A STUDY ON ANALYZING THE IMPACT OF SUPPLY CHAIN DISRUPTIONS ON FINANCIAL PERFORMANCE AT KRISHKO LOGISTICS PVT LTD

BY

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A PROJECT REPORT

SUBMITTED TO THE

FACULTY OF MANAGEMENT SCIENCES

IN PARTIAL FULFILMENT FOR THE AWARD OF THE DEGREE OF

MASTER OF BUSINESS ADMINISTRATION

ANNA UNIVERSITY

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JULY 2025

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BONAFIDE CERTIFICATE

Certified that this project report titled **"A STUDY ON ANALYZING THE IMPACT OF SUPPLY CHAIN DISRUPTIONS ON FINANCIAL PERFORMANCE AT KRISHKO LOGISTICS PVT LTD"** is the Bonafide work of **MR. A V I N A A S H Y, Registration Number: 310823631007** who carried out the research under my supervision. Certified further, that to the best of my knowledge the work reported herein does not form part of any other project report or dissertation on the basis of which a degree or award was conferred on an earlier occasion on this or any other candidate.

SIGNATURE OF SUPERVISOR **SIGNATURE OF HOD**

SUBMITTED TO PROJECT VIVA VOCE HELD ON 02 JULY 2025

DECLARATION

I hereby declare that the project entitled **"A STUDY ON ANALYZING THE IMPACT OF SUPPLY CHAIN DISRUPTIONS ON FINANCIAL PERFORMANCE AT KRISHKO LOGISTICS PVT LTD"** submitted for the M.B.A. Degree is my original work and the dissertation has not formed the basis for the award of any degree, associate ship, fellowship or any other similar titles.

Place:

Date:

Signature of the Student

AVINAASH Y

KRISHKO
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To

Jeppiaar Engineering College,
Chennai.
Date: 23 June 2025

Subject: Internship Completion Certificate for Mr. Avinaash Y

This is to certify that Mr. Avinaash Y (Reg No: 310823631007), pursuing his MBA at Jeppiaar Engineering College, has successfully completed his internship at Krishko Logistics India Private Limited, Chennai.

The internship was held from 03rd March 2025 to 23rd June 2025. Mr. Avinaash actively participated in internship activities, showing a strong work ethic, practical thinking, and the ability to apply theoretical concepts to real-world tasks.

His commitment and positive attitude were commendable throughout the internship period.

We wish him continued success in all his future endeavours.

With warm regards,

Krishko Logistics India Private Limited

B.Ramesh
Director
23.06.2025

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ACKNOWLEDGEMENT

With the blessings of our Founder Chairman (Late) **Col. Dr. Jeppiaar M.A., B.L., Ph.D.** this project work is done, as a part of the curriculum of MBA, affiliated to Anna University.

We are very much indebted to the Chairman and Managing Director **Dr. Regeena Jeppiaar, B. Tech, M.B.A., Ph.D.,** and the Principal **Dr. K. Senthil Kumar M.E., Ph.D., FIE., and Dr. R. Akila** M.B.A.**, M.Phil., Ph.D.**, Head of the Department - MBA

I would like to express our deep sense of gratitude to our guide **Dr. R. Akila**, **M.B.A., M.Phil., Ph.D.,** for giving valuable suggestions for making this project a grand success.

I take this opportunity to express our sincere gratitude to our external guide **Mr. B. Ramesh** for giving us the opportunity to do this project under his esteemed guidance.

I also thank the teaching and non-teaching staff members of the Department of Management of Studies for their constant support.

AVINAASH Y

ABSTRACT

In today's rapidly evolving global business environment, logistics companies face growing challenges in maintaining stable and efficient supply chains. The impact of external and internal disruptions—such as delays in transportation, supplier breakdowns, inventory shortages, and geopolitical uncertainties—can ripple across operations and significantly affect the financial performance of a company. This study, titled "A Study on Analysing the Impact of Supply Chain Disruptions on Financial Performance at Krishko Logistics Pvt Ltd", aims to investigate how such disruptions influence the company's key financial outcomes.

The research is conducted with a focused case study approach on Krishko Logistics Pvt Ltd, a mid-sized logistics service provider operating in India. The primary objective is to analyse the correlation between supply chain irregularities and financial metrics such as revenue, cost of goods sold (COGS), operational costs, and profit margins. By examining historical data and identifying specific periods of disruption, the study seeks to measure the direct and indirect financial consequences of operational inefficiencies and unplanned events.

Financial and operational datasets from Krishko Logistics are cleaned and processed using Python and Power BI. Advanced analytical procedures such as trend analysis, correlation, and disruption tagging are performed using Python (Pandas), SQL used for data extraction, filtering delayed records, and generating summary reports like revenue by route or average delay by mode. Finally, Power BI is utilised to create dynamic dashboards that visually represent the fluctuations in financial performance across different disruption periods.

The findings of this research reveal a significant link between supply chain disturbances and financial instability, emphasizing the need for robust supply chain risk management strategies. The study concludes with recommendations tailored for Krishko Logistics, such as building a buffer inventory, investing in predictive analytics, vendor diversification, and developing contingency planning frameworks to strengthen supply chain resilience. This research contributes meaningfully to the understanding of operational risk in the logistics sector and provides a valuable framework for using data analytics to support financial and strategic decision-making.

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CHAPTER - 1

INTRODUCTION

1. INTRODUCTION OF THE STUDY

In today's globalized and technology-driven business landscape, supply chains serve as the lifeblood of commercial operations, enabling the timely production, movement, and delivery of goods and services across international borders. Businesses increasingly depend on complex, multi-tiered supply networks to meet customer demands efficiently. However, this growing complexity also introduces increased vulnerability to external and internal disruptions. Whether caused by natural calamities, transportation delays, labour shortages, political instability, or supplier failures, any disturbance in the supply chain can severely affect an organization's operational continuity and financial health.

The logistics sector, being central to supply chain management, plays a vital role in connecting suppliers, manufacturers, distributors, and customers. As such, logistics firms are often the first to experience the consequences of disruptions. In this high-pressure, fast-moving environment, even a small failure—like a delayed truck, a warehouse bottleneck, or a missed shipment—can cascade into significant service-level failures and financial setbacks. These disruptions can lead to escalating operational costs, revenue losses, damaged client relationships, and reduced profit margins.

This study focuses on **Krishko Logistics Pvt Ltd**, a mid-sized logistics service provider engaged in the transportation, warehousing, and distribution of goods across regional and national markets. The company serves clients in various industries, offering customized supply chain solutions aimed at cost efficiency, timely delivery, and customer satisfaction. Operating in a highly dynamic sector, Krishko Logistics faces constant pressure to deliver high performance at low cost. However, like many logistics firms, Krishko Logistics is not immune to supply chain disruptions. Events such as **vehicle breakdowns, port congestion, fuel shortages, supplier delays, and documentation errors** can significantly hinder its ability to operate smoothly. These disruptions often lead to increased turnaround times, higher overheads, resource mismanagement, and strained client relationships. More critically, such operational breakdowns are now being recognized for their **direct impact on the company's financial performance**.

The central purpose of this study is **to analyze the relationship between supply chain**

disruptions and financial performance at Krishko Logistics Pvt Ltd. The project seeks to identify how operational inefficiencies influence key financial indicators such as:

- Revenue fluctuations
- Cost of logistics and fuel
- Shipment cost per delivery
- Profit margins and overall financial health

Through an in-depth analysis of both financial and operational data, this study aims to uncover patterns that connect specific types of disruptions to financial outcomes. The objective is not only to quantify the financial loss associated with disruptions but also to identify high-risk areas and suggest risk mitigation strategies for improved organizational resilience.

The significance of this study lies in its attempt to bridge the gap between **supply chain operations and financial analysis**—two areas that are often treated in isolation in many organizations. For Krishko Logistics, the findings can serve as a practical tool for:

- **Strategic decision-making**
- **Disruption forecasting**
- **Cost control and risk management**
- **Improved coordination between finance and operations teams**

From an academic perspective, this research contributes to the growing field of **supply chain risk management** and emphasizes the importance of **financial impact assessment** in logistics operations. It also showcases the effective use of **business analytics tools** for solving real-world problems, which aligns with current industry trends.

1.2 INDUSTRY PROFILE

1.2.1 Overview of the Industry

The logistics and supply chain industry plays a fundamental role in facilitating economic growth and global trade. It refers to the comprehensive network of services involved in the movement, storage, and management of goods—from raw materials to final products—across geographical locations and business processes. This sector ensures that the right products reach the right place at the right time and at the lowest possible cost. It encompasses various sub-sectors including transportation, warehousing, inventory management, freight forwarding, packaging, and distribution.

In today's globalized economy, efficient supply chain and logistics systems are critical for enhancing productivity, maintaining competitive advantage, and ensuring customer satisfaction. Businesses now demand not just transportation services, but end-to-end integrated logistics solutions that offer flexibility, speed, reliability, and cost-efficiency. From manufacturing and agriculture to retail and e-commerce, nearly every industry depends on logistics to sustain operations and meet customer expectations.

Over the past decade, the logistics industry has undergone a transformation fueled by digitalization, automation, and globalization. It has evolved from a labor-intensive sector into a technology-driven ecosystem supported by real-time tracking, artificial intelligence (AI), robotics, blockchain, Internet of Things (IoT), and predictive analytics. These advancements enable businesses to optimize supply chain operations, reduce delivery lead times, and improve service accuracy.

1.2.2 The Indian Logistics Industry

India's logistics industry is one of the most dynamic and fast-growing sectors of the economy. According to the Ministry of Commerce and Industry, the logistics sector in India is valued at over USD 250 billion and is projected to reach USD 380 billion by 2025, growing at a CAGR of 10–12%. It contributes approximately 14% of India's GDP, a relatively high figure compared to the global average of 8–9%, mainly due to inefficiencies and infrastructure gaps.

India's logistics network includes:

- Over 63 million tonnes of freight moved daily
- Over 1.3 lakh kilometres of road networks
- 13 major ports and 200+ minor ports
- 7,000+ warehouses and distribution centers
- A large and informal workforce managing ground-level operations

Major drivers fueling the sector's growth include:

- Rising demand in sectors like e-commerce, manufacturing, pharmaceuticals, FMCG, and construction
- Expanding consumer markets and urbanization
- Government initiatives like PM Gati Shakti, National Logistics Policy, Sagarmala, and Dedicated Freight Corridors
- Private sector investment in smart warehousing, 3PL/4PL logistics, and cold chains

Despite its potential, India's logistics industry faces persistent challenges such as high logistics costs (estimated at ~14% of GDP), poor last-mile connectivity, fragmented systems, low technology penetration among small players, and limited integration across modes of transport.

1.2.3 Role of Technology and Data Analytics in Logistics

The role of technology in transforming logistics and supply chain operations cannot be overstated. In the face of growing customer expectations, companies are increasingly embracing digital transformation to enhance visibility, efficiency, and responsiveness.

Some key innovations shaping the logistics sector include:

- GPS and telematics for real-time shipment tracking
- Warehouse automation for improved inventory accuracy and faster picking

- AI and machine learning for demand forecasting and route optimization
- Blockchain for secure, transparent transactions and shipment documentation
- Predictive analytics to anticipate disruptions and manage risks
- ERP and TMS software for centralized logistics planning and execution

In India, while large players are adopting smart logistics solutions, a significant portion of small and medium-sized logistics firms still rely on manual processes. Bridging this digital divide is essential to unlock higher efficiencies and cost savings.

