*ISSN: 2320-5504, E-ISSN-2347-4793*

Asia Pacific Journal of Research
A peer reviewed international Journal
Print -ISSN -2320 - 5504
Online-E-ISSN - 2347 - 4793

# PROBLEMS FACED BY TRUCK OPERATIONS IN NAMAKKAL DISTRICT OF TAMILNADU

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## ABSTRACT

*The overall analysis has revealed that truck operation in terms of level of problems involved in truck operation have recorded satisfaction for the Namakkal district. However, the truck operation has significant contribution to the transport industry in employment and income generation, the truck operation in Namakkal district suffers due to the problems discussed in the dissertation. This article highlights problems faced by truck operations in Namakkal district of Tamilnadu.*

**KEY WORDS:** Operational Problems, Traffic Problems, Financial Problems, Marketing Problems, Social Problems, Psychological Problems

## INTRODUCTION

The pioneers who first started lorry body building industry at Namakkal in 1940 were Messrs. Mariappa Asari, Raju Asari and Ponnusami Asari. In fact, the goodwill has slowly and steadily improved over the years such that Namakkal, Sankari and Tiruchengode became famous for lorry body building industry in the whole of South India in general and Tamil Nadu in particular. First Lorry Body Building Unit was started at Namakkal in 1940, at Tiruchengode in 1965 at Sankari 1968, at Vellore in 1970, at Kolathur in 1972, at Mettupalayam in 1975, at Madurai in 1982, at Karur in 1983 and at Tirunelveli in 1984.

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## TRUCK OPERATIONS

Truck operation had its development in first five year plan of India. In the second five year plan, permits which were granted to private operators were liberalized and there was a proposal for double taxation on vehicles operating on interstate routes. These policies were executed by a special study group which was formed by the Planning Commission of India. During the first two plans, there was a remarkable expansion of motor transport in goods vehicles.

## PROFILE OF NAMAKKAL DISTRICT

Namakkal finds a place of importance in the map of India because of its Lorry body building industry, a unique feature of the town. More than 150 Lorry body building workshops and with a number of subsidiary industries of auto body works are operating since 1960's. There are Lorries, Trailers and L.P.G. Tanker Lorries in Namakkal district. Therefore it is called as "Transport City". Namakkal is the major producer of Egg in Southern Region. Hence, called as 'Egg City'.

However perceptions have changed since then. In 1997, Namakkal Transport Carriers decided that they would focus only on the ODC segment. This focus reaped rich dividends. By 2003, Namakkal Transport Carriers have earned an excellent reputation in moving a variety of ODC goods and are today the largest movers of such consignments in the region. Their clients include NEG-Micon, Enmass Process Technologies, Enmass Andritz among others. The ODC segment is a tough one, but it also demands thorough knowledge of load handling, routes and the ability to attract the best drivers. Namakkal Transport Carriers further built on their position by offering to build a variety of trailers in-house for their customers' needs. They have handled many big jobs till date. Recently they moved a 154 foot long windmill to Kongalnagaram from Chennai.

It is probably this focus on a niche area, coupled with Namakkal's aim to provide value to their customers that provided the opportunity for Volvo to enter their business. Nevertheless, the fleet operators remained conservative to begin with. They began to consider Volvo only after they had an opportunity to hire out some Volvos from Suresh Kumar Transport on a monthly basis. It was their first experience, but it did not take long to realise the difference a Volvo could make to their revenues. The reason being – quick turnarounds and the ability to handle loads safely. And there have been many examples to show so. Namakkal Transport could move 30 tons of Over Dimensional Cargo (windmill blades) measuring 100 feet in length and 10 feet diameter in just 2 days. Earlier this consignment would take 4 days to move across a distance of 500 km. The Volvo trucks managed to cover 1300 km between Raipur-Chennai (carrying steel) in just 3 days while it takes 7 days in other vehicles. The advantages were indeed quite clear.

