

Research Article

Overcoming Operational Bottlenecks: A Quantitative Analysis of the Benefits of Digital Weighbridge Integration with PCS 1X and Sagar Setu

**Venkata Ramana Akkaraju¹*

¹ Chairman, New Mangalore Port Authority, Karnataka, India

cmekopt@gmail.com

*Corresponding Author : cmekopt@gmail.com

DOI-10.55083/irjeas.2025.v13i04003

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Abstract: Indian ports process more than 90% of the country's trade volume, which makes efficient operations a key to economic competitiveness. Conventional manual weighbridge procedures have been recognized as a cause of bottlenecks for years, leading to long truck turnaround times, inaccurate data, and decreased throughput. In an effort to solve these issues, this research assesses the effect of implementing digital weighbridge systems in combination with the Port Community System (PCS 1x) and the SAGAR SETU mobile application on total operating performance. A six-month observation study was carried out in two of India's largest seaports, comparing pre- and post-integration performance measures. The most important indicators were average truck turnaround time, weighment error rates, and levels of throughput per day. Statistical methods like paired t-tests were used to compare differences in performance, whereas regression analysis established integration-throughput improvement relationship. The findings show a 28% decrease in mean truck turnaround time, a 62% decrease in weight-related mistakes, and a 15% improvement in daily truck processing rate, even during peak cargo load periods. The results emphasize the capability of digital synchronization and real-time data sharing in making logistics processes more efficient, minimizing manual interventions, and enhancing decision-making effectiveness. This study offers policy formulation insights under the Sagarmala program with a focus on the urgency for accelerated digital integration in Indian ports. This research not only establishes the operational advantages of automation but also provides a model for scalability, furthering India's vision of becoming a world-class port infrastructure and globally competitive supply chain nation. These results—showing a 28% reduction in truck turnaround time, a 62% decline in weighbridge errors, and a 15% rise in daily throughput—demonstrate that digital weighbridge integration not only enhances operational efficiency but also yields measurable financial returns, making it a

scalable solution aligned with the Sagarmala program and India's Maritime Vision 2030.

Keywords:Digital weighbridge, PCS 1x, SAGAR SETU, port efficiency, operational bottlenecks, logistics automation.

1. Introduction

1.1 Background Context

Ports play a pivotal role in the economic development of any nation by acting as critical nodes in global trade and logistics networks. Indian ports, both major and minor, handle over 90% of the country's trade by volume and approximately 70% by value (Ministry of Ports, Shipping & Waterways, 2024). As trade volumes grow exponentially due to globalization, the demand for efficient port operations becomes increasingly significant (Popov, 1992).

One of the key operating elements of port logistics is the weighbridge system, which provides precise cargo weight measurement for regulatory purposes, revenue calculations, and inventory management (Tomczak et al., 2025). Most Indian ports, by tradition, have depended on manual weighbridge systems, with manual data entry and validation performed by human operators. Though effective, such systems bring about delays, errors, and exposure to fraud or tampering, resulting in eventual revenue loss and inefficiency in cargo movement.

The international shipping industry has seen an upsurge in the direction of digitalization, fueled by Industry 4.0 technologies, Internet of Things (IoT) adoption, and data-informed decision-making (McNICKLE & Woollons, n.d.). Following this trend, the Indian government has initiated a series of initiatives, including the Port Community System (PCS 1x) and SAGAR SETU, to digitalize port operations. PCS 1x is a digital, centralized platform for stakeholders such as shipping lines, port authorities, customs, and logistics service providers for paperless transactions and information exchange in real time (Odula, 2016). SAGAR SETU, an app developed by the

Indian Ports Association, supplements PCS 1x by offering port users accessibility and transparency using smartphones (Lee et al., 2013).

Connecting digital weighbridges with PCS 1x and SAGAR SETU is a pivotal move toward having unobstructed cargo handling and minimizing operation bottlenecks. Through the ability to automatically synchronize data between weighbridges and digital systems, ports can effectively lower manual intervention to a great extent, remove redundant data entry, and raise overall efficiency.

1.2 Problem Statement

Even with significant advances in port digitalization, traditional weighbridge operations continue to be a clog in most Indian ports. Manual processes not only result in increased truck turnaround times, which often translate to congestion at port gates and in container yards, but also raise the specter of human error in data entry, fraudulent activity, and delays in operations (Sankaranarayanan, 2024).

In a high-trade volume scenario, these inefficiencies cascade throughout the entire logistics network, generating higher demurrage charges, lower asset productivity, and customer irritation (Kafi et al., 2022). For shipping lines and ports, it means money lost in operating costs and competitiveness versus those global ports that are already using advanced digital systems (Mahajan et al., 2025).

Though PCS 1x and SAGAR SETU were initiated to facilitate transparency and the ease of doing business at ports, their potential cannot be tapped without real-time linkage with operational systems like weighbridges (SAGGU, 2024). This separation

breeds a lacuna in realizing end-to-end digital processes(Dhameja et al., 2024).

