNPT
2. **Data collection** from stakeholders such as terminal operators, customs – Jawaharlal Nehru Customs House (JNCH) and ICD Tughlakabad, CFS operators and CONCOR
3. **Data analysis** entailing the process of data cleaning and analysis of the collected data through SAS, STATA and MS Excel. It would entail stakeholder-wise calculation of dwell time and finally, consolidation of the same in the process chain of EXIM trade
4. **Report** preparation describing average timelines for export and import value chains, and qualitatively indicating areas of improvement. The following parameters have been considered during analysis and report preparation:
 - a. Out of the total number of containers imported and exported at JNPT, the sample size considers the containers under the import and export category and not the containers meant for transshipment. Further, only Full Container Load (FCL) containers have been considered for this study.
 - b. The time in the tables is recorded in the hour format that is $[h]:mm:ss$. However, in the figures and charts, it is recorded in a decimal format. For example, a time of 04:30:00 recorded in a table is represented as 4.5 hours in the chart.
 - c. The total time taken in each agency is calculated as the average time taken from the first process at the agency to the final process (and not as a linear addition of time consumed in all processes recorded at an agency, as it may lead to inflated overall dwell time).

Limitations of the study

- a. **Transit time calculation for port to CFS:** Due to issues faced in determining unique container numbers, it was difficult to calculate transit time. Hence, based on observation and various previous researches conducted, we have used an average time of 12 hours as transit time for CFS.
- b. **Missing entries in data sets:** Many entries in the data sets were missing or not recorded by the agencies. For instance, out of 10 CFS, only 2 CFS recorded the time of shipping line delivery order.
- c. **Data error:** At a number of agencies, data errors were recorded. For instance, at certain CFS, the gate-out time was before the gate-in time. Further, duplication of data was observed in the data provided by the PGAs.

IMPORT

Figure 1: Import Process through JNPT



*assumed

** inclusive of the assumed transit time

#weighted average from Table 6 for all three categories

1. Import Process

The import cycle starts from shipping line filing an Import General Manifest (IGM), electronically in the ICES, 72 hours prior to arrival of the vessel at port, to the time the goods are out for delivery from a CFS, ICD or through DPD. In between, various processes take place and a minimum of five agencies play a role, which can be assessed in terms of terminal dwell time, road/rail transit time, customs release time and custodian (CFS/ICD) dwell time (Figure 1 above). Apart from this, in the overall process of imports, the time taken by the shipping line and the partner government agencies (PGAs) has also been calculated.

1.1. Terminal Dwell Time

Terminal dwell time is the calculation of the time a container is at the terminal. It is calculated as the average time taken from berthing of vessel to the time of container evacuation from port gate. Terminal dwell time varies with respect to the destination of the container – Container Freight Station (CFS), Inland Container Depot (ICD) or Direct Port Delivery (DPD) to importer.

The total dwell time of container at Jawaharlal Nehru Port Container Terminal (JNPCT), Gateway Terminal International Container Terminal (GTICT), Nava Sheva International Container Terminal (NSICT) and Nava Sheva International Gateway Terminal (NSIGT) is close to 44.5 hours, 44.75 hours, 40.8 hours and 51 hours respectively. Further categorisation of containers is given in Table 5 and Table 6. The detailed process is recorded in annexure 1.1. In case of DPD, the dwell time of the container at the terminal is its total time taken for import.

Parameter	JNPCT (n)	GTICT (n)	NSICT (n)	NSIGT (n)
Total number of import containers	44,083	52,123	16,105	8,388
Number of CFS bound containers	33,219 (75.36%)	38,089 (73.08%)	12,202 (75.77%)	6,112 (72.87%)
Number of ICD bound containers	9510 (21.57%)	11,813 (22.66%)	3,499 (21.73%)	2,064 (24.61%)
Number of Direct Port Delivery (DPD)	1,354 (3.07%)	2,221 (4.26%)	404 (2.51%)	212 (2.53%)

Note: Figures in the bracket give the percentage share

Parameter	JNPCT			GTICT			NSICT			NSIGT		
	CFS	ICD	DPD	CFS	ICD	DPD	CFS	ICD	DPD	CFS	ICD	DPD
Average dwell time (vessel berthing to container out of port) (hr)	34:31:07	81:36:12	44:34:13	29:50:01	90:21:42	58:55:41	29:08:06	79:57:11	54:23:29	39:21:44	85:20:44	50:59:08
Average terminal dwell time (hr)	44:25:39			44:46:54			40:48:33			50:58:15		
Average port dwell time (hr)	44:33:12											

1.2. Transit Time - CFS and ICD

Transit time is the time taken for the container to reach the custodian - which can either be a CFS or an ICD. The rail transit time for ICD is calculated as the difference between the time of loading on rail to the arrival (gate-in) of the container at the ICD (Table 7). The CFS transit time is taken from the time of exit of a container from port to its arrival (gate-in) at the CFS. This time is calculated on the basis of field observation.

Table 7: Transit Time of Import Containers from JNPT for November 2016		
Parameter	CFS	ICD Tughlakabad
Average time taken (hr)	12*	56.93
* assumed		

1.3. Customs Release Time

1.3.1. Jawaharlal Nehru Customs House (JNCH)

Customs release time is the time taken by the customs authorities, be it at the dock, at CFS or at ICD, to give Out-of-Charge (OOC) to a bill of entry for delivery of container(s) to the importer. It is calculated as the average time between submission of bill of entry to assessment and registration of goods to OOC (in case of RMS and Group B/E) and registration of a container to assessment and duty payment to OOC (in case of Group (First Check) B/E). It must be noted that the process of customs release is not linear; many agencies play a parallel role such as the PGAs, the importer/customs broker for duty payment, shipping line and the CFS. The total number of bills of entry received for all the categories have been summarised in Table 8.

