



## A Study on Assessing Logistics Constraints of Tourism Supply Chain Persistence in Remote Island Destinations: Insights from the Andaman and Nicobar Islands


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Tourism plays a vital role in economic development, particularly in geographically isolated regions such as the Andaman and Nicobar Islands, where natural resources and biodiversity attract increasing tourist inflows. However, tourism operations in remote island destinations are significantly constrained by logistics and supply chain challenges. This study examines the impact of logistics constraints on tourism supply chain persistence across selected remote island destinations, including Diglipur, Mayabunder, Rangat, Baratang, Hut Bay, and Campbell Bay. A cross-sectional quantitative research design was adopted, and primary data were collected from 100 tourism agencies, including hotels, tour operators, and travel agencies. Data were analyzed using statistical tools such as descriptive statistics, correlation, regression, and chi-square tests through SPSS. The findings reveal that transport connectivity and infrastructure quality remain below average, indicating significant dissatisfaction among tourism stakeholders. The study further identifies critical logistics constraints, including limited inter-island connectivity, irregular transport schedules, mainland supply dependency, and high transportation costs, all of which significantly disrupt tourism operations. The results confirm that logistics constraints have a statistically significant impact on tourism supply chain persistence, leading to the rejection of the null hypothesis. The study contributes to the existing literature by providing empirical insights into logistics-driven tourism supply chain challenges in remote island contexts, an area that remains underexplored in India. It also offers policy recommendations focusing on infrastructure development, digital logistics integration, stakeholder coordination, and sustainable supply chain practices. These findings are expected to support policymakers and tourism stakeholders in enhancing supply chain resilience and ensuring sustainable tourism development in remote island destinations.

**Keywords:** tourism supply chain, logistics constraints, supply chain persistence, island tourism, transport connectivity, infrastructure quality, logistics coordination, inventory management, sustainable tourism, regional tourism development, tourism policy, logistics optimization, crisis management, disaster resilience andaman and nicobar islands.

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## 1. Introduction

Tourism is one of the fastest-growing economic sectors globally and plays a significant role in national income generation, employment creation, and regional development. In India, tourism contributes substantially to Gross Domestic Product (GDP) and foreign exchange earnings through domestic and international tourist inflows. Island tourism destinations such as the Andaman and Nicobar Islands are gaining prominence due to their unique biodiversity, pristine beaches, coral reefs, and marine ecosystems. However, tourism operations in remote island destinations are highly dependent on effective logistics and supply chain management systems. Geographic isolation, limited infrastructure, transport dependency, and supply disruptions often affect tourism service delivery in island regions such as Hut Bay, Diglipur, Mayabunder, Rangat, Baratang, and Campbell Bay.

### Conceptual Background

#### 1. Tourism Supply Chain

Tourism supply chain refers to the integrated network of interconnected stakeholders involved in delivering tourism-related services to visitors. It includes key participants such as hotels, transport providers, travel agencies, tour operators, and other support service vendors who collectively contribute to the tourism experience. The effective functioning of this network ensures the timely coordination of goods, services, and information required for tourism operations. A well-managed tourism supply chain enhances operational efficiency, service quality, and overall destination competitiveness.

#### 2. Logistics Constraints

Logistics constraints refer to the various limitations associated with transport connectivity, infrastructure facilities, inventory availability, and coordination mechanisms within tourism destinations. These constraints affect the timely movement and availability of tourism-related goods and services, particularly in geographically remote areas. Inadequate infrastructure, irregular transportation schedules, and supply delays often disrupt tourism operations and service delivery. Such logistical challenges create operational inefficiencies and hinder the sustainable functioning of tourism service providers.

#### 3. Supply Chain Persistence

Supply chain persistence is defined as the capacity of tourism service systems to maintain operational continuity and consistent performance despite logistical disruptions and environmental uncertainties. It reflects the ability of tourism stakeholders to adapt to supply chain challenges while ensuring uninterrupted service delivery. Persistent supply chains contribute to maintaining service quality and customer satisfaction in remote destinations. This capability strengthens the resilience and sustainability of tourism operations in the face of logistical constraints.

#### Remote Islands of Andaman & Nicobar Islands

**1. Diglipur:** Diglipur is the largest town in North Andaman Island, located in the Andaman and Nicobar Islands, about 325 km from Port Blair. It is known for its natural beauty, peaceful surroundings, and rich greenery, including forests, mangroves, and clean beaches. The area is home to famous attractions like Ross and Smith Islands, which are connected by a natural sandbar, and Saddle Peak, the highest point in the region. Other important tourist spots include Kalipur Beach, Ramnagar Beach, Lamiya Bay Beach, and Alfred Caves, which attract visitors for their natural features. In terms of demography, Diglipur has a diverse population with people from different parts of India, and as per the 2011 Census, the total population of Diglipur is 43,183. The main languages spoken are Hindi, Bengali, Tamil, and Telugu. Most of the population depends on agriculture, fishing, and small businesses for their livelihood.

**2. Mayabunder :** Mayabunder is an important town located in Middle Andaman Island in the Andaman and Nicobar Islands, situated about 240 km from Port Blair. It serves as an administrative and commercial center for the northern part of the islands and is known for its scenic beauty, creeks, and mangrove forests. Mayabunder offers several tourist attractions such as Karmatang Beach, which is famous for turtle nesting and is often called "turtle paradise," Avis Island, known for its coconut plantations and clear waters, and German Jetty, a historic site surrounded by natural beauty. Other nearby attractions include mangrove creeks and eco-tourism spots that attract nature lovers. The culture of Mayabunder reflects a rich mix of communities, making it a diverse and harmonious society. People from different parts of India, including Bengalis, Tamils, Telugus, and Nicobarese,

live together, contributing to a multicultural environment. Various festivals, languages, and traditions are observed, creating unity in diversity. In terms of population, as per the 2011 Census, Mayabunder has a total population of 25,788. The main occupations include agriculture, fishing, and small-scale businesses. Overall, Mayabunder is a peaceful and culturally diverse town with natural attractions and a simple lifestyle.

