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A Study on Data Analytics – Financial Modeling Using 3 Statement Model And DCF

Valuation - Siemens

Dr CMA M V Alagesan, Associate Professor, Acharya Bangalore B School, Bangalore, Karnataka ,India

Infrastructure and Infrastructural Facilities Status of Indian Multi Modal Transportation

Sectors in Marine Trade –an Analytical Study

Dr. P. Gurusamy, Assistant professor of Commerce, Department of B.Com BPS, NGM College, Pollachi-642001.

Dr. A. Nagalaxmi, Associate Professor, Department of Commerce, Suguna College of Arts and Science, Cbe -641006.

A study on “The Impact of Online Shopping upon Retail stores”

Dr.D.Suganthi, Associate Professor, Department of Management, Hindustan College of Arts and Science, Coimbatore

Mr. J. Balakrishnan, Research Scholar, Hindustan College of arts and science, Coimbatore.

Utilization of Working Capital In BPCL: A Case Study

Dr. R. Shanthi, Research Supervisor, Kaamadhenu Arts and Science College, Sathyamangalam, Erode Dt

Mr. P. Boopathimaharaja, PhD Scholar in Management

Evaluation of Health Care Services at Private Hospitals During Pandemic-- A Servperf Approach

Dr. S. Umamaheswari, Associate Professor, Vivekananda Institute of Management Studies, Coimbatore

Mrs. S. Kalaivani Assistant Professor, Vivekananda Institute of Management Studies, Coimbatore

Food Recycling into On-Campus Composting–Green Campus Initiative in Educational Institutions

Mrs. Kiruthiga Mahalingam, Assistant Professor, Department of Business Administration, Hindusthan Arts and Science College, Coimbatore-641028.

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**INFRASTRUCTURE AND INFRASTRUCTURAL FACILITIES STATUS OF INDIAN
MULTI MODAL TRANSPORTATION SECTORS IN MARINE TRADE –AN
ANALYTICAL STUDY**

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ABSTRACT

Shipping industry is one of the most globalized industries that is far more liberalized than the other industry in this highly competitive market. This peculiar structure of the industry throws both Opportunity as well as challenges as it opens the global markets for Indian Shipping companies, while at the same time exposing them to global Competition even on their home based pasture. The main benefits of containerization can accrue with the setting up of Internal Container Depots (ICDs) and Container Freight Stations (CFSs) which will come into existence only if there is adequate freight being generated in the specific area. In this connection, it is desirable to establish a single authority for planning, development, implementation and enforcement of the policies will helpful to developing the infrastructure and infrastructural facilities of multimodal transport sector in marine trade in near future for compete the world shipping market by Indian global traders.

KEYWORDS: ICD, CFS, Containerization, infrastructure, infrastructural facilities and multi modal transport sector.

PREAMBLE OF THE STUDY

In Indian shipping industry has lot of procedure in multimodal transport and containerization we will going to see about regarding that in very general terms combined or multimodal transport means two or more transport modes were linked under a contractual arrangement. There is always a possibility to focus on the law of individual mode and to treat with another mode as an incident and such a link is put forth as discussion. The required service for the an agent such as shipping or forwarding agent only, the linking of past modes is provided through the service for customers not for creating link for the wish of themselves. In order to prepare themselves on such role the alternative model carriers or their agents can be carried on. The induction of container technology and introduction of multimodal's have made the development of a network ICDs and CFSs at important hinterland centre's inevitable for

providing various services and facilities to the exporters and importers. The Asian economy is one of the most dynamic in the world due to high degree of industrialization programs assisted by foreign investment which manufacturing capabilities and stimulated local demand.