Namakkal Transport took their first step in favour of a Volvo solution in 2001, when they purchased 2 Volvo FH12 from Suresh Kumar (the company they used to hire Volvo trucks from). As a result Lorry Transport system encourages competition and lowers the prices of consumables. Lorry Transport establishes the concept of 'Unity' among diversity. It has given two cardinal political advantages namely 'National Unity' and 'National defence'. Lorry Transport has made tremendous strides in the recent years regarding goods transport especially at the cost of railways has been estimated that 75% of the lorry body building is done in Salem district and the remaining 25% at 0607,641:40t, Madurai, Tirunelveli and Vellore, Karur and Nagercoil in Tamil Nadu:\ The present day entrepreneur living in a competitive world cannot afford to locate his factory without taking into consideration the pros and cons of each location. Indeed, no industry can prosper unless it is located at a place chosen from the point of view of maximum efficiency of production and distribution. Industries producing perishable commodities which cannot stand transportation over long distances must be located in proximity to the places of consumption. Nearness to the market enables an industry to keep a continuous and constant touch with customers and assesses its needs and requirements periodically. 'Lorry body building in Salem District flourishes because of availability of abundant local labour that is endowed with traditional skill developed through ages. Salem District is pre-eminently suited for the tremendous.

## OBJECTIVES OF THE STUDY

- To identify the important problems faced by the truck operators in Namakkal District.

## HYPOTHESIS

***Ho1:*** *There is no significant difference between number of year experience and problems in the trucking operations.*

**Ho2:** *There is no significant difference between number of trucks and problems in the trucking operations.*

## PROBLEMS FACED BY TRUCK OPERATORS IN NAMAKKAL DISTRICT

One way ANOVA is used to test the significant difference between problems of truck operations with type of experience, number of year experience, number of trucks and sources of finance towards truck operation in the Namakkal district.

**Number of year experience and problems in the truck operations**

One way ANOVA was applied to ascertain if there were any significant difference between type of experience and problems in the trucks operations and the following null hypotheses has been framed:

**Number of year experience and problems in the truck operations**

One way ANOVA was applied to ascertain if there were any significant difference between number of year experience and problems in the trucks operations and the following null hypotheses has been framed:

***Ho1:*** *There is no significant difference between number of year experience and problems in the trucking operations.*