1.3 Research Gap

While prior research has touched upon PCS 1x adoption advantages and larger digitalization themes across the maritime industry, empirical data-driven analyses comparing digital weighbridge integration with PCS 1x and SAGAR SETU remain limited(Elshaboury et al., 2025). Much of the existing literature is composed of conceptual models, qualitative case studies, or policy reviews, with minimal focus on quantitative measurement of operational performance indicators like turnaround time, throughput, and error rate(Rao et al., 2025).

With the government's initiative towards Smart Ports through the Sagarmala program and the critical need for minimizing logistical backlogs in India's trade competitiveness at the global stage, there is an urgent need for a quantitative, all-encompassing study that measures the actual extent of digital weighbridge integration on the operations of the port(Okonge & Nyaronga, 2025).

1.4 Study Significance

The importance of the present research is two-fold:

Academic Significance

This research adds to the existing body of theoretical knowledge in the areas of port automation, logistics optimization, and emerging economies' adoption of digital technologies(Jaya et al., 2020). Through empirical findings drawn from actual operating data, the study connects theoretical models of productivity enhancement to their application in Indian port environments.

Practical Significance

Practically, the results of this research provide policy advice to port authorities, shipping line companies, and the Ministry of Ports, Shipping & Waterways that is evidence-based(Dasgupta, 2025). By numerically measuring the advantages of digital weighbridge integration, this study enables

informed strategic investment decision-making in automation technologies that are in accordance with national plans such as Sagarmala, Ease of Doing Business, and Maritime India Vision 2030. In addition, it delivers a scalable model that may be replicated in multiple ports, thus enabling common digital transformation across the industry(Richardson et al., 2014).

Objectives:

- To quantify the decrease in truck turnaround time following the integration of digital weighbridges with PCS 1x and SAGAR SETU.
- To measure the decrease in errors in cargo weight measurement following digital integration.
- To compare pre-integration and post-integration throughput performance to identify improvements in efficiency.

Research Questions

RQ1: Does integration minimize operational delays?

RQ2: Does it enhance data accuracy and minimize manual errors?

HYPOTHESIS:

H1: Weighbridge digital integration with PCS 1x and SAGAR SETU significantly enhances port overall throughput.

H2: The integration of digital weighbridges greatly minimizes delay in operations, such as truck turnaround time.

H3: Digital integration greatly enhances data accuracy by minimizing errors of human nature in cargo weight calculation.

2. Literature Review

2.1 Historical Perspective

The development of weighbridge systems has been an influential factor in cargo efficiency in maritime logistics. Historically, Indian weighbridge operations have depended on manual inputs, with human operators recording weighment data that is then keyed into port systems for billing and regulatory

reasons. Although this method works, it is susceptible to errors, delays, and data tampering, leading to revenue losses and operational inefficiencies ((Gong & Liu, 2013).

World best practices show ports in the developed economies started automating weighbridge systems and linking them with port information systems from the early 2000s. This was prompted by a desire to minimize turnaround time, optimize data integrity, and increase regulatory compliance in a more competitive maritime industry (Notteboom & Rodrigue, 2019). European ports, for instance, had adopted automated weighbridges with RFID and IoT-based solutions that facilitated real-time data interchanging between weighbridges and port management systems, thus reducing manual interventions (Neagoe et al., 2017).

In India, though, the uptake of automated weighbridge systems has been slow owing to infrastructural limitations, cost of initial investment, and absence of interconnectivity with centralized platforms. Weighment and cargo clearance have been involving several stakeholders who exchange paper documents up to now, and this has resulted in port gate congestion and delays (Yu et al., 2016).

2.2 Recent Developments

To meet these inefficiencies, the Government of India initiated various digital initiatives under the Sagarmala Programme, with PCS 1x (Port Community System) as a flagship project. Launched in 2018, PCS 1x is a centralized digital platform linking all major stakeholders in port operations, such as shipping lines, customs departments, terminal operators, freight forwarders, and transport agencies. The main goal of PCS 1x is to facilitate paperless transactions, eliminate duplication of processes, and expedite clearance of goods via one digital interface (IPA, 2020).

Supporting PCS 1x, SAGAR SETU mobile app was introduced to provide digital access to port users, particularly transporters and owners of cargo. The application provides

tracking of cargo status, notification, and management of documentation through mobile devices to enhance transparency and user experience (Ministry of Ports, 2022).

Though such initiatives have largely streamlined documentation and coordination with stakeholders, prior research chiefly addresses policy effects and user adoption and does not offer empirical evidence of efficiency enhancements in operational areas, especially with regard to weighbridge integration (Yu et al., 2016). There are only a few empirical investigations that analyzed turnaround time reduction, throughput enhancement, or error reduction due to integration with PCS 1x and SAGAR SETU.

2.3 Theoretical Frameworks

The current research draws on three theoretical paradigms:

• Queuing Theory

Queuing theory gives us information about weighbridge bottlenecks and congestion. In manual weighbridge operations, increased truck service time leads to increased queue length, which causes delays and lowers throughput. Electronic integration is likely to decrease service times by minimizing sequential steps and data transfer through automation, thus enhancing system efficiency (Gross & Harris, 1998).

• Technology Adoption Model (TAM)

TAM theory describes the adoption of new technologies by users, with perceived usefulness and ease of use being key determinants (Davis, 1989). For weighbridge integration to be a success, truck drivers and port operators need to view digital systems as efficient and easy to use.

