



A STUDY ON THE PROBLEMS OF SHIPPERS OF LOGISTICS

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Abstract: *The present study is focused on the problems of the shippers (drivers) of logistics with reference to NFCL the fertilizers manufacturing company. The study deals with the social aspects, the economic aspects and the problems of shippers. The research methodology for this study includes collection of primary data, classification and tabulation of data and diagrammatic and graphical representation of data. The above data is analyzed and report to conclude that the shippers are facing many problems on the way of their professional life*

Key words: *Fertilizers, Life style, Logistics, Shippers, Social aspects*

INTRODUCTION

It was found that the distribution plan for NFCL is pending due to lack of trucks in right time as a result the farmer is facing shortage in the fertilizers availability. In Andhra Pradesh there are over 4, 89,379 goods vehicles. NFCL requires an average of 120 trucks per day to distribute its products (Bondada, 2013). It was found that the shippers are not interested in this field as they are facing many problems on the way to their destination and in the society too. Hence a keen study is undertaken to study the problems of the shippers as they are the key players of logistics in the supply chain management of fertilizer industry.

The problems could be their economic standards, life style, family backgrounds and other external societal factors. Therefore the socio economic aspects are considered.

METHODOLOGY

The Primary data was collected from the shippers of in and around the organization with the help of questionnaire.

The questionnaire consists of close ended questions of both multiple – choice questions and checklist

questions. The questionnaire has two parts. The first part of the questionnaire was relating to social aspects of shippers and the second part consisted of economic aspects of shippers and a total of 14 questions relating to age, educational qualification, Experience, Income, House details, Own house details, Rent details, marital status, No of children, Education of children, Spouse's education, Amenities in house, and the problem creators on the road. The sample is selected based on random sampling. The Survey conducted in the city of Kakinada and its surrounding villages through questionnaires to 200 drivers.

TOOLS FOR DATA ANALYSIS

The processing and analysis of data was done with the help of the computer software StatistiXL (Statistical Package for Social Sciences) and STATISTICS XL software. Mean and other calculations and drawing of tables, charts and the figures are done by using MS Excel.

I. DATA ANALYSIS

ANALYSIS ON THE SOCIAL ASPECTS, THE ECONOMIC ASPECTS AND THE PROBLEMS OF SHIPPERS

Table 1.1:- Social aspects of Shippers: Social Factors Considered – Age, Education and Experience.

AGE			EDUCATION			EXPERIENCE		
Age groups	No of respondents	%	Education al qualification	No of respondents	%	Experie nce in years	No of responde nts	%
Below 18 years	0	0	Primary school	60	30	0 – 3 years	20	10
18 – 25 years	30	15	High school	80	40	3 – 5 years	40	20
25 – 30 years	30	15	Inter	40	20	5 – 8 years	60	30
30 – 40 years	60	30	UG	14	7	8 – 15 years	40	20
above 40 years	80	40	PG	6	3	Above 15 years	40	20
Total	200	100	Total	200	100	Total	200	100

Source: Survey Data (Bondada, 2013, p. 180)

INTERPRETATION:

The Table 1.1 shows the social aspects of the Shippers of 200 respondents. The main idea of the study is to examine the social factors like age, educational qualification, and experience in this field. In the age factor out of 200 Shippers 0% reported they are having age below 18 years which indicates none of them are minors. 15% reported they are in the age group of 18 – 25 years and 15% reported they are in between 25 – 30 years, which indicates the youngsters are less interested in this field. 30% reported they are having 30 – 40 years age and 40% reported they are having above 40 years age which indicates the rigidity in their occupation.

Under education factor 30% reported they are having studied Primary school and 40% reported they are having studied High school which indicates the poor education during adolescence. Which creates insecure employment and they will stick to dead end jobs with which they have to struggle hard for their livelihood. 20% reported they have studied Inter, 7% reported they are having UG and only 3% of shippers reported they

are having studied Post Graduation which indicates the highly educated are less interested in this job.

Under experience factor out of 200 Shippers 10% reported they are having 0 – 3 years of experience. 20% reported they are having 3 to 5 years and 30% reported they are having 5 – 8 years of experience in this field. 20% reported they are having 8 – 15 years and 20% reported they are having above 15 years of experience.

Hence it is suggested that the government should provide all the basic social elements like education and training to the shippers of all the age groups from 18 above so that they will do this job as a profession like other professional jobs so that many are attracted and the problem of unemployment can be solved to some extent.

