

THE LOGISTICIAN

MARCH 2017



“My logisticians are a humorless lot ... they know if my campaign fails, they are the first ones I will slay.”

At Global Logistics Network, we aim to provide you with complete solutions by accessing a variety of transport & logistics services that are customized to fit your needs.



AIR FREIGHT TRANSPORT

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Praesent pretium sed libero quis ornare.



OCEAN FREIGHT

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Praesent pretium sed libero quis ornare.



TRUCK TRANSPORTATION

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Praesent pretium sed libero quis ornare.



WAREHOUSING

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Praesent pretium sed libero quis ornare.

ABOUT THE UNIVERSITY

Alagappa University Reaccredited with 'A' Grade by National Assessment and Accreditation Council (NAAC) is located at Karaikudi in Tamil Nadu is accessible from Madurai and Tiruchirappalli Airports within two hours. The 440 acre green and lush campus houses all the academic activities. This University has emerged from the galaxy of institutions initially founded by the great philanthropist and educationist **Dr. RM. Alagappa Chettiar**.

The University's **motto** is "**Excellence in Action**" and the University keeps before it the vision of excellence in all spheres of its action.

ABOUT THE DEPARTMENT

This is a young, vibrant entity established during the academic year 2016-17 at Alagappa University. Logistics Management is getting professionalized of late, which is evident from the fact that this MBA (Logistics Management) programme is sanctioned to Alagappa University as an Innovative Programme with liberal funding by the University Grants Commission (UGC). The faculty members of the DoLM are well qualified, industry-academia enriched, Nationally and Internationally experienced professionals. Infrastructure at the command of the department is enviable. Video conferencing facility, Wi-Fi environment, Networked Computer Laboratory, well stocked Library, Conference halls are few notable features. The DoLM offers industry focused MBA (LM), M.Phil (LM) and Ph.D. in Management - Specializing in Logistics Management.

The DoLM is striving hard to position itself as a **thought leader in the National and International Logistics space**.

STATE-OF-THE ART CURRICULUM

The latest revision of the curriculum was made during the year 2016 incorporating new courses in the fields of multimodal transport system, retailing industry logistics and modern logistics operations management.

Summer Training (on the job) Programme in Logistics Industry for 2 months. Special focus on Soft skill development, Written Communication and Event Management. Placement focused programme, Entrepreneurial Assistance. Job Assistance through Executive Empowerment Programme MoUs are planned with Institutions of Importance in India and Abroad.

CHIEF EDITOR

Dr.M.Senthil,
Professor and Head i/c.

EDITOR

Dr.V.Sivakumar
Associate Professor

EDITORIAL

COMMITTEE

FACULTY

Dr.S.Sudhamathi

Assistant Professor

Dr. P.Rajan Chinna

Assistant Professor

Dr. V.A.Anand

Assistant Professor

MS.R.Abirami

Teaching Assistant

Mr.M.Arulkumar

Teaching Assistant

Ph.D Scholar

(Full Time)

Mr.S.Saravanan

Student

K.Krishnaveni

I MBA (LM)

Better services can cut transport, logistics costs: CII study

NEW DELHI: Transport and logistics costs for the trade can be reduced by as much as 38-47 per cent if the “indirect and hidden” costs of trade that accrue from delays and unreliable transportation services were curtailed, said a CII study.

The study was based on four sectors – pharmaceuticals, textiles and garments, electronics and auto components.

Regulatory documentation related to exports and imports, terminal handling and inland transportation and export (from ICDs to ports)

emerged as the top three challenges, based on the response of 66 companies with CII membership. Government officials, while, admitting the challenges, said it was important for the private sector to take steps that will “help government address the issue of non-compliance”. “Any regulation is designed keeping in mind whether trade generally is compliant or non-compliant,” said L Satya Srinivas, Joint Secretary - Customs.

Today while government is designing rules with an understanding that more than 90 per cent of trade is generally compliant, it needs help from the private sector in en-

sureing compliance. Calling for “all compliant” trade to come forward, Srinivas said the government was planning a mechanism which will allow users to have pre arrival clearance, which will lower costs. He hoped that trade will adopt the direct port delivery procedure, which enables lower processing time at ports.

Rajeev Kumar, Secretary, Shipping Ministry, cited the example of a company in the trucking sector that has improved its efficiency by devising a strategy that helps improve the quality of life of its drivers.

