

## A STUDY ON MECHANISM HANDLING IN LOGISTICS MANAGEMENT

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### ABSTRACT

This study is basically to understand the effectiveness of the mechanism handling in warehouse and its process and organizational support for the better meant of the knowledge. The effectiveness of mechanism handling in logistics has become increasingly popular of import and export as a measure for identifying the process of logistics in the organization and as a tool for developing material handling process. Here the researchers have taken individual factors upon growing up various variables and tried to find the relationship between the demographic factors and the individual factors.

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### I.INTRODUCTION

**Material handling** involves short-distance movement within the confines of a building or between a building and a transportation vehicle. It uses a wide range of manual, semi-automated, and automated equipment and includes consideration of the protection, storage, and control of materials throughout their manufacturing, warehousing, distribution, consumption, and disposal. Material handling can be used to create time and place utility through the handling, storage, and control of waste, as distinct from manufacturing, which creates form utility by changing the shape, form, and makeup of material.

### II. REVIEW OF LITERATURE

- Bonoma (1985) in this article entitled “logistics innovation” when a phenomenon is to be studied outside its natural setting and also if the concepts are very difficult to quantify that is if they are to be transformed to numerical values. Case study is based on a process model and it is a description of a management situation. It is particularly well-suited to this research paper since existing concepts in logistics innovation seems inadequate.

- (Moore K, 2006) According to Osterle (1995), in this article entitled the “business strategy and business process also a well-informed system” is suggested a framework for developing a software that having an integrated solution for corporate enterprises, whereas a business software solution was taken into account that must cover in this system. In accordance with these three levels, “the business IT solution was designed to implement the organization model, data model and function model respectively.”
- (Konsynski & McFarlan, 1990), in this article entitled resource environment affect the response and state of an organization, including inter-organizational information sharing patterns, especially when facing high uncertainty in the resource environment. Information sharing among suppliers can promote information integration and exchange, and also enhance the exchange efficiency.
- (Sarpong K, 2006), in this article entitled “design and implementing the activity” firms must make the decision by not only concentrating on a single subsidiary. As firms like Toyota having a higher annual turnover ratio, they can set up an individual body of research and development. Currently the organization has outsourced the IT development and implementation to HP, but as they currently have an established platform they can

improve the setting up their own IT development department to minimize the cost. Hence an efficient warehouse management have a direct and positive impact on the customer satisfaction, which can be easily attained by e-logistics.

### **III. RESEARCH METHODOLOGY**

This research will be descriptive in nature for A STUDY ON MECHANISM HANDLING IN LOGISTICS MANAGEMENT AT TENACITY LOGISTICS A structured questionnaire is preferred and being circulated which consists set of statements so that the respondent will find it easy to give level of agreement on the given statements. The questions are structured in such a way that the respondents will feel easy to understand the topic and answered properly. The sample size is 31. The source of your primary data is the population sample from which you collect the data. Here the data is collected in the form of questionnaire that is adapted from previous literature and is given to the customers by means of Qualtrics – an online survey form, making this research a communicative study.

**IV. ANALYSIS AND INTERPRETATION**

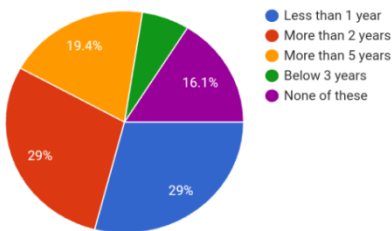
**DESCRIPTIVE ANALYSIS**

**TABLE 4.1 : Characteristics of the working experience in the company**

WORKING EXPERIENCE	PERCENTAGE
Less than 1 year	29%
More than 2 years	29%
More than 5 years	19.4%
Below 3 years	6.5%
None of these	16.1%
Total	100%

No of Experience working in the company?

31 responses



**INTERPRETATION**

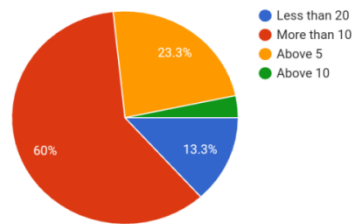
From the chart it was found that 29% respondents were working less than 1 year ,29% respondents were working more than 2 years ,19.4% respondents were working more than 5 years ,6.5% respondents were below 3 years ,balance 16.1% respondents were not working .

