

Working Strategies of Good Distribution Practices (GDP) of Automobile Industries and Pharmaceutical Industries¹

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ABSTRACT

Introduction: The automobile sector of today is up against a number of obstacles. The requirements for vehicles on the market now are higher than ever before, both in terms of price and functionality.

Aim of the study: the main aim of the study is Working Strategies Of Good Distribution Practices (GDP) Of Automobile Industries And Pharmaceutical Industries

Material and method: The process of convenience sampling is used for the purpose of obtaining data from respondents.

Conclusion: The process of convenience sampling is used for the purpose of obtaining data from respondents.

INTRODUCTION

Effective Inventory Management in the Automotive Industry

The automobile sector of today is up against a number of obstacles. The requirements for vehicles on the market now are higher than ever before, both in terms of price and functionality. According to Singh and Singh (2020), producers need to be reactive in order to ensure market shares. In addition to this, they need to be able to guarantee a diverse selection of functions at affordable pricing. To put it another way, shift toward the notion of mass customization. According to Piller (2004), the term "mass customisation" describes the process of combining the adaptability of items that are produced to order with the economies of scale that come with mass manufacturing. These two considerations help to explain, to some extent, the need that there be an efficient and trustworthy inventory cost management system implemented across the product value chain. The significance of the automobile industry's stocks, as well as the variety of these inventories, is one of the industry's defining characteristics. Inventories are created during the manufacturing process at numerous points along the chain (raw material, work-in-progress and finished products). They bring out both positive and negative outcomes. The creation of an inventory of any good serves the main purpose of compensating for any potential imbalances that may occur between supply and demand. Nevertheless, if stocks are not handled properly, they might cause organisations to incur greater additional expenditures. In order for a vehicle manufacturer to decrease the amount of money that may be lost as a result of overstocking or running out of stock, it is essential for the manufacturer to have assets that are well managed.

LITERATURE REVIEW

Uyar, Ahmet & Bayat, Tugrul (2020) Because of the local and international economic value it has contributed, the automobile industry has a significant position not only in our country but also across the rest of the globe. This is

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because of the value that it has generated for other countries' economies. It is clear that the automobile industry is one of the most successful subsectors within the manufacturing industry when both its production share and the pace at which it contributes to the economy are taken into consideration. The percentage of the sector's overall output that is contributed by the manufacturing industry is more than the average for the sector. Due to the nature of the sector, the automobile industry is the primary client of products produced by fundamental industrial branches such as iron and steel, light metals, petrochemistry, rubber, and plastics.

Serohi, Ajay (2020) The British automobile sector continues to profit from current economic conditions. While sales continue to favour new cars and environmental rules become more stringent, the global automobile industry is about to enter a period of thorough and revolutionary transition. The output of British automobiles in 2012 was 1.58 million, up 7.7% from 2011, according to figures from the "European Automobile Association and the British Automobile Manufacturers and Traders Association," although overall auto production has continued to expand steadily. 2.5 million units were supplied in 2012. German automobile manufacturing fell by 8.1% at that time, whereas Spain's fell by 16.6%. This study takes into account the automobile industry's adoption of sustainable supply chain management, which started around 2017. As a result, the study examined the sources and their contents and conducted a persuasive bias analysis. Content analysis is categorised in accordance with a number of important business structures, as per the "Icam Definition for Function Modeling (IDEF0)," which is a typical method of dividing business structures. The report combines robustly dispersed research theft clauses with advice for next investigations, and it offers helpful guidelines for developing the surveyor's automobile supply chain.

Lopes, Lineia & Pires, Sílvia (2020) The supply chains of the car industry are now under danger from a number of factors, which is why the sector is uneasy right now. These components, which have given rise to new types of mobility, include autonomous driving, connection, electrification, and trip sharing. Delphi, a qualitative research stage, was paired with a second quantitative step in the study methodology (survey). The findings indicate that, for the most part, Brazilian automobile sector reality is consistent with research on GSCM procedures around the globe, although certain particular discoveries have also been uncovered and addressed.

Pató, Beáta & Herczeg, Márk (2020) Securing the supply chains' high performance standards is a challenging challenge. Even in a perfect society, it is difficult to balance competing interests, coordinate the supply of raw materials and information flow, work with partners, and establish and maintain a trusting relationship while meeting consumer needs. The members of the supply chains are facing enormous difficulties as a result of the latest COVID-19 outbreak. In a situation like this, the selection of the inventory and organisational plan is crucial. By utilising an automobile case study as an example, this research aims to show current issues and their workable solutions in order to assess if supply chains can continue to function even in this challenging economic and social environment.

Wellbrock, Wanja & Ludin (2020) The concept of sustainability has risen to prominence in recent years, both in the popular consciousness and the scientific community. Corporate scandals in the past have made sustainability a pressing issue, especially in the automotive industry, where electric motors, lightweight construction, and the reduction of carbon dioxide emissions are significant problems. The interior is sometimes overlooked, but it is just as important to keep sustainability in mind as the exterior. Most of the driver's attention is focused on the car's interior. Because of this, luxury brands may adhere to stricter guidelines than other companies when it comes to the use of natural fibres, for example.