Table 8: Total Customs Release Time for JNCH (Average Time)			
	RMS	Group	Group (First Check)
Number of B/Es	61,410 (52.7%)	49,627 (42.5%)	5,606 (4.8%)
Submission of B/E to Assessment (hr)	0:17:58 (n=61,410)	40:46:18 (n=49,585)	
Registration to Examination of Goods (hr)		28:03:42 (n=45,707)	18:19:19 (n=5,570)
Examination to Out of Charge (hr)		2:14:04 (n=45,716)	
Registration of Goods to Out of Charge (hr)	6:16:26 (n=61,358)	28:17:11 (n=49,544)	
Examination to Assessment (hr)			74:37:57 (n=5,568)
Duty Payment to Out of Charge (hr)			10:24:17 (n=5,132)
Total time (hr)	6:34:24	69:03:29	103:21:33
Total Customs Release Time at JNCH (hr)= 43.53			

1.3.2. Customs at ICD Tughlakabad

Once a container is received at ICD Tughlakabad, the customs release time starts from assessment till out of charge is given. The total number of inward B/E to ICD is 16,706 (Table 9).

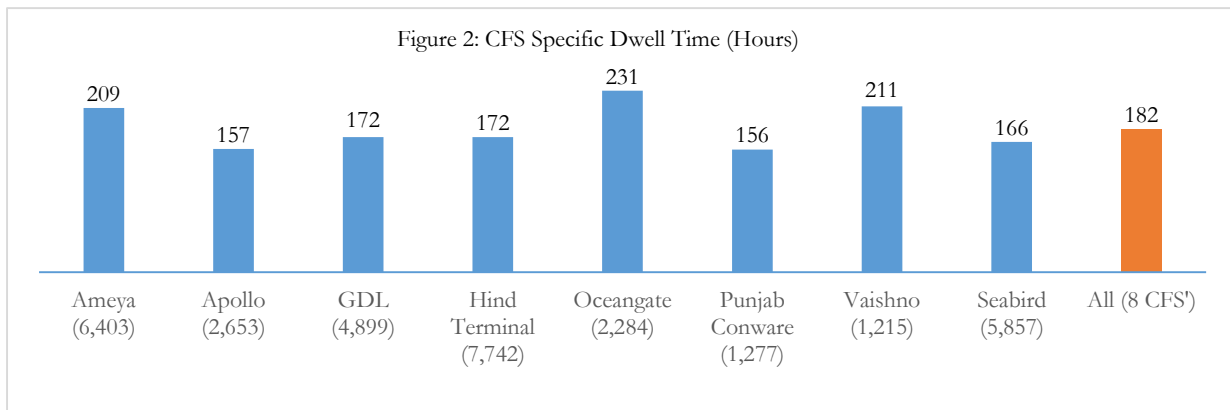


Table 9: Total Customs Release Time for ICD (Average Time)						
	RMS		Group		Group-II	
Number of B/Es	8,950	(53.6%)	6,197	(37.1%)	1,559	(9.3%)
Submission of B/E to Assessment (hr)	0:20:39 (n=8,949)		41:16:47 (n=6,160)			
Registration to Examination of Goods (hr)			11:30:15 (n=6,025)		21:51:06 (n=1,556)	
Examination to Out of Charge (hr)			4:51:39 (n=5,976)			
Registration of Goods to Out of Charge (hr)	3:26:16 (n=8,943)		15:31:32 (n=6,120)			
Examination to Assessment (hr)					42:39:19 (n=1,448)	
Duty Payment to Out of Charge (hr)					7:14:22 (n=1,404)	
Total time (hr)	3:46:55		56:48:20		71:44:48	
Total Customs Release Time ICD TKD (hr) = 35.46						

1.4. Custodian Dwell Time

1.4.1. CFS Dwell Time

CFS dwell time is calculated from the time of gate-in of a container at the CFS to gate-out from the CFS. In the analysis, data from 8 CFS has been analysed (Figure 2 and Table 8.1 – Annexure 1.3). The total average time taken by all CFS (8 could be included) is also given in Table 10. CFS specific dwell time for 8 CFS at JNP is given in figure 2. Please note that the total time taken by CFS is calculated in terms of gate-in to gate-out (and not as a linear addition of time taken in the various processes) due to the sample size being different for each process and many parallel processes involving customs, customs brokers and shipping line taking place.

Table 10: CFS Specific Dwell Time				
	A	B	C	D
CFS (8 CFS n=32,330)	Average time taken from gate-in to seal cutting	Average time taken from seal cutting to OOC	Average time taken from OOC to Gate-out#	Total (Gate-in to gate out)*
Total	116:02:29	102:57:07	50:25:00	182:32:00
* D should be taken as the true representation of the overall CFS dwell time. However, column D should not be seen as summation of columns A, B and C because the number of entries for A,B and C is not same. #in column C, as time is not recorded for OOC in CFS data, therefore, a difference of 24 hours is recorded as zero in the calculations. In order to overcome this statistical bias, we have added 12 hours to the calculated time taken in column C.				

1.4.2. Container Corporation (CONCOR) - Tughlakabad Dwell Time

The dwell time for CONCOR is calculated from discharge of the container from the port to its gate out from CONCOR. Please note that this time taken by CONCOR is inclusive of the time taken by customs (Tughlakabad) to release the containers (Table 11).

