



# A STUDY ON INLAND CONTAINER DEPOTS OVERVIEW

**1.Dr.G.Chandrasekaran 2. C.Sankarprabhu**

1. Associate Professor, PG & Research Department of Commerce (IB), Chikkanna Government Arts College,  
Tiruppur-641602 .

2. M.Phil Scholar, PG & Research Department of Commerce (IB), Chikkanna Government Arts College,  
Tiruppur-641602.

## ABSTRACT:

*In India, the globalization era opens a highway for international trade. International trade plays a vital role in present scenario. Movement of cargo from one country to the other helps the nation to earn and save the foreign exchange. The trade between the nations is mainly done through airways or waterways. Foreign trade can be promoted only through development of infrastructure facilities by the government such as ICD's (Inland Container Depot), Ports, etc. Inland Container Depot, the Shipping Industry and the Indian Airways play a vital role in facilitating exports and imports.*

*The Government of India issued a notification under Section (7) of the Customs Act 1962 appointing a suitable place as Inland Container Depot for the unloading of the import goods and loading of the export goods. The concept of the construction of an Inland Container Depot was developed in order to support the importation and exportation of the country.*

## Key words

*Inland Container Depot, Export Import Performance etc*

## INTRODUCTION

An Inland Container Depot / Container Freight Station may be defined as “a common user facility with public authority status equipped with fixed installations and offering services for handling and temporary storage of import/export laden and empty containers carried under customs control and with Customs and other agencies competent to clear goods for home use, warehousing, temporary admissions, re-export,

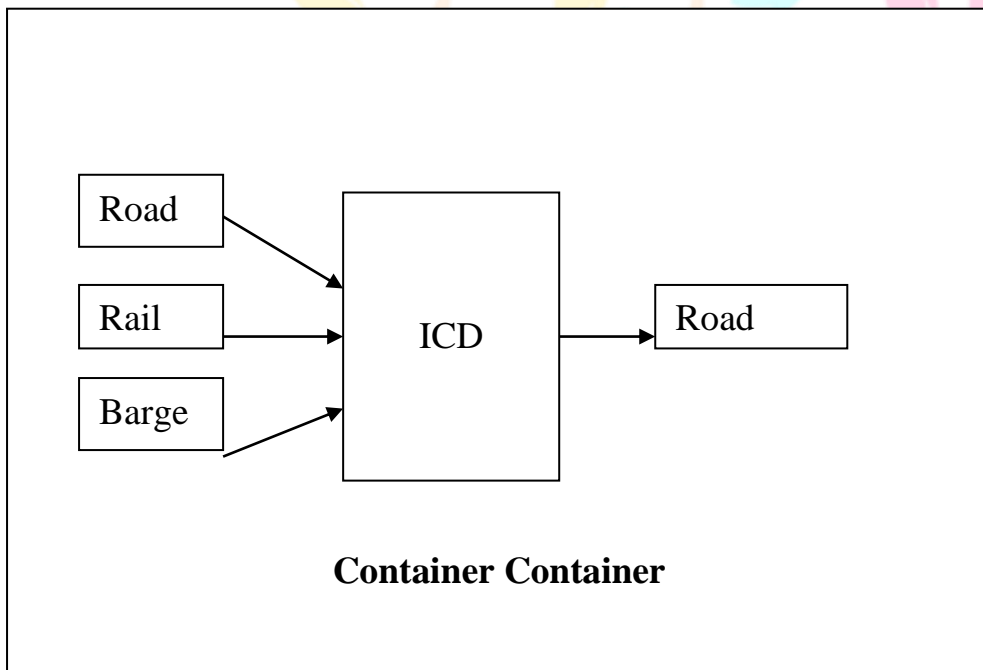
temporary storage for onward transit and outright export”. Transshipment of cargo can also take place from such stations.

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 the Inland Container Depot (ICDs), which are also called as **Dry ports**.

