

PLANNING AND FLEET UTILISATION IN RELATION TO CONTAINER  
HAULAGE INDUSTRY :  
SHAPADU KONTENA SENDIRIAN BERHAD (PORT KLANG)

BY

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Preparing and completing a thesis about fleet utilisation and planning in container haulage industry with case study on Shapadu Kontena Sendirian Berhad has given the opportunity to understand the present situation in the local freight transportation scene . It is very challenging since information needed have to be gathered from internal and external sources . Through discussion , observation , consultation , meeting a mountain of information has been gathered to produce the report .

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## ABSTRACT.

Inefficiency in container haulage operation has become a major issue especially in the freight transport community. Various comment such as container back-log at port, poor service, late delivery etc. are the common expression heard from the client.

Shapadu Kontena Sendirian Berhad which established in 1981 as a merchant haulier also do not escape from criticism. The major question now, are SPK really not efficient or because other factors that has been overseen?

The main objectives of the study is to identify the ideal planning system and increase fleet utilisation to the optimum level in order to provide strong, efficient and reliable service to the clients.

Although SPK capture 30% of the market share of container distribution to and from Klang Container Terminal since 1987, their fleet are not fully utilise to the optimum level. The fleet only effectively used at the rate of  $\frac{1}{3}$  from 24 hours daily operation.

The study carried out highlight two major area;

- i. planning and factor affecting it.
- ii. perfomance of SPKT fleet in terms of turn-round-time and factor affecting it.

It is found that planning has effect to the level of vehicle utilisation as delay in planning will affect the scheduling and interrupted the whole day operation.

Though, the present turn-round-time is considerably high with average at 4.03 hours/delivery, the main element contributed to it is the longer hours spent at depot and consignee premises.

The problems of trailer detention by clients also affect the turn-round-time. Several area have been identified as a major contributor to higher trailer detention rate .

The market survey also has revealed a few interesting findings that could be used in future in order to improve the planning and fleet utilisation .

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