**3. Rangat :** Rangat is a prominent place located in Middle Andaman Island in the Andaman and Nicobar Islands, situated about 170 km from Port Blair. It lies between Mayabunder and Diglipur, making it an important transit and commercial center in the region. Rangat is known for its natural beauty, including lush green forests, mangrove creeks, and clean beaches, which attract tourists and nature lovers. Some of the major tourist attractions in Rangat include Amkunj Beach, known for its eco-friendly features and rocky shoreline, Cuthbert Bay Beach, famous for turtle nesting, and Panchavati Hills, which offer scenic views and natural beauty. These places make Rangat an emerging eco-tourism destination. In terms of demography, as per the 2011 Census, Rangat has a total population of 36,626. The town has a diverse population with people from different parts of India, including Bengalis, Tamils, Telugus, and other communities. Multiple languages are spoken, and different cultural traditions and festivals are celebrated, reflecting unity in diversity. The main occupations of the people include agriculture, fishing, and small businesses.

**4. Baratang :** Baratang is an important island located in the Middle Andaman region of the Andaman and Nicobar Islands, situated about 100 km from Port Blair. It is known for its unique natural features, dense mangrove forests, and creeks, making it a significant eco-tourism destination. Baratang lies along the Andaman Trunk Road and is an important stop for travelers moving between South and North Andaman. The island is famous for several tourist attractions such as the Baratang Limestone Caves, which are formed by natural processes and attract many visitors, and the Mud Volcano, one of the rare natural phenomena found in India. The Parrot Island is another popular spot, known for the large number of parrots that return to the island at sunset. Mangrove boat rides through narrow creeks also offer a unique and scenic experience.

In terms of demography, as per the 2011 Census, Baratang has a population of around 5,691 (approx.). The population consists of people from different parts of India, contributing to cultural diversity. The main occupations include agriculture, fishing, and small-scale activities.

**5. Hut Bay :** Hut Bay is the main town of Little Andaman Island in the Andaman and Nicobar Islands, located about 120 km from Port Blair. It serves as the administrative and commercial center of Little Andaman Island and is known for its natural beauty, plantations, and coastal environment. The area is surrounded by forests, beaches, and waterfalls, making it an important location for both livelihood and tourism. The culture of Hut Bay reflects a diverse mix of communities, including settlers from mainland India and indigenous tribes. Notably, the Onge tribe, one of the oldest indigenous groups of the Andaman Islands, traditionally inhabit Little Andaman. They are semi-nomadic hunter-gatherers and mainly live in reserved areas such as Dugong Creek, depending on forest and marine resources for their livelihood. Along with them, people from different regions such as Bengalis, Tamils, and Telugus live here, creating a multicultural society with diverse languages and traditions. Hut Bay offers several tourist attractions such as Butler Bay Beach, which is popular for surfing and scenic beauty, White Surf Waterfall, known for its natural surroundings, and Whisper Wave Waterfall, another attractive waterfall in the region. These places attract visitors who enjoy nature and adventure. In terms of population, as per the 2011 Census, Hut Bay (Little Andaman) has a total population of 18,823. Overall, Hut Bay is a peaceful and naturally rich area with cultural diversity, indigenous heritage, and growing tourism importance in the Andaman Islands.

**6. Chambellbay (Great Nicobar) :** Campbell Bay is the main settlement of Great Nicobar Island in the Andaman and Nicobar Islands and serves as its administrative center. It is located in the southernmost part of India and is known for its strategic and ecological importance. The region is rich in dense tropical forests, unique wildlife, and diverse marine life. Campbell Bay National Park is a major attraction, forming part of the Great Nicobar Biosphere Reserve. Nearby, Indira Point marks the southernmost tip of India and is an important landmark. Galathea Bay is another scenic spot known for its beaches and nesting of marine turtles.

In recent years, the area has seen proposed developments such as an international airport, transshipment port, and infrastructure projects to improve connectivity and trade. However, these developments have raised environmental concerns due to the fragile ecosystem and the presence of indigenous tribes. Employment in Campbell Bay mainly depends on agriculture, fishing, and government services, along with some involvement in defense-related activities. The population of Great Nicobar, including Campbell Bay, is 8,367 as per the 2011 Census. The region is also home to indigenous communities like the Nicobarese and Shompen tribes, adding to its cultural and social diversity.

## 2. Review of Literature

**Christopher and Peck (2004)**, provides a critical theoretical foundation for understanding tourism sustainability. They define resilience as the ability of a supply chain to anticipate, respond to, and recover from disruptions while maintaining continuity of operations.

**According to Zhang et al. (2009)**, these systems encompass a wide range of activities—from the provision of transport and accommodation to marketing and distribution—highlighting the importance of integration across supply chain components. However, existing literature suggests that research in tourism supply chain management remains underdeveloped compared to manufacturing sectors, with limited attention given to supply-side dynamics and logistics coordination.

**Brida and Zapata (2010)**, argue that island destinations face structural supply chain vulnerabilities due to their geographical isolation. These destinations are highly dependent on sea and air transport systems, which act as lifelines for both tourists and essential goods. Limited transport frequency, high logistics costs, and exposure to environmental disruptions (such as weather conditions) significantly constrain supply chain reliability. This dependency creates challenges in maintaining consistent service delivery and inventory flows, thereby affecting the sustainability and resilience of tourism operations.

**Albalate et al. (2017)**, emphasize that efficient logistics systems—particularly transport infrastructure and connectivity—serve as a critical determinant of destination competitiveness.

