

**A STUDY ON THE CONTAINER YARD PERFORMANCE LEVEL
AT KLANG PORT CONTAINER TERMINAL
CASE STUDY: KLANG PORT MANAGEMENT SDN. BHD.**

**A GRADUATION EXERCISE SUBMITTED TO THE FACULTY
MANAGEMENT IN PARTIAL FULFILLMENT FOR THE
BACHELOR OF BUSINESS ADMINISTRATION (TRANSPORT)**

HIDAYATUL WAHYUNAH BTE. KAMARUDIN

95267422

BACHELOR OF BUSINESS ADMINISTRATION (TRANSPORT)

FACULTY OF BUSINESS & MANAGEMENT

MARA INSTITUTE OF TECHNOLOGY

40450 SHAH ALAM

SELANGOR

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ALHAMDULILLAH. FINALLY THE THESIS CAN BE COMPLETED ON THE GIVEN PERIOD OF TIME. FIRSTLY MY GRATITUDE GOES TO ALLAH (SWT) THE MIGHTY & MERCIFUL, WHO ALLOWING ME TO COMPLETE MY THESIS IN A COMPLETE MANNER.

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MAY ALLAH BLESS ALL OF YOU

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CHAPTER 1

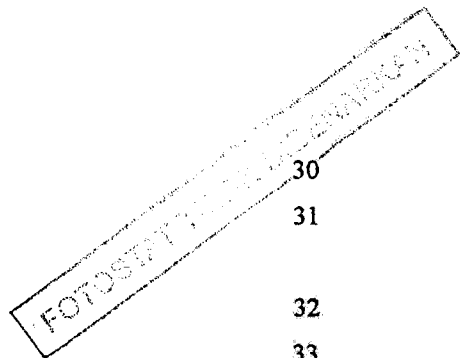
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1.1 BACKGROUND OF THE STUDY

All over the world, in particular for export and import activities, containerisation is a typical modernised mode of carrying goods widely used. Before going into deeper, containerisation is a concept of storing goods into steel frame box. Currently in any transportation development, transport lines prefer to use containerisation concept rather than conventional concept because it has clear advantages such as intermodalism, easy handling door to door concept and flexible. Intermodalism is the concept of transportation that can be handled by all modes of transport. Its is intermodalism because container can be handled by sea, air, rail and road. It is easier handling because its come into standard shape and size. Any type of good can be stored in the container such as refrigerated container, petroleum, general cargo and etc.

The focused of this study is on how the containerisation concept is being handled by seaport operation at the container terminal. Today, every port in the world, could truly be said to be involved in the container revolution, Recently, the constructed terminal already committed to containerisation. Container is widely be used in any sea line operators and port operation. Containerisation is an essential aspect of modern shipping and has played an important role in international maritime trade.