E.Kirthika II Year MBA (LM)

HYPERLOOP

Hyper loop is a proposed mode of **passenger and freight transportation** that would propel a pod-like vehicle through a near-vacuum tube at more than airline speed. The alpha version of the proposal, published on the **Space X** website, describes claims of the design of the system, as well as its function. The pods would accelerate to cruising speed gradually using a linear electric motor and glide above their track using passive **magnetic levitation** or **air bearings**. The tubes could also go above ground on columns or underground, eliminating the dangers of grade crossings. It is hoped that the system will be highly energy-efficient, quiet and autonomous.

The concept of high-speed travel in tubes has been around for decades, but there has been a resurgence in interest in **pneumatic tube transportation systems** since the concept was reintroduced, using updated tech-

nologies, by **Elon Musk** after 2012, incorporating reduced-pressure tubes in which pressurized capsules ride on an air cushion driven by **linear induction motors** and **air compressors**.

The outline of the original Hyper loop concept was made public by the release of a preliminary design document in August 2013, which included a suggested route running from the **Los Angeles** region to the **San Francisco Bay Area**, paralleling the **Interstate 5** corridor for most of its length. Preliminary analysis indicated that such a route might obtain an expected journey time of 35 minutes, meaning that passengers would traverse the 350-mile (560 km) route at an average speed of around 600 mph (970 km/h), with a top speed of 760 mph (1,200 km/h). Preliminary cost estimates for the LA-SF suggested route were included in the white paper—**US\$6 billion** for a passenger-only version, and **US\$7.5 billion** for a somewhat larger-diameter version transporting passengers and vehicles although transportation analysts had doubts that the system could be constructed on that budget; some analysts claimed that the Hyper loop would be

several billion dollars over budget due to construction, development and operation costs.

HOW THE HYPERLOOP WORKS

Elon Musk said that if the Concorde, a railgun and an air-hockey table had a three-way tie, the hyperloop would be the love child. Here's a look inside Hyperloop Tech's high-speed cargo pod.

COMPRESSOR Housing a quiet compressor fan on the front of the capsule is what makes the hyperloop possible, transferring huge volumes of air away from the nose. Without it, the pod would be pushing all the air in front of it, like a syringe, or you'd have to speed big bucks on a bigger tube. Respect the hyperloop limit—the top speed otherwise gives a tube-to-pod size ratio.



AIR BEARINGS The capsule will ride on a cushion of air pushed from the bottom of launch-tray-size sleds. Landing gear may need to be deployed as it comes to a stop.

PROPULSION The Hyperloop capsule travels along a “magnetic river” propelled by linear induction motors located along the tube or installed as a continuous drive. Linear induction, used on maglev rails and the Space Shuttle, is a simple, reliable, and low-maintenance tech.

To that end, a few companies have been formed, and several interdisciplinary student-led teams are working to advance the technology. **Space X** is building an approximately 1-mile-long (1.6 km) **subscale** track for its **pod design competition** at its headquarters in **Hawthorne, California**.

Some experts are skeptical, saying that the proposals ignore the expenses and risks of developing the technology and that the idea is “completely impractical”. Claims have also been made that the Hyper loop is too susceptible to disruption from a power outage or being completely destroyed by a simple terror attack to be considered safe.

PRIYADHARSHINI V.
I Year M.B.A. (LM)

3 Science-Based Health Benefits of Drinking Enough Water

1. Water Helps to Maximize Physical Performance

If we do not stay hydrated, physical performance can suffer.

This is particularly important during intense exercise or high heat.

Dehydration can have a noticeable effect if you lose as little as 2% of your body's water content. However, it is not uncommon for athletes to lose up to 6-10% of their water weight via sweat

This can lead to altered body temperature control, reduced motivation, increased fatigue and make exercise *feel* much more difficult, both physically and mentally.

Optimal hydration has been shown to prevent this from happening, and may even reduce the oxidative stress that occurs during high intensity exercise. This is not surprising when you consider that muscle is about 80% water .

So, if you exercise intensely and tend to sweat, then staying hydrated can help you perform at your absolute

2. Hydration Has a Major Effect on Energy Levels and Brain Function

Your brain is strongly influenced by hydration status.

Studies show that even mild **dehydration** (1-3% of body weight) can impair many aspects of brain function.

In a study of young women, fluid loss of 1.36% after exercise impaired both mood and concentration, and increased the frequency of headaches .

