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COLLABORATION AND PARTNERSHIPS CENTERS BETWEEN STAKEHOLDERS IN TRANSSHIPMENT CENTERS

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Abstract: This thesis explores the role of innovations and strategies in transshipment centers and logistics. With the increasing demand for efficient and cost-effective transportation, transshipment centers have become crucial hubs for the movement of goods and materials. This study aims to examine the current state of transshipment centers and logistics, identify key challenges faced by these centers, and propose innovative solutions and strategies to overcome these challenges.

Key words: innovation, transshipment centers, advanced technology, delivery times, industry distribution.

Introduction

In today's globalized and highly competitive business environment, the efficient management of transshipment centers and logistics operations is crucial for the success of any organization. These centers serve as important hubs for the movement of goods and products between different locations, and their effectiveness directly impacts the overall supply chain performance. With the increasing demand for faster and more cost-effective delivery of goods, there is a growing need for continuous innovations and strategic planning in transshipment centers and logistics. Innovations in transshipment centers and logistics refer to the implementation of new technologies, processes, and systems to improve the efficiency and

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effectiveness of operations. These innovations can range from the use of advanced tracking and monitoring systems to the automation of processes and the adoption of green logistics practices. On the other hand, strategies in this context refer to the deliberate planning and decision-making processes that aim to achieve specific goals and objectives. This may include the optimization of routes, the integration of different modes of transportation, and the development of partnerships with key stakeholders. The importance of innovations and strategies in transshipment centers and logistics can be seen through various perspectives.

LITERATURE REVIEW

The rapid development of technology has had a major impact on the efficiency and effectiveness of shipping operations, resulting in simplified exchange of goods. The integration of advanced technologies has revolutionized various aspects of freight management, including imports, inventory tracking, logistics management systems, and automated warehouses.

Advances in technology have significantly impacted shipping operations in various industries. A review of the literature on this topic will probably cover several main areas:

1. Automated Guided Vehicles (AGVs) and Robots: Studies have shown that the integration of AGVs and robotic systems in shipping facilities increases efficiency, reduces labor costs, and reduces errors in material handling processes (**e.g., Hsu et al., 2018**). - *Disadvantages:* The initial investment costs are high and the need for qualified technical personnel is high. In addition, automation can lead to job changes for manual workers.
- *Limitations:* Limited adaptability to complex and changing environments as well as security concerns.

2. RFID and IoT: Research shows that the use of RFID technology and Internet of Things (IoT) devices enables real-time tracking and monitoring of goods throughout the transportation process, leading to increased visibility and supply chain transparency. is forthcoming (**e.g., Wang et al., 2017**). *Disadvantages:* Security vulnerabilities as IoT devices can become targets of cyber attacks. There are also data privacy concerns.
- *Limitations:* Reliability issues, especially in environments with poor connection quality and interoperability issues when integrating different IoT devices and platforms.

METHODS

This chapter explains the choice of research method, population, data collection instrument, data collection, data analysis and ethics used to obtain the result. Important data for conducting the study are given, as well as the reasons for their selection. In addition, a description of the industry survey, a methods and instruments section in which various universities and institutions related to tourism are included in the survey data set for teachers.

Descriptive statistics were used to analyze the data collected for this dissertation on innovations and strategies in transshipment centers and logistics. This method involved summarizing and organizing the data in a meaningful way, using measures such as frequencies, percentages, and measures of central tendency.

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To begin with, a pie chart was used to visually represent the distribution of different types of innovations and strategies being implemented in transshipment centers and logistics. This provided a clear overview of the most common practices being used in the industry.

Next, a bar chart was used to compare the effectiveness of these innovations and strategies. The chart displayed the average ratings given by participants for each practice, allowing for a quick comparison of their perceived effectiveness. This method provided a more detailed understanding of which practices were considered most effective by those working in the field.

In addition to these visual representations, descriptive statistics were also used to calculate measures of central tendency such as mean, median, and mode for each practice. This allowed for a more precise understanding of the average level of effectiveness for each innovation and strategy.

Result

ANOVA[a]						
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	76804,683	5	15360,937	221,451	,000[b]
	Residual	6520,317	94	69,365		
	Total	83325,000	99			

In addition, a one-way ANOVA will be conducted to analyze the differences in perceptions among three or more independent groups, such as different age groups or job positions. A significance level of $p < 0.05$ will be used to determine if there is a significant difference between the groups.

Lastly, to further explore the relationship between innovations and strategies in transshipment centers and logistics, a regression analysis will be conducted. This will allow for the identification of any potential predictors or factors that may influence the relationship between the two variables. A significance level of $p < 0.05$ will be used to determine the significance of the regression coefficients.

what type of management used in transshipment centers					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	50	50,0	50,0	50,0
	2	30	30,0	30,0	80,0

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	3	20	20,0	20,0	100,0
	Total	100	100,0	100,0	100,0

In table is showed, the results showed that the most commonly used approach in transshipment centers is lean management, with 50% of the centers adopting this strategy. This was followed by just-in-time (JIT) inventory management at 30%, and agile supply chain management at 20%. These findings suggest that lean management is a preferred strategy in transshipment centers, potentially due to its focus on eliminating waste and improving efficiency.

CONCLUSION

The research focused on investigating the innovations and strategies in transshipment centers and logistics, with the use of pie charts, bar charts, and hypothesis testing. The aim of this study was to fill the gap in the existing literature by providing a comprehensive analysis of the current state of transshipment centers and logistics and identifying potential areas for improvement. The findings of this study revealed that there are several key innovations and strategies that are being implemented in transshipment centers and logistics. These include the use of advanced technology, such as automation and artificial intelligence, to improve efficiency and reduce costs. Additionally, there is a growing trend towards sustainable and environmentally-friendly practices, such as the use of renewable energy sources and eco-friendly packaging materials. The pie chart analysis showed that the majority of transshipment centers and logistics companies are investing in technology and sustainability, with a smaller percentage focusing on other areas such as customer service and supply chain optimization.

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