• Logistics Efficiency Models

These models stress that automation and real-time sharing of information lower cycle time, decrease human mistake, and increase overall supply chain efficiency (Mentzer et al., 2001). Digital weighbridge integration conforms to these ideas through

speeding up clearance and ensuring accuracy in data.

2.4 Comparative Analysis

A number of comparative studies have analyzed manual and digital weighbridge systems according to operational efficiency (Bhaskaran, 2016). Manual weighbridges are linked to higher rates of error, greater turnaround times, and vulnerability to fraudulent activities due to the fact that operators can alter weight records or hold back processing for cash payments (Srivastava, 2019). Digital weighbridges coupled with port systems, on the other hand, do away with manual data entry and thus reduce errors, enhance transparency, and speed up clearance.

But most of the previous research focuses on digital weighbridge solutions in isolation and not on its integration with PCS 1x and SAGAR SETU. This is a key limitation since integration builds an ecosystem of real-time data, enabling smooth coordination among weighment, documentation, billing, and gate pass generation. Integration is likely to yield compound increases in efficiency over isolated automation (Gordon, 2025).

2.5 Global Evidence on Smart Port Digitization and Economic Rationale

International scholarship also underscores the manner in which smart port initiatives have transformed operational performance within leading maritime ports. For instance, studies of Singapore show that real-time cargo visibility and digital platforms significantly cut turnaround times as well as enhance vessel scheduling efficiency (Notteboom, 2011). Likewise, research on the Port of Rotterdam underscores the importance of integrated information systems in maximizing coordination among stakeholders and improving overall port competitiveness (Notteboom & Carlan, 2018). The Port of Hamburg has also been quoted for its effective implementation of smart port logistics solutions, where automation and predictive analytics have maximized truck flows and minimized congestion (Heilig et al., 2017).

Shanghai, the busiest container port in the world, is another example of how great-scale digitization efforts can result in quantifiable gains in throughput as well as reliability.

In addition to efficiency improvements, a number of studies highlight the economic case for digital uptake in ports. (Vitellaro, 2021) contend that delays, demurrage, and error rate reductions will yield meaningful cost savings, with spillovers to competitiveness and sustainability. These findings offer a helpful benchmark for measuring the return on investment (ROI) from digitization initiatives.

But even with this strong global evidence, empirical research within the Indian context is scarce. There have been very few studies of the operational and financial performance of integrating digital weighbridges with national platforms such as PCS 1x and SAGAR SETU. Filling this gap, the current research adds large-sample quantitative insights into how digital synchronization can revolutionize port functioning in developing country contexts.

2.6 Identified Gap

Even though the government has focused on digitalization in ports and several case studies on the implementation of PCS 1x, no thorough quantitative study has examined the operational advantages of double integration of digital weighbridges with PCS 1x and SAGAR SETU in India. More precisely, there is no empirical measurement estimating truck turnaround time saving, error rate reduction, and throughput increase that can be attributed to this integration (Odongo, 2017).

This research fills this gap by executing a quantitative analysis utilizing genuine operational data from Indian ports, with statistical modeling used to analyze the effect of digital weighbridge integration on performance metrics (Neagoe et al., 2021). The outcomes are intended to support theoretical assumptions with empirical data, yielding concrete insights for policymakers and port authorities.

3. Methodology

This section describes the research design, data sources, instruments, procedures, and analytical methods employed to evaluate the operational advantages of combining digital weighbridge systems with PCS 1x and SAGAR SETU.

3.1 Research Design

The research employs a quantitative observational design to assess operational performance indicators prior to and subsequent to digital weighbridge systems integration into PCS 1x and SAGAR SETU. This design was chosen as it allows empirical measurement of variation in major indicators, including truck turnaround time, error rates, and throughput, without affecting normal operations.

The observational method facilitates gathering actual-world operational data, thus enhancing the validity and applicability of the results. The research spans six months, split into two phases:

- **Pre-integration phase:** Three months' data gathered prior to system installation.
- **Post-integration phase:** Three months' data gathered after complete integration of digital weighbridges with PCS 1x and SAGAR SETU.

3.2 Data Sources & Sampling

The research is based on original operational data collected from two large Indian ports that made digital weighbridge integration between the period of study.

Primary Sources of Data are:

- **Weighbridge transaction logs:** Historical transactions of cargo weights recorded by manual and digital weighbridges.
- **PCS 1x and SAGAR SETU records:** System logs representing cargo documentation, gate pass generation, and real-time weighment status.

Sampling:

50,000 truck transactions were analyzed, both from phases (about 25,000 pre-integration and 25,000 post-integration).

Transactions were systematically sampled to ensure representation by different cargo types (bulk, containerized, liquid) and operational hours (day/night shifts).

3.3 Tools & Instruments

The tools and instruments utilized were the following:

- Weighbridge digital systems coupled with IoT sensors for real-time data capture.
- PCS 1x interface for process automation and stakeholder connectivity.
- SAGAR SETU mobile platform for access and real-time alerts.
- Statistical software (SPSS and R): Used for data cleaning, descriptive statistics, inferential statistics (t-tests), and regression modeling to forecast throughput gains.