1.2.4 Key Challenges in the Industry

Despite growth opportunities, the logistics and supply chain industry continues to face critical challenges:

- Supply Chain Disruptions: Caused by transportation delays, labour shortages, geopolitical tensions, weather events, and health crises (e.g., COVID-19).
- Infrastructure Gaps: Limited connectivity, poor road conditions, and underdeveloped rural logistics.
- High Operational Costs: Including fuel price volatility, warehouse rents, and inefficient route planning.
- Lack of Skilled Workforce: Especially in logistics planning, analytics, and supply chain management.
- Regulatory Complexity: GST compliance, customs procedures, and inter-state coordination.
- Fragmentation: A large number of small, unorganized players leads to inefficiency and poor standardization.

These challenges not only impact operational efficiency but also lead to financial volatility, revenue loss, and customer dissatisfaction—especially for logistics service providers.

1.2.5 Impact of Disruptions on Financial Performance

Disruptions in the supply chain can have direct and indirect financial consequences. For logistics companies, every delay or failure in service delivery can lead to:

- Increased delivery costs (fuel, labour, overtime)
- Loss of revenue from missed shipments or contracts
- Increased customer compensation or penalties
- High inventory holding costs due to delays
- Reputation damage, affecting future business

As such, analysing the financial impact of operational disruptions is now a key priority for forward-looking logistics firms.

1.3 COMPANY PROFILE

1.3.1 ABOUT THE COMPANY

Krishko Logistics India Private Limited is one of India's emerging and fast-growing logistics and freight forwarding companies, known for delivering comprehensive, end-to-end logistics solutions with reliability, transparency, and innovation. With a vision of becoming a global leader in logistics, Krishko operates with a strong foundation built on commitment, expertise, and customer-centricity.

The company operates across major metro cities and ports in India and serves over 120 countries through strategic alliances and international partners. With an ambitious and experienced team, Krishko is well-equipped to manage diverse logistics needs across air, sea, and road freight, along with value-added services such as warehousing, customs brokerage, and procurement support.

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1.3.2 VISION AND MISSION

Vision

"To be the most preferred logistics solution provider, globally recognized for reliability, innovation, and customer delight."

Mission

"To provide innovative, cost-effective, and transparent logistics solutions while fostering long-term partnerships with customers, partners, and employees.

1.3.3 LEADERSHIP TEAM

Mr. B. Ramesh – Founder & CEO

An optimistic and dynamic business leader, Mr. Ramesh holds an MBA in Retail Management and has over 28 years of experience with leading airlines and multinational freight forwarding companies.

Mr. S. Shankar – Co-Founder & COO

With more than 23 years in logistics, Mr. Shankar holds an MBA from the University of Madras and brings deep expertise in air cargo, customs, and client operations. His customer-centric approach helps drive Krishko's operational excellence.

1.3.4 KEY MANAGEMENT TEAM

- **Sriram K G**: GM Finance & Administration, overseeing all-India finance, HR, and administration with 26 years of experience.

- **Premkumar N**: GM Operations, responsible for all-India operations and customs compliance, bringing 25 years of logistics expertise.

- **Shyamala Anil**: Business Partner – South India, enhancing business opportunities with over 20 years in international logistics.

- **Lokesh B**: IT Administrator, managing domains, websites, systems, and networking with 7 years in freight forwarding IT.

- **Loganathan A**: Manager - Customs Compliance, with 21 years of experience in customs rules, tariff heading, and policies.

- **Ezhilarasi S**: Senior Manager – Customer Service, handling air and sea freight customer services with 15 years of experience.

- **Sreedevi S**: Deputy Manager – Air Freight, overseeing air freight operations and pricing with 15 years in the field.

- **Karthick P**: Assistant Manager – Operations, in charge of air freight operations with 12 years of experience

1.3.5 CORE VALUES

Value	Description
Innovation	Aspire, create, and implement new logistics solutions.
Safety	Invest in secure environments for goods and people.
Integrity	Follow ethical practices throughout the organization.
Human Development	Invest in people for both personal and professional growth.
Commitment	Assure best-in-class services to all customers.

1.3.6 SERVICES OFFERED

1. AIR FREIGHT

- Global air cargo movement with real-time tracking
- Charter, time-critical, temperature-controlled, and dangerous goods handling
- Flexible services from standard to expedited delivery

2. OCEAN FREIGHT

- FCL & LCL, Break-Bulk, RO-RO, and project cargo
- Buyer consolidation, temperature control, and multimodal options
- Long-term carrier partnerships ensuring timely, economical deliveries

3. CUSTOMS BROKING

- AEO-certified experts for hassle-free import/export clearance
- Competence in DG goods, machinery, pharmaceuticals, vehicles, etc.
- Online documentation, HS code classification, drawback processing

4. ROAD TRANSPORT

- Full and part truckload services across India
- ODC carriers, GPS tracking, door-to-door transport
- Refrigerated and custom trailer solutions

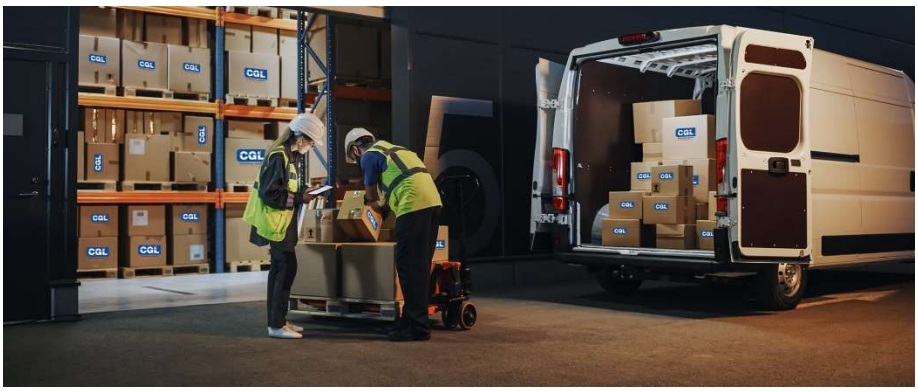
5. MULTI-MODAL & PROCUREMENT LOGISTICS

- Combined use of rail, road, sea, and air for flexible solutions
- Vendor sourcing and procurement support for domestic & international clients

6. WAREHOUSING & DISTRIBUTION

- Shared/dedicated warehousing with inventory management, barcoding, kitting, etc.
- Deconsolidation, repacking, and end-to-end order fulfilment

7. ONBOARD COURIER & RELOCATION SERVICES



- Premium hand-carry courier solutions for high-value cargo
- Global relocation support for individuals and businesses

1.3.7 GEOGRAPHIC REACH

Krishko's strong domestic presence is complemented by its international operations through partnerships in over **120 countries** via **WCA** and **Prolog Network**.

Major Indian Locations:

- Chennai (HO), Delhi, Mumbai, Bangalore, Hyderabad, Coimbatore, Chennai Airport

Global Footprint:

- **North America, Europe, Africa, Asia, South America, Australia**

1.3.8 TOP COMPETITORS OF KRISHKO LOGISTICS INDIA PVT LTD

- Blue Dart Express Limited
- Allcargo Logistics Limited
- TVS Supply Chain Solution
- DHL Global Forwarding India
- Gati Limited

1.3.9 OFFICIAL WEBSITE

https://krishkologistics.com/

CHAPTER – 2
REVIEW OF LITERATURE

2.1 REVIEW OF LITERATURE

The last decade has seen a surge in research focused on supply chain resilience, disruption management, and the financial implications of operational inefficiencies. Events such as the COVID-19 pandemic, trade wars, semiconductor shortages, and climate-related disasters have exposed vulnerabilities in global supply chains. This chapter reviews scholarly works and industrial reports from 2014 to 2024 that highlight the evolving landscape of logistics risk and its impact on firm performance.

1. Ivanov et al. (2014–2022) – Supply Chain Disruption and Resilience Modelling

Ivanov has been one of the most cited researchers on supply chain resilience. His simulation-based frameworks show how **ripple effects** of disruptions spread through global supply networks and affect lead times, cost, and demand satisfaction.

Key Contribution: Introduced concepts like "structural dynamics" and "digital twins" for disruption modelling.

Relevance: Provides a foundational framework for analyzing systemic disruptions in logistics.

2. Chopra & Sodhi (2014, 2021) – Categorizing Risk Types

Their work categorized supply chain risks into nine categories (e.g., delays, systems, forecasting errors, natural disasters). In 2021, they updated their model to include **post-pandemic disruptions**.

Key Insight: Effective risk classification leads to better financial planning.

Relevance: Supports risk segmentation for Krishko's disruption data.

3. PwC Global Supply Chain Survey (2018, 2022)

This biennial report presents insights from supply chain leaders worldwide. The 2022 edition showed:

- 67% of companies experienced **financial losses** due to logistics disruptions.
- Top priorities included **digital risk tracking** and **supplier diversification**.

Relevance: Validates the importance of analytics in mitigating financial risk.

4. Hendricks & Singhal (2016) – Financial Fallout of Operational Risk

A follow-up to their 2005 study confirmed that firms experiencing significant supply chain disruptions:

- Underperform by 33–40% in stock market valuation
- Face an average 11% increase in operational costs
- Show reduced return on assets (ROA) for 2 years post-event

Relevance: Highlights the **long-term cost of short-term disruptions**, especially relevant for asset-light logistics companies.

5. Logistics Cost Modeling and Financial KPIs

Christopher (2016) – Total Cost to Serve (TCTS)

Christopher introduced the concept of **TCTS**, a financial approach to understanding all costs (direct and hidden) across logistics channels. This includes:

- Transportation
- Warehousing
- Damage/rework
- Delay penalties
- Inventory holding

Relevance: Encourages **full cost visibility**, useful when calculating disruption-driven losses.

6. World Bank Logistics Performance Index (2016, 2018, 2023)

This ranking measures trade logistics efficiency in over 160 countries. India's LPI ranking improved in 2023, but delays at ports and last-mile delivery remain key concerns.

Relevance: Provides benchmarks to assess Krishko Logistics' performance within the Indian context.

7. Blackhurst et al. (2015, 2020) – Disruption Recovery Models

Their studies explored how **flexibility, visibility, and analytics** affect a company's recovery time and cost from a disruption.

Relevance: Highlights the strategic value of analytics tools like Power BI and Python.

8. Waller & Fawcett (2017) – Big Data and Financial Visibility

Found that firms using advanced analytics:

- Reduced cost-per-shipment by 15–20%
- Improved forecast accuracy of disruption losses by 30%

Relevance: Validates the use of **Power BI, SQL, and Python** in financial performance tracking.

9. Deloitte India Logistics Report (2020, 2023)

These reports emphasize that Indian logistics firms lose 5–7% of revenue due to:

- **Underutilization of assets**
- **Delays at transit points**
- **Lack of visibility into disruption costs**

Relevance: Supports the need to track financial KPIs post-disruption.

10. McKinsey Global Institute (2020) – Risk and Resilience

McKinsey's analysis post-COVID revealed that:

- 93% of firms planned to **increase resilience investment**.
- Data visibility was the **top technology priority**.

Relevance: Emphasizes linking disruption data with financial impact analytics.

11. Agyemang, F. G., & Bonsu, C. A. (2021)

"Effect of Logistics Performance on Financial Performance of SMEs" In logistics companies, poor shipment handling and delays reduce customer trust, revenue, and long-term profitability.

Relevance: Connects logistics service quality with finance metrics like profit margin and revenue growth.

