LEVEL OF SATISFACTION OF USERS TOWARDS ICD IN MARINE TRADE

Dr.R.Kumaresan
Associate Professor and Head
[1]Department of Commerce with Professional Accounting,
PPG College of Arts and Science, Saravanampatti, Coimbatore, India

Abstract : Maritime industry is one of the most globalised industries operating in a highly competitive business environment that is far more liberalized than most of the other industries. Thus it is intricately linked to the world economy and trade. The present trend in the international trade is containerization of cargo. The container traffic has been recording impressive growth, particularly since 1990-1991, India has adopted the Liberalization, Privatization and Globalization policy (LPG), with fast increasing use of containers for all types of cargo in international trade with the help of sea ports and inland ports such as Inland Container Depots (ICD). The introduction of container technology and introduction of multimodal transportation have made the development of a network of Inland Container Depots (ICDs) and Container Freight Stations (CFSs) at important hinterland centers in all over the world.

IndexTerms **- Inland Container Depots, Container Freight Stations, Maritime trade, Business.**

I.INTRODUCTION

An ICD/CFS is a common user facility with public authority status, equipped with fixed installations, and offering services for handling and temporary storage of import/export laden, empty containers, carried under customs control, and with customs and other agencies competent to clear goods for home use, warehousing, temporary admissions, re-export, temporary storage for onward transit and outright export. Transshipment of cargo can also take place from such stations. An ICD is generally located in the interior (outside the port towns) of the country away from the servicing ports. CFS, on the other hand, is an off dock facility located near the servicing ports which helps in decongesting the port by shifting cargo and customs related activities outside the port area.
ICD is a declared Customs Area for the purpose of import and export but only limited facilities of noting of shipping bills, valuation and examination of export cargo are afforded at ICD. Exports however are deemed to be effected from the Gateway Port only. ICDs are connected with gateway ports.

1.1ROLE OF INLAND CONTAINER DEPOT IN MARITIME TRADE IN TAMILNADU

The full benefits of containerization can be obtained only if the containers are permitted to move to the locations of the original cargo generation points. The Government of India decided to set up Inland Container Depots for reducing shipping formalities with the help of ICDs for containerized cargoes instead of sea port. Inland Container Depots are interfaces between connecting modes of transportation. An Inland Container Depot is an organization offering a total package of activities to handle and control container and general cargo flows between road, rail and waterways, and vice versa, resulting in maximum service for inland transportation at minimum costs.

II.OBJECTIVES OF THE STUDY

- To Evaluate the level of satisfaction of users towards ICD in maritime trade

III.REVIEW OF LITERATURE

- **A.K.Y.Ng, F.Padilha and A.A.Pallis (2012)** carried out a study in four Brazilian states on "Bureaucratic and logistical roles of dry ports: The Brazilian case" to investigate how the institutional framework affects the bureaucratic and logistical roles of dry ports in emerging economies. It posits that the Brazilian institutional framework in place has acted as casual factors in strengthening the bureaucratic roles of dry ports while at the same time dissipating their logistical roles. By establishing the causal relation between these forces, the paper provides important insight on the impacts of institutions on transportation and regional development in different geographical regions.
- **Atiya Habeeb Kidwai (2015),** Gloria Kuzur, Seaports, Dry Ports, Development Corridors: Implications for Regional Development in Globalizing India. In this study, researcher has evaluated about the port sector position. The port sector in India is a very significant part of its economy and is making positive contributions to it. However, its geography is detrimental erasing of regional disparities in the country in many ways. There is a concentration of major, non-major and dry ports in regions, which are relatively more developed. The development corridors are also being planned in the most developed regions of the country. Large tracts of the country are not linked internally or to seaports. Private ports are

generally captive ports and have no linkages with hinterland economies. Maritime policy in India should address these issues.

IV.RESEARCH METHODOLOGY

Both Primary and secondary has been used. Primary data is collected through distribution of survey instrument to 272 ICD users. Secondary data is collected by referring various journals and published articles. The sampling method adopted in this study is simple random sampling in which each and every respondent has an equal chance to participate in this study.

V.ANALYSIS AND INTERPRETATION

The statements relating to level of satisfaction of users of ICD in maritime trade were analysed through factor analysis.

Factor Analysis

KMO and Bartlett's Test		
Kaiser-Meyer-Olkin Measure of Sampling Adequacy.		.743
Bartlett's Test of Sphericity	Approx. Chi-Square	3364.506
	Df	45
	Sig.	.000

Communalities		
	Initial	Extraction
Dry port space facility	1.000	.966
Transport arrangement	1.000	.834
3pl services	1.000	.874
Tariff	1.000	.890
Accessibility of dry port	1.000	.900
Maintenance of dry port	1.000	.956
Online booking	1.000	.948
Level of understanding between shipper & dry port	1.000	.885
Follow ups of drawbacks	1.000	.716
Level of motivation	1.000	.562
Extraction Method: Principal Component Analysis.		