INFRASTRUCTURE

The three most important criterions for success in International Trade are Price, Quality and In Time delivery. It is not possible to meet these criterions without having a proper logistics and multimodal system. Containerization and multimodal transport form an integral part of any logistics and supply chain. The quality of product is improved by discovering innovative methods by simultaneously lowering the cost of product. One of the important methods of lowering the costs is by lowering inventory levels and introducing just in time concepts. Thus Indian merchandise cannot become competitive without containerization and multimodal transport. Compete with world shipping industry market, India also needs to develop a suitable logistic system for economical and efficient transportation of goods from the manufacturing centers to the distribution points. It has been estimated that logistics costs including inventory, insurance and documentation aggregate to about 20% of the final costs of the products and any inefficiencies and inadequacies have a negative impact on export competitiveness. India exports about 21 million tones of general cargo of which 9 million is containerized thus leaving scope for further containerization.

OBJECTIVES OF THE STUDY

The researcher has framed objectives of this present study is connected with an analysis of infrastructure and infrastructural facilities of Indian multi modal transportation sector in Marine trade as a study through secondary data as a desk research.

NEED FOR THE STUDY

This present study is concentrated towards find out the factors influencing the multi modal transportation's infrastructure and infrastructural facilities namely road and rail in Indian marine industry perspectives. Meanwhile, the role of private sectors for improving the existing infrastructure and infrastructural facilities of Indians sea ports for overcome challenges in the global shipping industry with rendering effective, efficient and quality services towards sea port

users for export and import their goods and services for improving the Indian economy as well as increase the Indians foreign exchange reserve position through offering best services towards the business community those who are involving with domestic and international business. Therefore, this present study will show case the present scenario of India's multi modal transportation position for understanding and improving the infrastructure and infrastructural facilities of India's multi modal sectors in marine industry.

RESEARCH METHODOLOGY

The researcher has collected published data related to multi modal transport sectors data for constructing this present study.

CHALLENGES OF THE STUDY

The researcher has felt that identify and analyze the critical role of containerization in the growth of marine trade, identify and analyze the obstacles to the development of multimodal transport sectors in Indian perspectives and ascertain the role of multimodal transport in the future growth of infrastructure and infrastructural facilities in marine trade.

OVERVIEW OF MULTIMODAL TRANSPORT FACILITIES STATUS IN INDIA

On the basis of multimodal transport the international multimodal transport carry the goods by at least two different modes of transport from a place in one country at which the goods are taken in charge by the multimodal transport operator to a place selected for delivery located in a different country. It has progressed, though, to have numerous meanings closely connected to multimodal transport, and these various definitions will be revised in turn. The most common is that the goods are carried from door to door in the same intermodal transport unit (ITU), The intermodal transport unit (ITU) is the way by which the goods are carried from door to door usually a container, but its can also swap bodies or piggyback trailers. This is called intermodal transport by ECE, ECMT and the EC, as well as the International Container and Intermodal Transport Bureau (ICB) and the International Chamber of Commerce (ICC).

INTERMODAL TRANSPORT

The movement of goods in one and the same loading unit or road vehicle, which uses

successively two or more modes of transport without handling the goods themselves in changing modes.

MULTI MODAL TRANSPORT SYSTEM

The co-ordinated use of two or more modes of transport for speedy, safe, pleasant and comfortable movement of passengers in urban areas was explored by Multi Modal Transportation System (MMTS). From the place of origin to destination this model provides convenient as well as economical connection of various mode to make complete journey. Generally, MMTS has been categorized by amplified capacity, competent access and improved location of both integration and nodes. Public transport is a significant essential of multi-modal transportation system and hence local and regional public transportation system must be an integral part of the similar.



Figure 1: Various Stages of multimodal transport Project Development

RAIL BASED MODES

Metro Rail Corridor-Ring Rail-Light Rail Transit-Mono Rail-Integrated Rail cum Bus Transit, etc.

ROAD BASED MODES

Regular Buses-Mini Buses-Double Decker Buses-Articulated Buses-Express Buses-Trolley Buses-Guided Buses and Battery Operated Buses.

