

CHAPTER VII

RECOMMENDATIONS

It is apparent from the Report that serious efforts were made to look at different dimensions of normative cost approach towards container related charges. In the final analysis, the working Group concluded that it is neither feasible nor practical to mandate uniform norms given the diversity in physical and equipment infrastructure and the dynamics in traffic profile. Therefore the attempts by the Group to make a beginning even for the two basic norms like annual TEUs per meter of Quay length and moves per hour per gantry did not result in agreed formula in spite of two sub committees looking at their various dimensions.

It emerged clearly that terminal specific approach towards efficiency improvements appears to be the only workable option in the foreseeable future and therefore the bilateral discussion between TAMP and the terminal operator assumes crucial importance. To this end the recent amendment to the guidelines by TAMP to reward terminal specific efficiency improvements compared to its previous performance appears a feasible first step, though in the ultimate analysis one should work towards genuine competition which will assure value to the user and better return to the operator. (TOR 1&4).

It is also imperative to bring in clarity on concepts like monopoly and competition in the current context of Indian Port Sector where many private container terminals are coming up.

We hope TAMP would find this report useful to define its strategy to ensure efficiency improvements in the terminal operations.

The report provides a detailed analysis of the data collected from the container terminals. The analysis indicates a wide spectrum of variations in the physical parameters as well as performance parameters.

The report has also made certain recommendations regarding grouping of various activities in the terminal and has also attempted to give the components of fixed and variable cost for various activities performed by the terminals.