Tourism destinations rely heavily on the seamless movement of goods, services, and tourists; therefore, logistics performance directly influences service quality, accessibility, and overall visitor satisfaction. In this context, tourism supply chains must function as integrated networks rather than isolated entities, where coordination among transport providers, accommodation services, and intermediaries becomes essential for competitive advantage.

**Zaman zaini<sup>1</sup>, Taufan Maulamin<sup>2</sup>, Muhammad Asad, Mary Ismowati, Paisal Halim, Syamsiah Badruddin and Bambang Istianto (2020)**, the study focused on to investigate the role of external knowledge and internal knowledge to expedite service innovation, to investigate the role of service innovation to expedite tourism supply chain and to investigate the mediating role of service innovation. The study concluded that Outcomes of the study shows that service innovation is one of the key factors which may lead to higher supply chain performance in tourism. It can foster the tourism supply chain by increasing the service quality level and increase in service innovation, increases the tourism supply chain. Both the internal knowledge and external knowledge has positive influence on service innovation which has positive contribution to tourism supply chain.

**Muhammad Umar, Rizwan Ahmad and Robert Radics (2022)**, This research has examined the major challenges and strategies adopted by hotels in Akaroa to respond and recover from the Covid-19 pandemic. The study focused on supply chain coordination and supply chain issues. In particular, it examined the strategies that various stakeholders (those linked with hotels around Akaroa) adopted, using five dimensions extracted from the literature review: objectives, network structure, management issues, decision variables, and supply chain resilience. The pandemic and the government's response to it has significantly impacted on the tourism industry, especially those businesses reliant on international tourists.

**Rajashree Samal and Madhusmita Dash (2022)**, The present study does an integrative literature review on ecotourism to comprehend the varied views by pinpointing the gaps for future research. The study accomplishes the research goal in two ways. The findings demonstrate that, despite variations over the years, the overall publication trend in ecotourism is growing.

The majority of ecotourism research is conducted in developing nations and the results show that they are still struggling to manage their resources. The review concludes that there exists insufficient evidence base for the actual functioning of ecotourism. The major goal of this review is to assist readers to comprehend the current literature on ecotourism in various developing and developed nations and identify research needs for future study. The study revealed that the existence of a relationship between ecotourism and five livelihood assets i.e, natural, physical, human, social, and finance.

**Piyaaon Junton and Sutthathip Kamthornphiphatthanakul (2023)**, The main objectives of this research paper is to study the context and logistics management system for tourism and study the components of tourism logistics management and the efficiency of logistics management of tourist attractions in Songkhla province. The recommendations for improvement include enhancing existing road conditions, increasing the number of roads, providing diverse travel options, such as bike lanes, improving drainage systems on access routes, and adding lighting for safer travel at night. Additionally, improving public transportation options, ensuring punctuality, and offering fair car rental prices were suggested by tourists for a more equitable travel experience.

**Krishna Kumar Mishra, Dr. Chandan Singh, Dr. Shekhar Kumar Mishra and Kartik Son (2024)**, The objective of the paper is to evaluate current logistical and supply chain practices in tourism and to explore how optimized logistics enhance tourist experiences. This paper explores the impact of optimized logistical operations and robust supply chain management on the tourism sector, highlighting how these practices contribute to improved service quality, reduced operational costs, and increased customer satisfaction. The study highlighted that Sustainable practices not only mitigate environmental impacts but also resonate with increasingly eco-conscious tourists, influencing destination choices and consumer preferences.

**Shemar Reid and Corey Johnson (2024)**, The study focus on Logistics hubs may boost national GDP and generate wealth in two ways. Efficient logistics may boost competitiveness and growth of the sector.

This thorough analysis has painted a nuanced picture of the initiative's effects since its inception in 2013. The Jamaica Logistics Hub Initiative (JLHI) has shown promising results in terms of the economy; the country's GDP growth has accelerated, trade volumes have increased, and foreign direct investment inflows have surged, indicating the initiative's potential to make Jamaica a major player in global logistics. The creation of jobs in logistics-related sectors has supported employment growth, which is in line with the initiative's goal of fostering economic opportunities for Jamaicans. Jamaica's larger development objectives. The study concluded that the Jamaica Logistics Hub Initiative has a great deal of potential to change the economic climate of the nation.

**Ahmed Alsharif, Salmi Mohd Isa and Mohammad N. Alqudah (2024)**, Abstract This paper aims to conduct a scientometric and systematic literature analysis on smart tourism, destination, and hospitality, focusing on the utilization of ICT to enhance tourism experiences, improve the quality of life for residents and tourists, and promote sustainable tourism development. This study systematically analyzed 321 selected documents from the Scopus database in the domains of "smart tourism," "smart destination," and "smart hospitality." The research delved into global academic perspectives, unveiling influential countries, institutions, and keyword networks that promise to guide future scholars efficiently. The study revealed that smart hospitality, IoT and social media contribute to innovative services, impacting customer experiences, satisfaction, and attitudes. Real-time information from smart traveling apps and social platforms shapes travelers' perceptions, emphasizing the role of online reviews in decision-making. Smart technologies enhance the accuracy and credibility of online reviews, influencing consumer trust and perceptions.

**Adetoba Oluwaseyi M, Hassan, Ibrahim K, Fatile Jacob O and Genty, Kabiru I (2025)**, This study assesses Lagos State's supply chain policies through the lens of emerging technologies and sustainability issues. Using qualitative methods, including key informant interviews and content analysis, the research examines how Lagos can leverage new technologies to enhance supply chain sustainability.

The findings reveal notable progress in infrastructure development but highlight persistent challenges in balancing global trade participation with sustainable practices. The study concludes that Lagos State's supply chain policy can drive economic growth by harnessing emerging technologies and prioritizing sustainability.