**Table 1: Number of years experience and problems in the trucking operations**

| Variables | years | N | Mean | S.D. | Kurtosis | Std. Error of Mean | F. Value | Sig. |
|---|---|---|---|---|---|---|---|---|
| Starting of a Truck Operations | 1 - 5 years | 23 | 19.22 | 0.998 | 4.458 | 0.208 | 6.881 | 0.001* |
| | 6-10 Years | 36 | 20.50 | 2.883 | -1.362 | 0.481 | | |
| | 11-15 Years | 71 | 18.63 | 1.684 | 1.118 | 0.200 | | |
| | 16- 20 years | 135 | 18.41 | 2.441 | 2.091 | 0.210 | | |
| | Above 20 Years | 132 | 18.57 | 2.197 | 0.729 | 0.191 | | |
| | **Total** | **397** | **18.74** | **2.291** | **1.414** | **0.115** | | |
| Operational Problems | 1 - 5 years | 23 | 27.96 | 0.825 | -1.519 | 0.172 | 12.958 | 0.001* |
| | 6-10 Years | 36 | 25.00 | 1.897 | -1.187 | 0.316 | | |
| | 11-15 Years | 71 | 27.01 | 1.736 | -1.316 | 0.206 | | |
| | 16- 20 years | 135 | 26.16 | 2.192 | -0.485 | 0.189 | | |
| | Above 20 Years | 132 | 25.11 | 3.149 | -0.789 | 0.274 | | |
| | **Total** | **397** | **25.96** | **2.562** | **-0.012** | **0.129** | | |
| Traffic Problems | 1 - 5 years | 23 | 21.65 | 1.301 | -1.660 | 0.271 | 22.460 | 0.001* |
| | 6-10 Years | 36 | 20.58 | 1.360 | -0.454 | 0.227 | | |
| | 11-15 Years | 71 | 20.92 | 1.052 | -1.239 | 0.125 | | |
| | 16- 20 years | 135 | 22.87 | 1.954 | -1.574 | 0.168 | | |
| | Above 20 Years | 132 | 20.52 | 3.033 | -0.274 | 0.264 | | |
| | **Total** | **397** | **21.46** | **2.426** | **0.781** | **0.122** | | |
| Financial Problems | 1 - 5 years | 23 | 28.65 | 1.301 | -1.660 | 0.271 | 17.377 | 0.001* |
| | 6-10 Years | 36 | 23.42 | 2.655 | -1.012 | 0.443 | | |
| | 11-15 Years | 71 | 25.59 | 2.729 | -0.459 | 0.324 | | |
| | 16- 20 years | 135 | 24.56 | 3.971 | -0.771 | 0.342 | | |
| | Above 20 Years | 132 | 23.22 | 3.085 | -1.020 | 0.269 | | |
| | **Total** | **397** | **24.43** | **3.519** | **-0.697** | **0.177** | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Marketing Problems | 1 - 5 years | 23 | 31.04 | 1.186 | -0.549 | 0.247 | 11.814 | .001* |
| | 6-10 Years | 36 | 29.25 | 5.304 | -1.408 | 0.884 | | |
| | 11-15 Years | 71 | 29.31 | 4.410 | 0.486 | 0.523 | | |
| | 16- 20 years | 135 | 28.90 | 5.340 | -0.833 | 0.460 | | |
| | Above 20 Years | 132 | 28.25 | 5.587 | -0.678 | 0.486 | | |
| | **Total** | **397** | **28.91** | **5.141** | **-0.429** | **0.258** | | |
| Problems of Workers | 1 - 5 years | 23 | 30.43 | 3.043 | -0.962 | 0.634 | 3.701 | 0.006* |
| | 6-10 Years | 36 | 28.44 | 4.417 | -1.518 | 0.736 | | |
| | 11-15 Years | 71 | 28.94 | 2.823 | 0.145 | 0.335 | | |
| | 16- 20 years | 135 | 28.31 | 2.741 | -0.126 | 0.236 | | |
| | Above 20 Years | 132 | 27.93 | 3.281 | -0.788 | 0.286 | | |
| | **Total** | **397** | **28.43** | **3.181** | **-0.530** | **0.160** | | |
| Economic Problems | 1 - 5 years | 23 | 31.04 | 1.186 | -0.549 | 0.247 | 1.529 | 0.193 |
| | 6-10 Years | 36 | 29.25 | 5.304 | -1.408 | 0.884 | | |
| | 11-15 Years | 71 | 29.31 | 4.410 | 0.486 | 0.523 | | |
| | 16- 20 years | 135 | 28.90 | 5.340 | -0.833 | 0.460 | | |
| | Above 20 Years | 132 | 28.25 | 5.587 | -0.678 | 0.486 | | |
| | **Total** | **397** | **28.91** | **5.141** | **-0.429** | **0.258** | | |
| Social Problems | 1 - 5 years | 23 | 28.00 | .853 | -1.650 | 0.178 | 1.933 | 0.104 |
| | 6-10 Years | 36 | 28.25 | 3.612 | -1.628 | 0.602 | | |
| | 11-15 Years | 71 | 28.21 | 2.715 | 0.096 | 0.322 | | |
| | 16- 20 years | 135 | 28.25 | 2.285 | -1.088 | 0.197 | | |
| | Above 20 Years | 132 | 27.36 | 3.605 | 0.086 | 0.314 | | |
| | **Total** | **397** | **27.93** | **2.955** | **-0.044** | **0.148** | | |
| Psychological Problems | 1 - 5 years | 23 | 24.13 | 3.709 | -1.479 | 0.773 | 4.175 | 0.003* |
| | 6-10 Years | 36 | 25.42 | 4.031 | -0.654 | 0.672 | | |
| | 11-15 Years | 71 | 23.85 | 4.528 | -1.436 | 0.537 | | |
| | 16- 20 years | 135 | 26.29 | 3.921 | -0.089 | 0.337 | | |
| | Above 20 Years | 132 | 24.99 | 4.972 | -0.890 | 0.433 | | |
| | **Total** | **397** | **25.22** | **4.475** | **-0.853** | **0.225** | | |
| General Problems | 1 - 5 years | 23 | 41.26 | 3.208 | -1.680 | 0.669 | 14.287 | 0.001* |
| | 6-10 Years | 36 | 46.33 | 3.406 | -0.872 | 0.568 | | |
| | 11-15 Years | 71 | 46.89 | 4.207 | -1.481 | 0.499 | | |
| | 16- 20 years | 135 | 47.52 | 4.582 | -1.181 | 0.394 | | |
| | Above 20 Years | 132 | 45.08 | 4.025 | -0.597 | 0.350 | | |
| | **Total** | **397** | **46.13** | **4.438** | **-1.032** | **0.223** | | |