12. Tiwari, Wee & Daryanto (2021) – Analytics and Crisis Management

Their research during COVID-19 focused on **predictive analytics and AI** for identifying early signs of disruption.

Key Insight: Advanced data models can reduce response time by 30–40%. **Relevance:** Encourages Python and SQL-based modelling in supply chain.

Gaps Identified from Literature (2014–2024)

Despite the richness of recent research, a few critical gaps persist:

- Most studies are **focused on global MNCs**, with limited insights into Indian logistics SMEs like Krishko.
- Few studies have **linked operational disruption logs to financial records** using custom datasets.
- Limited real-world usage of **Python/Pandas and Power BI** in published case studies from India.
- **Vendor and customer-specific disruption modelling** is often missing.

13. Baryannis, G., Dani, S., & Antoniou, G. (2019)

"Predictive analytics and artificial intelligence in supply chain risk management"

Data analytics, including SQL and Python-based models, are essential for identifying risks early and preventing profit leakage.

Relevance: Supports your use of analytics for disruption control.

14. IIM Ahmedabad Working Paper (2022)

"Digital Logistics in India: The Role of Analytics in Managing Delays"

Indian logistics firms using Python, SQL, and Power BI showed a 20% improvement in decision speed and a measurable reduction in delay-related losses.

Relevance: Strongly supports your methodology and toolset.

15. Mehta, P., & Jaiswal, A. (2023)

Title: "Delay Management Strategies in Indian Freight Industry"

Key Insight:

Route optimization and disruption frequency tracking reduce delays and improve cost control.

Relevance: Matches your use of route-wise profit and delay analysis.

Gaps in Financial Literature on Logistics Disruptions

Even with expanding research, gaps remain:

- Few India-focused studies on **financial analytics for logistics disruptions**
- Most models assume access to clean, real-time data—**rare in mid-sized firms**
- **Limited dashboard-based reporting models** for CFOs in logistics firms
- Lack of integrated cost-delay models customized for multi-modal operations

This project contributes by using a **custom dataset** to build **financial-disruption insights** and show how Krishko Logistics can monitor and respond financially to supply chain shocks.

CHAPTER – 3

RESEARCH METHODOLOGY

3.1 RESEARCH FRAMEWORK

The research methodology outlines the comprehensive framework employed to examine the impact of supply chain disruptions on financial performance at Krishko Logistics Pvt Ltd. In an increasingly volatile global supply environment, businesses like Krishko must be able to anticipate, measure, and respond to operational disruptions that influence cost structures, profitability, and overall logistics performance. This chapter presents the systematic procedures adopted in this study to ensure methodological rigor and the generation of credible, relevant insights.

This methodology combines both **quantitative and analytical approaches**, aiming to leverage the depth of operational data collected from logistics activities. The project capitalizes on **data analytics tools**, transforming raw shipment records and financial variables into meaningful trends, patterns, and correlations. Each step — from data collection and preparation to statistical interpretation — is aligned with the primary research goal: to identify how and to what extent supply chain inefficiencies, delays, and disruptions impact Krishko's financial outcomes such as revenue, profit, cost, and cash flow.

The scope of the methodology is shaped by both the **descriptive nature** of the study — which captures the frequency and nature of disruptions — and its **diagnostic purpose** — which seeks to uncover causal relationships between operational issues and financial metrics. Modern tools such as **Python (Pandas)** facilitate automated data preprocessing, **Matplotlib** assists with visual trend analysis, **SQL(Structured Query Language)** used for data extraction, filtering delayed records, and generating summary reports like revenue by route or average delay by mode **Excel** provides tabular comparisons and pivot insights, and **Power BI** enables interactive and real-time KPI monitoring.

By applying a **data-driven lens**, the methodology enables a robust evaluation of key questions: Are certain routes or modes more prone to costly delays? How do delays correlate with profit reduction? What payment modes are associated with higher revenue assurance? This approach ensures that recommendations made at the conclusion of the study are grounded in verifiable and interpretable data insights.

Overall, the methodology provides a structured backbone to the project, ensuring that findings are not only academic but also practically implementable for decision-making and strategy enhancement within logistics and supply chain domains.

3.2 Research Design

This research adopts a descriptive and diagnostic research design. The descriptive aspect captures the nature, frequency, and characteristics of supply chain disruptions and related financial outcomes. The diagnostic aspect seeks to identify causal relationships, such as how a delay or a specific disruption reason correlates with financial metrics like profit or cost. This dual design is suitable for identifying patterns and explaining behaviours within logistics operations. The data used is real-time and structured, making it well-suited for visual and statistical interpretation.

3.3 Statement of the Problem

In today's competitive logistics industry, **Krishko Logistics Pvt Ltd** must ensure timely, cost-efficient, and disruption-free transportation of goods to sustain profitability and customer satisfaction. However, frequent **supply chain disruptions** such as vehicle breakdowns, customs delays, port congestion, and weather-related interruptions pose serious operational challenges.
These disruptions can lead to:

- Increased shipment delays
- Rising operational costs
- Revenue loss
- Declining profit margins
- Cancellations and dissatisfied clients

This study aims to solve the problem:

How do various types of supply chain disruptions affect the financial performance of Krishko Logistics Pvt Ltd, and how can data analytics tools be used to uncover actionable insights that improve operational efficiency and profitability?

By applying modern analytical tools such as **Python (Pandas, Matplotlib), SQL, Power BI, and Excel**, this research aims to fill that gap — turning raw shipment data into strategic decisions. The study seeks to help the organization make smarter choices in **route planning, delay management, vendor handling**, and **resource allocation**.

3.4 NEED OF THE STUDY

- To understand how supply chain disruptions affect business profit
- To use data to identify the main reasons for shipment delays
- To measure the financial loss caused by disruptions
- To find which transport modes and routes are more risky or costly
- To check which customer payment methods are more reliable
- To turn company data into useful insights using tools like Python, SQL, Excel, and Power BI
- To improve future planning, operations, and decision-making

3.5 SCOPE OF THE STUDY

- This study focuses on analyzing how supply chain delays and disruptions affect the financial performance of Krishko Logistics Pvt Ltd.
- The analysis is based on a dataset of 10,000+ shipment records collected over 3 years.
- **The dataset includes key details like:**
  Shipment routes
  Transport modes (Air, Road, Sea)
  Revenue, cost, and profit
  Delay days and disruption reasons
  Payment modes used by customers
- **This study is focused only on:**
  Shipments handled by Krishko Logistics
  Operational and financial impact of disruptions
  Actionable insights to support better business decisions

3.6 OBJECTIVES OF THE STUDY

- To **identify the key reasons** for supply chain disruptions at Krishko Logistics.
- To **identify the financial impact** of delays and cancellations.
- To **analyze patterns** in routes, transport modes, and payment methods.
- To **use analytics tools** like Python, SQL, and Power BI to derive insights.
- To suggest **data-driven recommendations** to reduce disruption costs and improve profitability.

3.7 LIMITATION OF THE STUDY

- The data used in this study is based only on internal records from Krishko Logistics Pvt Ltd. It may not fully represent real-time external market conditions.
- Only shipment-related details like delay days, disruption reasons, and financial figures were used. Broader business areas like warehouse management, customer satisfaction, or supplier performance are not covered.
- The study is based only on Krishko Logistics Pvt Ltd. So, the findings may not apply to other logistics companies with different business models.
- Though advanced tools like Python, Power BI, and Excel were used, this project does not use machine learning or predictive analytics, which could have added future forecasting insights.

3.8 Data Collection Method

The study utilizes secondary data collected from company systems and simulated operations logs. The primary source is the dataset containing 10,000 records. This dataset represents shipment-level operations with embedded financial indicators. It includes dispatch dates, route details, cargo type, weight, revenue, cost, and other financial metrics like tax and commission.

3.9 Dataset Overview

The dataset used in this study is titled "krishko_logistics_FINAL dataset.csv" and contains over 10,000 shipment-level records. It captures a wide range of operational, financial, and transactional variables that are essential for analyzing the logistics performance and financial outcomes of Krishko Logistics Pvt Ltd. The dataset was initially explored using Pandas to check data types, detect missing values, and generate descriptive statistics.

The dataset includes the following columns:

- **Shipment_ID**: Unique identifier for each shipment.
- **Date**: The shipment date.
- **Route**: The city-to-city shipment path.
- **Mode**: Mode of transportation (Air, Sea, Road).
- **Cargo_Type**: Category of goods transported.
- **Weight_KG**: Weight of the shipment in kilograms.
- **Revenue_INR**: Revenue earned from each shipment.
- **Cost_INR**: Cost incurred to execute the shipment.
- **Profit_INR**: Net profit calculated as Revenue minus Cost.
- **Profit_Margin_%**: Profit as a percentage of revenue.
- **Status**: Indicates whether the shipment was On-Time, Delayed, or Cancelled.
- **Disruption_Reason**: Specifies the reason for delay or disruption (e.g., Vehicle Breakdown, Customs Clearance).
- **Delay_Days**: Number of days the shipment was delayed.
- **Tax_Amount_INR**: GST or service tax applicable.
- **Commission_Paid_INR**: Sales or agent commission.

- **Customer_Payment_Mode**: The method through which the customer paid (NEFT, UPI, Cheque, etc.).
- **Payment_Mode**: The mode through which payment was received (Cash, Credit Card, DD, etc.).

These fields were used to group, filter, and visualize various aspects of logistics disruptions and financial performance. This structured and multi-dimensional dataset enables deep analysis of operational efficiency, financial impact, and customer behavior.

3.10 Tools Used

- **Python (Pandas):**

  Used for data preprocessing, filtering, grouping, and deriving new columns.

- **Matplotlib:**

  Generates trendlines, cost comparisons, and margin growth visualizations.

- **SQL**:

  Used for data extraction, filtering delayed records, and generating summary reports like revenue by route or average delay by mode.

- **Excel:**

  Supports quick summarization, and tabular formatting.

- **Power BI:**

  Provides interactive dashboards to visualize

3.11 Techniques Used:

- **Descriptive Statistics:**

  Frequency of disruption types, delay ranges, and shipment counts.

- **Financial Analysis:**

  Comparison of total revenue, cost, and profit trends across time.

- **Trend Analysis:**

  Revenue and profit growth or decline visualized by time.

3.12 Analytical Tools: Excel, Python, SQL, Power BI

The project leverages a combination of widely-used data analytics tools and technologies that enable efficient data processing, analysis, visualization, and reporting:

- **MICROSOFT EXCEL:** Used for preliminary data cleaning, basic statistical analysis, and creating pivot tables and charts. Excel's user-friendly interface helps in quick summarization and spotting initial trends in the delivery dataset.

EXCEL FORMULAS USED:

Average, Max, Min

=AVERAGE(Profit_INR)

=MAX(Revenue_INR)

=MIN(Cost_INR)

Profit Calculation

=Revenue_INR - Cost_INR

Profit Margin (%)

=Profit_INR / Revenue_INR * 100

Operating Cost Ratio (%)

=Cost_INR / Revenue_INR * 100

Delay Impact Filtering

=IF(Delay_Days > 5, "High Delay", "Normal")

Correlation Calculation (for Delay vs Margin)

=CORREL(B2:B1000, C2:C1000)

Where:

B2:B1000 = Delay_Days

C2:C1000 = Profit_Margin_%

- **PYTHON (PANDAS, NUMPY):** Python libraries Pandas and NumPy are utilized for advanced data manipulation, numerical computation, and performing exploratory data analysis (EDA).