Another similar study, this time in young men, showed that fluid loss of 1.59% was detrimental to working memory and increased feelings of anxiety and fatigue .

A 1-3% fluid loss equals about 1.5-4.5 lbs (0.5-2 kg) of body weight loss for a 150 lbs (68 kg) person. This can easily occur through normal daily activities, let alone during exercise or high heat.

3. Drinking Water May Help to Prevent and Treat Headaches

Dehydration can trigger headaches and migraines in some individuals .

Several studies have shown that water can relieve headaches in those who are dehydrated .

However, this appears to depend on the type of headache.

One study of 18 people found that water had no effect on the frequency of headaches, but did reduce the intensity and duration somewhat .

AROKIA RAVEENA R.
I Year M.B.A. LM

Govt focus on infra to cut down logistics cost: Gadkari:

Government is working on boosting infrastructure, particularly ports, roads and waterways, to significantly reduce logistics cost that is "very high" in the country, Union Minister Nitin Gadkari said today. He made a



pitch for port-led development which is "crucial" for higher economic growth. "Our logistics cost is very high. It is 18 per cent. It is easy to take any material from Mumbai to Dubai or from Mumbai to London, but it is very difficult to take material from Mumbai to Delhi as it is costly and complicated... We want to give highest priority to that on how we can reduce this cost," he

said. Speaking at the Andhra Pradesh Investors Summit, the road, transport,

highways and shipping minister hoped that the target 40 km of road construction per day will be achieved by next year. But our target was 40 km per day, and I am confident that next year, we will complete that target," he said, adding that the government will complete 2 lakh km National Highway on time. "Most important for our development is port led development... we have Sagarmala as a big investment project. We have already started work on Rs. 1 lakh crore," he disclosed. Last year, the three flagships Cochin Shipyard, Shipping Corporation of India and Dredging Corporation recorded profit of Rs. 6,000 crore and "for this year, we are expecting profit of about Rs. 7000 crore and we are going to invest this profit".

Manikandan L.

II-MBA (LM)

Delivering up-to-the minute news, analysis, interviews and explanatory journalism on logistics, supply-chain management, e-commerce and more

U.S. agriculture exporters may be concerned about tough talk on trade, but they're not seeing the impact in overseas markets. The chief executive of Bunge Ltd., one of the world's big commodities traders, tells the WSJ's Jacob Bunge the balance between price and supply remains the major factor that purchasers of U.S.-grown crops consider in moving goods around the world. Agricultural traders have watched warily as Mr. Trump ratcheted up criticism of trade policies, and some are looking at the risks to their supply chains. Archer Daniels Midland Co. says it is prepared to adjust its grain-processing operations in the event of new trade waves. Recent figures from U.S. ports suggest exports are steaming ahead: the ports of Los Angeles and Long Beach reported a combined 20.5% year-over-year increase in outbound flows in January. Still, the volume was down from the previous three months, a slowdown that may get the attention of some exporters.

Manufacturers of pickup trucks have special reasons to be worried if the U.S. scuttles the North American Free Trade Agreement.

Companies including General Motors Co., Toyota Motor Corp. and Fiat Chrysler Automobiles NV could see the immediate end to an exemption from a 25% duty the U.S. imposes on all pickup trucks and some work vans produced outside the country, the WSJ's Robbie Whelan reports. The exemption to what's known colorfully as the "chicken tax" is included in Nafta, and trade experts say it would disappear if the trade agreement is gutted—highlighting the way Nafta's many provisions have been embedded into the costs of products.

The U.S. business community in China is starting to line up behind a calls for a tit-for-tat approach with Beijing on trade and investment. After years of caution, the WSJ's Mark Magnier and Josh Chin report, the companies are embracing some of the Trump administration's tough talk in hopes of gaining better access to China's markets. Shipping and logistics companies would certainly like better access.

ECONOMY & TRADE



An Airbus assembly plant in Tianjin, China. PHOTO: BLOOMBERG NEWS

U.S. consumers and factories are doing their part to match the growing shipping demand. New reports this week point to more goods moving through the economy, the

WSJ's Ben Leubsdorf reports, suggesting solid momentum to start the year. December, growth display of confidence in the consumer economy. The sales expansion comes as retailers seem to have exerted greater discipline in stocking—the industry's inventory-to-sales ratio has been at relatively low levels after store owners piled up goods far beyond demand earlier last year.