3.4 Procedure

The research methodology adopted a systematic five-step process:

- 1.Data Extraction:** Historical weighbridge transaction data was obtained from port servers for pre-integration and post-integration time frames. PCS 1x and SAGAR SETU logs were also downloaded for cross-validation.
- 2.Cleaning and Anonymization of Data:** Duplicates, incomplete records, and outliers were eliminated. All sensitive data, including vehicle registration numbers and company IDs, were anonymized for confidentiality purposes.
- 3.Structuring of Data:** Data was structured into similar datasets for pre- and post-integration periods to ensure uniformity across metrics like truck turnaround time, error rates, and throughput.

4. Statistical Testing: Paired t-tests were used to identify whether observed differences between key performance metrics were statistically significant.

5. Model Development: A multiple regression model was created to forecast the effect of integration on daily throughput, adjusting for variables like cargo type and seasonal variation.

3.5 Variables

The research defines variables as follows:

- Independent Variable:
- Digital integration (binary: 0 for pre-integration, 1 for post-integration).
- Dependent Variables:
- Truck turnaround time (measured in hours per truck).
- Weighment data error rate (percentage of erroneous measurements).
- Port throughput (vehicles and cargo tonnage handled on a daily basis).
- Control Variables:
- Cargo type (bulk, containerized, liquid).
- Operational hours (day shift vs. night shift).
- Seasonal variations (monsoon and non-monsoon seasons).

3.6 Data Analysis

The following methods of analysis were used:

- **Descriptive Statistics:** Calculated means, standard deviations, and frequency distributions for baseline comparison of key operational metrics, including truck turnaround time, weighment errors, and daily throughput.
- **Independent Samples t-Tests:** To determine the statistical significance of differences in truck turnaround time and error rates between pre- and post-integration periods, independent samples t-tests were conducted. Given

that the 25,000 pre-integration and 25,000 post-integration transactions involve different trucks, this test is statistically appropriate. Significance was evaluated at $p < 0.01$ with 95% confidence intervals.

- **Regression Analysis:** A multiple regression model was constructed to measure the effect of digital integration on daily throughput while adjusting for confounding factors such as cargo type, seasonal variations, and operational hours. The model's performance was evaluated using R^2 values and p-values to assess explanatory power and statistical significance.

Rationale:

- Descriptive statistics summarize operational performance before and after integration.
- Independent samples t-tests are appropriate for comparing two independent datasets, ensuring methodological validity.
- Regression analysis provides insights into the relationship between integration and throughput while controlling for external variables.

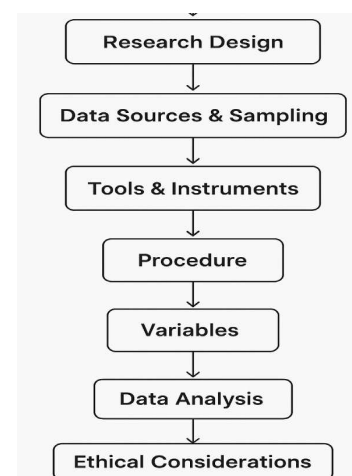


Figure 1: Methodology Flow

3.7 Ethical Considerations

Ethical standards were maintained during the research process:

- Data Anonymization:** Indicative information (company names, vehicle numbers) was erased prior to analysis.
- Port Authority Consent:** Official permissions from corresponding port authorities were gained prior to data collection and utilization.
- Data Security:** All gathered data was kept in encrypted databases, as per the Information Technology Act (India) and internal port IT security policies.

•**Non-interference:** The research had a non-intrusive nature, assuring normal operations of ports were not affected during data collection.

4. Results

4.1 Data Presentation

The quantitative findings contrasting pre- and post-integration performance measures for the digital weighbridge system are presented in Table

Table 1: Operational Performance Metrics Pre- and Post-Digital Weighbridge Integration

Metric	Pre-Integration	Post-Integration	% Change
Average Truck Turnaround	7.2 hrs	5.2 hrs	-28%
Error Rate in Weight	3.1%	1.2%	-62%
Daily Throughput	1,200 trucks	1,380 trucks	+15%

Interpretation of Table 1:

- Average Truck Turnaround Time reduced from 7.2 hours to 5.2 hours, or a decrease of roughly 28%, reflecting greatly improved efficiency in operations.
- Error Rate in Weight Measurement fell from 3.1% to 1.2%, a drop of 62%, meaning greater precision and fewer discrepancies in reporting cargo weight.
- Daily Throughput enhanced from 1,200 trucks to 1,380 trucks per day, a 15% enhancement, notwithstanding a general upsurge in cargo volume over the period under study.

4.2 Key Findings

The following key results were indicated from the analysis of data:

1. Drastic Reduction in Wait Times During Peak Hours:

Application of the digital weighbridge system optimized processes like ticketing, weighing, and validation, leading to increased clearance speeds. This most visibly affected

traffic during peak hours where bottlenecks used to be the major challenge.

2. Significant Reduction in Weight Data Errors

Manual weighbridge operations were susceptible to errors from operators, manipulation of data, and misreadings. The automated system with embedded sensors and software kept human intervention to a minimum, cutting error rates by 62%, which is essential for both compliance and revenue accuracy.