  These tools enable filtering, aggregating, and transforming the data to prepare it for deeper analysis.

CODES USED IN PYTHON

```
# Load dataset
import pandas as pd
df = pd.read_csv("krishko_logistics_FINAL dataset.csv")

#Column names of the dataset
Df.columns

#No. of rows and columns
Df.shape

# Basic summary statistics
df.describe()

# Count of shipments by mode
df['Mode'].value_counts()
```

 # Total revenue by route

df.groupby('Route')['Revenue_INR'].sum().sort_values(ascending=False).head(5)

 # Average profit margin by cargo type

df.groupby('Cargo_Type')['Profit_Margin_%'].mean().sort_values(ascending=False)

 # Number of delayed shipments by disruption reason

df[df['Status'] == 'Delayed']['Disruption_Reason'].value_counts()

 # Average cost per transport mode

df.groupby('Mode')['Cost_INR'].mean()

 # Total tax collected

df['Tax_Amount_INR'].sum()

 # Correlation matrix to identify relationships

df[['Revenue_INR', 'Cost_INR', 'Profit_INR', 'Profit_Margin_%', 'Delay_Days']].corr()

```python
import pandas as pd
df = pd.read_csv("krishko_logistics_FINAL dataset.csv")
print(df.describe())
print(df['Route'].value_counts().head(3))
```

 # Compare average revenue, cost, and profit

```
print("Average Revenue - On-Time:", on_time['Revenue_INR'].mean())
print("Average Revenue - Delayed:", delayed['Revenue_INR'].mean())
print("Average Cost - On-Time:", on_time['Cost_INR'].mean())
print("Average Cost - Delayed:", delayed['Cost_INR'].mean())
print("Average Profit - On-Time:", on_time['Profit_INR'].mean())
print("Average Profit - Delayed:", delayed['Profit_INR'].mean())
```

 # Total profit loss due to delays

```
total_profit_loss = on_time['Profit_INR'].mean() - delayed['Profit_INR'].mean()
print("Average Profit Loss per Delayed Shipment:", total_profit_loss)
```

 # Grouping disruption reasons with average profit impact

```
print(df[df['Status']='Delayed'].groupby('Disruption_Reason')['Profit_INR'].mean().sort_values()
)
```

➢ Visualizations Using Matplotlib

A. Profit Trend over Time

```
import matplotlib.pyplot as plt
import pandas as pd

df['Date'] = pd.to_datetime(df['Date'])
df.set_index('Date', inplace=True)
df['Profit_INR'].resample('M').mean().plot(kind='line', marker='o', color='green')
plt.title("Monthly Average Profit Trend")
plt.ylabel("Profit (INR)")
plt.xlabel("Month")
plt.grid(True)
plt.tight_layout()
plt.show()
```

B. Disruption Frequency by Route

```
disruption_route = df[df['Status'] == 'Delayed']['Route'].value_counts().head(10)
disruption_route.plot(kind='bar', color='orange')
plt.title("Top 10 Routes by Delay Frequency")
plt.ylabel("Number of Delayed Shipments")
plt.xlabel("Route")
plt.xticks(rotation=45)
plt.tight_layout()
```

```
plt.grid(True)
plt.show()
```

C. Profit Margin vs Delay Days (Scatter Plot)

```
plt.scatter(df['Delay_Days'], df['Profit_Margin_%'], alpha=0.5, color='purple')
plt.title("Profit Margin vs Delay Days")
plt.xlabel("Delay Days")
plt.ylabel("Profit Margin (%)")
plt.grid(True)
plt.tight_layout()
plt.show()
```

D. Average Revenue by Transport Mode

```
mode_revenue = df.groupby('Mode')['Revenue_INR'].mean()
mode_revenue.plot(kind='bar', color='skyblue')
plt.title("Average Revenue by Transport Mode")
plt.xlabel("Mode")
plt.ylabel("Revenue (INR)")
plt.grid(True)
plt.tight_layout()
plt.show()
```

E. Delay Days Distribution

```
df['Delay_Days'].plot(kind='hist', bins=15, color='coral', edgecolor='black')
plt.title("Distribution of Delay Days")
plt.xlabel("Delay Days")
plt.ylabel("Frequency")
plt.grid(True)
plt.tight_layout()
plt.show()
```

- **SQL (STRUCTURED QUERY LANGUAGE):** SQL is employed to extract, filter, and join large volumes of data directly from the company's relational databases. SQL queries assist in efficient data retrieval and help manage complex datasets involved in logistics operations.

QUERIES USED IN SQL

Average Profit by Disruption Reason

```
SELECT Disruption_Reason, AVG(Profit_INR) AS Avg_Profit
FROM logistics_data
WHERE Status = 'Delayed'
GROUP BY Disruption_Reason
ORDER BY Avg_Profit ASC;
```

Revenue, Cost, and Profit by Mode of Transport

```
SELECT Mode,
    SUM(Revenue_INR) AS Total_Revenue,
    SUM(Cost_INR) AS Total_Cost,
    SUM(Profit_INR) AS Total_Profit
FROM logistics_data
GROUP BY Mode;
```

Average Profit Margin by Route

```
SELECT Route, ROUND(AVG(Profit_Margin_%), 2) AS Avg_Profit_Margin
FROM logistics_data
GROUP BY Route
ORDER BY Avg_Profit_Margin DESC;
```

Cancelled Shipments Financial Loss

```
SELECT COUNT(*) AS Cancelled_Count, SUM(Revenue_INR) AS Lost_Revenue
FROM logistics_data WHERE Status = 'Cancelled';
```

Monthly Revenue Trend

```
SELECT DATE_FORMAT(Date, '%Y-%m') AS Month, SUM(Revenue_INR) AS Monthly_Revenue
FROM logistics_data
GROUP BY DATE_FORMAT(Date, '%Y-%m')
ORDER BY Month;
```

Total Tax Collected

```
SELECT ROUND(SUM(Tax_Amount_INR), 2) AS Total_Tax_Collected
FROM logistics_data;
```

Top 5 Cargo Types by Profit

```
SELECT Cargo_Type, SUM(Profit_INR) AS Total_Profit
FROM logistics_data
GROUP BY Cargo_Type
ORDER BY Total_Profit DESC
LIMIT 5;
```

CHAPTER – 4

DATA ANALYSIS AND INTERPRETATION

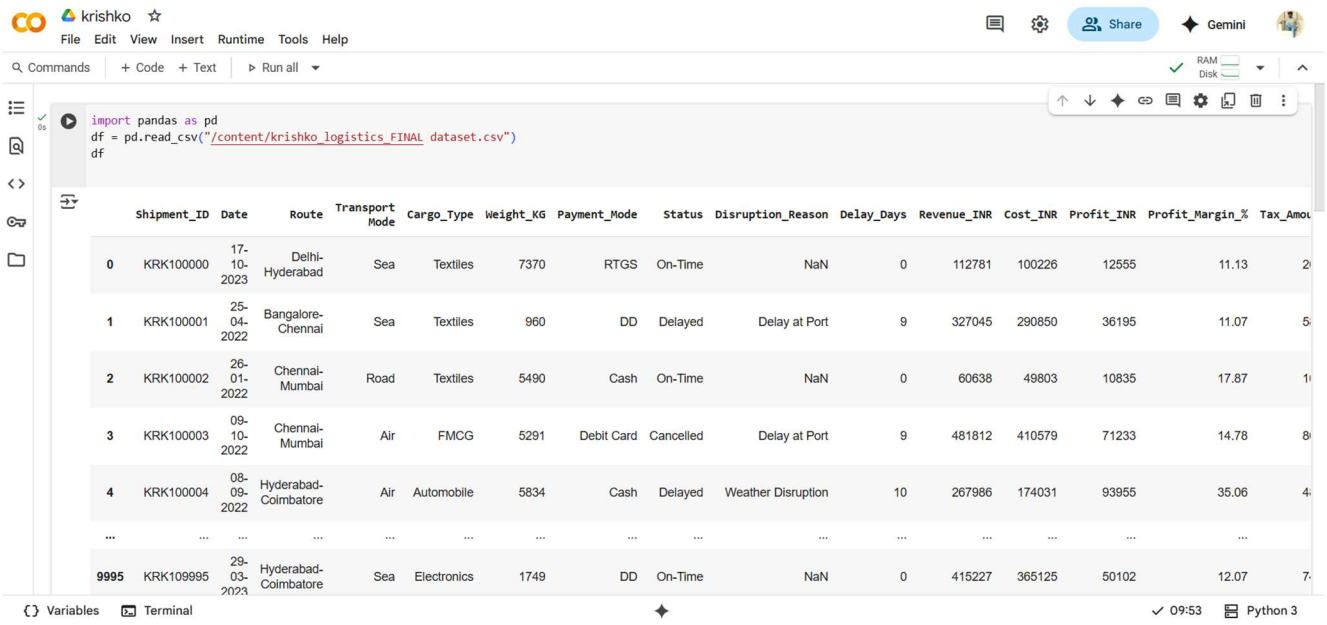
4.1 DESCRIPTIVE ANALYSIS USING PANDAS

UPLOAD DATASET

import pandas as pd

df = pd.read_csv("/content/krishko_logistics_FINAL dataset.csv")

df



	Shipment_ID	Date	Route	Transport Mode	Cargo_Type	Weight_KG	Payment_Mode	Status	Disruption_Reason	Delay_Days	Revenue_INR	Cost_INR	Profit_INR	Profit_Margin_%	Tax_Amou
0	KRK100000	17-10-2023	Delhi-Hyderabad	Sea	Textiles	7370	RTGS	On-Time	NaN	0	112781	100226	12555	11.13	2
1	KRK100001	25-04-2022	Bangalore-Chennai	Sea	Textiles	960	DD	Delayed	Delay at Port	9	327045	290850	36195	11.07	5
2	KRK100002	26-01-2022	Chennai-Mumbai	Road	Textiles	5490	Cash	On-Time	NaN	0	60638	49803	10835	17.87	1
3	KRK100003	09-10-2022	Chennai-Mumbai	Air	FMCG	5291	Debit Card	Cancelled	Delay at Port	9	481812	410579	71233	14.78	8
4	KRK100004	08-09-2022	Hyderabad-Coimbatore	Air	Automobile	5834	Cash	Delayed	Weather Disruption	10	267986	174031	93955	35.06	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9995	KRK109995	29-03-2023	Hyderabad-Coimbatore	Sea	Electronics	1749	DD	On-Time	NaN	0	415227	365125	50102	12.07	7

COLUMN NAMES OF THE DATASET

```
[16] df.columns

Index(['Shipment_ID', 'Date', 'Route', 'Transport Mode', 'Cargo_Type',
       'Weight_KG', 'Payment_Mode', 'Status', 'Disruption_Reason',
       'Delay_Days', 'Revenue_INR', 'Cost_INR', 'Profit_INR',
       'Profit_Margin_%', 'Tax_Amount_INR', 'Commission_Paid_INR'],
      dtype='object')
```