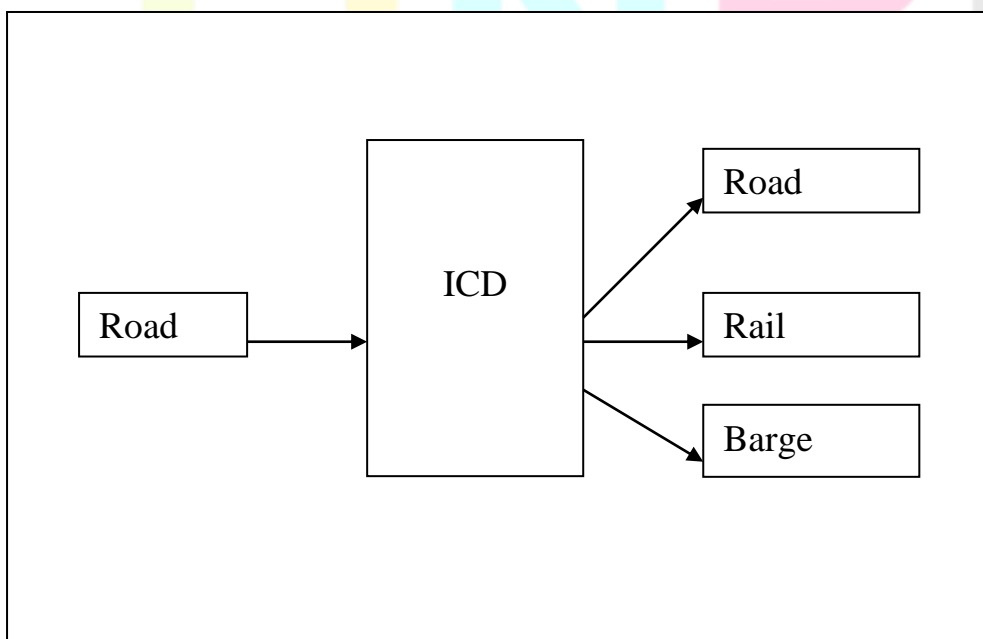
- **Transport combinations for ICDs**

The ICD may be served by road, rail and/or barge. Most typically, the result is that for inward movements of cargo, containers will arrive at the ICD via road, rail, or barge. Once they arrive at the ICD, the containers will either be unstuffed or will continue in container by road to their destination. For outward movements, containers will be brought to the ICD by road and subsequently they will be stuffed and depart from the ICD by road, rail or barge. Chart 2-1 shows these possible combinations of transport modes.

**INWARD MOVEMENT**



**OUTWARD MOVEMENT**



## OBJECTIVES OF THE STUDY

1. To study the exporters and analyze the problems faced by the exporters through Inland Container Depot.
2. To study about the performance of CONCOR ICD's.

## LIMITATIONS OF THE STUDY

1. There may be personal bias of the respondent as the primary data given by them were from their own recall and recognition.
2. Secondary data are collected from various authentic sources of supply, it has its own limitation in supply of information.

## RESEARCH METHODOLOGY

Methodology is a way to systematically solve the problem. It not only considers a research method in the context of our research study, also explains why we are using a particular method or technique and why we are not using others. In this project, descriptive study was carried out, in studying the problems faced by exporters through Inland Container Depots.

The research methods of this study can be put into the following groups.

- 1) Methods used for collection of data
- 2) The statistical techniques used
- 3) The sample design used

## REVIEW OF LITERATURE

1. Main article entitled textile exports show negative growth in first quarter of **2021** has analysis the performance of COIMBATORE ICD's both in India and Bangladesh is comparison also made with regard to cost and other aspects in USA, UK and Srilanka etc.
2. **Pramoth (2022)** The Cargo movement industries and ICD's in Tamilnadu showed a consistent increase in the average debt-equity ratio during 2013-2014 to 2018-2019 from 0.64 to 0.98. The study identified seven factors such as Technology, capital size of labor cost. A detailed analysis assts, Profitability retained earnings. Fixed assets, Working capital and was made for each influencing factor.
3. **Miss.Preethy Unnikrishnan (2023)** in her study on "Performance of CONCOR ICD with special reference to Coimbatore district", found that 44% of respondent feel that the storage facility at ICD is average and also the company has to introduce new schemes such as fully computerized export/import documentation, Container repair services and provide tower light for night workings.