**TABLE 4.2 : Employees working in logistics company**

NO. OF EMPLOYEES	PERCENTAGE
Less than 20	13.3%
More than 10	60%
Above 5	23.3%
Above 10	3.4%
Total	100%

How many employees are working in the Logistics company?

30 responses



**INTERPRETATION**

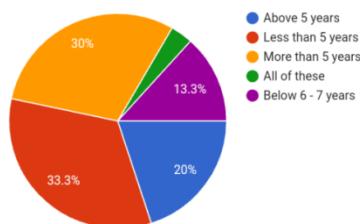
From the chart it was found that 13.3% respondents were less than 20 employees ,60% respondents were more than 10 employees ,23.3% respondents were above 5 employees in the logistics company ,3.4% respondents were above 10 employees working in this field.

**TABLE 4.3 : Characteristics of the company running in automobile industry**

COMPANY WORKING	PERCENTAGE
Above 5 years	20%
Less than 5 years	33.3%
More than 5 years	30%
All of these	3.4%
Below 6 – 7 years	13.3%
Total	100%

How many years company working in automobile industry?

30 responses



**INTERPRETATION**

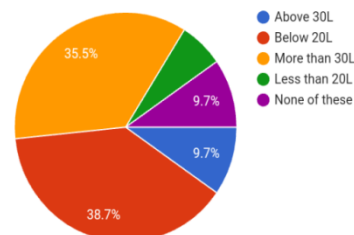
From the table it was founded that 20% respondents were above 5 years ,33.3% respondents were less than 5 years ,30% respondents were more than 5 years ,3.4% respondents were all of these ,13.3% respondents were below 6 to 7 years.

**TABLE 4.4 : Characteristics of annual import and export of the company**

ANNUAL IMPORT AND EXPORT	PERCENTAGE
Above 30 L	9.7%
Below 20 L	38.7%
More than 30 L	35.5%
Less than 20 L	6.4%
None of these	9.7%
Total	100%

What is the annual import and export of the company?

31 responses



**INTERPRETATION**

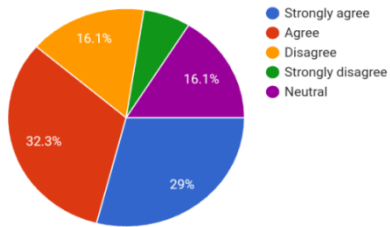
From the chart it was found that 9.7% respondents were above 30 L ,38.7% respondents were below 20 L ,35.5% respondents were more than 30 L ,6.4% respondents were less than 20 L ,9.7% respondents were none of these.

**TABLE 4.5 : Characteristics of the schemes introducing incentives / increments for the employees to be satisfied**

INCENTIVES / INCREMENTS	PERCENTAGE
Strongly agree	29%
Agree	32.3%
Disagree	16.1%
Strongly Disagree	6.5%
Neutral	16.1%
Total	100%

Does the employe can be satisfied by introducing incentives / increment schemes?

31 responses

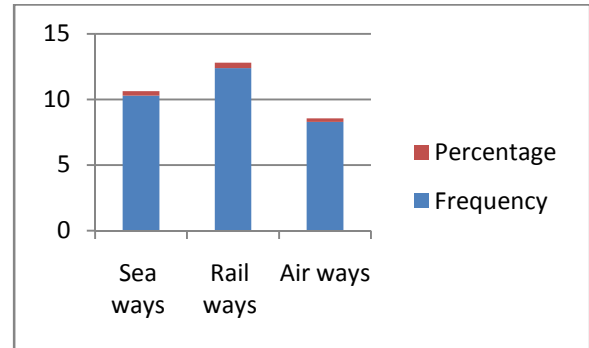


**INTERPRETATION**

From the chart it was found that 29% were strongly agree ,32.35 were agree ,16.1% were disagree ,6.5% were strongly disagree ,16.1% were neutral employees.