Table 11: CONCOR Dwell Time			
	A	B	C
CONCOR (ICD Tughlakabad)	Average time taken from arrival at ICD to OOC	Average time taken from OOC to Gate-out	Total (Arrival gate out)
Total	174:50:12	58:24:19	229:34:49
<i>*C is not the sum of A and B because of the inconsistent sample size in the data set at each step. Therefore, C should be taken as the true representation of the overall ICD dwell time</i>			

1.5. Other Supporting Agencies

1.5.1. Shipping Line - Delivery Order

The shipping line provides delivery order (DO) as a final confirmation for delivery of cargo to the customs broker. Any delay by the shipping line in providing delivery order gets added to the total dwell time of the container at CFS/ICD. Some DOs are given after issue of OOC by customs, while others are generated at the same time or prior to OOC (Table 12). It may be noted that the average time taken for receiving a delivery order from arrival of a container at CFS is approximately 184.5 hrs.

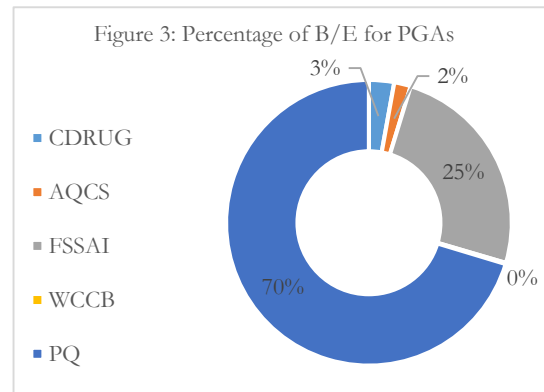


Table 12: Average Time Taken for Generation of Delivery Order by Shipping Line	
Total no. of DO	2,284*
No. of DO prior to OOC	1,282
No. of DO given post OOC	241
No. of DO received on same day as OOC	761
Average time taken from CFS gate-in to receiving delivery order	184:30:34
<i>*this data is provided by only 1 CFS (out of 8), therefore the number reflected here is lower than the actual number of containers going to the CFS from both terminals in table 3</i>	

1.5.2. Partner Government Agencies (PGAs)

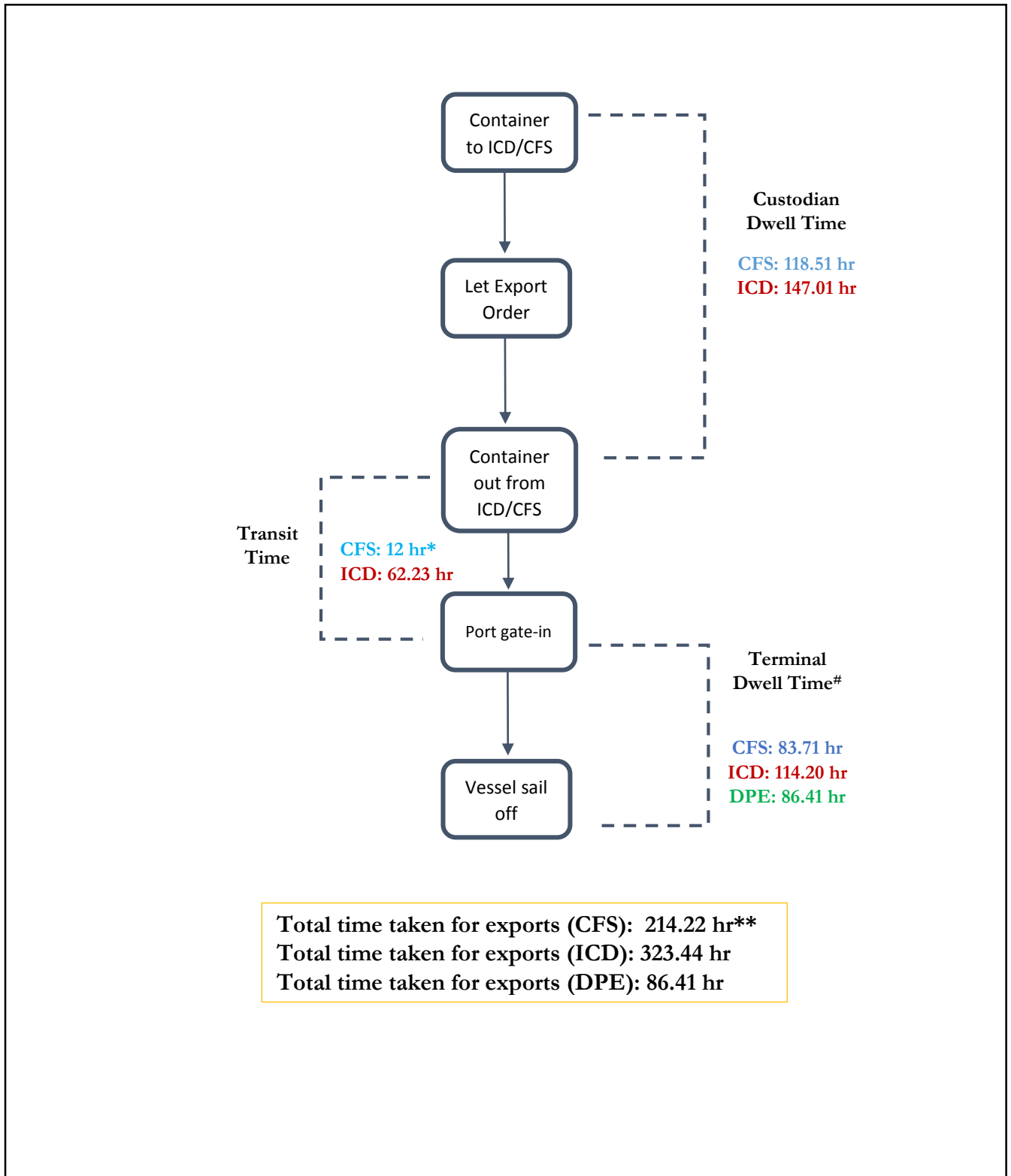
Partner government agencies (PGAs) are the allied agencies that are required to examine and provide clearance to certain types/categories of cargo. They play a key role in the overall process of cargo clearance. In an earlier practise, the time required by these agencies was added in the customs release time, however, some cargo (particularly perishable) is now released before the arrival of report by PGAs on the basis of a bond guarantee. While the time taken by these agencies may not add to the overall dwell time, it is important to note that some agencies take as much as 9 days to publish reports despite initiation of SWIFT in April, 2016. This report analyses the time taken from sample collection to publishing of report by five PGAs-

Drug controller (CDrug), Animal Quarantine(AQ), Wildlife Crime Control Bureau (WCCB), Food Safety and Standards Authority of India (FSSAI) and Plant Quarantine (PQ) (Table 13). Please note that the reports for some agencies like PQ and FSSAI may also be received after out-of-charge due to nature of the cargo.