## CONTAINER CORPORATION OF INDIA LTD

### INTRODUCTION

Container Corporation of India (CONCOR) is a multi-modal (rail and road) logistics support provider for the country's EXIM and domestic trade and commerce, working under the Ministry of Railways, Government of India. It handles the imports and exports of the country from 40 dry ports or terminals spread across India. **CONCOR** as a multi-modal logistics service provider is constantly seeking to innovate on the uses and flexibility of container handling operations. CONCOR is not a container company. It is a logistic

company. From stuffing/de-stuffing of the container, warehousing, custom clearance, bonding, road/rail haulage to or from the ports are even between inland designation, it does virtually everything that you would otherwise require to do, except pay for the services.

#### ❖ The company

Container Corporation of India Ltd. (CONCOR) was incorporated in March 1988 under the Companies Act (1956), and commenced operation from November 1989 taking over the existing network of seven ICDs from the Indian Railways.

The company set up with the objective of developing multimodal logistics support for India's International and Domestic containerized cargo and trade. The task was to provide customers with the advantages of direct interaction and door-to-door services that formed the backbone of road transport, while capitalizing on the robust and more economical option of rail movement on the Indian Railway network. CONCOR currently provides the only means by which shipper may obtain containerized freight transportation by rail in India. Though rail is the mainstay of our transportation plan, road services are also provided according to market demand and operational agencies. CONCOR also operate container terminals across the country to cater to the needs of the trade, whether in the EX-IM or the domestic business.

#### PERFORMANCE OF CONCOR

CONCOR took over seven ICDs on 1<sup>st</sup> November 1989 from Indian railways. Within a short span of time, it made substantial progress. The company has, for the first time, started business of bonded warehousing at Whitefield in Bangalore from February 1996. The 1400 sq.m area bonded warehousing capacity is utilized 100 percent.

A part from serving international traffic, CONCOR has pioneered and developing containerization in domestic trade. CONCOR has made small beginnings as Multimodal Transport Operator (MTO) and also as a consultancy organization for multi-modals.