**Deshmukh GA and Mutha N (2025)**, The main objective of the study is to identify the various variables effecting the supply chain of tourism in India, analysing Value Chain Activities and benchmarking Against Global Standards. The study will employ a multi disciplinary approach, integrating insights from tourism management, economics, and logistics. Utilizing both qualitative and quantitative methodologies, data will be collected from various stakeholders including tour operators, accommodation providers, transportation services, government agencies, and tourists themselves. Key aspects to be examined include the flow of goods and services, information exchange, regulatory frameworks, and the impact of external factors such as policy changes and technological advancements. The study concluded that the Indian tourism industry can enhance its efficiency, sustainability, and overall contribution to the national economy, thereby positioning itself as a competitive global tourism destination.

**Diyan Putranto Fransiscus Amonio Halawa, Rintis Eko Widodo, Fahmi Setiawan and Budi Nurhamdani Ajizi (2025)**, The main objective of the paper is to qualitatively identify and categorize the specific logistics management practices e.g., transportation, procurement, and waste handling implemented by ecotourism stakeholders and To analyze the inter-organizational processes and coordination mechanisms necessary for integrating local MSMEs and community inputs into sustainable tourism logistics. This study qualitatively confirms that while the strategic commitment to Ecotourism and Green Supply Chain Management (GSCM) in Indonesia is high, the operational execution is critically hampered by systemic logistics and supply chain management (LSCM) deficits.

### 3. Research Gap

Most existing tourism supply chain studies focus on mainland or urban destinations. There is inadequate research examining logistics constraints affecting supply chain persistence in geographically isolated island tourism systems. This study addresses this

gap by empirically assessing logistics-based determinants of tourism supply chain continuity in remote island destinations.

## 4. Objectives of the Study Area

The objectives of the study area are as under-

1. To identify logistics constraints affecting tourism supply chains in remote island destinations.
2. To examine the relationship between logistics factors and supply chain persistence.
3. To assess the impact of infrastructure and inventory availability on tourism operations.
4. Identifying the Logistics Constraints of Tourism Supply Chain persistence in Remote Island
5. To provide policy recommendations and suggestions for sustainable tourism logistics development.

## 5. Hypothesis

- 1. H0<sub>1</sub> (Null Hypothesis):** Logistics constraints do not significantly affect tourism supply chains in remote island destinations.
- 2. H1<sub>1</sub> (Alternative Hypothesis):** Logistics constraints significantly affect tourism supply chains in remote island destinations.

## 6. Conceptual Framework of the Study

The conceptual framework of the present study is developed to examine the influence of key logistics-related factors on tourism supply chain persistence in remote island destinations of the Andaman and Nicobar Islands. In this framework, Transport Connectivity, Infrastructure Quality, Inventory Availability, and Logistics Coordination are considered as independent variables that directly affect the operational efficiency of tourism-related services. These factors determine the movement of goods, accessibility of resources, and effectiveness of coordination among tourism stakeholders. The dependent variable, Tourism Supply Chain Persistence, represents the ability of tourism agencies to maintain consistent service delivery despite logistical challenges and disruptions. The framework assumes that improvements in transport systems, infrastructure facilities, inventory management, coordination mechanisms significantly contribute to sustaining tourism operations and enhancing resilience in remote island tourism supply chains.

## 7. Sampling & Research Design

Primary data for the present study were collected from a total of 100 tourism agencies operating in selected remote island destinations of the Andaman and Nicobar Islands. The sample comprised key tourism stakeholders including hotels, tour operators, and travel agencies that play a significant role in facilitating tourism-related services and supply chain operations within the island economy. These agencies were purposively selected based on their active involvement in tourism service delivery and their dependence on logistics and supply chain systems for operational continuity. The survey was conducted across six geographically dispersed island locations, namely Hut Bay (Little Andaman), Mayabunder & Diglipur (North Andaman), Rangat & Baratang (Middle Andaman), and Campbell Bay (Great Nicobar). These destinations were chosen due to their remote accessibility, infrastructural limitations, and growing tourism activities, which make them suitable for examining logistics constraints affecting tourism supply chain persistence.

The present study adopts a cross-sectional quantitative research design to examine the impact of logistics constraints on tourism supply chain persistence in remote island destinations of the Andaman and Nicobar Islands. A structured questionnaire was developed using a five-point Likert scale ranging from “Strongly Disagree” to “Strongly Agree” to measure respondents’ perceptions regarding transport connectivity, infrastructure quality, inventory availability, logistics coordination, and tourism supply chain persistence.

The respondents for the study consisted of tourism agencies actively involved in service delivery, including hotels, tour operators, and travel agencies. Among the total sample of 100 respondents, hotels / resorts constituted 40 percent, tour operators accounted for 35 percent, and travel agencies represented 25 percent of the sample.

## 8. Data Analysis Tools

The present study adopts quantitative data analysis techniques using SPSS to examine logistics constraints and tourism supply chain persistence. Descriptive statistics such as frequency and percentage were used to classify tourism agencies by location and type.

Mean and standard deviation were calculated to analyze key variables like transport connectivity, infrastructure quality, inventory availability, logistics coordination, and supply chain persistence. A five-point Likert scale was applied to measure respondents’ perceptions. Percentage analysis helped in identifying levels of agreement and dissatisfaction among stakeholders. The Chi-square test was used to examine the association between categorical variables such as type of agency and perception of logistics constraints. Correlation analysis using Pearson’s coefficient was conducted to examine relationships between logistics factors and supply chain persistence. Multiple regression analysis was used to assess the impact of independent variables on the dependent variable. Beta values, t-values, and significance levels were interpreted to identify key influencing factors. Hypothesis testing was carried out using Chi-Square test and p-values to determine statistical significance, providing a comprehensive understanding of logistics challenges in remote island tourism.