Table 13: Average Time Taken by PGAs					
	CDRUG	AQCS	WCCB	FSSAI	PQ
Total number of B/E (n)	1968	1301	85	17,139	48,587
Time taken from sample collection to report publishing (hr)	86:17:44	196:48:59	40:26:04	233:05:53 (9.7 days)*	162:46:56

EXPORT

Figure 4: Export process through JNPT



*assumed

** Inclusive of the assumed transit time

#weighted average from table 20 for all three categories

2. Export Process

The export cycle starts from filing of shipping bill to vessel sail off. In between, various processes take place and a minimum of five agencies play a role, which can be assessed in terms of terminal dwell time, road/rail transit time, customs release time and custodian (CFS/ICD) dwell time (Fig. 4).

2.1. Customs Release Time

2.1.1. Jawaharlal Nehru Customs House (JNCH)

Customs release time is calculated from the time of registration of goods in the customs system to the generation of Let Export Order (LEO) at JNCH.

Table 14: JNCH Dwell Time for Exports for November 2016	
Total no. of Shipping Bills (n)	1,11,024
Average time taken from Registration of goods to issuance of LEO (hr)	4:27:03

2.1.2. Customs ICD Tughlakabad

Customs ICD Tughlakabad dwell time is calculated from registration of goods in the customs system to issuance of LEO at the ICD.

Table 15: Customs ICD Tughlakabad Dwell Time for Exports for November 2016	
Total no. of shipping bill	11,121
Average time taken from registration to issuance of LEO (hr)	15:58:28

2.2. Custodian Dwell Time

2.2.1. CFS Dwell Time

CFS dwell time is calculated from the issue of export carting order to gate-out of container from CFS. Shipping bill is not taken as a starting point for this activity because some S/Bs are filed prior to export carting, while others are filed post export carting order (figure 5).

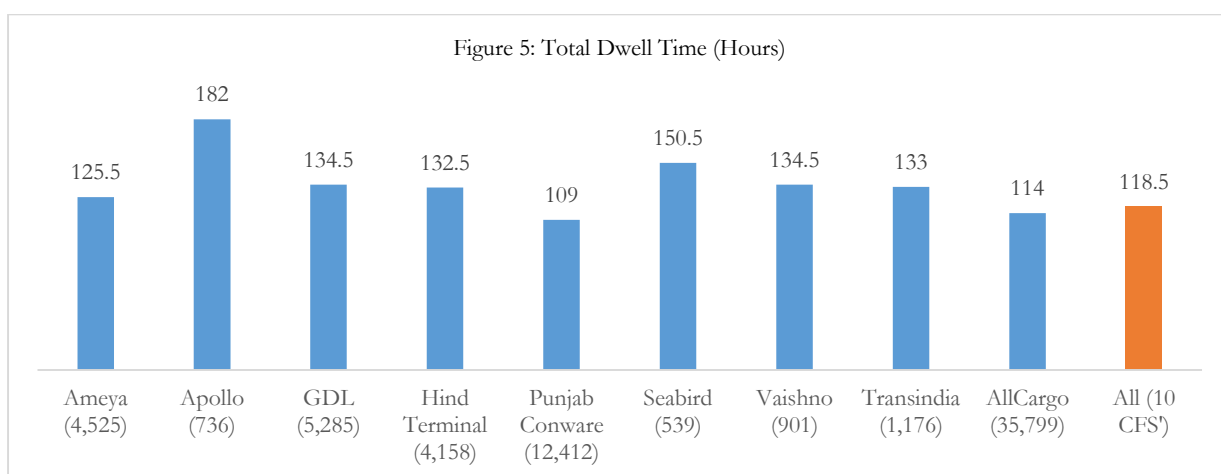


Table 16: CFS Specific Dwell Time for November 2016				
	A	B	C	D

CFS (9 CFS n= 65,531)	Average time taken from Export Carting Order (ECO) to container stuffing	Average time taken from container stuffing to movement order	Average time taken from movement order to gate out	Total (ECO to gate out)*
Total	99:34:06	13:11:25	14:41:49	118:31:17
* D should be taken as the true representation of the overall CFS dwell time. However, column D should not be seen as summation of columns A, B and C because the number of entries for A,B and C is not same				

2.2.2. CONCOR (ICD Tughlakabad)

CONCOR dwell time is calculated from gate-in of a container at CONCOR to its arrival at the port.

Table 17: CONCOR (Tughlakabad) Dwell Time			
	A	B	C
ICD (n= 1,252)	Average time taken from container arrival at ICD to putting of customs seal (hr)	Average time taken from putting of customs seal to container loading on wagon (hr)	Total time taken from container arrival at CONCOR to loading on wagon*
Total	148:16:06	16:46:46	147:01:38
* C should be taken as the true representation of the overall CONCOR dwell time. However, column C should not be seen as summation of columns A and B because the number of entries for A and B is not same			

2.3. Transit Time - CFS and ICD

Export transit time is the time taken for the container to reach the port. The rail transit time for ICD is calculated based on the difference between the time of loading on rail to the arrival (gate-in) of the container at port (Table 18). The CFS transit time is taken from the time of exit of a container from CFS to its arrival (gate-in) at the port. This time is calculated on the basis of field observation.

