

TRAFFIC & PERFORMANCE FOR THE MONTH OF SEPTEMBER 2022

DETAILS	FOR THE MONTH		UPTO THE MONTH	
	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR
1) No. of vessels handled				
a) Dry Bulk (Total)	7	15	113	130
i) Conventional + Semi Mech.	-	2	31	39
ii) Mechanical	7	13	82	91
b) Break Bulk	4	13	23	42
c) Liquid Bulk	68	69	378	374
d) Container	16	13	92	91
e) Overall	95	110	606	637
2) Avg. Pre-berthing detention (In days)				
Port Account (In days)				
a) Dry Bulk (Total)	-	0.25	0.33	0.32
i) Conventional + Semi Mech.	-	0.00	0.31	0.04
ii) Mechanical	-	0.30	0.34	0.45
b) Break Bulk	-	0.27	0.00	0.09
c) Liquid Bulk	0.18	1.00	0.23	0.70
d) Container	0.27	0.14	0.36	0.03
e) Overall	0.17	0.71	0.26	0.49
Other than Port A/c. (In days)				
a) Dry Bulk (Total)	0.14	1.13	0.14	0.24
i) Conventional + Semi Mech.	-	0.08	0.12	0.10
ii) Mechanical	0.14	1.37	0.15	0.31
b) Break Bulk	0.10	0.27	0.08	0.13
c) Liquid Bulk	1.49	0.66	1.88	0.96
d) Container	0.02	0.03	0.05	0.04
e) Overall	1.08	0.61	1.21	0.63
Total (In days)				
a) Dry Bulk (Total)	0.14	1.38	0.48	0.57
i) Conventional + Semi Mech.	-	0.08	0.42	0.15
ii) Mechanical	0.14	1.68	0.49	0.76
b) Break Bulk	0.10	0.54	0.08	0.22
c) Liquid Bulk	1.67	1.66	2.10	1.66
d) Container	0.29	0.17	0.40	0.07
e) Overall	1.26	1.33	1.46	1.13
3) Ave. Turn-Round Time (In hrs)				
Total (in hrs) (As per Readiness) *				
a) Dry Bulk (Total)	38.49	49.65	53.22	59.55
i) Conventional + Semi Mech.	-	106.06	82.97	103.23
ii) Mechanical	38.49	36.63	42.11	39.86
b) Break Bulk	13.29	41.43	13.60	22.58
c) Liquid Bulk	43.47	44.52	45.80	46.15
d) Container	28.13	59.70	30.16	43.61
e) Overall	39.25	46.77	43.60	47.39
Total (in hrs) (As per Pilot boarding / de-boarding) *				
a) Dry Bulk (Total)	38.49	49.65	53.22	59.54
i) Conventional + Semi Mech.	-	106.06	82.95	103.23
ii) Mechanical	38.49	36.63	42.11	39.86
b) Break Bulk	13.29	41.43	13.60	22.58
c) Liquid Bulk	43.11	43.96	45.38	45.83
d) Container	28.13	59.70	30.16	43.61
e) Overall	38.99	46.42	43.34	47.20

DETAILS	FOR THE MONTH		UPTO THE MONTH	
	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR
4) % of Idle time at berth				
a) Dry Bulk (Total)	14.85	17.92	27.06	27.93
i) Conventional + Semi Mech.	-	14.61	35.02	31.50
ii) Mechanical	14.85	20.22	21.08	23.63
b) Break Bulk	21.36	52.41	34.64	48.20
c) Liquid Bulk	20.63	18.76	19.33	19.37
d) Container	12.83	10.13	9.21	9.06
e) Overall	19.26	20.37	20.25	20.97
5) Av. Output per berthday (In Tonnes) *				
a) Dry Bulk (Total)	17,071	19,270	15,908	16,602
i) Conventional + Semi Mech.	-	11,543	9,692	10,253
ii) Mechanical	17,071	24,667	20,589	24,239
b) Break Bulk	6,562	2,736	3,879	3,421
c) Liquid Bulk	18,344	14,611	20,181	16,430
d) Container	12,526	6,745	11,199	8,035
e) Overall	17,369	13,026	18,038	15,029
6) Avg. Dwell Time of Containers (in days)				
a) Import	6.73	10.48	7.85	9.46
b) Export	5.79	12.66	6.12	9.44
c) Overall	6.26	11.31	6.98	9.45
7) Total Traffic handled (In Tonnes)				
a) Dry Bulk (Total)	2,58,459	6,65,326	40,34,041	53,23,495
i) Conventional + Semi Mech.	46,827	1,69,616	14,15,548	17,07,464
ii) Mechanical	2,11,632	4,95,710	26,18,493	36,16,031
b) Break Bulk	27,543	38,574	1,08,132	1,97,755
c) Liquid Bulk	22,47,784	17,32,409	1,37,36,816	1,10,86,822
d) Containers	2,23,511	2,11,366	12,29,746	12,51,530
e) Overall	27,57,297	26,47,675	1,91,08,735	1,78,59,602
8) Coastal Traffic handled (in tonnes)	6,57,554	8,46,677	43,53,698	47,76,613

	SEPTEMBER 2022	SEPTEMBER 2021	UPTO SEPT 2022	UPTO SEPT 2021
Traffic throughput (in tonnes)	27,57,297	26,47,675	1,91,08,735	1,78,59,602
Coastal Traffic (in tonnes)	6,57,554	8,46,677	43,53,698	47,76,613
No. of Vessels	95	110	606	637
Avg. Pre-berthing Delay (in days)	1.26	1.33	1.46	1.13
Avg. Turn Round Time (in hrs)	39.25	46.77	43.60	47.39
Avg. Output per ship berthday (in tonnes)	17,369	13,026	18,038	15,029
Idle Time Percentage	19.26	20.37	20.25	20.97
Overall Avg.Dwell Time of Containers (in days)	6.26	11.31	6.98	9.45
No. of Reportable Accidents	-	-	-	-
No. of Fatal Accidents	-	-	-	-
Parliament Questions Received	-	-	-	5
Parliament Questions Replied	-	-	-	5

* Except for vessels carrying Sugar and Vessels bound to/from Lakshadweep due to outlier performance.