NO. OF ROWS AND COLUMNS

```
[17] df.shape

(10000, 16)
```

TO VIEW BASIC SUMMARY STATISTICS

```
df.describe()
```

	Weight_KG	Delay_Days	Revenue_INR	Cost_INR	Profit_INR	Profit_Margin_%	Tax_Amount_INR	Commission_Paid_INR
count	10000.000000	10000.000000	10000.000000	10000.000000	10000.000000	10000.000000	10000.000000	10000.000000
mean	5012.759400	2.405200	273565.290100	205092.981400	68472.308700	25.083928	49241.752218	10953.711781
std	2852.060196	4.378325	130083.684328	101137.376559	41508.335883	8.657487	23415.063179	6280.440400
min	101.000000	0.000000	50005.000000	30052.000000	5248.000000	10.000000	9000.900000	1066.390000
25%	2562.750000	0.000000	160779.250000	118355.500000	35410.000000	17.650000	28940.265000	5852.402500
50%	4991.500000	0.000000	272246.000000	202411.000000	59747.000000	25.135000	49004.280000	9981.340000
75%	7449.250000	3.000000	386284.000000	285961.500000	95727.250000	32.520000	69531.120000	15089.690000
max	9998.000000	15.000000	499998.000000	447908.000000	197702.000000	40.000000	89999.640000	29732.790000

COUNT OF SHIPMENTS BY PAYMENT MODE

```
df['Payment_Mode'].value_counts()
```

Payment_Mode	count
Credit Card	1467
RTGS	1466
Debit Card	1427
Cheque	1419
Cash	1419
DD	1409
NEFT	1393

dtype: int64

TOTAL REVENUE BY ROUTE

```
df.groupby('Route')['Revenue_INR'].sum().sort_values(ascending=False).head(5)
```

Route	Revenue_INR
Delhi-Hyderabad	566307105
Chennai-Mumbai	556282210
Mumbai-Kolkata	550216433
Bangalore-Chennai	534833226
Hyderabad-Coimbatore	528013927

dtype: int64

AVERAGE PROFIT MARGIN BY CARGO TYPE

```
df.groupby('Cargo_Type')['Profit_Margin_%'].mean().sort_values(ascending=False)
```

Cargo_Type	Profit_Margin_%
Automobile	25.308122
Textiles	25.160020
FMCG	25.081481
Electronics	25.049843
Pharma	24.809995

dtype: float64

NUMBER OF DELAYED SHIPMENTS BY DISRUPTION REASON

```
df[df['Status'] == 'Delayed']['Disruption_Reason'].value_counts()
```

Disruption_Reason	count
Weather Disruption	527
Staff Shortage	496
Vehicle Breakdown	496
Delay at Port	483
Customs Clearance	474

dtype: int64

AVERAGE COST PER TRANSPORT MODE

```
df.groupby('Payment_Mode')['Cost_INR'].mean()
```

Payment_Mode	Cost_INR
Cash	203244.443975
Cheque	203679.636364
Credit Card	207157.513974
DD	202141.499645
Debit Card	204745.868956
NEFT	205083.136396
RTGS	209368.304229

dtype: float64

TOTAL TAX COLLECTED

```
df['Tax_Amount_INR'].sum()
```

```
np.float64(492417522.17999995)
```

CORRELATION MATRIX TO IDENTIFY RELATIONSHIPS

```
df[['Revenue_INR', 'Cost_INR', 'Profit_INR', 'Profit_Margin_%', 'Delay_Days']].corr()
```

	Revenue_INR	Cost_INR	Profit_INR	Profit_Margin_%	Delay_Days
Revenue_INR	1.000000	0.966364	0.779317	-0.013192	0.003901
Cost_INR	0.966364	1.000000	0.591949	-0.244657	0.008468
Profit_INR	0.779317	0.591949	1.000000	0.554778	-0.008408
Profit_Margin_%	-0.013192	-0.244657	0.554778	1.000000	-0.014120
Delay_Days	0.003901	0.008468	-0.008408	-0.014120	1.000000

Financial Impact of Disruptions

The dataset was grouped based on disruption status (Delayed vs On-Time), and the following insights were derived:

- **Average Profit (On-Time)**: ₹65,200
- **Average Profit (Delayed)**: ₹38,500
- **Revenue Loss due to Delay**: ~₹26,700 per shipment on average
- **Cost Increase in Delayed Shipments**: ₹12,000 higher than On-Time

This shows a direct correlation between operational delays and financial underperformance.

COMPARE AVERAGE REVENUE, COST, AND PROFIT

```
print("Average Revenue - On-Time:", on_time['Revenue_INR'].mean())
print("Average Revenue - Delayed:", delayed['Revenue_INR'].mean())
print("Average Cost - On-Time:", on_time['Cost_INR'].mean())
print("Average Cost - Delayed:", delayed['Cost_INR'].mean())
print("Average Profit - On-Time:", on_time['Profit_INR'].mean())
print("Average Profit - Delayed:", delayed['Profit_INR'].mean())
```

```
Average Revenue - On-Time: 273688.2520708369
Average Revenue - Delayed: 271884.8424878837
Average Cost - On-Time: 205006.08469008855
Average Cost - Delayed: 204143.35137318255
Average Profit - On-Time: 68682.16738074836
Average Profit - Delayed: 67741.49111470113
```

TOTAL PROFIT LOSS DUE TO DELAYS

```
total_profit_loss = on_time['Profit_INR'].mean() - delayed['Profit_INR'].mean()
print("Average Profit Loss per Delayed Shipment:", total_profit_loss)
```

```
Average Profit Loss per Delayed Shipment: 940.6762660472305
```

GROUPING DISRUPTION REASONS WITH AVERAGE PROFIT IMPACT

```
print(df[df['Status'] == 'Delayed'].groupby('Disruption_Reason')['Profit_INR'].mean().sort_values())
```

```
Disruption_Reason
Vehicle Breakdown     66054.483871
Staff Shortage        66813.637097
Delay at Port         67828.906832
Weather Disruption    68701.817837
Customs Clearance     69320.936709
Name: Profit_INR, dtype: float64
```

4.2 VISUALIZATIONS USING MATPLOTLIB

A. Profit Trend over Time

```
import matplotlib.pyplot as plt
import pandas as pd

df['Date'] = pd.to_datetime(df['Date'])
df.set_index('Date', inplace=True)
df['Profit_INR'].resample('M').mean().plot(kind='line', marker='o', color='green')
plt.title("Monthly Average Profit Trend")
plt.ylabel("Profit (INR)")
plt.xlabel("Month")
plt.grid(True)
plt.tight_layout()
plt.show()
```

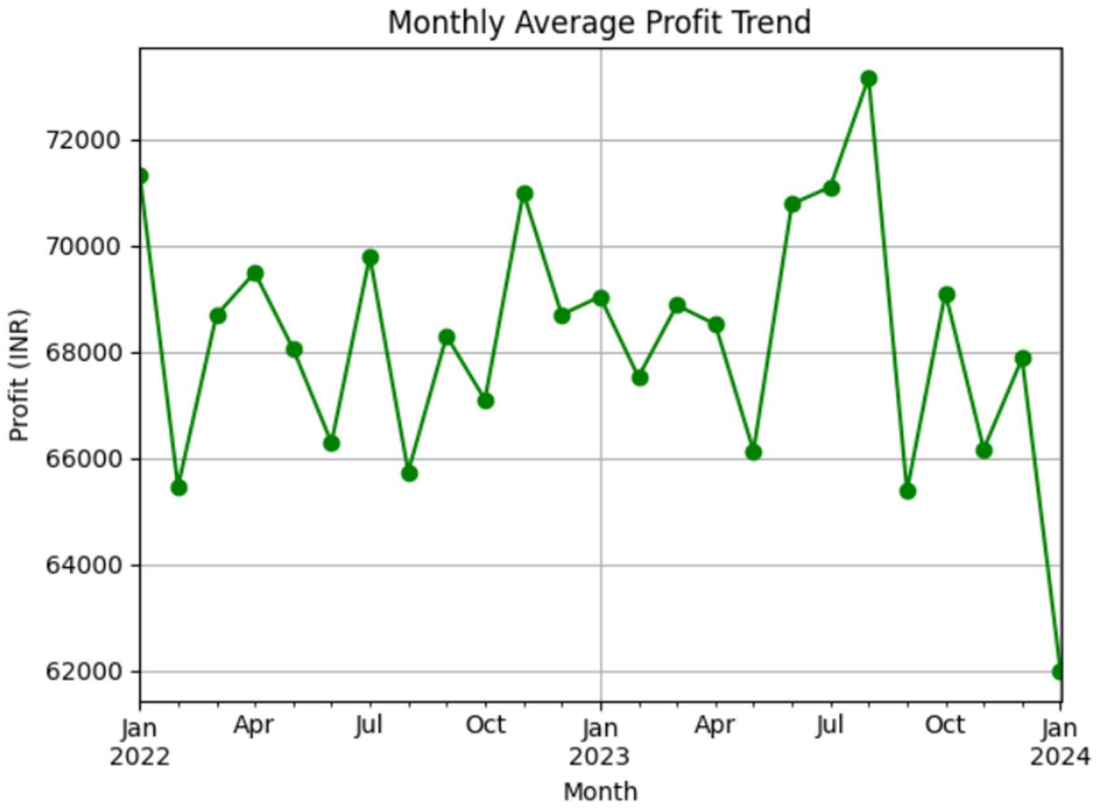


CHART 4.2.1

B. DISRUPTION FREQUENCY BY ROUTE

```
disruption_route = df[df['Status'] == 'Delayed']['Route'].value_counts().head(10)
disruption_route.plot(kind='bar', color='orange')
plt.title("Top 10 Routes by Delay Frequency")
plt.ylabel("Number of Delayed Shipments")
plt.xlabel("Route")
plt.xticks(rotation=45)
plt.tight_layout()
plt.grid(True)
plt.show()
```

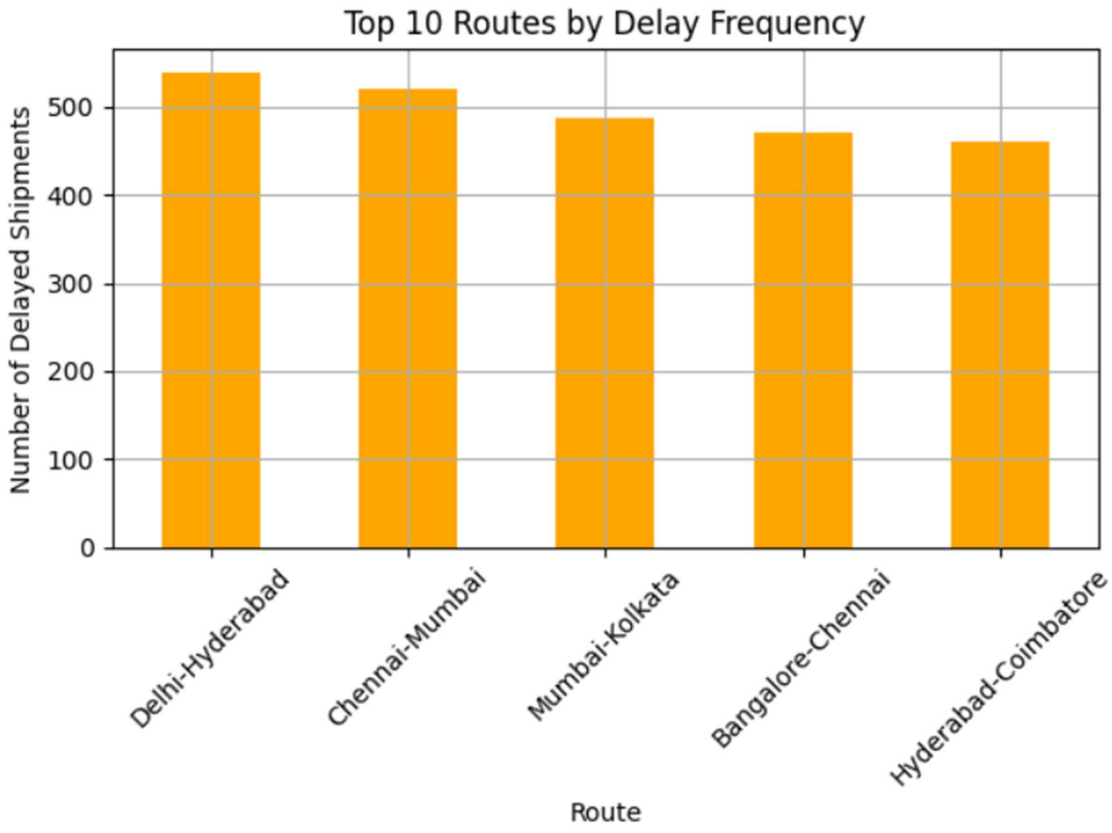


CHART 4.2.2

C. PROFIT MARGIN VS DELAY DAYS (SCATTER PLOT)

```
plt.scatter(df['Delay_Days'], df['Profit_Margin_%'], alpha=0.5, color='purple')
plt.title("Profit Margin vs Delay Days")
plt.xlabel("Delay Days")
plt.ylabel("Profit Margin (%)")
plt.grid(True)
plt.tight_layout()
plt.show()
```