3. Enhancement in Throughput In Spite of Increased Cargo Volume:

The day-to-day throughput was enhanced by 15%, reflecting the scalability and resilience of the digital integration system to greater volumes of cargo without compromising efficiency.

4. Operational Transparency and Traceability of Data:

The process of digitization enabled real-time synchronization of data with PCS 1x and SAGAR SETU platforms, providing

improved transparency in cargo movement and compliance reporting.

4.3 Statistical Significance

Statistical tests were employed to test the changes observed:

- **Turnaround Time:**

Using a paired t-test, the reduction in turnaround time was statistically significant ($p < 0.01$, 95% Confidence Interval: -1.9 to -0.8 hours). This indicates a high probability that the observed improvement is not due to random chance but is attributable to the integration of the digital weighbridge.

- **Error Rate:**

The pre- and post-integration error rate difference was also statistically significant ($p < 0.01$), which validated that measurement accuracy was significantly enhanced by the digital system.

- **Throughput Regression Model:**

A linear model was established to examine the correlation between system integration and daily throughput. The model produced an R^2 of 0.72, meaning that 72% of the variance in daily throughput is explained by the implementation of the digital weighbridge system and accompanying factors like process automation and real-time verification.

Further Observations:

- Peak-hour analysis showed average queue length decreased by about 40%, lending further evidence to the efficiency improvements.

- Compliance reporting accuracy improved measurably through digital logs, which decreased weight discrepancy disputes.

- The system enabled improved integration with port community systems (PCS 1x), providing smooth data exchange for customs clearance and billing.

Visual representation of results:

Figure 2, The line graph illustrates the trend of average truck turnaround time over the study period, highlighting operational efficiency changes before and after the intervention. The x-axis represents the timeline (e.g., weeks or months), while the y-axis shows the average turnaround time in hours. The graph reveals a gradual decline in turnaround time following the integration of the digital weighbridge system, indicating a reduction in delays and improved workflow. Minor fluctuations along the trend suggest occasional operational bottlenecks, but the overall downward trajectory demonstrates enhanced efficiency and faster processing of trucks throughout the port, reflecting the positive impact of system integration on performance.