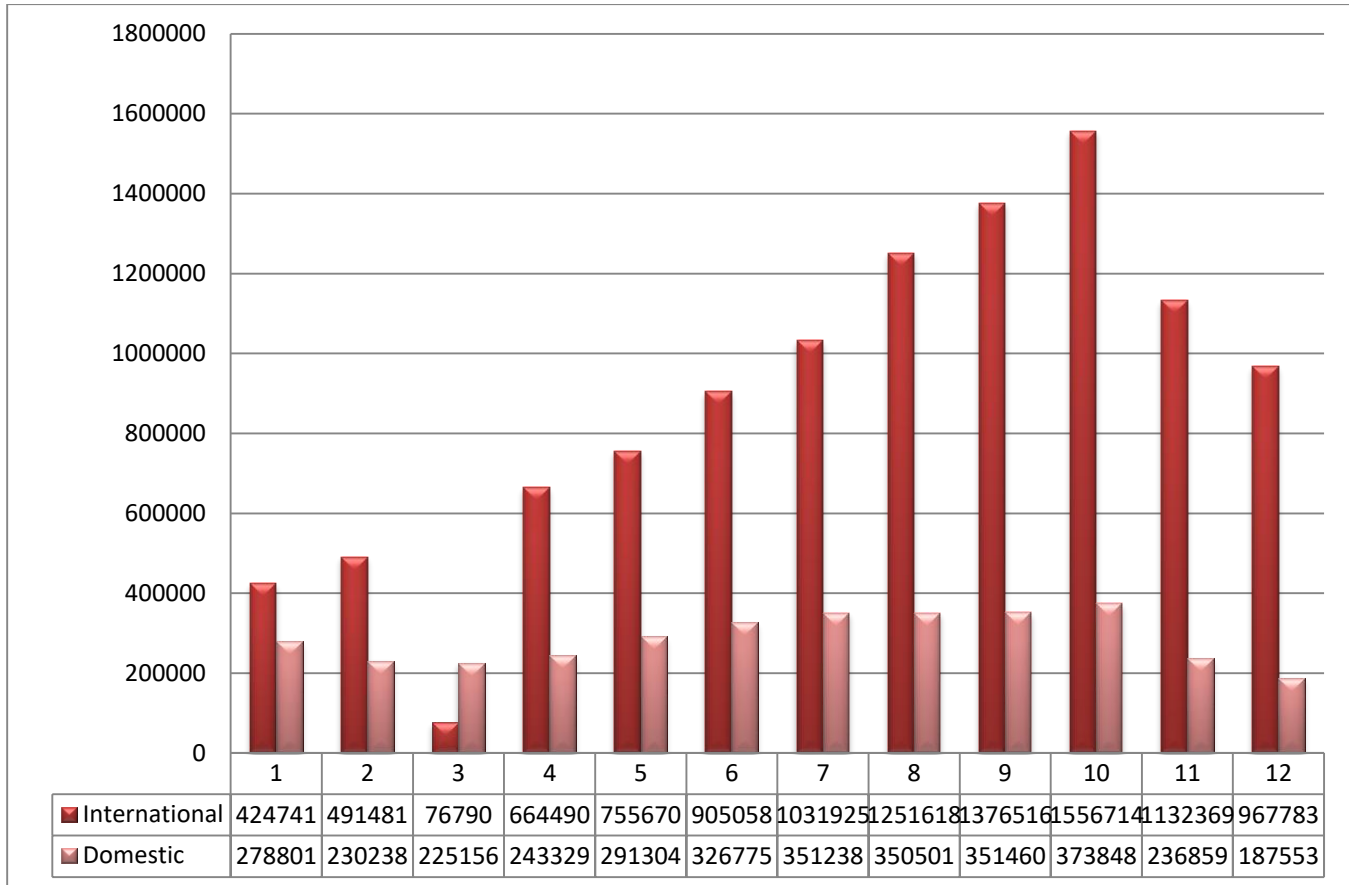
#### TRAFFIC PERFORMANCE OF CONCOR (From 2013 to 2023)

S. No.	Year	International	Domestic	Total
1	2011-2012	424741	278801	703542
2	2012-2013	491481	230238	721719
3	2013-2014	76790	225156	801946
4	2014-2015	664490	243329	907819
5	2015-2016	755670	291304	1046974
6	2016-2017	905058	326775	1231833
7	2017-2018	1031925	351238	1383163
8	2018-2019	1251618	350501	1602119

9	2019-2020	1376516	351460	1727976
10	2020-2021	1556714	373848	1930562
11	2021-2022	1132369	236859	1369228
12	2022-2023	967783	187553	1155336

Source: www.concorindia.com

**TRAFFIC PERFORMANCE OF CONCOR (From 2013-2023)**



**SUGGESTIONS**

In order to improve the performance of CONCOR certain suggestions are recommended below:

- ❖ A customer service cell can be maintained by CONCOR to attend the queries of the customers.
- ❖ The company can introduce new schemes such as
  - Provide tower light for night workings,
  - Container repair services.

A separate Bank extension counter can be opened to save the customer’s time at the Inland Container Depot office for making payments

**CONCLUSION:**

The present study has immensely helped to know about the role of Inland Container Depot especially CONCOR and its functions. The first hand information of various departments of ICDs was obtained and has

aided in knowing various procedures followed in ICDs. ICD is a common user facility for handling temporary storage of import/export cargo. Transshipment of cargo also takes place from such terminals and the Customs clear goods at the ICD. No customs clearance is required at the Gateways ports. Thus it increases trade flows and decreases congestion at sea ports.

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