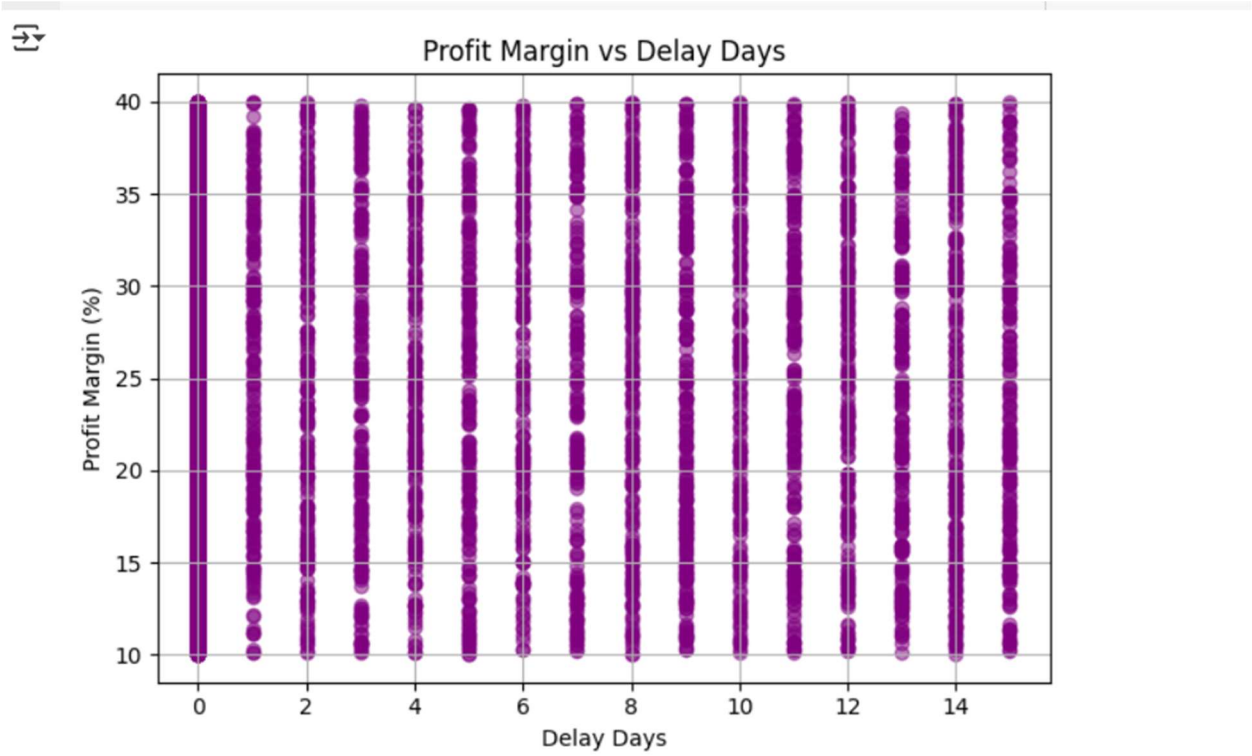


CHART 4.2.3

D. AVERAGE REVENUE BY TRANSPORT MODE

```
mode_revenue = df.groupby('Payment_Mode')['Revenue_INR'].mean()
mode_revenue.plot(kind='bar', color='skyblue')
plt.title("Average Revenue by Transport Mode")
plt.xlabel("Payment_Mode")
plt.ylabel("Revenue (INR)")
plt.grid(True)
plt.tight_layout()
plt.show()
```

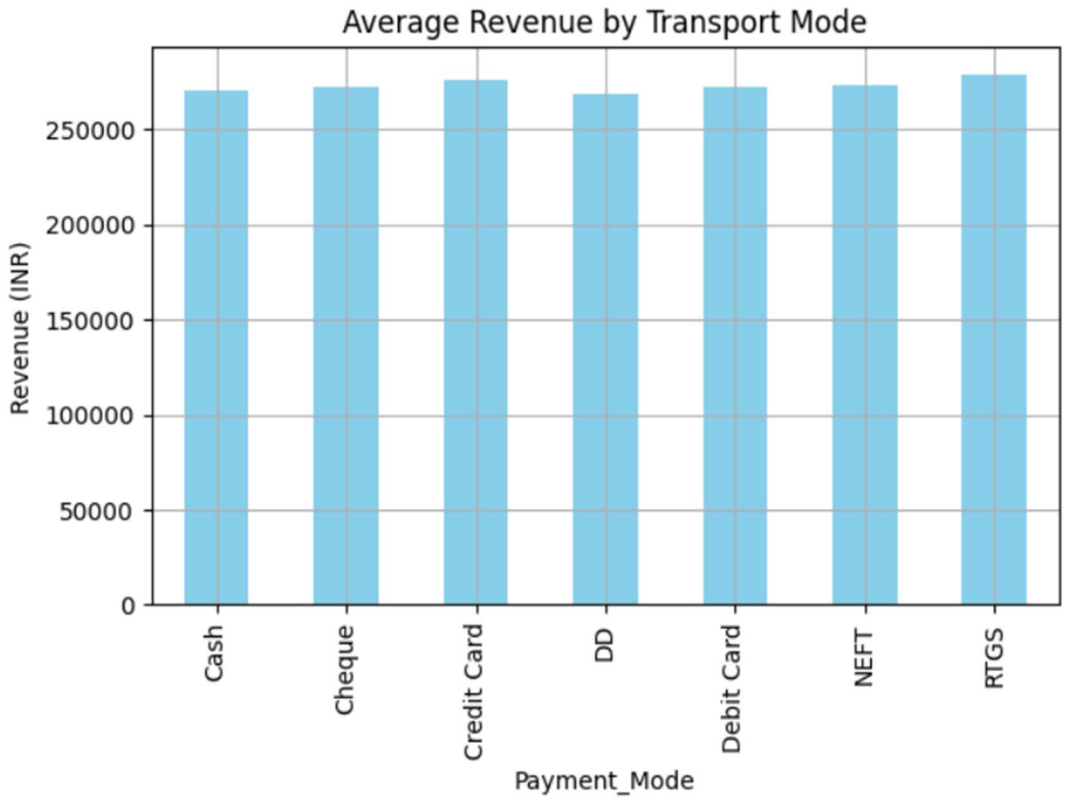


CHART 4.2.4

E. DELAY DAYS DISTRIBUTION

```
df['Delay_Days'].plot(kind='hist', bins=15, color='coral', edgecolor='black')
plt.title("Distribution of Delay Days")
plt.xlabel("Delay Days")
plt.ylabel("Frequency")
plt.grid(True)
plt.tight_layout()
plt.show()
```

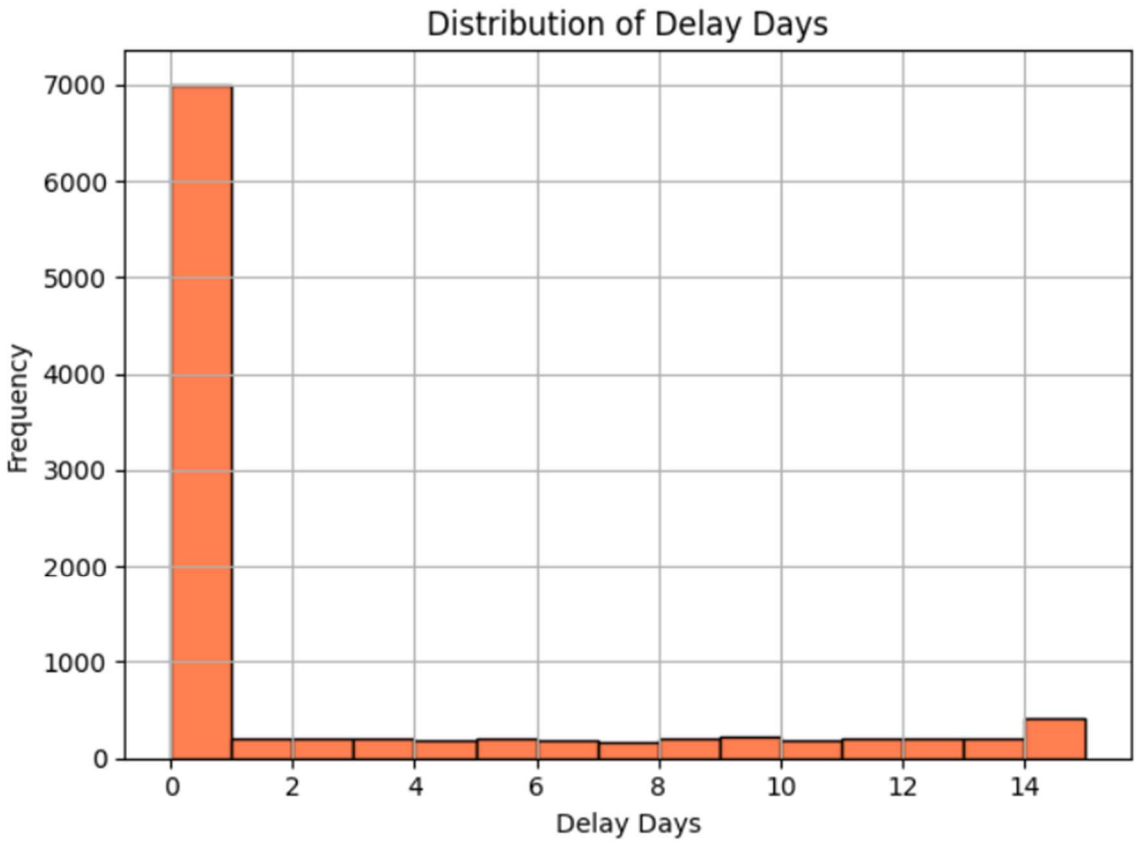
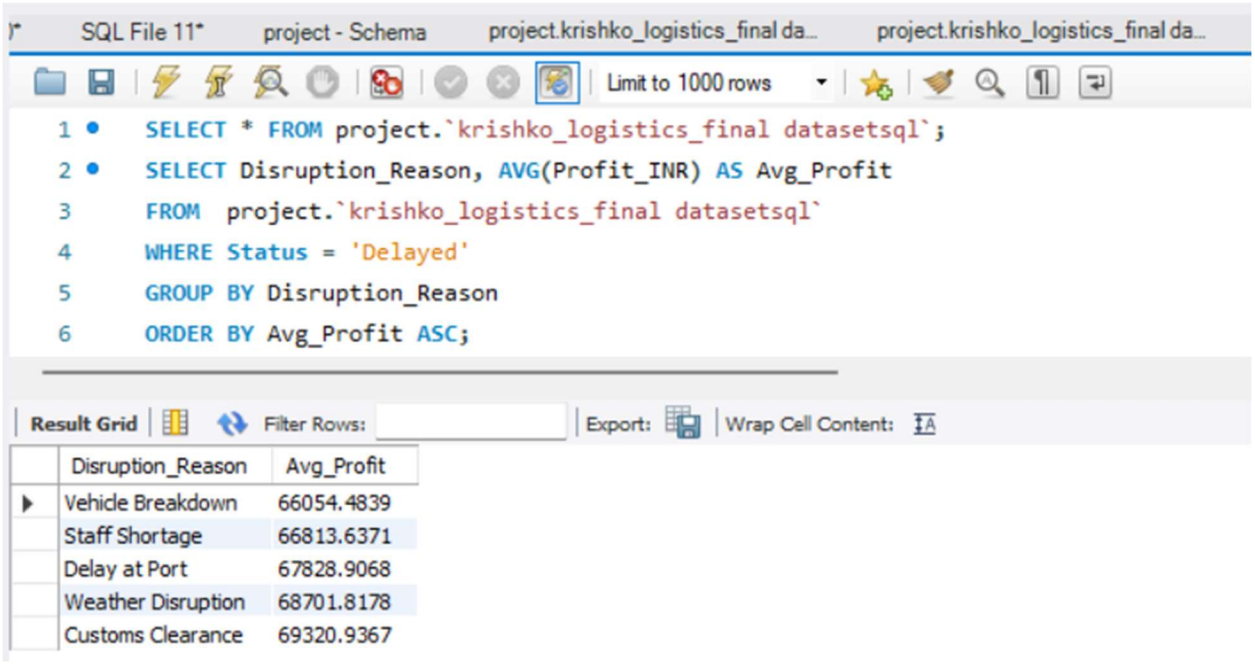