Table 18: Transit time of Export Containers to JNPT for November 2016		
Parameter	CFS	ICD Tughlakabad
Average time taken (hr)	12*	62.23
* assumed		

2.4. Terminal Dwell Time

Terminal dwell time is calculated as the time taken from arrival of container at the port to the time of vessel sail off.

Table 19: Categorisation of Export Containers for November 2016				
Parameter	JNPCT (n)	GTICT (n)	NSICT (n)	NSIGT (n)
Total number of export containers	23,043	28,081	17,364	6,477
Number of containers from CFS	6,521 (28.30%)	8,263 (29.43%)	-	-
Number of containers from ICD	3,160 (13.71%)	4,943 (17.60%)	3,508 (20.20%)	1,631 (25.18%)
Number of Direct Port Entry (DPE)	13,362 (57.99%)	14,875 (52.97%)	13,856 (79.80%)	4,846 (74.82%)
Note: 1) The containers from NSICT and NSIGT has been classified into ICD and GATE. The GATE containers have been taken as DPE for analysis 2) For GTICT, DPE includes both Factory Stuffed and ICD by Road as has been reported				

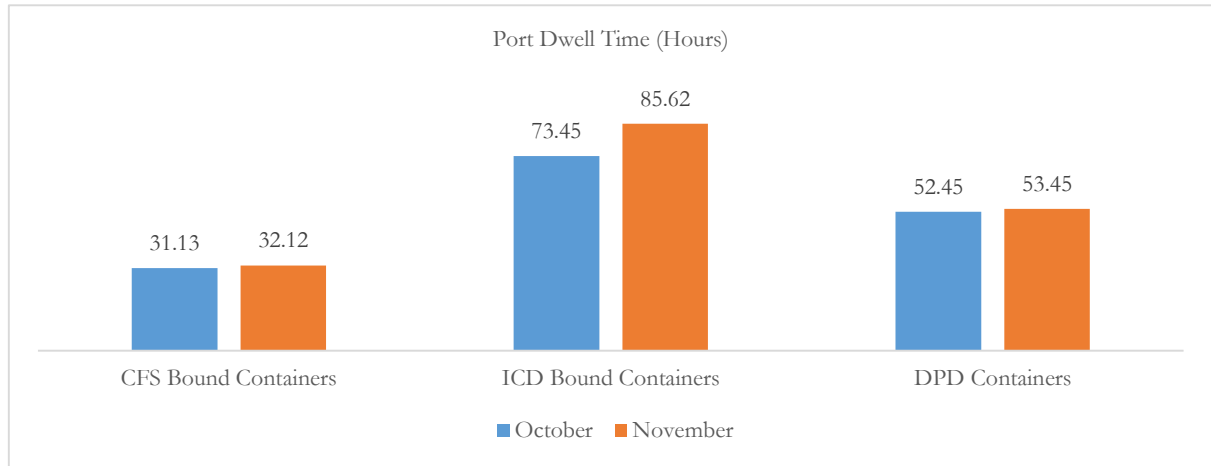
Table 20: Step-wise Dwell Time Of Export Containers for November 2016												
Parameter	JNPCT			GTICT			NSICT			NSIGT		
	CFS	ICD	DPE	CFS	ICD	DPE	CFS	ICD	DPE	CFS	ICD	DPE
Average time taken from container arrival at port to vessel sail off (hr)	86:48:02	130:12:27	94:56:06	81:17:48	102:35:14	85:20:34	-	112:51:30	80:43:22	-	121:19:31	82:32:09
Average terminal dwell time (hr)	97:28:12			87:11:16			87:12:50			92:18:13		
Average port dwell time	90:47:48											

3. Trend Analysis

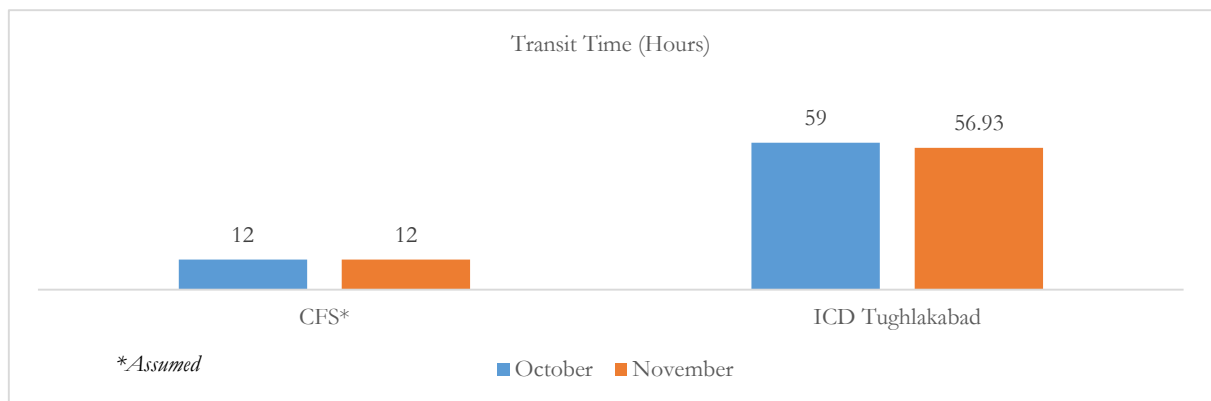
This section aims at analysing the trends in key metrics pertaining to the import and export value chains encompassing JNPT. The monthly comparison of the metrics have been depicted below:

3.1. Imports

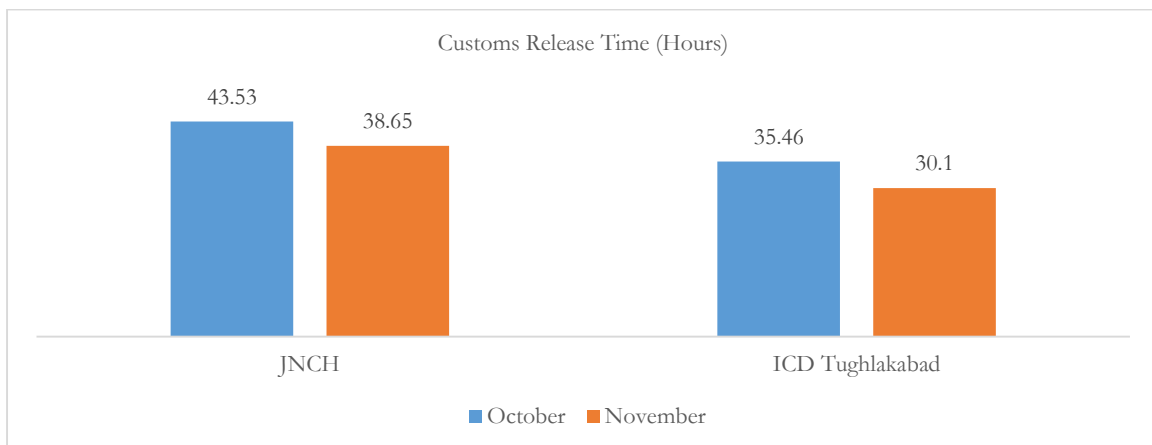
3.1.1. Port Dwell Time

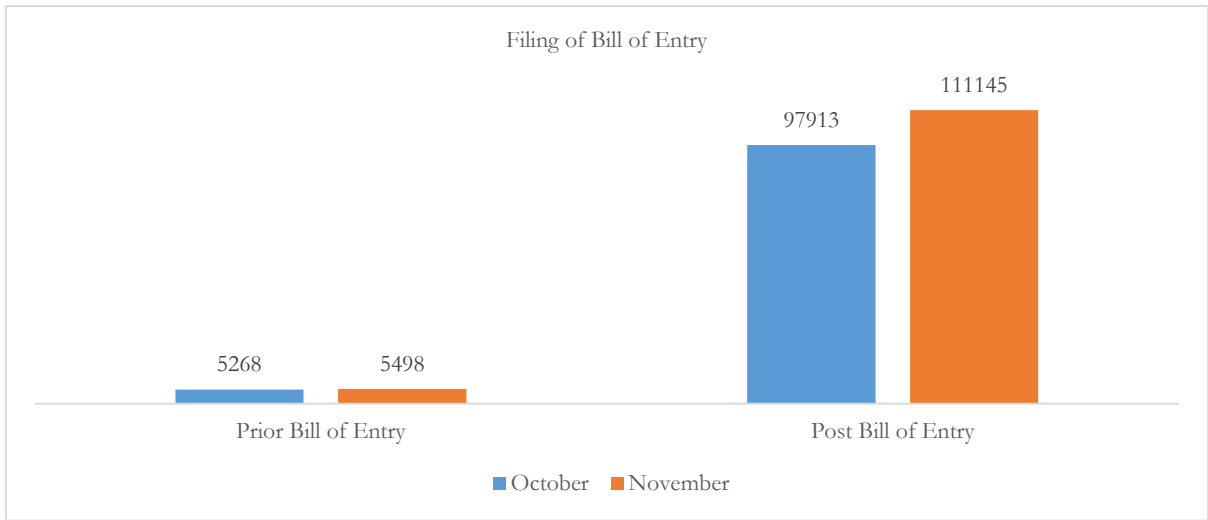


3.1.2. Transit Time

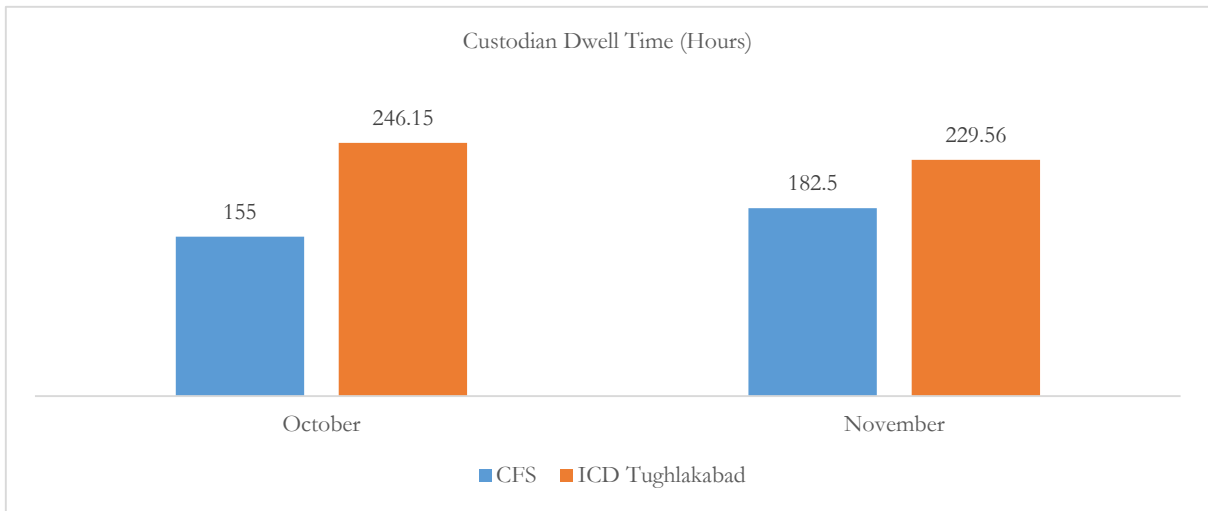


3.1.3. Customs Release Time



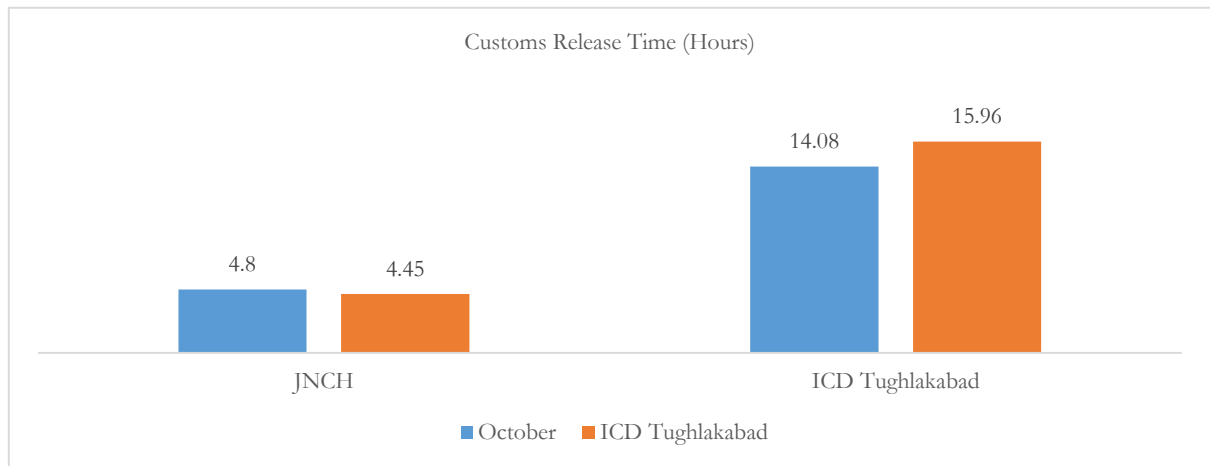


3.1.4. Custodian Dwell Time

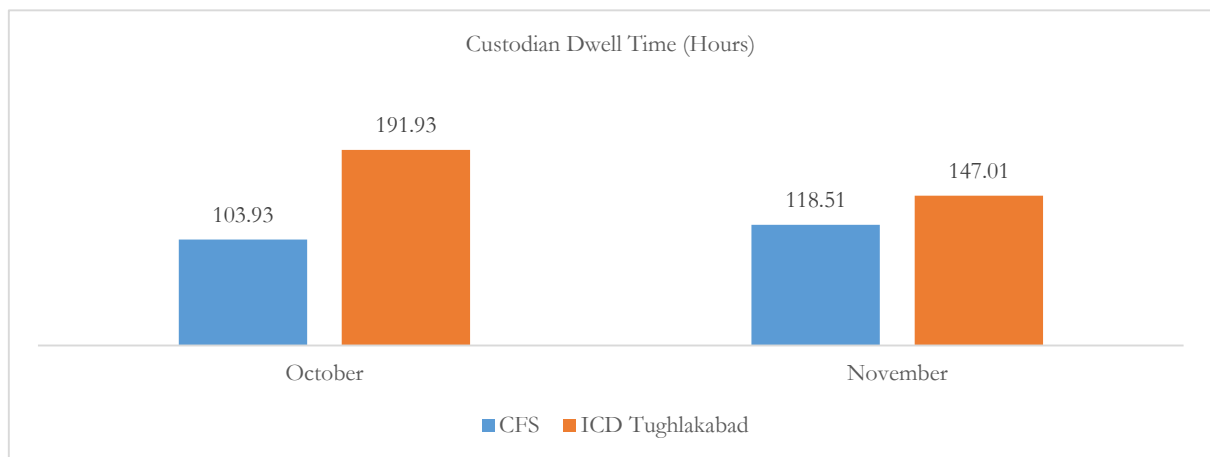


3.2. Exports

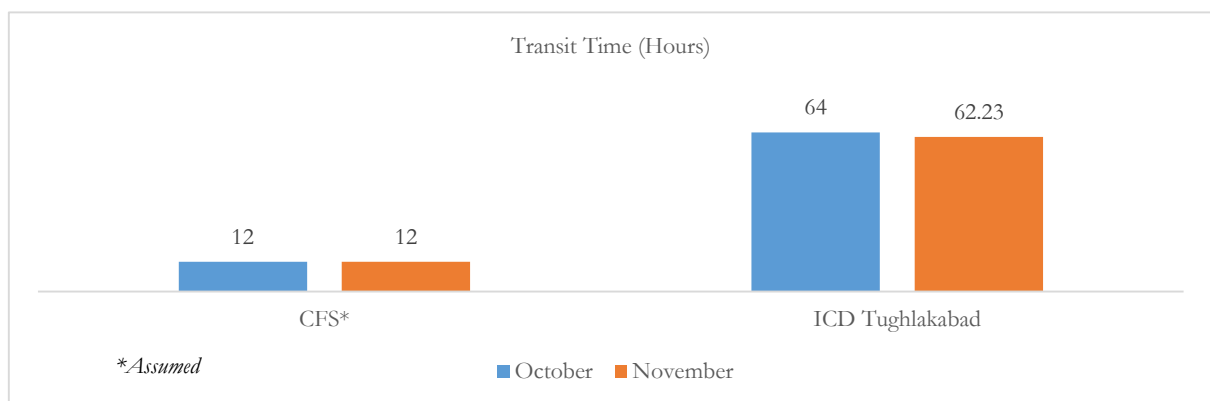
3.2.1. Customs Release Time



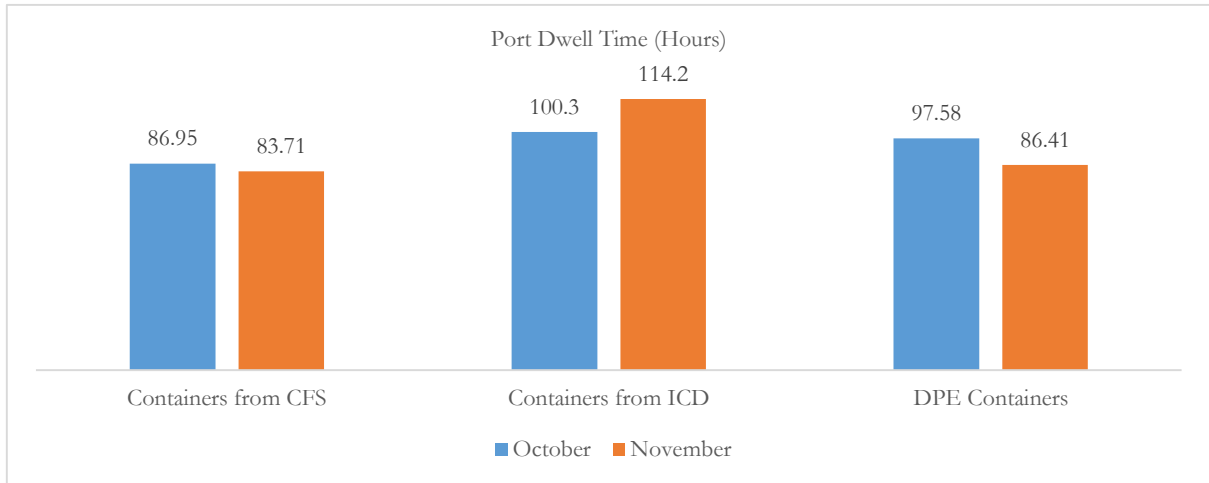
3.2.2. Custodian Dwell Time



3.2.3. Transit Time



3.2.4. Port Dwell Time



ANNEXURE 1 - Imports

1.1. Terminal Dwell Time

Table 4.1: Step-wise Dwell Time of Import Containers for November 2016												
Parameter	JNPCT			GTICT			NSICT			NSIGT		
	CFS	ICD	DPD	CFS	ICD	DPD	CFS	ICD	DPD	CFS	ICD	DPD
Average time from vessel berthing to container discharge (hr)	11:51:05	12:15:58	11:36:44	07:26:52	07:20:16	07:18:57	05:52:00	05:35:32	05:10:03	10:00:07	12:00:03	09:23:37
Average time taken from container discharge to container out of port (hr)	22:40:05	69:23:16	32:57:29	22:23:09	83:13:32	51:36:44	23:16:05	74:21:39	49:13:27	29:21:37	73:20:41	41:35:32