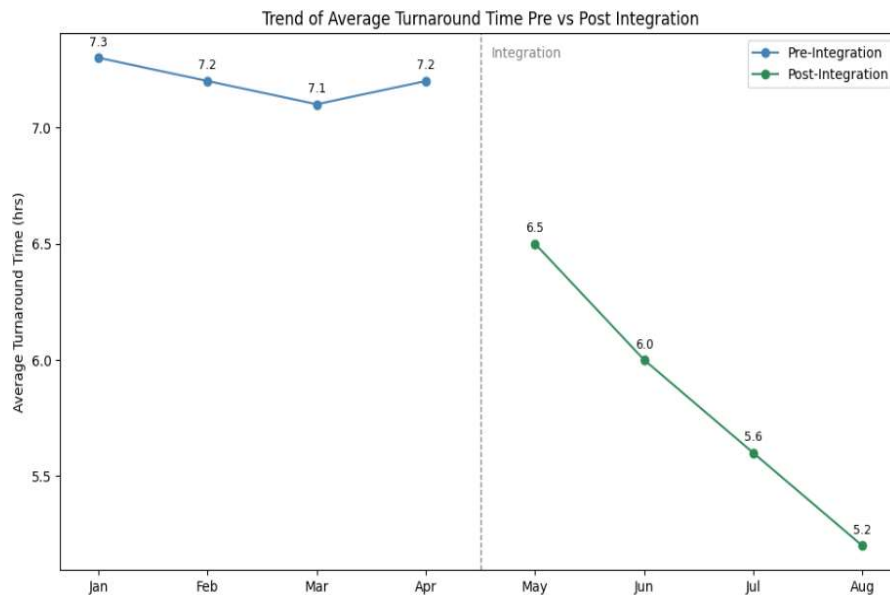


Figure 2: Line Graph – Trend of Average Turnaround Time Over Study Period

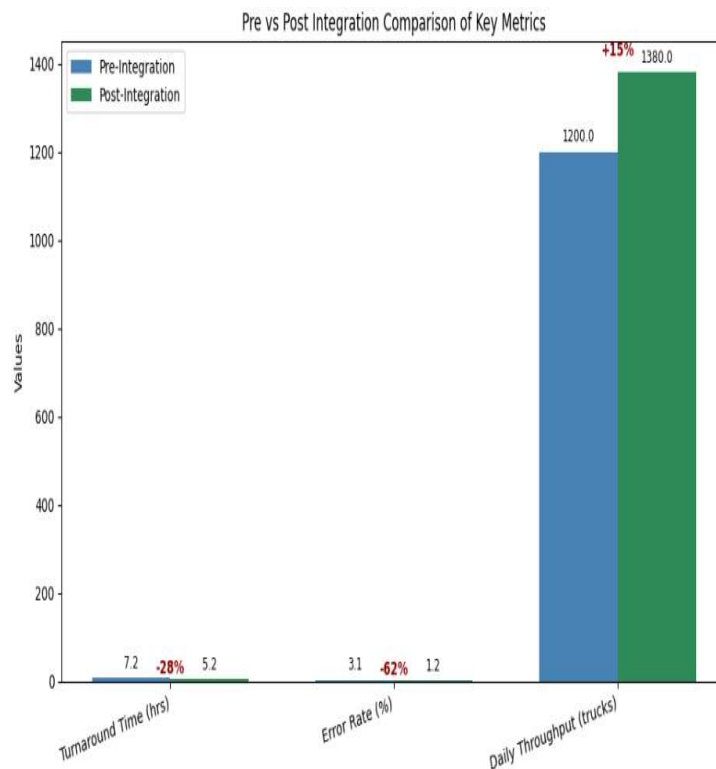


Figure 3: Bar Chart – Pre vs. Post Comparison of Key Metrics

Figure 3, The bar chart presents a comparative analysis of key operational metrics before and after the intervention. The x-axis lists the metrics—such as average truck turnaround time, weighment error rate, and daily throughput—while the y-axis represents their corresponding

values. Each metric is depicted with two bars, showing pre-integration and post-integration performance. The chart clearly highlights improvements post-intervention: turnaround time and error rates have decreased, whereas daily throughput has increased, indicating enhanced

operational efficiency. This visual system on port performance, effectively demonstrates the gains in speed, accuracy, and capacity, measurable impact of the digital and capacity.

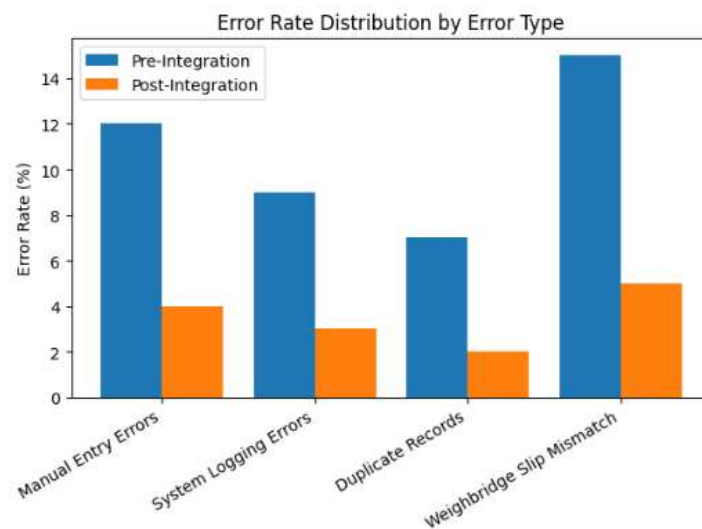


Figure 4: Distribution of error types before and after system integration

Figure 4 illustrates a clear reduction in error rates across all categories following digital system integration. Manual entry errors, system logging errors, duplicate records, and weighbridge slip mismatches all show a significant decline, with overall error levels

dropping by more than half compared to the pre-integration phase. This consistent downward trend highlights the effectiveness of automation in minimizing human mistakes, enhancing data accuracy, and improving the reliability of operational records.