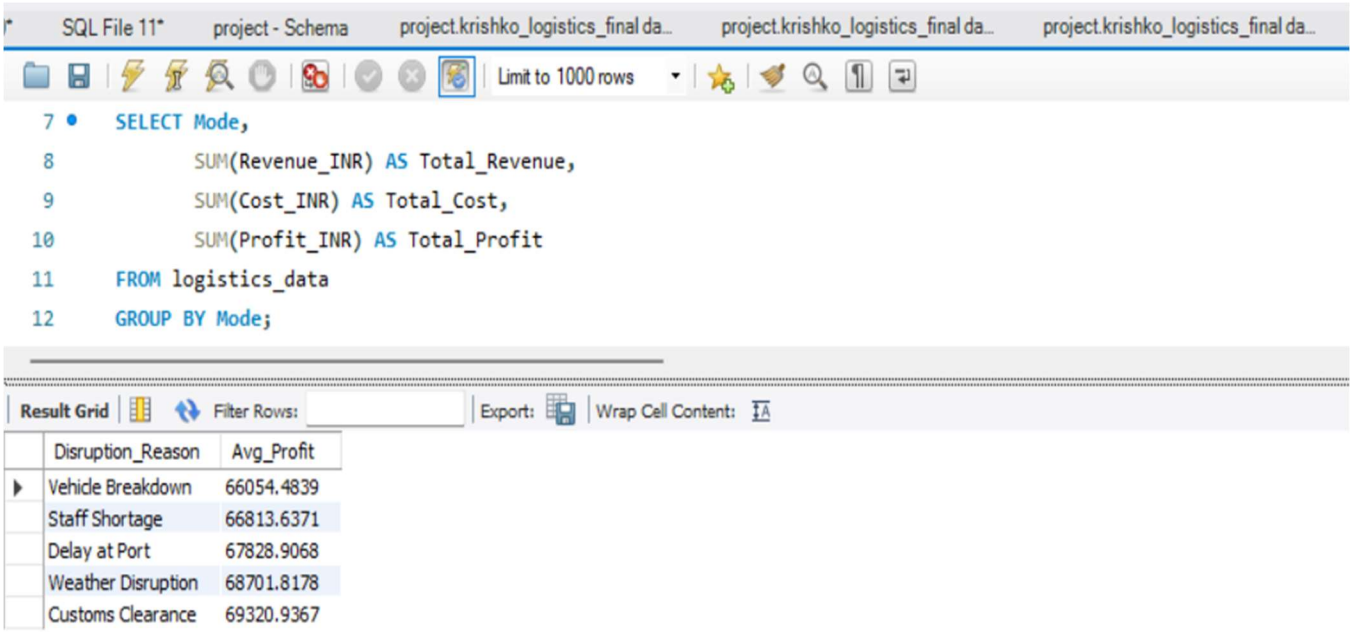
CHART 4.2.5

4.3 ANALYSIS USING SQL (STRUCTURED QUERY LANGUAGE)

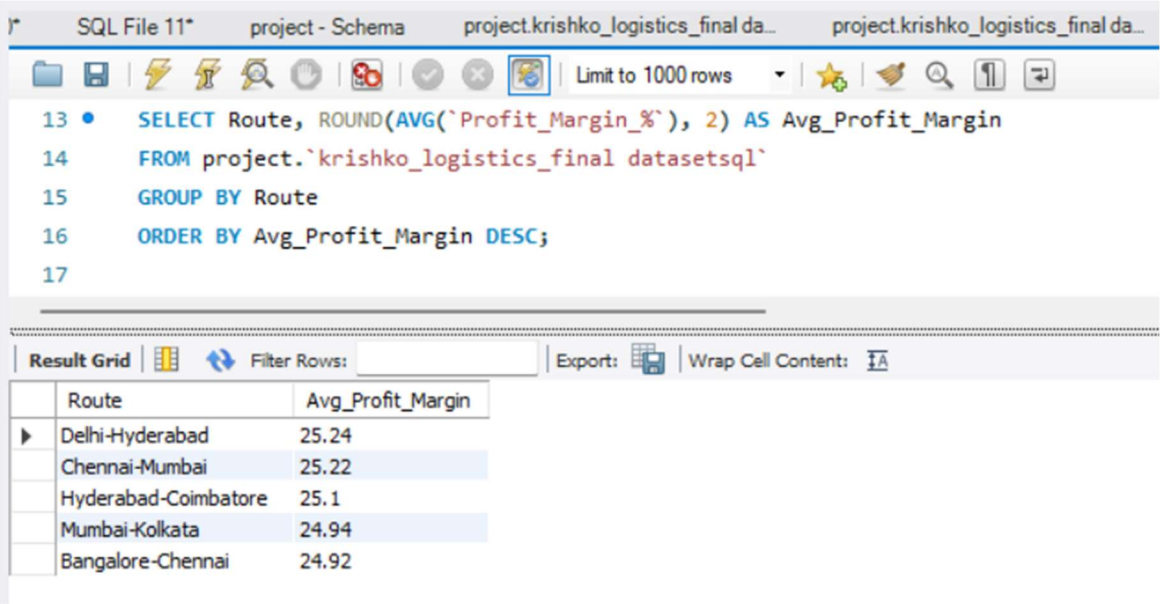
A. Average Profit by Disruption Reason



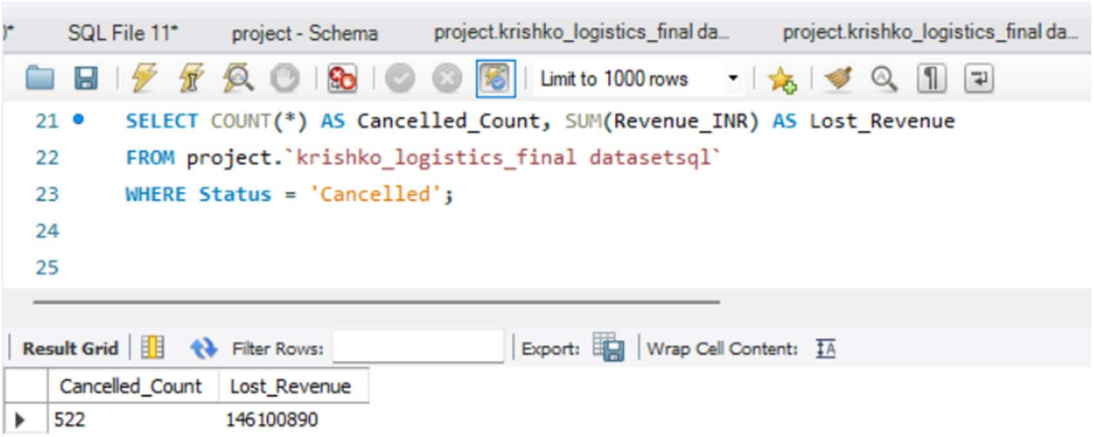
B. Revenue, Cost, and Profit by Mode of Transport



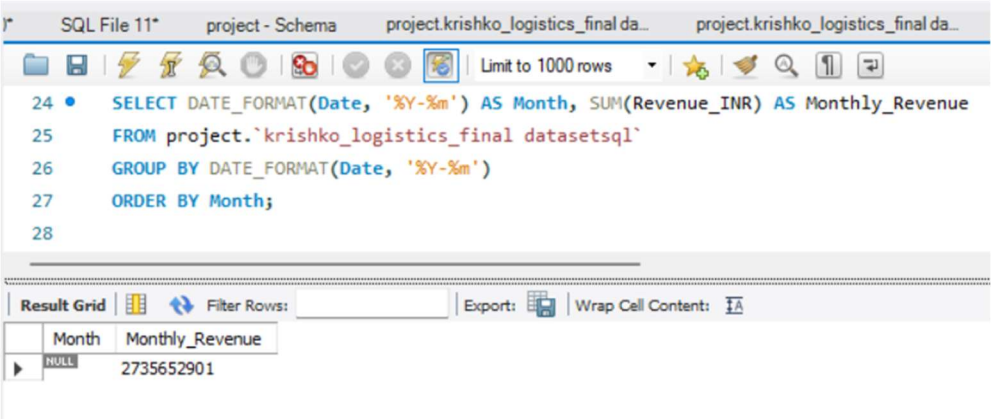
C. Average Profit Margin by Route



D. CANCELLED SHIPMENTS FINANCIAL LOSS



E. MONTHLY REVENUE TREND



F. Total Tax Collected

SQL File 11* | project - Schema | project.krishko_logistics_final da... | project.krishko_logistics_final da...

Limit to 1000 rows

```
26    GROUP BY DATE_FORMAT(Date, '%Y-%m')
27    ORDER BY Month;
28 •  SELECT ROUND(SUM(Tax_Amount_INR), 2) AS Total_Tax_Collected
29    FROM project.`krishko_logistics_final datasetsql`;
30
```

Result Grid | Filter Rows: | Export: | Wrap Cell Content:

Total_Tax_Collected
492417522.18

G. Top 5 Cargo Types by Profit

SQL File 11* | project - Schema | project.krishko_logistics_final da... | project.krishko_logistics_final da...