Chart 1.1:- Social aspects of Shippers: Social Factors Considered – Age, Education and Experience (Bondada, 2013, p. 182)

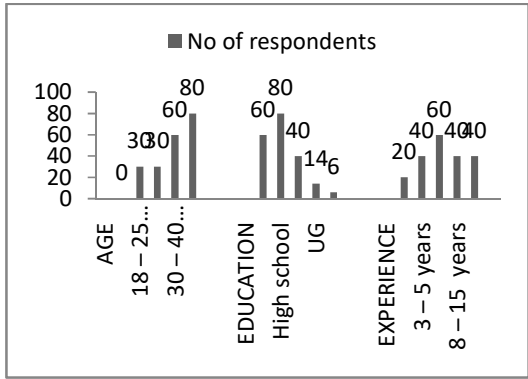
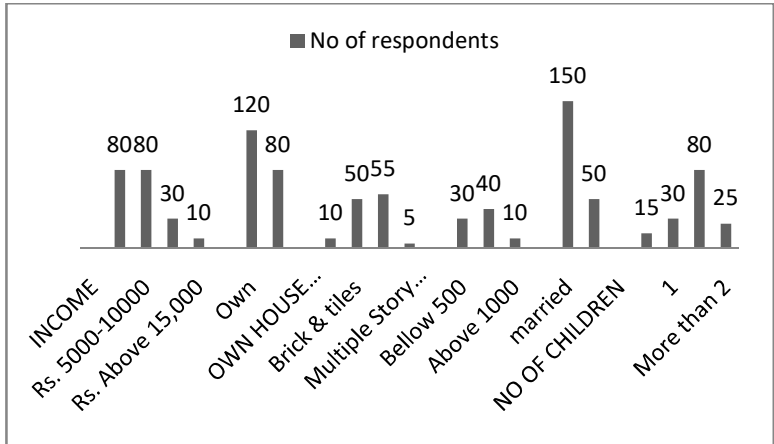


Table 1.2:- Economic Aspects of Shippers: Economic Factors Considered: Income, House details, Own house details, Rent details, Marital status and number of children.

INCOME			HOUSE DETAILS			OWN HOUSE DETAILS			RENT DETAILS			MARITAL STATUS			NO OF CHILDREN		
Income PM	No of respondents	%	HOUSE DETAILS	No of respondents	%	OWN HOUSE DETAILS	No of respondents	%	RENT DETAILS	No of respondents	%	MARITAL STATUS	No of respondents	%	NO OF CHILDREN	No of respondents	%
Bellow Rs. 5000	80	40	Own	120	60	Hut	10	8	Bello w 500	30	38	marr ied	150	75	No chil dren	15	10
Rs. 5000-10000	80	40	rent	80	40	Brick & tiles	50	42	500-1000	40	50	Un marr ied	50	25	1	30	20
Rs. 10000 – 15000	30	15				Single Story Building	55	46	Abov e 1000	10	12				2	80	53
Above Rs. 15,000	10	05				Multiple Story Building	5	4							Mor e than 2	25	17
Total	200	100	Total	200	100	Total	120	100	Total	80	100	Tot al	200	100	Tot al	150	100

Source: Survey Data (Bondada, 2013, p. 183)

Chart 1.2:- Economic Aspects of Shippers Economic Factors Considered: Income, House details, Own house details, Rent details, Marital status and number of children (Bondada, 2013, p. 184)



INTERPRETATION

Chart 1.2 shows the economic aspects of the Shippers of 200 respondents. In the income factor out of 200 Shippers 40% reported they are earning below Rs. 5000 pm and 40% reported they are earning from Rs. 5000 to 10000 pm which indicates how miserable lives they are leading with less income. 15% reported their income is Rs. 10000 – 15000 and only 5% reported they are earning above Rs. 15,000 pm.

Under residential factor 60% reported they are having own houses and 40% of Shippers are not having own houses, under own houses factor out of 120 shippers 50% (8% hut, 42% brick & tiles) reported they are not having a proper house. 46% reported they are having single story buildings and only 4% reported they are having multiple story buildings.

Under rent details out of 80 shippers 38% reported they are paying less than Rs. 500 rent pm and 50%

reported they are paying Rs. 500 – 1000 rent per month. Only 12% reported they are paying above Rs. 1000 per month.

Under marital status out of 200 respondents 75% reported that they got married and 25% reported they are unmarried. Under the no of children factor out of 150 shippers 10% of them reported they are having no children, 20% of them reported they are having 1 child. 53% of them reported they are having 2 children and 17% of them reported they are having more than 2 children. This indicates with less income and large family size it's very difficult to lead their lives and maintain a proper life style.