**Source:** Computed from Primary data ***** Significant at 5 per cent level

The calculated F value of 6.881 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and problems in the starting a trucking operations. Hence the stated hypothesis of number of year experience and problems in the starting of trucking operations is rejected.

The calculated F value of 12.958 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and operational problems in the trucking operations. Hence the stated hypothesis of number of year experience and operational problems in the trucking operations is rejected.

The calculated F value of 22.460 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and traffic problems in the trucking operations. Hence the stated hypothesis of number of year experience and traffic problems in the trucking operations is rejected.

The calculated F value of 17.377 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and financial problems in the trucking operations. Hence the stated hypothesis of number of year experience and financial problems in the trucking operations is rejected.

The calculated F value of 11.814 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and marketing problems in the trucking operations. Hence the stated hypothesis of number of year experience and marketing problems in the trucking operations is rejected.

The calculated F value of 3.701 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and problems of workers in the trucking operations. Hence the stated hypothesis of number of year experience and problems of workers in the trucking operations is rejected.

The calculated F value of 1.529 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and economic problems in the trucking operations. Hence the stated hypothesis of number of year experience and economic problems in the trucking operations is rejected.

The calculated F value of 1.933 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and social problems in the trucking operations. Hence the stated hypothesis of number of year experience and social problems in the trucking operations is rejected.

The calculated F value of 4.175 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and psychological problems in the trucking operations. Hence the stated hypothesis of number of year experience and psychological problems in the trucking operations is rejected.

The calculated F value of 14.287 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of year experience and general problems in the trucking operations. Hence the stated hypothesis of number of year experience and general problems in the trucking operations is rejected.

Further, the mean value indicates that the respondents experience of 1 to 5 years are having high level problems in the operation of trucks, financial problems, marketing problems, worker problems and economic problems as compared to other category of respondents. The respondents experience in the category of 16 to 20 years is having high level traffic problems, social problems and general problems as compared to other category of respondents.

**Number of trucks and problems in the truck operations**

One way ANOVA was applied to ascertain if there were any significant difference between number of trucks and problems in the trucks operations and the following null hypotheses has been framed:

**Ho2:** *There is no significant difference between number of trucks and problems in the trucking operations.*

**Table 2: Number of Trucks and Problems in the Truck Operations**

| Variables | No. of trucks | N | Mean | S.D. | Kurtosis | Std. Error of Mean | F-Value | Sig. |
|---|---|---|---|---|---|---|---|---|
| Starting of a Truck Operations | Below 3 trucks | 290 | 18.83 | 2.555 | 0.878 | 0.150 | 0.832 | 0.477 |
| | 4 to 6 trucks | 78 | 18.49 | 1.384 | 0.325 | 0.157 | | |
| | 7 to 9 trucks | 14 | 18.79 | 0.802 | 14.000 | 0.214 | | |
| | Above 10 trucks | 15 | 18.13 | 1.302 | 3.048 | 0.336 | | |
| | **Total** | **397** | **18.74** | **2.291** | **1.414** | **0.115** | | |
| Operational Problems | Below 3 trucks | 290 | 26.54 | 2.231 | -0.640 | 0.131 | 65.804 | 0.001* |
| | 4 to 6 trucks | 78 | 25.62 | 1.922 | 1.036 | 0.218 | | |
| | 7 to 9 trucks | 14 | 19.50 | 0.519 | -2.364 | 0.139 | | |
| | Above 10 trucks | 15 | 22.53 | 0.516 | -2.308 | 0.133 | | |
| | **Total** | **397** | **25.96** | **2.562** | **-0.012** | **0.129** | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Traffic Problems | Below 3 trucks | 290 | 21.27 | 2.579 | 0.580 | 0.151 | 4.925 | 0.002* |
| | 4 to 6 trucks | 78 | 21.88 | 1.743 | -0.818 | 0.197 | | |
| | 7 to 9 trucks | 14 | 21.00 | 2.075 | -2.364 | 0.555 | | |
| | Above 10 trucks | 15 | 23.40 | 1.549 | -2.308 | 0.400 | | |
| | **Total** | **397** | **21.46** | **2.426** | **0.781** | **0.122** | | |
| Financial Problems | Below 3 trucks | 290 | 25.45 | 2.774 | 0.591 | 0.163 | 41.932 | 0.001* |
| | 4 to 6 trucks | 78 | 21.23 | 4.032 | -0.117 | 0.457 | | |
| | 7 to 9 trucks | 14 | 22.00 | 2.075 | -2.364 | 0.555 | | |
| | Above 10 trucks | 15 | 23.73 | 3.615 | -2.308 | 0.933 | | |
| | **Total** | **397** | **24.43** | **3.519** | **-0.697** | **0.177** | | |
| Marketing Problems | Below 3 trucks | 290 | 29.32 | 4.840 | 0.242 | 0.284 | 44.620 | 0.001* |
| | 4 to 6 trucks | 78 | 26.29 | 5.878 | -1.628 | 0.666 | | |
| | 7 to 9 trucks | 14 | 29.93 | 1.940 | -1.126 | 0.518 | | |
| | Above 10 trucks | 15 | 33.73 | 1.668 | 0.797 | 0.431 | | |
| | **Total** | **397** | **28.91** | **5.141** | **-0.429** | **0.258** | | |
| Problems of Workers | Below 3 trucks | 290 | 28.55 | 3.190 | -0.468 | 0.187 | 4.911 | 0.002* |
| | 4 to 6 trucks | 78 | 27.95 | 2.971 | -0.800 | 0.336 | | |
| | 7 to 9 trucks | 14 | 26.43 | 3.345 | -1.169 | 0.894 | | |
| | Above 10 trucks | 15 | 30.53 | 2.615 | -0.106 | 0.675 | | |
| | **Total** | **397** | **28.43** | **3.181** | **-0.530** | **0.160** | | |
| Economic Problems | Below 3 trucks | 290 | 29.32 | 4.840 | 0.242 | 0.284 | 12.709 | 0.001* |
| | 4 to 6 trucks | 78 | 26.29 | 5.878 | -1.628 | 0.666 | | |
| | 7 to 9 trucks | 14 | 29.93 | 1.940 | -1.126 | 0.518 | | |
| | Above 10 trucks | 15 | 33.73 | 1.668 | 0.797 | 0.431 | | |
| | **Total** | **397** | **28.91** | **5.141** | **-0.429** | **0.258** | | |
| Social Problems | Below 3 trucks | 290 | 28.02 | 3.171 | -0.229 | 0.186 | 4.987 | 0.002* |
| | 4 to 6 trucks | 78 | 28.03 | 2.083 | -0.814 | 0.236 | | |
| | 7 to 9 trucks | 14 | 25.00 | 2.075 | -2.364 | 0.555 | | |
| | Above 10 trucks | 15 | 28.40 | 1.549 | -2.308 | 0.400 | | |
| | **Total** | **397** | **27.93** | **2.955** | **-0.044** | **0.148** | | |
| Psychological Problems | Below 3 trucks | 290 | 23.86 | 4.116 | -1.133 | 0.242 | 51.135 | 0.000* |
| | 4 to 6 trucks | 78 | 28.62 | 3.059 | -1.625 | 0.346 | | |
| | 7 to 9 trucks | 14 | 32.50 | 2.594 | -2.364 | 0.693 | | |
| | Above 10 trucks | 15 | 27.00 | 0.000 | | 0.000 | | |
| | **Total** | **397** | **25.22** | **4.475** | **-0.853** | **0.225** | | |
| General Problems | Below 3 trucks | 290 | 46.43 | 4.526 | -0.998 | 0.266 | 12.077 | 0.001* |
| | 4 to 6 trucks | 78 | 44.35 | 3.907 | -1.030 | 0.442 | | |
| | 7 to 9 trucks | 14 | 44.50 | 1.557 | -2.364 | 0.416 | | |
| | Above 10 trucks | 15 | 50.93 | 1.033 | -2.308 | 0.267 | | |
| | **Total** | **397** | **46.13** | **4.438** | **-1.032** | **0.223** | | |