**TABLE 4.6 : Characteristics of the shipment is preferred in the company**

SHIPMENTS	PERCENTAGE
Sea ways	33.3%
Rail ways	40%
Air ways	26.7%
Total	100%



**INTERPRETATION**

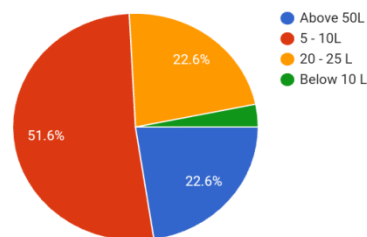
From the chart it was found that 33.3% respondents were Sea ways ,40% of respondents were Rail ways ,26.7% of respondents were Air ways.

**TABLE 4.7 : Characteristics of capital investment of the company**

CAPITAL INVESTMENT	PERCENTAGE
Above 50 L	22.6%
5 – 10 L	51.6%
20 – 25 L	22.6%
Below 10 L	3.2%
Total	100%

What is the capital investment of the company?

31 responses



**INTERPRETATION**

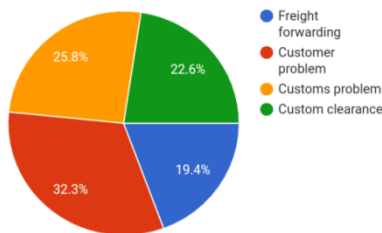
From the chart it was found that 22.6% of respondents were Above 50L ,51.6% of respondents were 5 – 10L ,22.6% of respondents were 20 – 25L ,3.2% of respondents were Below 10L.

**TABLE 4.8 : Characteristics of the supply chain network mostly facing problems**

SUPPLY CHAIN PROBLEMS	PERCENTAGE
Freight forwarding	19.4%
Customer problem	32.3%
Customs problem	25.8%
Custom clearance	22.6%
Total	100%

What are the problems mostly facing in supply chain management network?

31 responses



**INTERPRETATION**

From the chart it was found that 19.4% respondents were freight forwarding ,32.3%

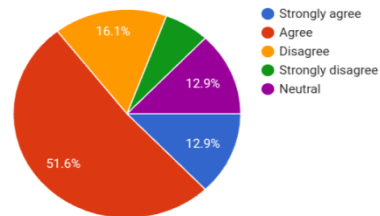
respondents were customer problem ,25.8% respondents were customs problem ,22.6% respondents were custom clearance.

**TABLE 4.9 : Characteristics of labor demands are more in supply chain network management**

LABOR DEMANDS	PERCENTAGE
Strongly agree	12.9%
Agree	51.6%
Disagree	16.1%
Strongly disagree	6.5%
Neutral	12.9%
Total	100%

Does labour demands are more in supply chain?

31 responses



**INTERPRETATION**

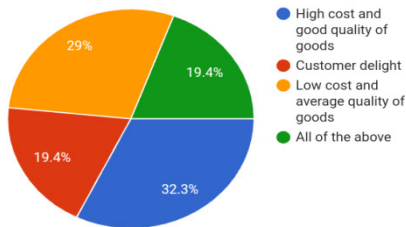
From the chart it was found that 12.9% respondents were strongly agree ,51.6% respondents were agree ,16.1% respondents were disagree ,6.5% respondents were strongly disagree ,12.9% respondents were neutral employees.

**TABLE 4.10 : Characteristics of customer decisions and buying products in automobile industry**

CUSTOMER BUYING DECISIONS	PERCENTAGE
High cost and good quality	32.3%
Customer delight	19.4%
Low cost and average quality	29%
All of the above	19.4%
Total	100%

What are the decisions that customer buying products in automobile industry?

31 responses



**INTERPRETATION**

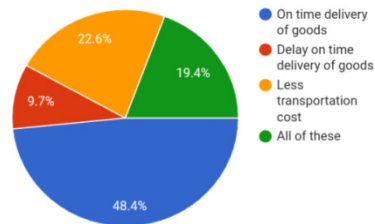
From the chart found that 32.3% respondents were high cost and good quality, 19.4% respondents were customer delight, 29% respondents were low cost and average quality, 19.4% respondents were all of the above.