## 9. Data Analysis and Interpretation

**Table 1:** Distribution of Sample Respondents by Location

Sl.No	Location	Frequency	Percentage (%)
i)	Hut Bay (Little Andaman)	15	15.0
ii)	Mayabunder	16	16.0
iii)	Diglipur	19	19.0
iv)	Rangat	16	16.0
v)	Baratang	20	20.0
vi)	Campbell Bay (Great Nicobar)	14	14.0
Total		100	100.0

**Source:** Primary data

The distribution of respondents across locations shows a fairly balanced representation of tourism agencies in the selected remote island destinations. Baratang (20%) and Diglipur (19%) have the highest share, indicating relatively higher tourism activity in these areas. Mayabunder and Rangat each account for 16%, while Hut Bay contributes 15%, reflecting moderate tourism presence. Campbell Bay has the lowest share at 14%, possibly due to its remoteness and limited accessibility. Overall, the distribution is evenly spread, ensuring good geographic representation.

This balanced sample supports reliable analysis of logistics constraints across the islands.

**Table 2:** Type of Tourism Agencies

Sl.No	Type of Agency	Frequency	Percentage (%)
i)	Hotels/Resorts	40	40.0
ii)	Tour Operators	35	35.0
iii)	Travel Agencies	25	25.0
Total		100	100.0

**Source:** Primary data

The Hotels and resorts form the largest share at 40%, indicating their primary role in tourism services. Tour operators account for 35%, showing strong involvement in travel coordination. Travel agencies represent 25%, contributing to booking and support services. The distribution reflects a balanced structure of tourism activities. Overall, accommodation and service providers are well represented in the study area

**Table 3:** Showing Classification of Tourism Agencies of the Respondents

Sl.No	Location	Hotels (39%)	Tour Operators (36%)	Travel Agencies (25%)	Total
i)	Hut Bay	6	5	4	15
ii)	Diglipur	8	6	5	19
iii)	Mayabunder	7	5	4	16
iv)	Rangat	7	5	4	16
v)	Baratang	7	9	4	20
vi)	Campbell Bay	4	6	4	14
Total		39	36	25	100

**Source:** Primary data

The location-wise distribution of tourism agencies shows that hotels are the most prominent across all regions, with a total of 39%, followed by tour operators at 36% and travel agencies at 25%. Diglipur has the highest number of hotels (8), indicating stronger accommodation facilities, while Baratang has the highest number of tour operators (9), reflecting greater dependence on organized travel services. Mayabunder and Rangat show similar distributions, suggesting uniform tourism activity, while Hut Bay also reflects a balanced presence of all agency types. Campbell Bay has the lowest overall count (14), indicating relatively limited tourism development due to remoteness. Travel agencies are evenly distributed across all locations, showing consistent demand for booking services.

Overall, the distribution suggests that tourism services are fairly spread across locations, with minor variations influenced by accessibility and tourism intensity.

**Table 4:** Showing Descriptive Statistics of Key Variables

Sl.No	Variable	Mean	Std. Deviation
i)	Transport Connectivity	2.85	0.91
ii)	Infrastructure Quality	2.70	0.88
iii)	Inventory Availability	3.10	0.76
iv)	Logistics Coordination	2.95	0.82
v)	Supply Chain Persistence	3.05	0.79

**Source:** Primary data

The mean values indicate that infrastructure quality (2.70) and transport connectivity (2.85) are below average, reflecting dissatisfaction among respondents. Logistics coordination (2.95) is close to neutral, suggesting moderate efficiency. Inventory availability (3.10) and supply chain persistence (3.05) are slightly above average, indicating a relatively stable performance. The standard deviation values show moderate variability in responses. Overall, logistics and infrastructure remain key constraints affecting tourism supply chain performance.

**Table 5:** Showing Likert Scale Response Distribution of the Respondents

Sl. No	Variable	Strongly Disagree (%)	Disagree (%)	Neutral (%)	Agree (%)	Strongly Agree (%)
i)	Transport Connectivity	20	25	30	15	10
ii)	Infrastructure Quality	22	28	25	15	10
iii)	Inventory Availability	10	15	35	25	15
iv)	Logistics Coordination	12	20	33	20	15
v)	Supply Chain Persistence	8	18	34	25	15

**Source:** Primary data

The Likert scale analysis indicates that transport connectivity and infrastructure quality face higher levels of dissatisfaction, with 45% and 50% of respondents expressing disagreement, highlighting major logistical challenges.

A significant proportion of respondents remain neutral (25%–35%) across all variables, suggesting uncertainty or moderate performance in logistics systems. Inventory availability and supply chain persistence show relatively better responses, with higher agreement levels (40%), indicating some degree of operational stability. Logistics coordination reflects a balanced distribution, with responses spread across disagreement, neutral, and agreement, pointing to inconsistent efficiency. The lower percentage of “strongly agree” across variables suggests limited excellence in logistics performance. Overall, the findings reveal that infrastructure and transport are key constraints, while inventory and supply chain persistence are comparatively more stable but not highly efficient.

**Table 6:** Showing Correlation Analysis

Sl.No	Variables	TC	IQ	IA	LC	SCP
i)	Transport Connectivity (TC)	1				
ii)	Infrastructure Quality (IQ)	0.62**	1			
iii)	Inventory Availability (IA)	0.48**	0.55**	1		
iv)	Logistics Coordination (LC)	0.59**	0.60**	0.63**	1	
v)	Supply Chain Persistence (SCP)	0.65**	0.68**	0.71**	0.75**	1

(Note: \*\* significant at 0.01 level)

**Source:** Primary data

The correlation analysis reveals a strong and positive relationship among all logistics variables and tourism supply chain persistence. Transport connectivity shows a significant positive correlation with infrastructure quality ( $r = 0.62$ ) and supply chain persistence ( $r = 0.65$ ), indicating that better connectivity enhances overall performance. Infrastructure quality is also strongly correlated with logistics coordination ( $r = 0.60$ ) and supply chain persistence ( $r = 0.68$ ), highlighting its critical role in supporting tourism operations. Inventory availability demonstrates moderate to strong correlations with other variables, particularly logistics coordination ( $r = 0.63$ ) and supply chain persistence ( $r = 0.71$ ), suggesting its importance in maintaining operational continuity. Logistics coordination exhibits the strongest relationship with supply chain persistence ( $r = 0.75$ ), making it the most influential factor among all variables. All correlations are significant at the 0.01 level, confirming strong statistical relationships. Overall, the results indicate that improvements in logistics factors are directly associated with better tourism supply chain persistence in remote island destinations.