METHODOLOGY

The process of convenience sampling is used for the purpose of obtaining data from respondents. When choosing the respondents, one of the most important factors that was considered was whether or not the respondents had sufficient knowledge of the Good Distribution Practices and other relevant procedures used in their respective pharmaceutical and automobile sectors.

RESULTS

Analysis of Working Strategies of Good Distribution Practices (GDP) Of Automobile Industries And Pharmaceutical Industries

Cross tabulation evaluation and Chi Square tests are used as follows for the purpose of analysing the working strategies of the Good Distribution practises department based on the current programmes; the following hypothesis has been formulated for the purpose of evaluating them. Good Distribution practises department

H01:- There is no significant difference about the effectiveness of Automobile Industries and Pharmaceutical Industries towards the Good Distribution practices (GDP).

H11:- There is significant difference about the effectiveness of Automobile Industries and Pharmaceutical Industries towards the Good Distribution practices (GDP).

Table 4.1: Cross tabulation of Automobile and Pharmaceutical with (GDP)

| From Which Pharmaceutical/Automobile industry * B11 Cross tabulation | | | | | | |
|--|---------------------------|----------------|--------------|------------|-----------|-------|
| | | | B11 | | | Total |
| | | | Dissatisfied | No opinion | Satisfied | |
| From Which Pharmaceutical/Automobile industry | Automobile Industries | Count | 3 | 9 | 13 | 25 |
| | | Expected Count | 2.5 | 10.0 | 12.5 | 25.0 |
| | Pharmaceutical Industries | Count | 2 | 11 | 12 | 25 |
| | | Expected Count | 2.5 | 10.0 | 12.5 | 25.0 |
| Total | | Count | 5 | 20 | 25 | 50 |
| | | Expected Count | 5.0 | 20.0 | 25.0 | 50.0 |

Interpreting a cross tabulation and chi square analysis with its observed and actual values as well as the predicted values inside each cell is shown in tables 4.1 and 4.2. Initial investigation reveals that the observed values and the predicted values are very comparable to one another. In light of the information presented in Table 4.1, it is possible to deduce, with regard to the combined analysis, that there is a mix response for the Good Distribution practises (GDP) of the Pharmaceutical and Automobile Industries. There were a total of 50 responses, and out of them, 5 respondents were unhappy with GDP, 20 respondents had no opinion, and 25 respondents considered GDP to be content and useful for them. Means that total 25 (50%) respondents agree that they utilise GDP and that it is vital, however remaining (5+20) total 25 (50%) respondents do not find the GDP valuable for them. In terms of a comparative analysis, it is abundantly clear that in the Automobile Industries there were 3 respondents who were dissatisfied, whereas in the Pharmaceutical industry there are only 2 respondents who are dissatisfied. Furthermore, in the Automobile Industries there were 9 respondents who had no opinion, whereas in the pharmaceutical industry there were 11 respondents who had no opinion. In terms of satisfaction, 13 respondents in the Automobile Industries were satisfied, whereas 12 respondents in the pharmaceutical industry were satisfied. Therefore, it is possible to deduce from the data that a greater proportion of respondents in the automotive industry are content with the GDP compared to those in the pharmaceutical industry on the efficacy of their products.

Table 4.2: Chi Square of GDP

| Chi-Square Tests | | | |
|------------------------------|-------------------|----|-----------------------|
| | Value | df | Asymp. Sig. (2-sided) |
| Pearson Chi-Square | .440 ^a | 2 | .803 |
| Likelihood Ratio | .442 | 2 | .802 |
| Linear-by-Linear Association | .000 | 1 | 1.000 |
| N of Valid Cases | 50 | | |

a. 2 cells (33.3%) have expected count less than 5. The minimum expected count is 2.50.

Asymp. Sig. (2- Sided) column values (Pearson Chi-Square Asymp. Sig. (2- Sided) value is .803, Likelihood Ratio Asymp. Sig. (2- Sided) Value is 0.802 and Linear by Linear Association Asymp. Sig. (2- Sided) Values is 1.000) are greater than .05, which could be interpreted as showing that there is no significant difference between the effectiveness (GDP). Therefore, it is abundantly clear that the Automobile Industry and the Pharmaceutical Industry have the same kind of utility of Good Distribution practises, which indicates that both firms are in agreement that GDP is necessary for the uninterrupted flow of Pharmaceutical/Automobiles products without delay in the market, from the Dealer to the Customers. This was also shown by table 4.2, which showed that fifty percent of respondents in the Pharmaceutical/Automobile industry were pleased with their company's GDP.

For finding the relationship between logistics in Automobile Industries and Pharmaceutical Industries following hypothesis were formulated and evaluated:

H02:- There is no significant difference between Automobile Industries and Pharmaceutical Industries towards their Logistics.

H12:- There is significant difference between Automobile Industries and Pharmaceutical Industries towards their Logistics.

