

Question No.3 Briefly comment on the following: a. Low productivity of labour result in delays in carrying out the cargo work.

Solution: The various indicators of ports productivity are:

(a) number of vessels sailed per annum, (b) average pre-berthing waiting time (days), (c) average turn-around time, (d) output per ship berth day (tonnes), and (e) percentage of idle time to at berth to total time at berth.

It is observed that the number of vessel's sailed per annum and average ship berth day output have been continuously improving. But, in the matter of ship turn-around time, the situation is not so satisfactory, as the average turn-around time is 8.5 days as against 2 days in case of other international ports. The average pre-berthing time is also showing an upward trend. It increased from 1.6 days in 1991-92 to 2.4 days in 1996-97.

The break-up of the total turn-around time along with the major reasons is given in Table below: **% of Total Time**

		Major Reasons
Pre Berthing	40%	Congestion due to small sized ships at Indian ports and poor level of port support services
Idle Time at Birth	20%	Poor level of port support services
Cargo Handling	40%	Low labour and equipment productivity and lack of containerisation facilities

The higher ship turn-around time at ports has a direct bearing on the cost of operation which may ultimately leads to higher freight cost to the shippers. Similarly, lack of mechanisation at ports and low labour productivity would also add to the total cargo handling cost. The productivity of ports are also affected by the methods of cargo handling and the nature of cargo handled at ports. Not only that, equipment utilisation has been low in most categories of equipment and over aging of installed equipment is another area of concern. Then, wherever the major portion of

cargo is in break-bulk and is handled manually, there is bound to be delay in carrying out the cargo work ,

It is well

known that a majority of Indian ports are, for historic reasons, labour intensive. While these ports offer employment opportunities to a large number of persons, it acts as a hindrance in taking up upgradation and modernisation programme at the Indian ports. Consequently, their efficiency and productivity are not improving at the required pace.

It also needs to be realised that the ports productivity in the Indian context is not just an assessment of the cargo handling time but depends also, to a very large extent, on the productivity of the entire logistic chain which comprises road-rail linkages, inland warehousing facility, custom clearance procedures, etc.