A battle over online payments fresh reminder that e-commerce regulation remains a work in progress. Business groups are slamming a European Union proposal that would require customers to enter extra security information for online purchases above a nominal amount, the WSJ's Todd Buell reports, saying tighter controls could cut online sales by more than \$11 billion a year. With forecasts of strong growth in cross-border e-commerce demand, those questions will only grow larger as more consumers shop beyond their home countries.

A.Muthukkumar
II-MBA (LM)

CUSTOM OFFICER

How to Become a Customs Officer?

The Indian Revenue Service has two wings, one being Income Tax and the other Customs and Central Excise.

The Indian Customs and Central Excise Service (IC & CES) is basically concerned with two main aspects, mainly Customs and Excise.

While Customs is concerned with the checking and levy of duty on taxable goods brought into the country, the Excise department is involved with the taxation of goods manufactured within the country.

The members of this service begin their Career as Assistant Collectors of Customs/Central Excise and may rise up in the hierarchy to the level of Chief Collector of Customs.

Qualifying Exam

To become a customs officer, the candidates have to appear for the Civil Services Examination, Which is conducted by the Union Public Service Commission in two separate parts as Preliminary and Main Exam. The selected candidates sent to Chennai for training.

Eligibility Criteria

The candidates who score above 55% of marks in Bachelor degree and should above 19 yrs can apply for the examination. The exam is conducted annually and the notifications are published in the employment newspaper.

How to prepare for the Exam and Interview?

The candidate must be aware of Current affairs, general knowledge, English, Basic Mathematics, Aptitude test, General studies etc., and the entire exam is based on these topics and followed by the selection and interview.

Abirami R.
Teaching Assistant

INDIA SHOULD START SHIPPING SERVICE TO CHABAHAR, SAY EXPERTS

Logistics experts and think-tanks feel India should speed up \$500-million Chabahar Port in Iran and start a regular shipping service to the Iranian port from India. System for Developing Countries (RIS), however stresses that India should start a shipping service to help develop trade infrastructure at Chabahar and boost trade both with Iran and Afghanistan.

In May 2016, Prime Minister Narendra Modi signed pacts with Iranian President Hassan Rouhani for developing the Chabahar port as India's gateway to Afghanistan, Russia and parts of Europe by land, bypassing Pakistan. Located in the Gulf of Oman, Chabahar is in the Sistan and Baluchestan province in the South Western tip of Iran; close to the China-controlled Gwadar port in Balochistan of Pakistan. While Gwadar is a deep sea port, Chabahar needs to be developed to accommodate bigger ships.

India agreed to help develop a rail line from Chabahar to Zahedan, near the tri-point of Iran, Afghanistan and Pakistan, to connect Iranian railway.

Slow progress

Logistics experts having knowledge of the region, however, point out that even after seven months of the signing of the agreement, there is little activity on the ground.

Shakti Sinha, India's former envoy to Afghanistan and Director of Nehru Museum and Library, says that the Indian establishment might be busy in preparatory work. "Normally six months to one year is spent in preparing the detailed feasibility report," he said.

Sachin Chaturvedi, Director-General of MEA-sponsored think-tank Research and Development

Inadequate traffic

India currently has a shipping service to Bandar Abbas in Western Iran.

Apparently the service doesn't attract adequate traffic as Iranian trade was hit due to western sanctions.

Afghanistan trade is limited to India supplying essentials like medicine and importing dry fruits, carpets etc by air. Chaturvedi says the cost of air cargo is subsidised by India.

Shipping to Chabahar

While a regular shipping service to Chabahar wouldn't be financially viable at this juncture, Chaturvedi said that India should bear the cost to open the land route to Afghanistan without further delay.

An international logistics consultant supports the view. According to him, India in the past opened such services to Yangon by initially incurring losses. But with time, it helped develop a demand for such services.

"Opening new avenues has a cost and India should show the urgency to bear it," he said .

E.SRISHOBANA
II YR MBA (LM)

STUDENT'S ACHIEVEMENTS

Nivetha R.
II Year MBA (LM)
1st Rank Holder
(Still in 3rd Semester)
Department of Logistics
Management



Pandiyarajan C.
I Year MBA (LM)
ALUTAS(Photography)
1st Prizes



Deveki S.
I Year MBA (LM)



Ramya G.
I Year MBA (LM)