Table 4.3: Cross tabulation of Automobile and Pharmaceutical with Logistics

| From Which Pharmaceutical/Automobile industry * B11 Cross tabulation | | | | | | |
|--|---------------------------|----------------|------------|-----------|------------------|-------|
| | | | B11 | | | Total |
| | | | No opinion | Satisfied | Highly satisfied | |
| From Which Pharmaceutical/Automobile industry | Automobile Industries | Count | 6 | 6 | 13 | 25 |
| | | Expected Count | 6.0 | 6.5 | 12.5 | 25.0 |
| | Pharmaceutical Industries | Count | 6 | 7 | 12 | 25 |
| | | Expected Count | 6.0 | 6.5 | 12.5 | 25.0 |
| Total | | Count | 12 | 13 | 25 | 50 |
| | | Expected Count | 12.0 | 13.0 | 25.0 | 50.0 |

Interpreting a cross tabulation and chi square analysis with its observed and actual values as well as the predicted values inside each cell is shown in tables 4.3 and 4.4. Initial investigation reveals that the observed values and the predicted values are very comparable to one another. Based on the information presented in Table 4.5, it is possible to deduce, in regard to the combined analysis of the Automobile and Pharmaceutical Industries, that out of a total of fifty respondents, twelve have no opinion, thirteen found themselves to be satisfied with the logistics, and twenty-five were extremely satisfied. Concerning comparative analysis, it is evident from the analysis that the same number of respondents (six) hold no opinion, that six are satisfied with the logistics in the automobile industry and seven are satisfied with the pharmaceutical industry, and that thirteen are highly satisfied with the automobile industries and twelve with the pharmaceutical industries. According to the findings, it is abundantly evident that both firms are almost as happy with the logistics as one another.

Table 4.4: Chi Square of Logistics

| Chi-Square Tests | | | |
|--|-------------------|----|-----------------------|
| | Value | df | Asymp. Sig. (2-sided) |
| Pearson Chi-Square | .117 ^a | 2 | .943 |
| Likelihood Ratio | .117 | 2 | .943 |
| Linear-by-Linear Association | .029 | 1 | .864 |
| N of Valid Cases | 50 | | |
| a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 6.00. | | | |

The fact that the Pearson Chi-Square Asymp. Sig. (2- Sided) value is .943, the Likelihood Ratio Asymp. Sig. (2- Sided) Value is 0.943, and the Linear by Linear Association Asymp. Sig. (2- Sided) Values are .864 can be interpreted to mean that there is no significant difference between the Automobile Industries and the Pharmaceutical Industries in terms of their Logistics. This conclusion can be drawn. It is so abundantly evident that the Automobile Industry and the Pharmaceutical Industry share a comparable form of logistics. Planning denotes that both companies are in agreement that logistics is necessary for the uninterrupted flow of pharmaceuticals and automobiles into the market, for the benefit of the Dealer, the Wholesaler, and the Retailer in order to satisfy Customers. In addition to this, it was shown by table 4.16 that fifty percent of the employees at the Pharmaceutical/Automobile company were content with the logistical planning at their company.

The following hypotheses on the link between the Transportation and Automobile Industries and the Pharmaceutical Industries were developed and tested in order to identify the relationship:

H03:- There is no significant difference between Automobile Industries and Pharmaceutical Industries towards their Transportation.

H13:- There is significant difference between Automobile Industries and Pharmaceutical Industries towards their Transportation.

Table 4.5: Cross tabulation of Automobile and Pharmaceutical with Transportation

| From Which Pharmaceutical/Automobile industry * B11 Cross tabulation | | | | | | |
|--|---------------------------|----------------|------------|-----------|------------------|-------|
| | | | B11 | | | Total |
| | | | No opinion | Satisfied | Highly satisfied | |
| From Which Pharmaceutical/Automobile industry | Automobile Industries | Count | 13 | 6 | 6 | 25 |
| | | Expected Count | 12.5 | 6.0 | 6.5 | 25.0 |
| | Pharmaceutical Industries | Count | 12 | 6 | 7 | 25 |
| | | Expected Count | 12.5 | 6.0 | 6.5 | 25.0 |
| Total | | Count | 25 | 12 | 13 | 50 |
| | | Expected Count | 25.0 | 12.0 | 13.0 | 50.0 |

Interpreting a cross tabulation and chi square analysis with its observed and actual values as well as the predicted values inside each cell is shown in tables 4.4 and 4.5. Initial investigation reveals that the observed values and the predicted values are very comparable to one another. It is possible to draw the following conclusions from the data presented in

CONCLUSION

To investigate the importance of previously formulated hypotheses in relation to the operational strategies of the Good Distribution Practices department by using the existing programmes as a foundation Evaluations using cross tabs and Chi square tests are carried out. From the Cross Tab and Chi Square from Table 4.1 to Table 4.7, which are performed for examining the combined and comparative analysis of the Automobile and Pharmaceutical Industries hypothesis H01to H06 are formulated and analysed, and all are found to be significant and accepted, it can be seen that these analyses were successful. The analysis of the results makes it abundantly clear that both the Pharmaceutical Industries and the Automobile Industries are almost equally satisfied with the working strategy parameters such as GDP planning, Logistics, Transportation, Warehousing, Technology management, and GDP culture. This comes as no surprise given that it is clear that both companies are almost equally satisfied with these aspects of their respective businesses.

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