Average dwell time (Vessel berthing to container out of port) (hr)	34:31:07	81:36:12	44:34:13	29:50:01	90:21:42	58:55:41	29:08:06	79:57:11	54:23:29	39:21:44	85:20:44	50:59:08
Average terminal dwell time (hr)	44:25:39			44:46:54			40:48:33			50:58:15		
Average port dwell time (hr)	44:33:12											

1.2. CFS Dwell Time

Table 8.1: CFS Specific Dwell Time				
	A	B	C	D
CFS	Average time taken from gate-in to seal cutting	Average time taken from seal cutting to OOC	Average time taken from OOC to Gate-out	Total (Gate-in to gate out)
Total	116:02:29	102:57:07	38:25:00	182:32:00
Ameya (n= 6,403)	106:05:51	125:38:59	27:02:20	209:26:04
Apollo (n=2,653)	100:20:48	96:03:33	28:05:40	157:33:07
GDL (n=4,899)	112:37:00	N/A	N/A	172:45:58
Oceangate (n=2,284)	155:49:06	104:52:32	55:49:06	231:34:38
Punjab Conware (n=1,277)	123:51:24	31:51:36	18:53:45	156:57:45

Seabird (n=5,857)	98:33:07	N/A	N/A	166:26:22
Vaishno (n=1,215)	137:32:41	108:04:36	42:52:43	211:33:01
Hind (n=7,742)	128:38:36	96:53:46	48:44:58	172:23:48

1.3. Dwell Time by PGAs

	CDRUG	AQCS	WCCB	FSSAI	PQ
Total number of B/E (n)	1968	1301	85	17,139	48,587