**TABLE 4.11 : Characteristics of supply chain cost efficiency used in the company**

COST EFFICIENCY	PERCENTAGE
On time delivery of goods	48.4%
Delay on time	9.7%
Less transportation cost	22.6%
All of these	19.4%
Total	100%

What are the cost efficiency used in the company?

31 responses



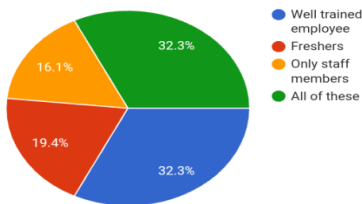
**INTERPRETATION**

From the chart it was found that 48.4% respondents were on time delivery of goods, 9.7% respondents were delay on time delivery of goods, 22.6% respondents were less transportation cost, 19.4% respondents were all of these.

**TABLE 4.12 : Characteristics of automobile industry take employees for work in their company**

WORKING EMPLOYEES	PERCENTAGE
Well trained employee	32.3%
Fresher's	19.4%
Only staff members	16.1%
All of these	32.3%
Total	100%

How does automobile industry takes employees for work in their company?  
31 responses

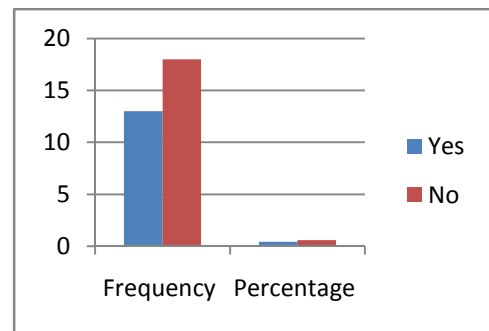


**INTERPRETATION**

From the chart it was found that 32.3% respondents were well trained employee ,19.4% respondents were fresher's ,16.1% respondents were staff members ,32.3% respondents were all of these.

**TABLE 4.13 : Characteristics of terrorism attacks on goods and transport in logistics if the security system is available**

SECURITY SYSTEM	FREQUENCY	PERCENTAGE
Yes	13	41.9%
No	18	58.1%
Total	31	100%



**INTERPRETATION**

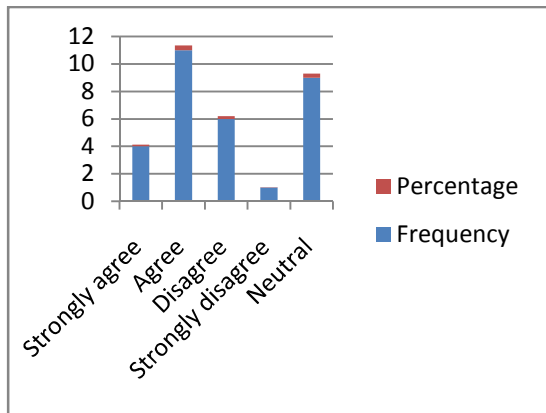
From the chart it was found that 41.9% response were yes ,58.1% response were no.

**TABLE 4.14 : Characteristics of supply chain management allowed risk bearing process**

RISK BEARING	FREQUENCY	PERCENTAGE
Strongly	4	12.9%



agree		
Agree	11	35.5%
Disagree	6	19.4%
Strongly disagree	1	3.2%
Neutral	9	29%
Total	31	100%



**INTERPRETATION**

From the chart it was found that 12.9% responses were strongly agree ,35.5% responses were agree ,19.4% responses were disagree ,3.2% responses were strongly disagree ,29% responses were neutral.

**V. CONCLUSION**

By using materials handling the organisations can save the time, to reduce the number of labours ,save the space,

improving the working condition etc. So the materials handling increase the efficiency and effectiveness of the manufacturing organisation and the final contributions results the reduction of production costs. Not only materials handling increase the efficiency and effectiveness that results the reduction of cost in the production process but also have the great impact towards the improvement of the industries in the country which leads the government to increase the income from those industries that influence economic development

**VI. REFERENCES**

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