In Table Bartlett's test of sphericity and KAISER MEYER OLKIN measures of sample adequacy were used to test the appropriateness of the factor model. Bartlett's test was used to test the null hypothesis that the variables of this study are not correlated. Since the approximate chi-square satisfaction is 3364.506 which is significant at 1% level, the test leads to the rejection of the null hypothesis.
The value of KMO statistics (0.743) was also large and it revealed that factor analysis might be considered as an appropriate technique for analysing the correlation matrix. The communality table showed the initial and extraction values.

Total Variance Explained									
Component	Initial Eigenvalues			Extraction Sums of Squared Loadings			Rotation Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	4.778	47.780	47.780	4.778	47.780	47.780	3.189	31.893	31.893
2	2.740	27.405	75.184	2.740	27.405	75.184	2.943	29.429	61.322
3	1.014	10.139	85.323	1.014	10.139	85.323	2.400	24.000	85.323
4	.604	6.037	91.360						
5	.406	4.064	95.424						
6	.163	1.633	97.057						
7	.149	1.491	98.548						
8	.080	.801	99.349						
9	.056	.557	99.905						
10	.009	.095	100.000						
Extraction Method: Principal Component Analysis.									

From the table it was observed that the labelled "Initial Eigen Values" gives the EIGEN values. The EIGEN Value for a factor indicates the 'Total Variance' attributed to the factor. From the extraction sum of squared loadings, it was learnt that the I factor accounted for the variance of 4.778 which was 47.780%, the II factor accounted for the variance of 2.740 which was 27.405%, the III factor accounted for the variance of 1.014 which was 10.139%. The three components extracted accounted for the total cumulative variance of 85.323%.

Determination of factors based on Eigen Values

In this approach only factors with Eigen values greater than 1.00 are retained and the other factors are not included in this model. The three components possessing the Eigen values which were greater than 1.0 were taken as the components extracted.

Component Matrix[a]			
	Component		
	1	2	3
Dry port space facility	.862		
Maintenance of dry port	.851		
Tariff	.810		
Transport arrangement	.787		
Level of understanding between shipper & dry port	.774		
Level of motivation and advice to shipper in dry port official to improve the existing export and import volume.	.586		
3pl services	.519	.776	
Accessibility of dry port	.548	.765	
Online booking of cargo facilities.	.537	.755	
Follow ups of drawbacks		.593	
Extraction Method: Principal Component Analysis.			
a. 3 components extracted.			
Rotated Component Matrix[a]			
	Component		
	1	2	3
Accessibility of dry port	.938		
Online booking	.933		
3pl services	.924		
Follow ups of drawbacks	.733		
Maintenance of dry port		.909	
Dry port space facility		.906	
Level of motivation and advice to shipper in dry port official to improve the existing export and import volume.		.903	
Tariff			.843
Transport arrangement			.815
Level of motivation			.715
Extraction Method: Principal Component Analysis. Rotation Method: Varimax with Kaiser Normalization.			
a. Rotation converged in 5 iterations.			

The rotated component matrix shown in Table is a result of VARIMAX procedure of factor rotation. Interpretation is facilitated by identifying the variables that have large loadings on the same factor. Hence, those factors with high factor loadings in each component were selected. The selected factors were shown in the table.

Clustering of inducing varibales into factors

Factor	Inducing Variable	Rotated factor loadings
I (31.893) Accessibility and online service	Accessibility of dry port	0.938
	Online booking	0.933
	3pl services	0.924
II(61.322) Utilisation of maintenance and space	Maintenance of dry port	0.909
	Dry port space facility	0.906
	Level understanding between shipper and dry port officials	0.903
III(85.323) Tariffs and drawbacks	Tariff	0.843
	Transport arrangement	0.815
	Follow ups of drawbacks	0.733
	Level of motivation	0.715

In this table three factors were identified as being maximum percentage variance accounted. The variable Accessibility of dry port, Online booking and 3pl services constitutes factor I and it accounts for 31.893 per cent of the total variance. The variable Maintenance of dry port, Dry port space facility and Level understanding between shipper and dry port officials constitutes factor II and it accounts for 61.322 per cent of the total variance. The variable Tariff, Transport arrangement, Follow ups of drawbacks and Level of motivation constitutes factor III and it accounts for 85.323 per cent of the total variance.

VI.CONCLUSION

The ICD users are satisfied with services like efficient equipment handling, shipping bill process, turnover of ICD as well as their concern. Therefore, the Customs officers can change their strategy and can receive the marine traders in a friendly and courteous way. It will create a long lasting relationship between the marine traders and the customs officers.

VII.REFERENCE

1. A.K.Y.Ng, F.Padilha and A.A.Pallis, "Bureaucratic and logistical roles of dry ports: The Braziliancase, Journal of Transport", Journal of Transport Geography (JTG), 27, pp.46-55, 2012, www.Porteconomics.eu
2. Atiya Habeeb Kidwai (2015), Institute for Studies in Industrial Development, Institutional Area, Vasant Kunj Phase II, New Delhi - 110 070.
3. Mr.G. Dinesh Kumar, Dr.G.B.Karthikeyan, "Opinion of logistics intermediaries on the supply chain integration of ports", EPRA International Journal of Economic and Business Review, Volume - 5, Issue- 8, August 2017, e-ISSN : 2347 - 9671| p- ISSN : 2349 - 0187.