**Source:** Computed from Primary data * Significant at 5 per cent level

The calculated F value of 0.832 is not significant at 5 per cent level. The value indicates that the there is no significant difference between number of trucks and problems in the starting a trucking operations. Hence the stated hypothesis of number of trucks and problems in the starting of trucking operations is accepted.

The calculated F value of 65.804 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and operational problems in the trucking operations. Hence the stated hypothesis of number of trucks and operational problems in the trucking operations is rejected.

The calculated F value of 4.925 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and traffic problems in the trucking operations. Hence the stated hypothesis of number of trucks and traffic problems in the trucking operations is rejected.

The calculated F value of 41.932 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and financial problems in the trucking operations. Hence the stated hypothesis of number of trucks and financial problems in the trucking operations is rejected.

The calculated F value of 44.620 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and marketing problems in the trucking operations. Hence the stated hypothesis of number of trucks and marketing problems in the trucking operations is rejected.

The calculated F value of 4.911 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and problems of workers in the trucking operations. Hence the stated hypothesis of number of trucks and problems of workers in the trucking operations is rejected.

The calculated F value of 12.709 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and economic problems in the trucking operations. Hence the stated hypothesis of number of trucks and economic problems in the trucking operations is rejected.

The calculated F value of 4.987 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and social problems in the trucking operations. Hence the stated hypothesis of number of trucks and social problems in the trucking operations is rejected.

The calculated F value of 51.135 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and psychological problems in the trucking operations. Hence the stated hypothesis of number of trucks and psychological problems in the trucking operations is rejected.

The calculated F value of 12.077 is significant at 5 per cent level. The value indicates that the there is a significant difference between number of trucks and general problems in the trucking operations. Hence the stated hypothesis of number of trucks and general problems in the trucking operations is rejected.

Further, the mean value indicates that the respondents of below 3 trucks are having high level problems in the operation of trucks and financial problems as compared to other category of respondents. The respondents in the category of above 10 trucks are having high level problems in the marketing, worker problems, economic problems social problems and general problems as compared to other category of respondents.

## FINDINGS AND DISCUSSIONS

- **Managerial problems** of the truck operations explores the lack of capital is the major problem of starting the truck operations with highest mean value of 4.29 and also truck operations need large level of investments with mean value of 3.97. The lowest mean value of 3.11 for official requirement towards starting the truck operations in the Namakkal district.
- **Operational problems** of the truck shows that the trucking operations is highly affected by way of bad road condition with highest mean value of 4.56, followed by the rate of fuel expenses are also highly affect the trucking operations with mean value of 4.04 and the quality of road condition are also increase the wear and tear expenses of the vehicle with mean value of 3.85 towards the respondent trucking operations in the district. The lack of skilled labour increase the cost of operations with lowest mean value of 3.11 is lowest problems in the trucking operations in the district.
- **The traffic problems** explores the mixed traffic is one of the main reason for road accident and it will affect the truck operations with highest mean score of 4.35, followed by during the rainy season roads are unsafe and unfit for truck operations with mean score of 4.34. The lowest mean value of 4.24 for the break downs and debris in the in travel lane affect the trucking operations.
- **The financial problems** of the respondents indicate that the indebtedness, poor in financial management and difficult to get the micro finance is the major financial problems towards the trucking operations with

mean score of 3.98, 3.96 and 3.83 respectively towards the respondents. The interest on indebtedness has scored with mean value of 3.30 and need of collateral securities has scored lowest mean value of 2.89 towards the financial problems of the respondents in the Namakkal district.