**Table 7:** Showing Regression Analysis

Sl.No	Independent Variable	Beta ( $\beta$ )	t-value	Significance (p)
i)	Transport Connectivity	0.21	2.45	0.016
ii)	Infrastructure Quality	0.24	2.78	0.007
iii)	Inventory Availability	0.27	3.10	0.003
iv)	Logistics Coordination	0.36	4.25	0.000

$R^2 = 0.68$

**Source:** Primary data

The regression analysis indicates that all independent variables have a positive and significant impact on tourism supply chain persistence. Logistics coordination has the highest influence ( $\beta = 0.36$ ,  $p = 0.000$ ), making it the most critical factor. Inventory availability ( $\beta = 0.27$ ,  $p = 0.003$ ) and infrastructure quality ( $\beta = 0.24$ ,  $p = 0.007$ ) also show strong and significant effects. Transport connectivity has the least but still significant impact ( $\beta = 0.21$ ,  $p = 0.016$ ). All p-values are below 0.05, confirming statistical significance. The  $R^2$  value of 0.68 indicates that 68% of the variation in supply chain persistence is explained by these variables. Overall, the results highlight that improving logistics coordination and inventory systems is essential for strengthening tourism supply chain performance.

**Table 8:** Showing Chi-Square Test Result (Type of Agency vs Location)

Sl.No	Particulars	Value
i)	Calculated Chi-square ( $\chi^2$ ) Value	2.64
ii)	Degrees of Freedom (df)	10
iii)	Level of Significance	0.05
iv)	Table Value (Critical $\chi^2$ )	18.31
v)	p-value	> 0.05
vi)	Decision	Not Significant
vii)	Result	Fail to Reject Ho

**Source:** Primary data

The Chi-square test results indicate that the calculated value ( $\chi^2 = 2.64$ ) is much lower than the critical table value (18.31) at 10 degrees of freedom and 5% level of significance. The p-value is greater than 0.05, confirming that the result is not statistically significant. Therefore, the null hypothesis is not rejected. This implies that there is no significant association between the variables under study, meaning that the type of tourism agency is independent of location. The observed differences are minor and likely due to chance rather than any real underlying relationship. Overall, the findings suggest a uniform distribution of tourism agencies across the selected locations.

**Table 9:** Showing Analysis of Logistics Constraints Affecting Tourism Supply Chain Persistence in the Andaman and Nicobar Islands

Sl No	Logistics Constraint	Analytical Interpretation	Impact on Tourism Supply Chain Persistence
1.	Limited Inter-Island Transport Connectivity	Restricted ferry and air connectivity between islands	Delays in movement of tourism goods and services
2.	Irregular Shipping & Flight Schedules	Uncertain cargo arrival and dispatch timings	Inventory shortages and service disruption
3.	Mainland Supply Dependency	High reliance on mainland procurement	Increased supply risk and opera. vulnerability
4.	Inadequate Road and Port Infrastructure	Poor inland connectivity and limited cargo handling capacity	Extended lead time and delivery bottlenecks
5.	Limited Storage and Warehousing Facilities	Insufficient inventory holding capacity	Frequent shortages during peak seasons
6.	Delayed Inventory Replenishment	Longer procurement cycle due to remoteness	Disruption in service continuity
7.	Demand Fluctuations	Seasonal tourism demand variability	Stock-outs and supply-demand mismatch
8.	Weak Stakeholder Coordination	Lack of integrated logistics planning	Fragmented supply chain operations
9.	Inefficient Distribution Systems	Manual logistics coordination	Reduced responsiveness of tourism services
10.	Service Delivery Challenges	Supply inconsistencies across destinations	Decline in tourist satisfaction
11.	High Transportation Costs	Expensive freight movement	Reduced profitability of tourism agencies
12.	Weather-Related Disruptions	Cyclones and heavy rainfall affecting transport	Supply delays and planning uncertainty
13.	Limited Digital Logistics Infrastructure	Low adoption of technology-based inventory tracking	Reduced supply chain transparency
14.	Regulatory and Adminis. Delays	Time-consuming clearance procedures	Slower procurement and dispatch
15.	Energy and Fuel Supply Constraints	Irregular fuel and power availability	Operational interruptions
16.	Skilled Workforce Shortage	Lack of trained logistics personnel	Inefficient supply chain management
17.	Limited Local Supplier Base	Few alternative vendors within islands	Reduced sourcing flexibility
18.	Environmental Restrictions	Constraints on infrastructure development	Limited logistics modernization
19.	Communication Network Limitations	Weak telecom and internet connectivity	Coordination delays
20.	Emergency Response Limita.	Inadequate contingency mechanisms	Reduced resilience during disruptions

**Source:** Primary Data

The analysis reveals that logistics constraints in remote islands are mainly driven by poor transport connectivity, irregular schedules, and high dependence on mainland supplies. Infrastructure gaps, limited storage, and delayed inventory replenishment lead to frequent shortages and service disruptions. Weak coordination, inefficient distribution, and lack of digital systems further reduce supply chain efficiency. External factors such as weather disruptions, high transportation costs, and regulatory delays add to operational challenges. Overall, these constraints significantly affect tourism supply chain persistence by reducing reliability, increasing costs, and lowering service quality.

