

**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)**

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TABLE OF CONTENT

	PAGE
PREFACE	i
ACKNOWLEDGMENT	ii
CONFIDENTIALITY	iii
LIST OF ABBREVIATIONS	iv
LIST OF TABLES & LIST OF FIGURES	vi
LIST OF APPENDIXES	vii

CHAPTER 1

1.0 INTRODUCTION

1.1	BACKGROUND OF STUDY	1
1.2	PROBLEM STATEMENTS	4
1.3	OBJECTIVES	5
1.4	HYPOTHESIS STUDY	7
1.5	LITERATURE REVIEW	8
1.6	SCOPE & LIMITATIONS	27
1.7	RESEARCH METHODOLOGY	29

CHAPTER 2

2.0 INTRODUCTION OF THE COMPANY

2.1	BACKGROUND OF THE COMPANY	30
2.2	KPM CORPORATE OBJECTIVES	31
2.3	MAIN ACTIVITIES	
2.3.1	DOCKYARD	32
2.3.2	PILOTAGE & STOWAGE	33
2.3.3	SERVING BULK CARGO	33
2.3.4	BREAK BULK CARGO	34
2.3.5	CONTAINER SERVICE	34

2.4	KLANG PORT CONTAINER TERMINAL	
2.4.1	MAIN AREAS	36
2.4.2	TERMINAL FACILITIES & EQUIPMENT	39
2.5	DEPARTMENT OF KLANG PORT CONTAINER TERMINAL	
2.5.1	FINANCE	39
2.5.2	SECURITY	42
2.5.3	DEPOT	42
2.5.4	HUMAN RESOURCE	43
2.5.5	ENGINEERING	43
2.5.6	OPERATION	44

CHAPTER 3

3.0 FINDING & ANALYSIS

3.1	INTRODUCTION OF CONTAINER YARD	45
3.2	PLANNING	45
3.2.1	TERMINAL ANALYSIS	45
3.2.2	STACKING PROCEDURES	59
3.2.3	CONTAINER YARD STACKING PLAN	63
3.3	CONTROL	
3.3.1	TRAFFIC FLOW	71
3.3.2	EQUIPMENT	76
3.3.3	MANPOWER	84
3.4	THE CAUSES IF POOR PLANNING IN THE CONTAINER YARD	
3.4.1	EXPORT & IMPORT CONTAINER STACKING PLAN	88
3.4.2	TRANSHIPMENT	89
3.4.3	YARD AVAILABILITY & CAPACITY	91
3.5	THE CAUSES WHICH AFFECT THE TERMINAL OPERATION	
3.5.1	ACCIDENT	92
3.5.2	MANPOWER	95
3.5.3	EQUIPMENT	96

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.