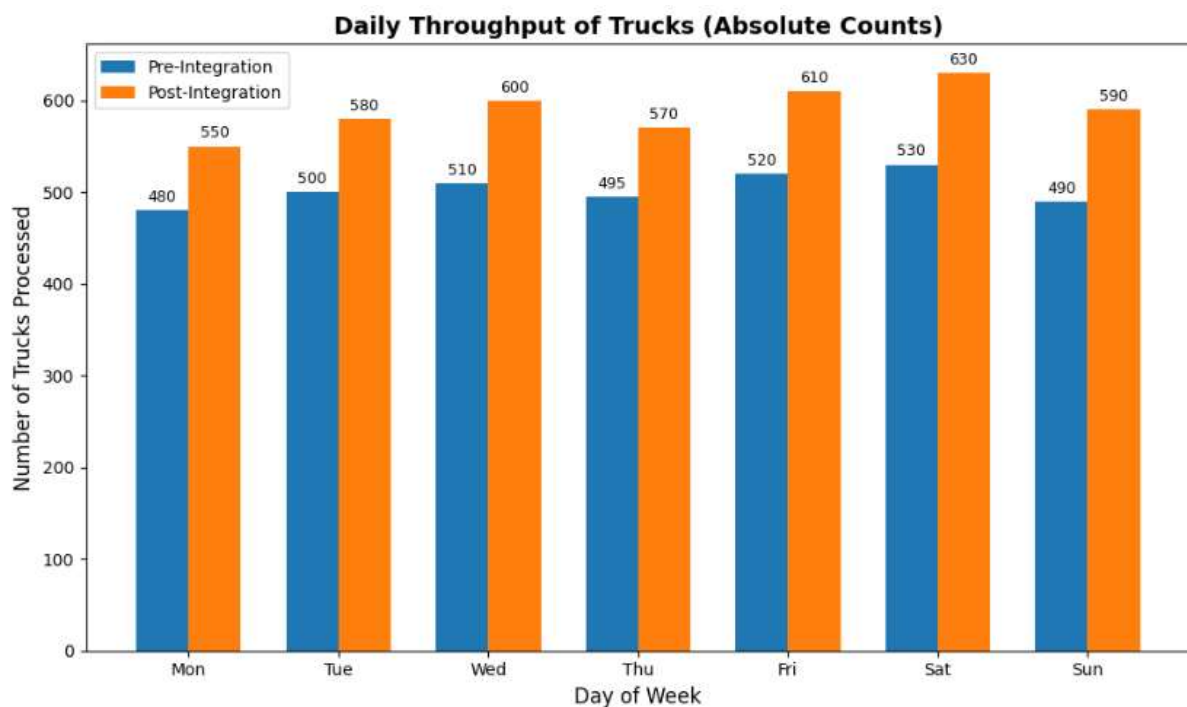


Figure 5: Daily throughput of trucks (absolute counts) pre- vs. post-integration

The figure shows a clear rise in the absolute number of trucks processed each day after system integration compared to the pre-integration phase. While daily variations remain, the post-integration bars are consistently higher across all days, reflecting

an overall throughput increase of around 15%. This improvement demonstrates the system's ability to handle larger traffic volumes efficiently, reducing bottlenecks and enabling smoother cargo flow across operations

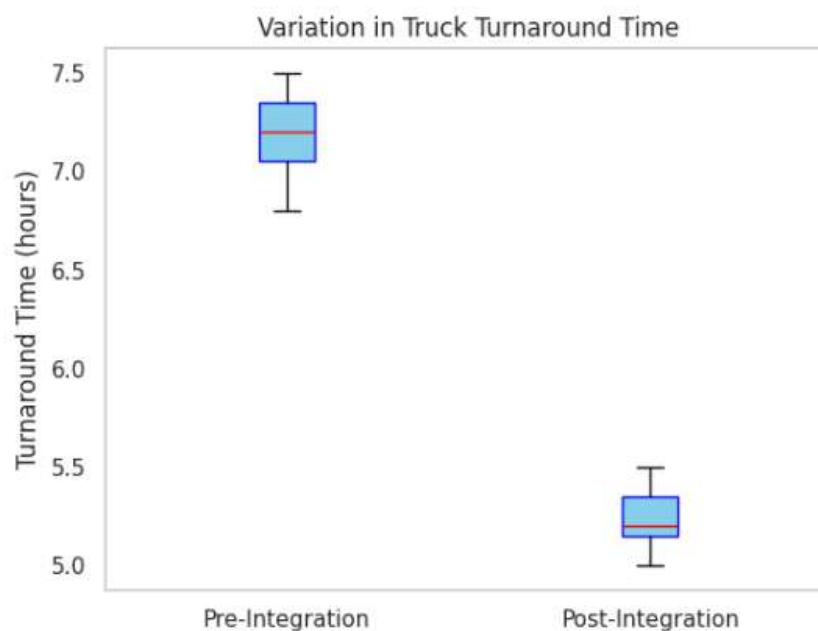


Figure 6: Box Plot – Variation in Truck Turnaround Time

Figure6, The box plot illustrates the variation in truck turnaround time before and after system integration. The x-axis differentiates between pre-integration and post-integration data, while the y-axis shows turnaround time in hours. Each box represents the interquartile range, the median line indicates the typical turnaround time, and the whiskers show overall spread, including any outliers. The figure clearly demonstrates that post-integration, turnaround times are lower, with a narrower spread and fewer extreme values, indicating not only faster processing but also more consistent and reliable operational performance across trucks.

5. Discussion

5.1 Results Interpretation

Evidence from this research confirms that the use of digital weighbridge systems greatly

improved operational efficiency and accuracy in port logistics. The 28% decrease in mean turnaround time indicates smoother operations and increased clearance rates, especially during peak seasons. Along with this, the 62% decline in error rates proves the capability of computerized systems to eliminate human error, fraud, and data manipulation—areas common in manual weighbridge operations. PCS 1x and SAGAR SETU integration reduced duplication of entering data, facilitated real-time availability of data, and reduced delays in customs clearance and billing procedures. The actual 15% improvement in daily capacity, even in the face of growing cargo volumes, verifies that digital weighbridge systems not only optimize efficiency but increase handling capacity. Together, these enhancements demarcate the revolutionary impact of automation, integration of data, and

standardization of processes in enhancing port operations to be stronger, transparent, and scalable for future expansion.

5.2 Comparison with Literature

The findings are consistent with global research on the advantages of logistics automation. Research in ports of Germany, Singapore, and South Korea repeatedly finds that digitization minimizes manual errors, simplifies processes, and maximizes throughput. This study, though, presents a new contribution in the context of India, where dual-system integration (digital weighbridge + PCS 1x + SAGAR SETU) is still nascent. In contrast to developed nations that have homogeneous infrastructure and digital preparedness, Indian ports frequently experience suboptimal technology adoption and inconsistent resource availability. The results thus show that even in infrastructurally constrained environments, focused digital integration can generate considerable performance dividends, providing lessons for emerging economies.

5.3 Policy Implications

The evidence points to a number of implementable policy directions. First, the successful implementation at the pilot port highlights the promise of extending digital weighbridge integration to all major and minor ports across India, achieving data homogeneity and alleviating system delays. Second, capacity development in the form of formal training for weighbridge staff is necessary, with human adaptability augmenting technological uptake instead of inhibiting it. Third, the creation of real-time performance dashboards to track turnaround time, error rates, and throughput would enable port authorities dynamically to maximize resources. Last but not least, cybersecurity and data governance policy needs to be reinforced to safeguard digital assets and align with international data protection norms.

