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AN ANALYSIS OF ROUTING AND MODE OF TRANSPORT BY LOGISTIC SERVICES PROVIDERS IN THANE DISTRICT

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ABSTRACT :

Thane District working with some of the leading third-party logistics providers is actively developing relationships with its leading accounts to improve its service level with a streamlined information flow. Our task is to map an ideal inbound logistics system with which integrated effectiveness and efficiency can be reached so that all participants in the supply chain benefit. To solve the main problem of improving the effectiveness and efficiency of the inbound logistics system, many sub-problems need to be solved step by step. First, the unique features of inbound logistics systems will be studied.

KEYWORDS : *Social Networking Sites (SNSs), ICT, World Wide Web, Facebook, LinkedIn.*

INTRODUCTION :

Logistics is the management of the flow of goods between the point of origin and the point of utilization in order to meet requirements of customers or corporations. The resources managed in logistics can include physical items, such as food, materials, animals, equipment and liquids, as well as abstract items, such as time, information, particles, and energy. The logistics of physical items usually involves the combination of information flow, material handling, production, packaging, inventory, transportation, warehousing, and often security. The intricacy of logistics can be modeled, analyzed, visualized, and optimized by dedicated simulation software. Reducing the use of resources is a common motivation in logistics for imports and exports.

In shipping goods to its warehouses, dealers and customers, the company can select among five transportation modes: rail, air truck, waterway and pipeline. Due to containerization, shippers are increasingly combining two or more modes of transport. Containerization consists of putting the goods in boxes or trailers that are easy to relocate between two transportation modes. Piggyback describes the use of rail and trucks; fishy back describes the use of water and trucks; train ship describes the use of water and air; and air truck describes the use of air and trucks. Each co-ordination mode offers precise advantages.

Logistics sector is a significant enabler of any country's economic development; however the term Logistic is misinterpreted seldom. Logistics can be defined as the management of the flow of goods

and services between the point of origin and point of utilization in order to meet the requirements of clients; logistics involves the combination of information, transportation, inventory, warehousing, material handling, packaging and often security. Indian economy has been rising in a fast rate in the last decade. This has left a direct bearing on the Indian logistic sector wherein demand for world class logistics and warehousing services has directed to the growth and transformation of this sector. Indian logistic sector contributes about 13% of India's GDP thus contributing appreciably to the robust economic growth of the world's largest democracy. However, it has a long way to go to achieve optimization of this logistics cost to coke to a level of 9% to 10% as compared to developed countries.

Table 1: Opinion of companies about analysing rout and mode of transport by logistics service providers

Analysis of routing and mode of transport	Frequency	Percent
Yes	405	90.0
No	45	10.0
Total	**450**	**100**
Chi Square Value	**288**	
Degrees of Freedom	**1**	
Significance	**<0.05**	

Table 1 shows opinion of pharmaceutical companies about analysing rout and mode of transport by logistics service provider. It is evident from the information that, 90.0% pharmaceutical companies analyse rout and mode of transport by logistics service provider in Thane District, whereas only 10.0% pharmaceutical companies not analyse rout and mode of transport by logistics service provider. The result of non-parametric chi square test shows that there is significant (Chi Square- 288; df- 1; $P<0.05$) difference among pharmaceutical companies in Thane District with respect to their opinion about analysing rout and mode of transport by logistics service provider. Hence, on the basis of above information it is apparent that considerable percentage of companies in Thane District analyse rout and mode of transport by logistics service provider.

Table 2: Opinion of companies about booking space with carriers by logistics service providers

Space booking with carriers	Frequency	Percent
Yes	396	88.0
No	54	12.0
Total	**450**	**100**
Chi Square Value	**259.92**	
Degrees of Freedom	**1**	
Significance	**<0.05**	

Table 2: shows opinion of pharmaceutical companies about booking space with carriers by logistics service provider. It is evident from the information reported that, 88.0% companies agree about booking space with carriers by logistics service provider in Thane District, whereas only 12.0% companies are not agree about booking space with carriers by logistics service provider. The result of non-parametric chi square test shows that there is significant (Chi Square- 259.92; df- 1; $P<0.05$) difference among pharmaceutical companies in Thane District with respect to booking space with carriers by logistics service provider. Hence, on the basis of above information it is apparent that logistic service providers of noticeably high percentage of pharmaceutical companies in Thane District book space with carriers.

