Preface

A supply chain is a network of facilities and distribution options that performs the functions of procurement of materials, transformation of these materials into intermediate and finished products, and the distribution of these finished products to customers. Supply chains exist in both service and manufacturing organizations, although the complexity of the chain may vary greatly from industry to industry and firm to firm.

The study has been divided into chapters. The first chapter contains introduction to supply chain management and its various components. In the section on "Domestic supply chain", the supply chain in India has been analysed with respect to transportation covering roads, rails and ports. International supply chain features are also covered to compare it with Indian supply chain. Results of a study on Logistics Performance Index have been discussed to understand the relative position of India with respect to the world.

The next chapter focuses on the history of CIS countries, economic activities in the area, trends in the trade with to CIS countries, major trading partners in CIS region, major export and import items, trade relations with CIS countries etc.

This is followed by an explanation of the need for this study and objectives to be achieved through it. India-CIS trade has been increasing in the past few years. To make it more attractive, logistics cost has to be decreased. One way of doing this is by finding the viability of land route through India and CIS countries. Firstly, an attempt has been made to understand the composition of supply chain between India and CIS countries with respect to transportation.
Thereafter, various land routes have been identified which can possibly be used in India-CIS trade. These land routes have been compared based on reduction in cost, distance, time, security etc. to come up with the best alternative.

In the next chapter on supply chain in CIS countries, the existing transportation channels from India to CIS countries have been analysed. Most of the trade is multi modal in nature. Sea route from Mumbai to Bandar Abbas features in most of the trades. Other rail/road transportation facilities through Europe and Central Asia, Russian Far East, Baltic Republics, Caspian Sea and China Route are discussed. The existing multi-modal route (North-South Corridor) as well as proposed two new land routes are also discussed. First route is India-China-Kyrgyzstan Route and the second route is India-Pakistan-Afghanistan-Turkmenistan Route. Attempt has been made to find out the total distance, cost, time taken and security issues for all the routes. Both the new routes are compared with the existing route to find out the actual savings in using the proposed routes. Technical feasibility and hurdles are highlighted for both the proposed routes.

Payment procedures have also been analyzed to find out the deficiencies in the payment systems and how they can be streamlined to make them hassle free thereby encouraging more traders to participate in Indo-CIS trade.

In the next chapter of the study the data collected through questionnaires have been analysed.

This analysis showed many intricacies of the business and also provided some pointers for further studies in the last chapter. Also, it provides direction in which the governments of both regions should work to lessen the procedural burden on the business people and also try to simplify the processes so as to reduce their losses in terms of money and time. Recommendations for further study are also given.