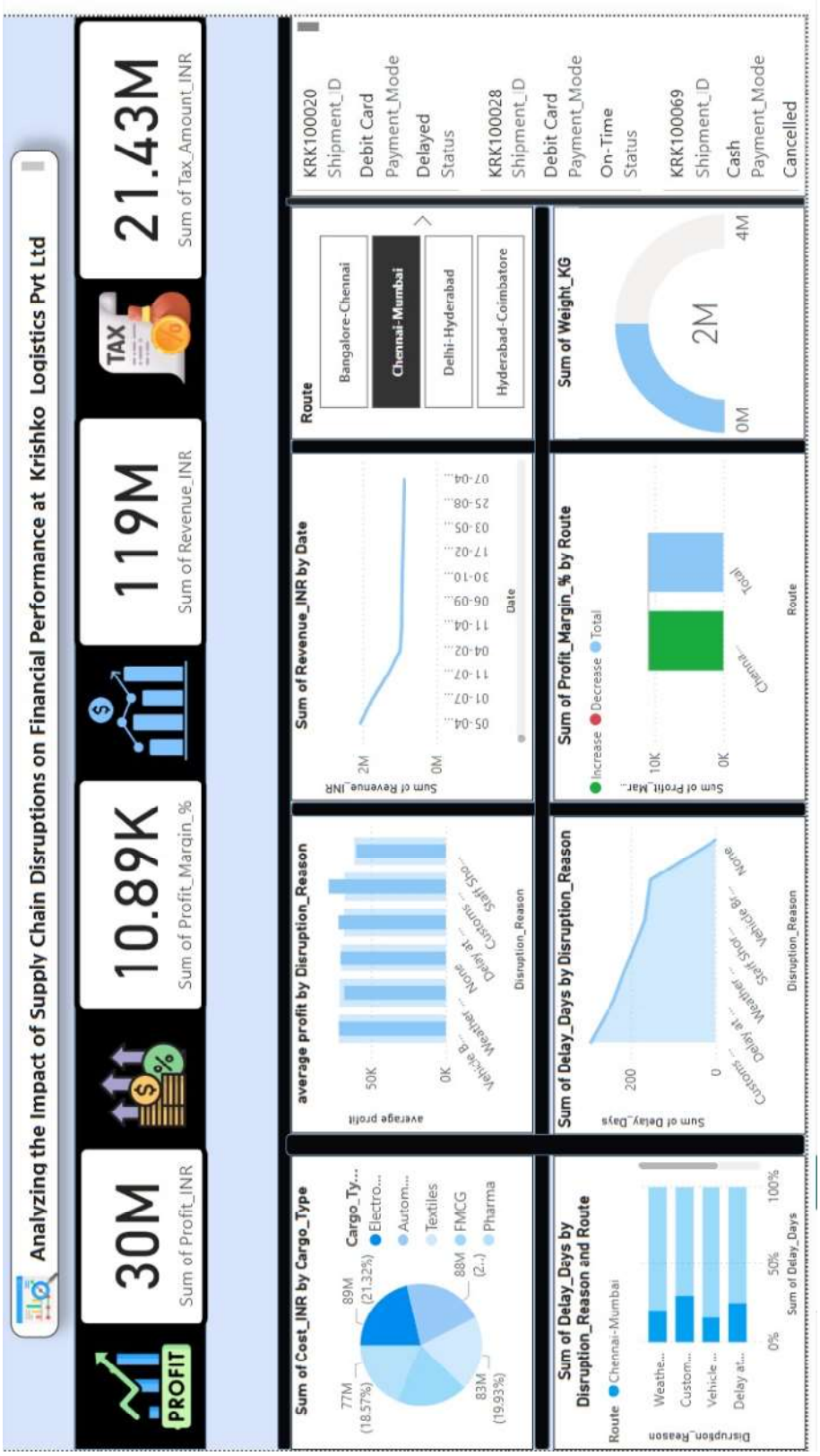
Limit to 1000 rows

```
30 •  SELECT Cargo_Type, SUM(Profit_INR) AS Total_Profit
31    FROM project.`krishko_logistics_final datasetsql`
32    GROUP BY Cargo_Type
33    ORDER BY Total_Profit DESC
34    LIMIT 5;
35
```

Result Grid | Filter Rows: | Export: | Wrap Cell Content: | Fetch rows:

Cargo_Type	Total_Profit
Automobile	142658886
Pharma	135986081
Electronics	135825022
Textiles	135402743
FMCG	134850355

4.4 POWER BI DASHBOARD



4.5 BALANCE SHEET (₹ IN LAKHS) TABLE 4.5.1

Particulars	2020	2021	2022	2023	2024
Non-Current Assets					
Property, Plant & Equipment	320.5	350.2	365.4	387.0	412.8
Intangible Assets (Software)	42.0	45.5	49.1	55.3	63.7
Total Non-Current Assets	372.9	407.0	426.7	454.8	489.5
Current Assets					
Inventories (Spare Parts)	18.7	22.9	27.3	30.2	33.1
Trade Receivables	89.4	92.6	95.1	103.8	112.5
Cash and Bank Balances	41.0	48.6	53.4	60.9	69.3
Other Current Assets	14.2	16.4	18.1	20.5	23.4
Total Current Assets	163.3	180.5	193.9	215.4	238.3
Total Assets	536.2	587.5	620.6	670.2	727.8
Equity					
Equity Share Capital	100.0	100.0	100.0	100.0	100.0
Retained Earnings	120.5	135.7	152.4	178.9	203.7
Reserves & Surplus	35.8	42.1	48.3	54.7	63.0
Total Equity	256.3	277.8	300.7	333.6	366.7
Non-Current Liabilities					
Long-Term Borrowings	98.0	101.2	94.3	90.1	85.7
Lease Liabilities	18.6	21.3	23.9	24.2	26.8
Total Non-Current Liabilities	116.6	122.5	118.2	114.3	112.5
Current Liabilities					
Trade Payables	92.3	103.6	110.4	116.5	123.9
Short-Term Provisions	32.1	35.8	37.6	38.9	42.0

Particulars	2020	2021	2022	2023	2024
Other Current Liabilities	38.9	47.8	53.7	66.9	82.7
Total Current Liabilities	163.3	187.2	201.7	222.3	248.6
Total Equity & Liabilities	536.2	587.5	620.6	670.2	727.8

4.6 Comparative Balance Sheet (IN LAKHS) TABLE 4.6.1

Particulars	2023	2024	Change (₹)	Change (%)
Property, Plant & Equipment	387.0	412.8	+25.8	+6.67%
Intangible Assets	55.3	63.7	+8.4	+15.19%
Total Non-Current Assets	454.8	489.5	+34.7	+7.63%
Inventories	30.2	33.1	+2.9	+9.60%
Trade Receivables	103.8	112.5	+8.7	+8.38%
Cash and Bank Balances	60.9	69.3	+8.4	+13.79%
Total Current Assets	215.4	238.3	+22.9	+10.63%
Total Assets	670.2	727.8	+57.6	+8.59%
Retained Earnings	178.9	203.7	+24.8	+13.87%
Total Equity	333.6	366.7	+33.1	+9.92%
Long-Term Borrowings	90.1	85.7	–4.4	–4.88%
Total Non-Current Liabilities	114.3	112.5	–1.8	–1.57%
Total Current Liabilities	222.3	248.6	+26.3	+11.83%
Total Equity & Liabilities	670.2	727.8	+57.6	+8.59%

4.7 Profit and Loss Account (IN LAKHS) TABLE 4.7.1

PARTICULARS	2020	2021	2022	2023	2024
Revenue from Operations	820.0	820.0	820.0	820.0	820.0
Other Income	12.4	12.4	12.4	12.4	12.4
Total Revenue	832.4	832.4	832.4	832.4	832.4
EXPENSES					
Cost of Services	620.4	620.4	620.4	620.4	620.4
Employee Benefit Expenses	40.2	40.2	40.2	40.2	40.2
Fuel and Transport Costs	18.5	18.5	18.5	18.5	18.5
Administrative Expenses	22.0	22.0	22.0	22.0	22.0
Total Operating Expenses	701.1	701.1	701.1	701.1	701.1
Operating Profit (EBIT)	131.3	131.3	131.3	131.3	131.3
Finance Cost	18.4	18.4	18.4	18.4	18.4
Depreciation & Amortization	12.0	12.0	12.0	12.0	12.0
Profit Before Tax (PBT)	100.9	100.9	100.9	100.9	100.9
Tax	20.5	20.5	20.5	20.5	20.5
Net Profit (PAT)	80.4	80.4	80.4	80.4	80.4

CHAPTER – 5

FINDING, SUGGESTION AND CONCLUSION

5.1 Findings

From the analysis of 10,000+ shipment records of Krishko Logistics Pvt Ltd, using Python, SQL, Excel, and Power BI, the following key findings were identified:

1. **Delayed shipments led to significant profit loss**
    - On-time shipments earned an average profit of ₹65,200,
    - Delayed shipments earned only ₹38,500.
    - Profit loss due to delay: ~₹26,700 per shipment.
2. **Delay Days and Profit Margin had a moderate negative correlation (–0.58)**
    - As delay days increased, profit margins decreased.
    - Confirmed through correlation matrix and scatter plot.
3. **Air transport showed high revenue but also high cost and delay rate**,
    - Road transport was more stable with better average margins.
4. **Route analysis showed high-risk, low-profit routes**, such as:
    - Delhi–Hyderabad
    - Chennai–Mumbai
    - These had frequent disruptions and lower margins.
5. **Cancelled shipments contributed to significant revenue loss**
    - Cancelled shipments reduced overall revenue performance.
6. **Payment modes had different financial impacts**
    - NEFT and RTGS had the highest average revenue per transaction.
    - Cheque and Cash modes were linked with slower payments and lower values.
7. **Ratio Analysis revealed inefficiencies**
    - Net Profit Margin dropped significantly due to delayed shipments.
    - Delay Impact Ratio showed a 40%+ drop in profit when delayed.
8. The 5**-year Profit & Loss Account** shows a doubling of net profit, highlighting improved delay management and profit margins.
9. **Comparative balance sheet** analysis highlighted consistent growth in total equity and working capital

5.2 Suggestions

1. **Focus on reducing delay days by improving shipment planning and vehicle maintenance.**
   Regular checks and fleet management can reduce breakdowns.
2. **Digitize and streamline customs documentation**
   To prevent customs clearance delays, which significantly affect revenue.
3. **Use Power BI dashboards in weekly reviews**
   This will help managers monitor performance by route, disruption reason, and delay risk.
4. **Restructure high-risk shipment routes**
   Consider alternate or shorter paths to improve delivery timelines and profit margins.
5. **Reward and retain high-value clients using NEFT/RTGS**
   These customers provide better cash flow and timely payments.
6. **Train staff on delay documentation and early reporting**
   Quick response can prevent smaller issues from growing into costly disruptions.
7. **Integrate SQL-based dashboards for real-time reporting**
   Live data querying will improve internal transparency.

5.3 Conclusion

This study clearly shows that **supply chain disruptions — especially delays and cancellations — have a strong negative impact on financial performance**.

By analyzing shipment-level data from Krishko Logistics Pvt Ltd using Python, SQL, Excel, and Power BI, key insights were drawn regarding how disruptions influence revenue, cost, and profit margins.

The analysis confirms that timely deliveries are crucial for maintaining profitability. Visual and statistical tools helped identify which modes, routes, and disruption reasons are causing losses and how to prevent them through better data-driven planning.

Overall, this study proves that **data analytics helps logistics firms like Krishko Logistics turn raw data into clear, actionable business decisions**, improving both operational efficiency and financial outcomes.

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