Table 3: Opinion of companies about preparation and submission of documents by logistics service providers

	Frequency	Percent
Yes	450	100

Table 3 show's opinion of companies about preparation and submission of documents by logistics service provider. It is evident from the information that logistics service provider of 100% companies prepared and submit documents.

Table 4: Opinion of companies about making arrangement of insurance by logistics service providers

Insurance arrangement	Frequency	Percent
Yes	366	81.3
No	84	18.7
Total	**450**	**100**
Chi Square Value	**176.72**	
Degrees of Freedom	1	
Significance	**<0.05**	

Table 4 shows opinion of pharmaceutical companies about making arrangement of insurance by logistics service providers. It is evident from the information that, logistic service providers of 81.3% pharmaceutical companies in Thane District make arrangement of insurance, whereas logistic service providers of 9.0% pharmaceutical companies did not make arrangement of insurance. The result of non-parametric chi square test shows that there is significant (Chi Square- 605.160; df- 1; P<0.05) difference among pharmaceutical companies in Thane District with respect to making arrangement of insurance by logistics service provider. Hence, on the basis of above information it is apparent that logistic service providers of considerable percentage of pharmaceutical companies in Thane District make arrangement of insurance.

Table 5: Opinion of companies about making arrangement of payment with bank by logistics service providers

Payment arrangement with bank	Frequency	Percent
Yes	385	85.6
No	65	14.4
Total	**450**	**100**
Chi Square Value	**227.556**	
Degrees of Freedom	**1**	
Significance	**<0.05**	

Table 5: shows opinion of pharmaceutical companies about making arrangement of payment with bank by logistics service provider. It is evident from the information that, logistic service providers of 85.6% pharmaceutical companies in Thane District make arrangement of payment with bank, whereas logistic service providers of 14.4% pharmaceutical companies did not make arrangement of payment with bank. The result of non-parametric chi square test shows that there is significant (Chi Square- 227.556; df- 1; P<0.05) difference among pharmaceutical companies in Thane District with respect to their opinion about making arrangement of payment with bank by logistics service provider. Hence, on the basis of above information it is apparent that logistic service providers of substantially high percentage of companies in Thane District make arrangement of payment with bank.

Table 6: Opinion of companies about making rate negotiation by logistics service providers

Rate Negotiation	Frequency	Percent
Yes	405	90.0
No	45	10.0
Total	**450**	**100**
Chi Square Value	**288**	
Degrees of Freedom	**1**	
Significance	**<0.05**	

Table 6 shows opinion of companies about making rate negotiation by logistics service provider. It is evident from the information reported logistic service provider of 90.0% pharmaceutical companies in Thane District perform rate negotiation, whereas logistic service providers of 10.0% pharmaceutical companies in Thane District did not perform rate negotiation. The result of non-parametric chi square test shows that there is significant (Chi Square- 288; df- 1; P<0.05) difference among pharmaceutical companies in Thane District with respect to their opinion about making rate negotiation by logistics service provider. Hence, on the basis of above information it is apparent that logistic service providers of substantially high percentage of pharmaceutical companies in Thane District perform rate negotiation.

CONCLUSION

In addition to this, it is apparent that logistics service providers analysed rout and mode of transport (Chi Square- 288; df- 1; P<0.05; Table 1); book space with carriers (Chi Square- 259.92; df- 1; P<0.05; Table 2); prepared and submit documents (100%; Table 3); make arrangement of insurance (Chi Square- 605.160; df- 1; P<0.05; Table 4); make arrangement of payment with bank (Chi Square- 227.556; df- 1; P<0.05; Table 5) and perform rate negotiation (Chi Square- 288; df- 1; P<0.05; Table 6). Hence, on the basis of above results it is apparent that major role-plays of Multimodal Transportation and logistics management in pharmaceutical industries in Thane District.

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