

A Study on Client's Difficulties towards Export and Import Documentation with Special Reference to VOC Port, Tuticorin

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Publication History

Manuscript Reference No: IJIRIS/RS/Vol.09/Issue04/JLIS10091

Research Article | Open Access | Double-Blind Peer-Reviewed | Article ID: IJIRIS/RS/Vol.09/Issue04/JLIS10091

Received: 20, March 2023 | Revised: 12, April 2023 | Accepted: 26, April 2023 | Published Online: 31, July 2023 | Volume 2023
Volume 2023 | Article ID JLIS10091 <http://www.ijiris.com/volumes/Vol09/iss-04/12/JLIS10091.pdf>

Article Citation: Uma, Kalaiarasan (2023). A Study on Client's Difficulties towards Export and Import Documentation with Special Reference to VOC Port Tuticorin. International Journal of Innovative Research in Information Security (IJIRIS), 10, 295-298 doi: <https://doi.org/10.26562/ijiris.2023.v0904.12>

BibTex key: Uma@2023Study



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Abstract: The purpose of the study is to identify the export and import documentation problems which required for the logistics business the smooth movement of goods and payments for them across national borders is made possible by export and import documentation, which is essential in international marketing. Each package is accompanied by a number of paperwork. These forms must be filled out completely and accurately. Yet, export documentation is complicated since there are several forms that must be completed and there are many authorities to whom the relevant documents must be submitted. Improper documentation may delay the delivery of goods to the importer. Customers may get the right documents later, but a storage fee may need to be paid in the mean time. It is recommended to engage the assistance of shipping and forwarding agents who will locate the necessary documentation, appropriately submit it, and make transportation arrangements. Every exporter needs to be properly knowledgeable about the export processes and documentation. Every nation undertakes a variety of activities to encourage exports and imports in order to participate effectively in the global marketing. This project report provides an objective understanding of the issues with export and import documentation that are commonly faced in the logistics industry.

Keywords: Export and Import Documentation, International Market, Economic Development, Customs Brokerage.

INTRODUCTION

Logistics is essential for the economy of a country. It pertains to the general method of controlling how resources are obtained, housed and delivered to their ultimate location. Determining the efficiency and accessibility of potential distributors and suppliers is part of logistics management. It is a differentiating sector that can largely affect any country's exports, thereby adding a significant competitive edge, with the underlying assumption of a robust logistics sector. The logistics industry comprises all supply chain activities, mainly transportation, inventory management, flow of information and customer service. The effectiveness of logistics helps to determine the degree of ability that enterprises can keep up. The logistics industry in India is evolving rapidly and it is the inter play of infrastructure, technology and new types of service providers that will define whether the industry is able to help its customers reduce their logistics costs and provide effective services (which are also growing). Changing government policies on taxation and regulation of service providers are going to play an important role in this process. Coordination across various government agencies requires approval from multiple ministries and is a road block for multi modal transport in India. At the firm level, the logistics focus is moving towards reducing cycle times in order to add value to their customers. Consequently, better tools and strategies are being sought by firms in order to enhance their decision making. In this paper, we provide a perspective on these issues, outline some of the key challenges with the help of secondary information, and describe some interesting initiatives that some firms & industries are taking to compete through excellence in managing their logistics.

OVERVIEW OF INDIA'S LOGISTICS SECTOR

India's logistics are estimated to account for about 14.4% of GDP. More than 22 million people rely on it for their income. The Department of Commerce's logistics division for India was established on 7th July 2017 and was given the responsibility of the Integrated Development of Logistics Sector.