The planning and building of Multi-modal Transport System can be illustrated as follows:

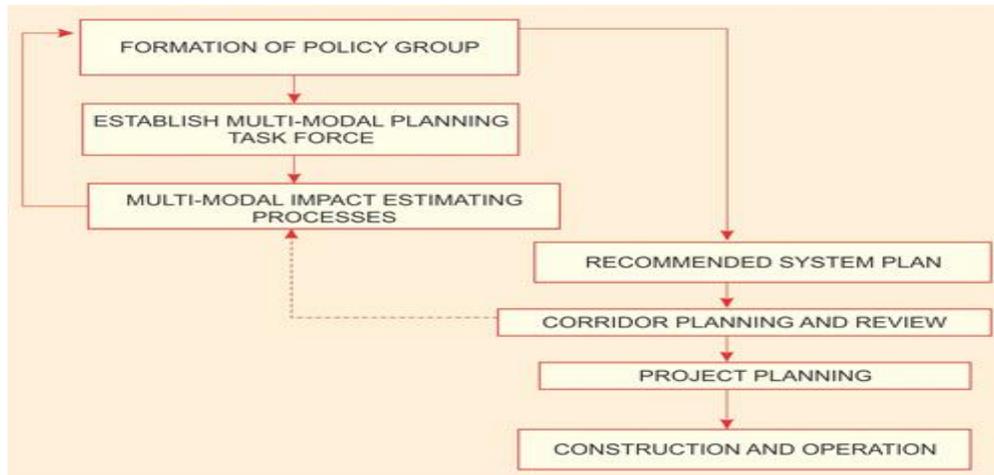


Figure 2: Process of Planning and Building of Multi-modal Transport System

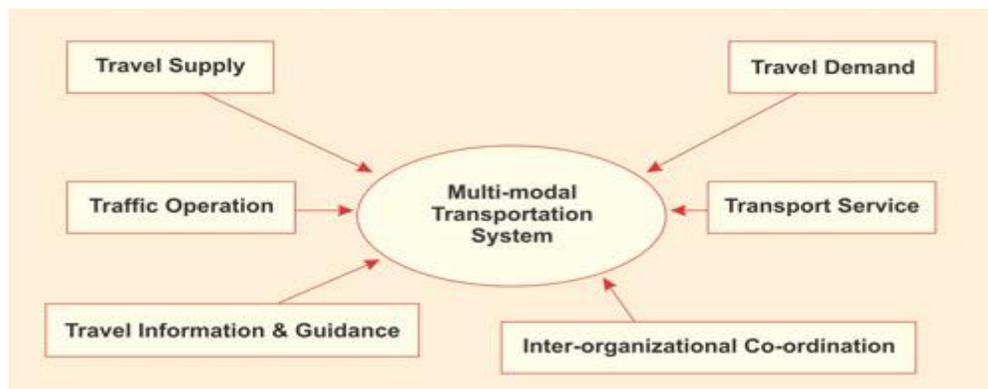


Figure 3: Components of Multi Modal Transportation System

ROLE OF CUSTOMS IN MULTIMODAL TRANSPORT SECTORS

With the advent of containerization in India, Indian customs became an important entity in the transportation chain. New systems and procedures had to be put in place and constantly tuned fine to adapt with the frequently changing scenario. As customs duties on export/import goods are a major source of revenue for the Government of India the procedures instituted had to prevent revenue leakage on one hand and not becoming cumbersome to delay trade growth on the other hand. At this point one can say that the custom authorities have succeeded to a great extent in achieving these objectives. The custom procedures can be broadly divided in to three areas: a) Export cargo procedures, b) Import cargo procedures, c) Trans shipment cargo procedures.

DATA ANALYSIS:

GROWTH OF CONTAINERIZATION AND GLOBAL MULTIMODAL OPERATORS

YEAR	GDP IN BILLION RUPEES	MILLION IN TEUs
2006	17844	4.451
2007	18959	5.016
2008	20144	5.652
2009	21403	6.368
2010	22741	7.176
2011	24162	8.086
2012	25672	9.111
2013	27277	10.266
2014	28982	11.568
2015	30793	13.035
2016	32718	14.688
2017	34763	16.550
2018	36935	18.648
2019	39244	21.013
2020	41696	23.677
2021	53254	27.44

