

TRAFFIC & PERFORMANCE FOR THE MONTH OF OCTOBER 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)	19	13	132	143
i) Conventional + Semi Mech.	2	1	33	40
ii) Mechanical	17	12	99	103
b) Break Bulk	7	15	30	57
c) Liquid Bulk	66	69	444	443
d) Container	15	10	107	101
e) Overall	107	107	713	744
2) Avg. Pre-berthing detention (In days)				
Port Account (In days)				
a) Dry Bulk (Total)	0.18	0.09	0.31	0.30
i) Conventional + Semi Mech.	-	0.00	0.29	0.04
ii) Mechanical	0.21	0.09	0.32	0.41
b) Break Bulk	-	0.03	0.00	0.07
c) Liquid Bulk	0.20	0.80	0.22	0.72
d) Container	0.16	0.00	0.33	0.03
e) Overall	0.18	0.53	0.24	0.50
Other than Port A/c. (In days)				
a) Dry Bulk (Total)	0.29	0.13	0.17	0.23
i) Conventional + Semi Mech.	0.04	0.07	0.11	0.10
ii) Mechanical	0.32	0.13	0.18	0.29
b) Break Bulk	0.07	0.17	0.08	0.14
c) Liquid Bulk	1.57	0.82	1.83	0.94
d) Container	0.04	0.04	0.05	0.04
e) Overall	1.02	0.57	1.18	0.62
Total (In days)				
a) Dry Bulk (Total)	0.48	0.22	0.48	0.53
i) Conventional + Semi Mech.	0.04	0.07	0.40	0.15
ii) Mechanical	0.53	0.23	0.50	0.69
b) Break Bulk	0.07	0.19	0.08	0.21
c) Liquid Bulk	1.76	1.62	2.05	1.65
d) Container	0.20	0.04	0.38	0.07
e) Overall	1.19	1.10	1.42	1.12
3) Ave. Turn-Round Time (In hrs)				
Total (in hrs) (As per Readiness) *				
a) Dry Bulk (Total)	39.23	46.39	51.22	58.37
i) Conventional + Semi Mech.	94.19	105.54	83.65	103.29
ii) Mechanical	32.76	41.46	40.52	40.05
b) Break Bulk	46.83	33.83	22.17	26.17
c) Liquid Bulk	47.66	45.13	46.08	45.99
d) Container	24.91	42.53	29.42	43.51
e) Overall	42.96	43.46	43.51	46.82
Total (in hrs) (As per Pilot boarding / de-boarding) *				
a) Dry Bulk (Total)	39.20	46.39	51.21	58.37
i) Conventional + Semi Mech.	94.19	105.54	83.63	103.29
ii) Mechanical	32.73	41.46	40.52	40.05
b) Break Bulk	46.74	33.83	22.15	26.17
c) Liquid Bulk	47.05	44.76	45.63	45.66
d) Container	24.85	42.53	29.42	43.51
e) Overall	42.56	43.22	43.23	46.62

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)	19.06	24.36	26.20	27.67
i) Conventional + Semi Mech.	16.13	20.05	33.72	31.21
ii) Mechanical	20.10	25.31	20.94	23.83
b) Break Bulk	20.14	18.10	26.60	35.65
c) Liquid Bulk	18.79	17.23	19.25	19.04
d) Container	12.75	5.99	9.62	8.76
e) Overall	18.46	17.22	19.99	20.47
5) Av. Output per berthday (In Tonnes) *				
a) Dry Bulk (Total)	22,236	22,404	16,592	17,013
i) Conventional + Semi Mech.	8,650	12,033	9,621	10,297
ii) Mechanical	27,039	24,674	21,464	24,291
b) Break Bulk	2,065	3,425	2,873	3,422
c) Liquid Bulk	22,691	19,180	20,567	16,851
d) Container	11,741	9,032	11,262	8,132
e) Overall	20,026	16,903	18,333	15,281
6) Avg. Dwell Time of Containers (in days)				
a) Import	5.86	8.70	7.66	9.38
b) Export	6.33	13.38	6.10	10.07
c) Overall	6.09	11.01	6.88	9.64
7) Total Traffic handled (In Tonnes)				
a) Dry Bulk (Total)	6,42,443	4,92,724	46,76,484	58,16,220
i) Conventional + Semi Mech.	81,866	40,018	15,22,518	17,47,483
ii) Mechanical	5,60,577	4,52,706	31,53,966	40,68,737
b) Break Bulk	41,904	82,773	1,50,036	2,80,528
c) Liquid Bulk	27,34,036	24,03,008	1,64,70,852	1,34,89,830
d) Containers	1,70,572	1,53,870	14,00,318	14,05,400
e) Overall	35,88,955	31,32,375	2,26,97,690	2,09,91,978
8) Coastal Traffic handled (in tonnes)	6,89,389	6,12,727	50,43,087	53,89,340

	OCTOBER 2022	OCTOBER 2021	UPTO OCT 2022	UPTO OCT 2021
Traffic throughput (in tonnes)	35,88,955	31,32,375	2,26,97,690	2,09,91,978
Coastal Traffic (in tonnes)	6,89,389	6,12,727	50,43,087	53,89,340
No. of Vessels	107	107	713	744
Avg. Pre-berthing Delay (in days)	1.19	1.10	1.42	1.12
Avg. Turn Round Time (in hrs)	42.96	43.46	43.51	46.82
Avg. Output per ship berthday (in tonnes)	20,026	16,903	18,333	15,281
Idle Time Percentage	18.46	17.22	19.99	20.47
Overall Avg.Dwell Time of Containers (in days)	6.09	11.01	6.88	9.64
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.