Time taken from B/E filing to sample collection (hr)	14:34:15	15:06:57	14:45:08	16:14:36	9:17:58
Time taken from sample collection to report publishing (hr)	86:17:44	196:48:59	40:26:04	233:05:53 (9.7 days)*	162:46:56
<i>* For FSSAI, data has been provided interns of 'days' and not hours. Here, days is converted into hours during analysis</i>					

ANNEXURE 2 - Exports

2.1. CFS Dwell Time

CFS	Average time taken from Export Order to container stuffing	Container stuffing to movement order	Movement order to gate out	Total (ECO to gate out)
Total	99:34:06	13:11:25	14:41:49	118:31:17
Ameya (n=4525)	112:49:34	10:21:09	2:20:47	125:31:30
Apollo (n=736)	155:06:01	23:11:36	7:24:51	182:07:35
GDL (n=5,285)	125:24:22	12:00:59	24:00:00	134:24:24
Hind Terminal (n=4,158)	104:43:26	23:17:51	4:23:59	132:24:08
Punjab Conware (n=12,412)	87:32:57	24:09:04	9:02:21	109:23:29
Seabird (n=539)	119:03:35	28:57:19	4:31:53	150:30:21
Vaishno (n=901)	101:04:31	34:12:19	6:27:51	140:33:02
Transindia (n=1,176)	104:25:38	22:55:29	4:21:58	133:06:36
AllCargo (n=35,799)	96:00:49	7:27:24	18:53:31	114:01:17