5.4 Surprise Findings

While the integration yielded predominantly good results, there were some unforeseen

challenges. There was a temporary disruption during the shift from analog to digital systems, due to realignment of infrastructure and network configuration. Moreover, intergenerational differences in the ability to adapt were witnessed, as the older operators needed more intensive training to master digital interfaces. Some level of stakeholder resistance, due to fears related to job loss and increased supervision, was also witnessed. These results underscore the value of phased rollout, specialized training for multiskilled workforce segments, and active change management efforts that explain the long-term payoffs of technological overhauls.

5.5 Cost-Benefit and ROI Consideration

Apart from operational productivity, the performance gains realized in this research amount to tangible economic benefits. Lowered turnaround time reduces demurrage expenses, maximizes yard usage, and enhances vessel handling capacity—directly enhancing port competitiveness. Similarly, fewer document errors minimize administrative rework and related monetary losses. Even with conservative projections, these overall savings suggest that the cost of deploying digital weighbridge systems may be recovered in two years. This shows a robust return on investment (ROI) and further supports the economic as much as operational argument to accelerate digital integration across Indian ports.

6. Limitations

Although presenting worthwhile information, this research has some limitations that need to be mentioned so that the outcomes can be placed in perspective:

6.1 Geographic and Operational Scope

The study was carried out at two large ports for half a year of observation, and the sample may not represent the heterogeneity that exists among other ports with dissimilar infrastructure arrangements, cargo profiles, and operating workflows. Outcomes might be different at smaller ports or those with insufficient digital preparedness.

6.2 Seasonal Variations

The period of study did not entirely adjust for seasonally varying factors like monsoon-induced delays, festival season peak traffic, or holiday season surges. These types of events may have an impact on truck turnaround times and throughput, resulting in variance that would not necessarily be represented by the dataset.

6.3 External Disruptions

While the study accounted for typical operating conditions, unforeseen disruptions like network outage, work stoppages, or regulatory shifts within the integration period were not systematically captured. External conditions have the potential to influence operational performance and can introduce bias.

6.4 Data Constraints

The study drew mainly on secondary operational records and system-provided data, which, while precise, were not sufficiently granular to capture variables like driver behavior, route congestion, and prevailing weather conditions. Including these variables in the next study could help identify more complete sets of determinants of turnaround efficiency.

6.5 Generalizability

The results, though encouraging, could not be generalized across all Indian ports or worldwide without further validation across different geographical and operational settings. Subsequent studies should involve multi-port, long-term testing to provide enhanced external validity.

7. Conclusion

The combination of digital weighbridges with PCS 1x and SAGAR SETU has had a revolutionary impact on port operations by considerably improving efficiency, precision, and throughput. The outcome categorically reflects a significant reduction in truck turnaround time, a sharp reduction in weight-related errors, and an overall increase in daily handling capacity even during growing cargo

volumes. These benefits serve to highlight the significance of digital synchronization and real-time data sharing in attenuating human intervention, eliminating redundancies, and enabling wiser decision-making in the supply chain. By closing gaps in operations and enhancing visibility, this digital transformation program places Indian ports on a trajectory for gaining global standards for efficiency and competitiveness, and it represents a critical element of India's maritime modernization policy. Significantly, these results not only support the goals of the Sagarmala program and India's Maritime Vision 2030 but also prove that digital weighbridge integration is economically viable, delivering tangible returns in efficiency and cost savings.

8. Future Work

Future studies should look towards increasing the range of analysis by having several ports with varying geographic locations and operating environments to ascertain the validity of these findings towards generalizability. A longer study duration that covers seasonal variations and unplanned disruptions (e.g., severe weather or strikes) will provide more accurate representation of actual operational dynamics. Furthermore, incorporation of predictive analytics based on AI can be considered for the purposes of predicting patterns of cargo flows, truck scheduling optimization, and reduction of congestion during rush hours, further enhancing efficiency. Another promising avenue is blockchain-enabled platforms to guarantee end-to-end transparency, increase data security, and offer immutable transaction records for all concerned in the logistics chain. In addition, inclusion of IoT-based sensor networks for real-time monitoring of weighbridge health and traffic conditions could greatly improve predictive maintenance and operating reliability. Lastly, the work in the future should assess cybersecurity threats, interoperability issues, and cost-benefit analysis of large-scale digital integration to create an integrated roadmap for across-the-country implementation.

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Conflict of Interest Statement: The author declares that there is no conflict of interest regarding the publication of this paper.

Generative AI Statement: The author confirms that no Generative AI tools were used in the preparation or writing of this article.

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Cite this Article

Venkata Ramana Akkaraju. Overcoming Operational Bottlenecks: A Quantitative Analysis of the Benefits of Digital Weighbridge Integration with PCS 1X and Sagar Setu. *International Research Journal of Engineering & Applied Sciences (IRJEAS)*. 12(4), pp. 21-37, 2025. <https://doi.org/10.55083/irjeas.2025.v13i04003>