**Table 10:** Showing Statistical Analysis of Logistics Constraints Affecting Tourism Supply Chain Persistence in the Andaman and Nicobar Islands (N = 100)

Sl. No	Logistics Constraint	Mean Score	Std. Deviation	Interpretation Level
1.	Limited Inter-Island Transport Connectivity	4.32	0.68	High Constraint
2.	Irregular Shipping & Flight Schedules	4.25	0.72	High Constraint
3.	Mainland Supply Dependency	4.18	0.75	High Constraint
4.	Inadequate Road & Port Infra.	4.05	0.81	High Constraint
5.	Limited Storage Facilities	3.94	0.77	Moderate Constraint
6.	Delayed Inventory Replenishment	4.10	0.73	High Constraint
7.	Demand Fluctuations	3.88	0.79	Moderate Constraint
8.	Weak Stakeholder Coordination	3.96	0.74	Moderate Constraint
9.	Inefficient Distribution Systems	3.85	0.83	Moderate Constraint
10.	Service Delivery Challenges	4.07	0.70	High Constraint
11.	High Transportation Costs	4.28	0.69	High Constraint
12.	Weather-Related Disruptions	4.15	0.76	High Constraint
13.	Limited Digital Logistics Infrastructure	3.72	0.84	Moderate Constraint
14.	Regulatory & Administrative Delays	3.68	0.80	Moderate Constraint
15.	Energy & Fuel Supply Constraints	3.90	0.78	Moderate Constraint
16.	Skilled Workforce Shortage	3.76	0.82	Moderate Constraint
17.	Limited Local Supplier Base	4.02	0.71	High Constraint
18.	Environmental Restrictions	3.60	0.86	Moderate Constraint
19.	Communication Network Limitations	3.95	0.74	Moderate Constraint
20.	Emergency Response Limitations	3.82	0.79	Moderate Constraint

**Source:** Primary Data

**Scale Interpretation:**

1. 00 – 2.49 = Low Constraint
2. 50 – 3.49 = Moderate Constraint
3. 50 – 5.00 = High Constraint

The analysis shows that most logistics constraints fall under the high constraint category, particularly transport connectivity, irregular schedules, mainland dependency, and high transportation costs. Service delivery challenges, infrastructure gaps, and weather-related disruptions also significantly affect tourism supply chains. Moderate constraints are observed in storage facilities, demand fluctuations, coordination, and distribution systems. Digital infrastructure, regulatory delays, and workforce shortages further contribute to operational inefficiencies. The mean scores above 4 indicate critical pressure points in logistics performance. Overall, both structural and operational constraints strongly impact tourism supply chain persistence in remote island destinations.

## 10. Logistics Constraints Identified in the Study

The logistic constrains are identified as per the study, they are as under

**1. Limited Inter-Island Transport Connectivity:**

Transport movement between islands is often restricted due to limited ferry and air services. This affects the timely delivery of tourism-related goods and operational resources. It also disrupts coordination among tourism service providers across destinations.

**2. Irregular Shipping and Flight Schedules :**

Frequent delays and cancellations in cargo ships and flights create supply uncertainties. Tourism agencies face difficulties in planning inventory and logistics activities. This leads to service interruptions and operational inefficiencies.

**3. High Dependency on Mainland Supply Sources:**

Most tourism supplies are procured from mainland India. Any disruption in transportation affects product availability on islands. This increases supply risk and operational costs for tourism agencies.

**4. Inadequate Road and Port Infrastructure:**

Poor road connectivity delays inland transportation of goods. Limited port facilities restrict efficient cargo handling. This results in longer lead times and delivery bottlenecks.

**5. Limited Storage and Warehousing Facilities:**

Tourism agencies face challenges in storing essential supplies. Lack of cold storage affects perishable inventory management. This leads to frequent shortages during peak tourist seasons.

**6. Delayed Inventory Replenishment:**

Replenishment cycles are longer due to geographic isolation. Supply delays affect operational continuity of tourism services. This increases dependency on emergency procurement.

**7. Demand Fluctuations Affecting Supply Availability:**

Tourism demand varies seasonally across island destinations. Sudden demand spikes lead to stock-outs of essential items. Supply chain planning becomes difficult for agencies.

**8. Weak Coordination among Tourism Stakeholders:**

Communication gaps exist between suppliers and service providers. Lack of integrated logistics systems affects planning efficiency. This results in fragmented supply chain operations.

**9. Inefficient Logistics Planning and Distribution Systems:**

Limited use of technology affects logistics optimization. Manual coordination increases the risk of delays. This reduces the responsiveness of tourism supply chains.

**10. Challenges in Maintaining Consistent Service Delivery:**

Supply disruptions impact quality of tourism services. Agencies struggle to meet tourist expectations consistently. This affects overall destination competitiveness.

**11. Weather-Related Disruptions:**

Adverse weather conditions frequently interrupt sea and air transport. Cyclones and heavy rainfall delay shipments and tourist movement. This creates uncertainty in supply planning and service delivery.

**12. Limited Digital Logistics Infrastructure:**

Low adoption of digital tracking and inventory systems affects efficiency. Agencies rely on manual coordination and traditional communication methods. This reduces transparency and real-time monitoring of supplies.

**13. Regulatory and Administrative Delays:**

Clearance procedures for goods movement can be time-consuming. Permits and documentation requirements delay supply dispatch.

**14. Energy and Fuel Supply Constraints:**

Irregular fuel supply affects transport operations and generator usage. Power shortages disrupt cold storage and hospitality services. This increases operational vulnerability in remote areas.

**15. Skilled Workforce Shortage in Logistics Management:** Limited availability of trained logistics personnel affects planning efficiency. Agencies struggle with professional supply chain management practices. This reduces overall resilience and responsiveness.

**16. Limited Supplier Base within Islands:** Few local suppliers increase dependency on mainland sourcing. Lack of alternative vendors reduces supply flexibility. This heightens risk during disruptions.