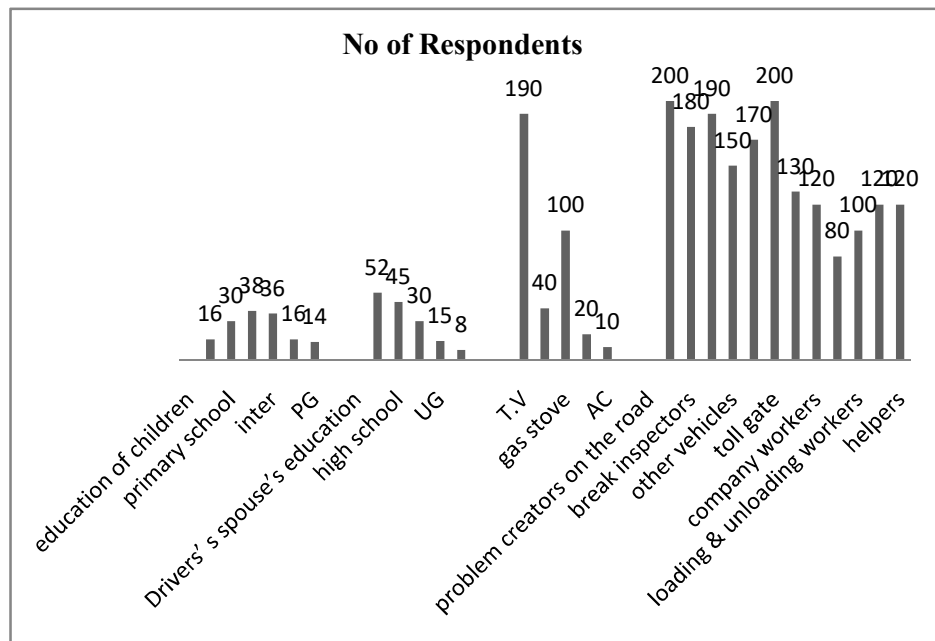
Hence it is suggested that the government should provide all the essential economic factors like minimum sustainable wages / salaries, residential facilities to the shippers to lead a good life style in the society this can encourage the new generation by promising a secured job.

Table 1.3:- Economic Aspects of Shippers Considered: Education of Children, Driver's Spouse's Education, Amenities in the House and Problem Creators on the Road

EDUCATION OF CHILDREN			DRIVER'S SPOUSE'S EDUCATION			AMENITIES IN THE HOUSE			PROBLEM CREATORS ON THE ROAD		
education of children	No of respondent s	%	Drivers' s spouse's education	No of respondents	%	amenities in the house	No of respondents	%	problem creators on the road	No of respondent s	%
Pre school	16	11	primary school	52	35	T.V	190	95	Check post	200	100
primary school	30	20	high school	45	30	Refrigerator	40	20	break inspectors	180	90
high school	38	25	inter	30	20	gas stove	100	50	police	190	95
inter	36	24	UG	15	10	two wheeler	20	10	other vehicles	150	75
UG	16	11	PG	8	5	AC	10	5	Petrol bunks	170	85
PG	14	9							toll gate	200	100
Total	150	100	Total	150	100				owners	130	65
									company workers	120	60
									Employees	80	40
									loading & unloading workers	100	50
									dealers	120	60
									helpers	120	60

Source: Survey Data (Bondada, 2013, p. 186)

Chart 1.3:- Economic Aspects of Shippers: Economic Factors Considered: Education of Children, Driver's Spouse's Education, Amenities in the House and Problem Creators on the Road (Bondada, 2013, p. 187)



INTERPRETATION:

Chart 1.3 shows the economic aspects of the Shippers of 150 respondents (only 150 are got married). In the education of children factor 11% of shippers reported their children are studying preschool, 20% reported their children are studying primary school. 25% of shippers reported their children are studying high school and 24% reported their children are studying inter. 11% of shippers reported their children are studying UG and 9% reported their children are studying PG.

Under the education of their spouse's factor, out of 150 Shippers 35% reported their spouses are having studied only primary school education and 30% reported their spouse studied high school. 20% reported their spouses are having studied inter and 10% reported their spouses are having studied only UG and 5% reported their spouses are having studied only PG. This indicates only few educated women choosing drivers as their life partners.

Under Amenities in the house factor out of 200 respondents 95% of them reported they are having television for entertainment in their home. 20% of them reported they are having refrigerator, 50% reported they are having gas stove. 10% of them reported they are having two wheelers and only 5

% reported they are having AC in their home. This indicates less materialistic life style of shippers.

Under problem creators on the way out of 200 respondents, 100% reported they are facing problems from check posts, 90% reported they are facing problems from break inspectors and 95% reported they are facing problems from police. 75% reported they are facing problems from other vehicles, 85% reported they are facing problems from fuel filling stations, 100% reported they are facing problems from toll gates and 65% reported they are facing problems from owners and 60% reported they are facing problems from workers. 40% reported they are facing problems from employees, 50% reported they are facing problems from loading and unloading workers and 60% reported they are facing problems from dealers and helpers. This indicates how bad treatment they are getting from the society as they are leading a poor life style with poor factors of socio – economic aspects.

Hence it is suggested that the govt. should provide a sound package to truck driver's welfare and economic well being which can minimizes the inequality in economic and social status so that these job holder are also get respect from the other groups of the society.

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