The Special Secretary to the Government of India is at the helm of the division and has been assigned the responsibility for the development to fan action plant facilitate the overall development of the logistics sector through policy changes, procedure improvements, identification of bottlenecks and gaps, and adoption of technology. Overall, India's logistics sector consists of 37 export promotion councils, 40 Participating Government Agencies, 20 government agencies, 10,000 commodities and 500 certifications. In 2019, the Indian logistics sector was valued at Rs. 15.1 lakh crore. The unorganized sector amounts to 99% of the logistics sector that includes owners of less than five trucks, brokers or transport companies' affiliates, small-scale ware house owners, customs brokers and freight forwarders, among others. The global indices reflect the progress and developments in trade-related logistics over the years. The development of the logistics sector is also reflected by the fact that India scored 90.3% in the United UNESCAP's Global Survey on Digital and Sustainable Trade Facilitation conducted in 2021, which is an exceptional improvement from the score it secured in 2019 of 78.5%, brought about by gains in the scores of five important indicators. The score has shown a consistent improvement, with scores of 63.6% and 67.7% secured in 2015 and 2017, respectively.

ROADWAYS:

The initiatives taken by the government will lead to the progress of the logistics sector. The integration in the form of a multi modal network of transport and ware housing will lead to increased efficiency in the transportation and storage of goods throughout the country. By focusing on the digital aspect, the government's aim is to upgrade the existing system that will lead to faster, better communication with fewer errors that will benefit the sector significantly.



Fig. 1. | Roadway Transportation

The plan has a strong monitor system with periodic audits in order to check the implementation of policies and application of required corrective measures. With therefore mentioned initiatives, India intend to raise its ranking in the Logistics Performance Index to 25 and cut bring down the logistics cost from 13% to 8% of GDP, leading to a reduction of approximately 40%, within the next five years. These goals were set by the National Logistics Policy. This would guarantee the logistics industry acts as a growth engine and a major factor in upgrading India to a USD 5 trillion economy.

OVERVIEW OF INTERNATIONAL LOGISTICS SECTOR:

While many people might not know very much about international logistics, they would not have been able to obtain the majority of items they own without the work of professionals in this industry. International logistics is the practice of sourcing, tracking, transporting, and monitoring items across international borders. Read on to learn more about international logistics. Freight And Logistics Global Market Report 2023 By Type (Airways, Railways, Roadways, Waterways), By Function (Freight Forwarding, Warehousing, Value Added Services, Other Functions), By End User (Manufacturing and Automotive, Oil and Gas, Mining, And Quarrying, Agriculture, Fishing, And Forestry, Construction, Distributive Trade, Other End Users) Market Size, Trends, And Global Forecast 2023-2032.

The global freight and logistics market is segmented -

- 1) By Type : Airways, Railways, Roadways, Waterways
- 2) By Function: Freight Forwarding, Warehousing, Value-added Services,
- 3) By End User: Manufacturing and Automotive, Oil and Gas, Mining, And Quarrying, Agriculture, Fishing, And Forestry, Construction, Distributive Trade,

SUBMISSION OF EXPORT AND IMPORT DOCUMENTS BY CUSTOMS:

IMPORT DOCUMENTS:

1. IGM – Import General Manifest – Vessel Agent
2. Bill of Entry – CHA/Importer
3. Invoice / Packing List –CHA/ Importer

4. Bill of Lading – CHA / Importer –for valuation of cargo
5. Delivery order – Vessel Agent
6. Draft Survey Report for Bulk Cargo –Vessel Agent
7. Copy of Statement of Facts – Vessel Agent

EXPORT DOCUMENTS:

8. Shipping Bill –CHA/Exporter
9. Invoice / Packing List–CHA/Exporter
10. Draft Survey Report for Bulk Cargo –Vessel Agent
11. EGM – Export General Manifest –Vessel Agent
12. Mate Receipt -Exporter
13. Copy of Statement of Facts–Vessel Agent.