Source: Indian port analysis 2021

OBSERVATIONS OF THE STUDY

According to the various reports from different sources like World Bank, International Monetary Fund, Asian Development Bank and the Ministry of Finance the GDP of India is projected to grow at a rate of 6-8% in the next ten years. Will reflect other sectors like container penetration, trade intensity, foreign direct investment, rising income levels will also have a strong impact on the growth of containerization. Taking into consideration all these factors it will be reasonable to forecast that the throughput will grow at a rate of 13-14% in the next 3-4 years and will then stagnate around 12% for another 3-4 years and then gradually reduce and stabilize at 9-10%. Thus the container quantity will raise from the current 4-5 Million TEUs to

20 Million TEUs by 2020. However the Government of India does not have the necessary resources required to invest in the development of infrastructure. According to the evaluations of the Ministry of Economic Affairs at least USD 150 Billion are required in the next ten years to develop world class infrastructure.

RECOMMENDATIONS OF THE STUDY

In India multimodal transport and containerization is increasing rapidly but it is not satisfactory when compared with foreign countries. International multimodal transport includes water, road, rail and air modes of transport in which 85% to 90% of the goods transport is done by sea, so the sea dominates international multimodal transport. In India multimodal transport lacks infrastructure facilities. It has only few ICD's near the cargo rail station. Its needs to establish more hinterland container depots well connected with rail tracks. Taking into consideration the expected growth in the coming years, it is imperative for the country to develop the necessary infrastructure. The capacity of the Ports, Roads and Railways need to be augmented immediately. Road transport is improving, the Golden Quadrilateral highway network connecting India's four largest metropolises: Delhi, Mumbai, Chennai and Kolkata, another network connecting Bangalore, Pune, Ahmedabad, and Surat, is also served. All the road lines must connect well the trade centers and ports. Improving the accuracy and timeliness of shipping documents will help to ship sooner and clear customs much more quickly. Accuracy of shipping documents decrease processing time and ease border clearance. The technology improvements viz Internet, e-mail to move documents, Radio-frequency identification (RFID) a technology that uses communication through the use of radio waves to exchange data -serve customers better, faster, requiring less manpower to follow up. Despite the continued expansion of international multimodal transport, there is no international uniform liability regime in force to date. The present regime comprises a complex mix of international conventions designed to regulate unimodal carriage - diverse and often conflicting regional, sub-regional and national laws and regulations, and standard-term contracts. Indian railways is not developed enough the government must put in more effort to make railways more freight-friendly, more dedicated freight corridors have to be set up. Infrastructure development requires huge investments. There is no alternative but to invite the private sector to invest in the development. But the private sector will do only if there are guaranteed assured returns on capital invested.

Proper pricing of infrastructure is for attracting private investments. There is also a need to develop a suitable logistic system for economical and efficient transportation of goods from the manufacturing centers to the distribution points. Infrastructure has to be properly priced to enable it to sustain itself on one hand and also generate reasonable profit on the capital deployed in constructing it. At the same time it should also be affordable to the end user. Awareness must be created on the importance of developing seamless infrastructure for multimodal transport, otherwise the potential of Indian foreign trade cannot be realized. The Government of India has to accelerate the pace of reforms which should be progressive, facilitative and encourage investment. This will result in transformation of markets which will result in growth and availability of clusters of private participation. Technical knowhow needs to be imported from developed countries who have the necessary experience of running such a complex industry whose performance has a bearing on the overall development of the country

CONCLUSION OF THE STUDY

Multi-modal Transport System (MMTS) explores the use of multiple modes of transport for safe, convenient and efficient movement of passengers. Generally, MMTS has been characterized by increased capacity, efficient access and better location of both interchange and integration nodes. Additionally, presence of MMTS in metro region enhances accessibility, economic growth, public health, environmental protection, security & safety, social cohesion, etc. In this connection, it is desirable to establish a single authority for planning, development, implementation and enforcement of the policies will helpful to developing the infrastructure and infrastructural facilities of multimodal transport sector in marine trade in near future for compete the world shipping market by Indian global traders.

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