**17. Environmental and Sustainability Restrictions:** Strict environmental regulations limit infrastructure expansion. Protected areas restrict transport and warehousing development. This constrains logistics modernization efforts.

**18. Communication Network Limitations:** Weak internet and telecom connectivity hinder coordination. Real-time communication between islands becomes challenging. This delays decision-making in logistics operations.

**19. Emergency Response Limitations:** Limited backup systems exist during supply chain disruptions. Crisis management mechanisms are often underdeveloped. This reduces the adaptive capacity of tourism agencies in remote island destinations.

## 11. Policy Recommendations for Enhancing Tourism Supply Chain Persistence in the Andaman and Nicobar Islands

These policy recommendations aim to enhance and strengthen tourism supply chain persistence in remote island destinations. The policy recommendations as per the study are as under-

**1. Development of Integrated Island Transport Policy:** Formulate policies to improve inter-island connectivity through regular ferry and cargo services. Encourage public-private partnerships in logistics and transport infrastructure.

**2. Infrastructure Modernization Initiatives:** Invest in upgrading port facilities, road networks, and storage infrastructure. Establish centralized warehousing and cold-chain systems for tourism agencies.

**3. Freight Subsidy and Incentive Schemes:** Provide transport cost subsidies for essential tourism-related supplies. Support small and medium tourism enterprises operating in remote islands.

**4. Promotion of Local Supplier Ecosystems:** Encourage local production of tourism-related goods and services. Reduce dependency on mainland supply sources through policy incentives.

**5. Digital Logistics Integration:** Promote adoption of ICT-based inventory and logistics management systems. Implement real-time tracking and demand forecasting platforms.

**6. Stakeholder Coordination Framework:** Establish island-level tourism logistics coordination committees. Facilitate collaboration among tourism agencies and supply chain partners.

**7. Disaster Preparedness and Risk Management Policies:** Develop contingency plans for weather-related disruptions. Maintain buffer stock of essential tourism supplies.

**8. Skill Development and Capacity Building:** Introduce training programs in logistics and supply chain management. Enhance managerial competencies of tourism stakeholders.

**9. Sustainable Logistics Practices:** Encourage eco-friendly transportation and green supply chain practices. Align logistics development with environmental conservation policies.

**10. Improvement in Communication Infrastructure:** Expand telecom and internet connectivity across remote islands. Support integrated digital communication networks for tourism operations.

## 12. Suggestions to improve Tourism Supply Chain Persistence in the Andaman and Nicobar Islands

Few suggestions are suggested as per the study for the improvement of tourism supply chain persistence in remote islands of Andaman & Nicobar Islands. These recommendations aim to enhance resilience, reduce logistics vulnerability, and strengthen tourism supply chain persistence in remote island destinations.

**1. Strengthen Inter-Island Transport Connectivity:** Increase the frequency of ferry and cargo services between islands. Introduce dedicated logistics vessels for tourism-related supplies.

**2. Stabilize Shipping and Flight Schedules:** Develop fixed and transparent cargo movement timetables. Improve coordination between tourism authorities and transport departments.

**3. Promote Local Sourcing and Supplier Development:** Encourage local entrepreneurship to reduce mainland dependency. Provide incentives for island-based suppliers and agri-producers.

**4. Upgrade Port and Road Infrastructure:** Modernize cargo handling facilities at jetties and ports. Improve last-mile road connectivity to tourism hotspots.

**5. Develop Centralized Warehousing Facilities:** Establish common storage and cold-chain infrastructure. Enable shared logistics hubs for hotels and tour operators.

**6. Adopt Digital Logistics Management Systems:** Implement inventory tracking and demand forecasting tools. Promote real-time coordination through digital platforms.

**7. Introduce Cost Subsidies for Remote Transport:** Provide freight subsidies for essential tourism goods. Reduce operational burden on small and medium tourism agencies.

**8. Strengthen Stakeholder Coordination Mechanisms:** Create a tourism logistics coordination committee. Facilitate collaborative planning among agencies.

**9. Enhance Disaster Preparedness and Emergency Planning:** Develop contingency logistics plans for extreme weather events. Maintain buffer stock for peak seasons and emergencies.

**10. Capacity Building and Skill Development:** Offer training programs in supply chain and logistics management. Improve managerial competencies among tourism stakeholders.

**11. Improve Communication and Digital Connectivity:** Expand reliable internet and telecom infrastructure. Support integrated communication systems across islands.

**12. Encourage Sustainable and Green Logistics Practices:** Promote eco-friendly transport and packaging solutions. Align logistics development with environmental conservation policies.

## 13. Conclusion

The present study examined the impact of logistics constraints on tourism supply chain persistence in the remote island destinations of the Andaman and Nicobar Islands. The findings reveal that factors such as limited inter-island transport connectivity, high transportation costs, irregular shipping schedules, and dependency on mainland supply sources significantly affect the operational efficiency of tourism agencies.

Infrastructural limitations, delayed inventory replenishment, and weak stakeholder coordination further contribute to supply chain disruptions in geographically isolated island environments. The statistical analysis indicates that transport connectivity and freight-related challenges are among the most critical constraints influencing consistent service delivery. These logistical inefficiencies hinder the resilience and sustainability of tourism operations across selected destinations such as Hut Bay, Diglipur, Mayabunder, Rangat, Baratang, and Campbell Bay. Therefore, strategic improvements in transport infrastructure, digital logistics systems, and local supplier networks are essential to enhance tourism supply chain persistence and ensure sustainable tourism development in remote island destinations.

In conclusion, enhancing logistics efficiency and resilience is essential for improving tourism supply chain persistence in remote island destinations. Strengthening these systems will not only improve service delivery and operational stability but also enhance destination competitiveness and long-term sustainability. The study provides a foundation for policymakers, tourism planners, and stakeholders to design effective strategies for overcoming logistics challenges and promoting sustainable tourism growth in the Andaman and Nicobar Islands.

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