ELEMENTS OF EXPORT INVOICE

- ✓ Exporter
- ✓ Consignee
- ✓ Invoice no and Date
- ✓ ExporterRef
- ✓ Buyer order no and date
- ✓ Other reference
- ✓ Buyer (other than consignee)
- ✓ Country of origin of goods
- ✓ Country of final destination
- ✓ Terms of delivery and payment
- ✓ Pre–carriageby
- ✓ Place of receipt by pre-carrier
- ✓ Vessel/ flightno
- ✓ Port of loading
- ✓ Port of discharge
- ✓ Final destination
- ✓ Marksand no's/ no& kind ofpkgs
- ✓ Itemcode
- ✓ Description of goods
- ✓ Net weight
- ✓ Gross weight
- ✓ Quantity
- ✓ Rate CIFEURO
- ✓ Amount in words
- ✓ Declaration
- ✓ Authorized signature

MODE OF TRANSPORTATION:

1) Air

This is the least hazardous in nature when compared to all other modes of transport. Air transport is expensive, and is very suitable for products having high value or extreme perishability. The prohibitive aspect of this mode is its high cost. From the operator's point of view, though the fixed cost is low compared to other modes like rail water and pipeline, variable costs are very high as a result of fuel, maintenance, and the labour for crew.

2) Sea/Water

The oldest mode of transportation. Water transport, due to its nature, is limited to certain areas. It is the slowest modes of all the modes and a lot of delays also occur atports and terminals. Water transport is generally suited for carrying very large loads atlowcost. Usually, theshipping fleet across the globe

3) Railways

Generally capable of transporting large quantities of freight over long distances very economically. These are the principal carriers of men and material, and play a major role in the country's trade and commerce activities. It is the main source of supply of essential commodities, which are transported across the length and breadth of thecountry.

4) Roadways

Most popular mode of transport. With the manifold growth in industrial and agricultural activities, this mode has achieved a lot of importance. The various advantages of this mode are flexibility, faster turnaround, lesser is of delays or strikes, door-to-door service, reach to remote places and through movement from consignor to consignee.

FREIGHT TRANSPORTATION PLANNING AND LOGISTICS:

1. SUPPLY, DEMAND, AND PRICING:

The freight transportation system will face challenges that will require the development of new paradigms of operations and planning. This situation will result from a combination of factors. First, domestic and international freight demand will continue to grow. Domestically, the consumption of goods will increase as new segments of the population

2. ROAD PRICING:

Differential road pricing that is, using different toll rates for different classes of vehicles at different times of the day to manage traffic and reduce congestion is being assessed in some metropolitan areas, and its role is likely to increase. However, the demand-driven nature of freight movement today customers can specify the precise time when freight is to be delivered may make congestion pricing for freight less effective.

3. INFORMATION TECHNOLOGY:

The impact of information technology on the freight transportation system has been significant and likely will increase sharply. The steadily declining prices of new technology, coupled with an increased awareness among freight operators of the technology's potential benefits, will encourage the freight industry to increase its use of information technology

VISION:

To become a pioneer in providing quality and efficient cargo handling facility in South India and its Hinterland.

MISSION:

To be the preferred distribution hub of India.

To provide efficient export logistic for providing best value to our customers.

To augment capacity by developing international standard Port infrastructure and installing State-of-the-Art handling equipment's.

To ensure quick turn-around of vessels by providing facilities, upgradation of equipment's for efficient handling of cargo.

VALUES:

Total satisfaction of customer.

Partnership with stake holders.

Commitment to Quality and Team Work.

Fairness, Accountability and transparency in work.

Consideration for social and natural environment.

Value addition through productivity, safety and security.

CONCLUSION:

Freight movement uses local, regional, national, and international systems. Cooperation between private and public sectors requiring changes in both will be needed to ensure a transportation system that meets the freight needs of businesses and consumers. Because customers will require one-stop shopping, freight movement increasingly will be intermodal and multimodal. This trend will accelerate cooperation and coordination between modes and transportation companies. Successful freight transportation providers will offer an increasingly wide array of logistics services or they will partner with well-equipped logistics management firms. In short, the roles are changing for freight transport users, transport providers, and policy makers interested in ensuring the swift and efficient movement of goods, which is vital to the strength of our economy and the prosperity of our communities. Although increased coordination and involvement to it

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