- **The marketing problems** (mean value 3.93), adjustment with the local booking agents (mean value 3.84), problem of loading and unloading (mean value 3.80) and insignificant market share are important marketing problems among the respondents in the trucking operations. The high credit sales and rates are not standardized are less significant marketing problems and which has scored lowest mean value of 2.46 and 2.44 respectively towards respondents in the trucking operations in Namakkal district.
- **The problems relating to workers** in truck operations shows that absence of drivers and cleaners without notice result in the delay in truck operations and their wrong and unethical practices lead to loss of load availability are significant problems. The drunken driver leads to accident which results in man and material loss to truck operators (mean value 3.98), lack of involvement (mean value 3.47) and quarrel with co-drivers and cleaners leads to loss of work days for truck operations (mean value 3.41) are also significant worker problems in the truck operations. The lack of training to the drivers or cleaners, lack of work responsibility of the drivers or cleaners and lack of self-confidence are less significant problems relating to the workers and which has scores mean value of 3.17, 3.13 and 2.76 respectively towards the truck operations.
- **The social problems** of the respondents indicates that they are unable to attend the family and social function (mean value of 4.36), and poor in family management are the predominant problems among the respondents (mean value of 3.78). The non-cooperation of others (mean value 2.86) and poor family support (mean value 2.76) are less significant problems among the respondents in truck operations in Namakkal district.
- **The psychological problems** of the respondents shows that mental health problems, lack of self-motivation and depression are the predominant problems among the respondents with mean value of 4.12, 3.78 and 3.44 respectively. The problem of tensions has scored with mean value of 3.20, and blood pressure has scored 2.90 towards the psychological problems of the respondents. The lack of confidence has score lowest mean value of 2.36 towards the psychological problems of the respondents in the truck operations.

## SUGGESTIONS AND RECOMMENDATIONS

The following important suggestions are as under

- Driver negligence and mixed traffic is the main cause of serious accidents on both highways and in urban centers. This includes all types of commercial vehicles (buses, trucks, tankers, taxis etc). Long working hours that also leads to fatigue, which is a serious safety hazard. It is suggested that the government design a program is under consideration to introduce reputable private driver training institutions for existing and new drivers that would also be involved in issuing driving licenses. Good road engineering and better enforcement are also other effective methods of improving safety on the trucks (transport) operations.
- Truck operators are facing the problems of increased financing costs because of the private money lenders are plays significant role in the truck finance. In this regard government has to provide necessary arrangement to getting loan from bank and financial institution with minimized interest rate.
- The government will enforce the highly effective awareness program to prevent the accidents. There was a concerted effort to conduct an awareness campaign through the Transport Owners Associations so that by the time the program became effective the trucking industry was ready to conform.
- It is suggested that every truck operator is advised to recruit drivers only who are thoroughly educated and properly trained on road safety rules and who are capable of handling critical situations while on the road.
- The fuel expenses affects the truck operations, and hence, it is suggested that the truck operators are try to purchase new model trucks with Hybrid-electric truck engine which would cut fuel consumption and this

new engine runs on both diesel and electric power from a battery because the higher capital costs are compensated by lower fuel costs.

- It is suggested that all trucks workers must compulsorily to give training to develop their skills and their by reduce accidents considerably since most of the trucks accidents is due to drivers negligence and it becomes dangerous.
- Government authorities are advised to check the documents without affecting the traffic and the truck operators are also to produce whatever documents are demanded by them while on the road in order to reduce unwanted problem of seizing the trucks transport that would leads to delay and curtail the movement of truck operations.
- The truck operators have to ensure that the driver on duty always carries sufficient money. The drivers should be fully awake while driving and they feel tired or sluggish or sleepy they should halt and take a short rest for successful truck operation to reach safely and timely.

## CONCLUSION

The present study has been undertaken to identify and expose the problems and prospects of truck operators in Namakkal District. This study highlighted the inherent problems associated with truck operations with clear focus on the financial viability of the truck operations in terms of investment, technical and cost involved in truck operations and the level of satisfaction of truck operations. The overall analysis has revealed that truck operation in terms of level of problems involved in truck operation have recorded satisfaction for the Namakkal district. However, the truck operation has significant contribution to the transport industry in employment and income generation, the truck operation in Namakkal district suffers due to the problems discussed in the thesis. Hence the Government should have to take necessary steps to improve truck operation in Namakkal district.

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