

**A STUDY ON PROBLEMS AFFECTING IMPORT MOVEMENTS VIA FULL
CONTAINER LOAD
(FCL)**

CASE STUDY : GREEN PENINSULA AGENCIES

**A GRADUATION EXERCISE SUBMITTED IN PARTIAL
FULFILMENT FOR THE REQUIREMENT OF
BACHELOR OF BUSINESS ADMINISTRATION
(TRANSPORT)**

**BY
IDA KESUMAWATI SALEKAN
SCHOOL OF BUSINESS AND MANAGEMENT
MARA INSTITUTE OF TECHNOLOGY
SHAH ALAM**

APRIL 1997

CONFIDENTIALITY

This graduation exercise is strictly for academic purpose only. No part of the exercise shall be quoted or taken in whatsoever way without prior consent from SCHOOL OF BUSINESS AND MANAGEMENT, MARA INSTITUTE OF TECHNOLOGY and the authority concerned namely GREEN PENINSULA AGENCIES (GPA).

ABSTRACT

The objectives of this exercise is to study the efficiency and effectiveness of import movement FCL container within port area until MA available status. Also to study the problems that arise towards the movement of GPA's container

Personal interviews and observations are made to gather the data. From the findings, it was found that there was problems due to increase in operational cost, problems regarding the availability and reliability of prime movers, surplus of containers at Port Klang and "turn around time" of each container.

Based on the problems occurred, some recommendations is made in order to establish a more efficient, effective and systematic in movement of GPA's container.

Table of Contents

	<u>Page</u>
Abstract	i
Acknowledgement	ii
Table of contents	iii - iv
List of Abbreviations	v
List of figures	vi
List of tables	vii
CHAPTER 1 : INTRODUCTION	
1.1 Background of the company	1
1.2 Company flow chart	3
1.3 Activities of the company	6
1.4 Operation Department	8
CHAPTER 2 : RATIONALE OF THE STUDY	
2.1 Objectives of the study	13
2.2 Problems statements	14
2.3 Scope and limitations	15
2.4 Literature review	16

2.5	Methodology	23
------------	--------------------	-----------

CHAPTER 3 : FINDINGS

3.1	Problems affecting the Prime Movers	25
	3.1.1 Trailer detention	25
	3.1.2 Damage of trailers and prime movers	28
3.2	Increasing in operational cost	33
3.3	Container surplus at Port Klang	39
3.4	Turn around time	40

CHAPTER 4 : RECOMMENDATIONS

4.1	Solution toward the prime movers	44
4.2	Increasing in operational cost	48
4.3	Surplus of containers at Port Klang	54
4.4	Turn around time	55

CHAPTER 5 :	CONCLUSION	59
--------------------	-------------------	-----------

BIBLIOGRAPHY

APPENDICES