

ABSTRACT

Congestion has been the main problem faced by the container terminal in Port Klang. With the growing number of container traffic, the problem becomes worsen and has an impact to the terminal efficiency.

This study aims not only to reveal the alternative to reduce the congestion in the container terminal stacking yard but the prospect and opportunities of churning an extra income for MSA Sdn Bhd. The only alternative for reducing the number of containers in the terminal yard presently is by diverting the empty containers to the private container depot.

It is a fact that operating a private container depot involve low capital investment and overhead expenses. But this service in other hand present a very promising revenue to the operators.

Conclusively, this study will outlined the prospect of setting up a private container depot due to the growth of the container industry itself and with extra credit on the advantages that MSA Sdn Bhd has.

TABLE OF CONTENTS

	PAGE
ABSTRACT	(i)
ACKNOWLEDGEMENT	(ii)
TABLE OF CONTENTS	(iii)
LIST OF ABBREVIATIONS	(vi)
LIST OF CHARTS	(vii)
LIST OF DIAGRAMS	(viii)
LIST OF MAPS	(ix)
CHAPTER ONE: <u>INTRODUCTION</u>	
1.0 Introduction	1
1.1 Problem statement	3
1.2 Objectives	5
1.3 Hypothesis	6
1.4 Methodology	7
1.5 Literature Review	9
1.6 Thesis Structure	11
References	12
CHAPTER TWO: <u>THE COMPANY</u>	
2.1 Malaysian Shipping Agencies	14
2.1.1 Services	14
2.1.2 Branch Offices	16
2.1.3 Future Plan	17
2.2 The Principals	18
2.2.1 Perbadanan Nasional Shipping Line Bhd (PNSL)	18
2.2.2 Mitsui O.S.K. Lines	21
References	23

CHAPTER THREE: THE CONTAINER THROUGHPUT

3.1	MSA Container Throughput	24
3.1.1	Present Throughput	24
3.1.2	Forecasted throughput	26
3.2	KCT Container Throughput	27
3.2.1	Present Performances	29
	- Ship Arrivals	29
	- Services Levels	31
	- CFS Perfomances	31
	- Intermodal Traffic	31
3.3	Factors Influencing The Throughput	33
3.3.1	Port Expansion	33
3.3.2	Upgraded Facilities	34
3.3.3	New Calls Of The Container Vessel	36

CHAPTER FOUR: THE PRIVATE CONTAINER DEPOTIN PORT KLANG

4.1	Common Features	39
	- Layout	39
	- Handling Gear	39
	- Hard Surface	40
4.2	Catagories of Private Container Depot	41
4.2.1	Own Private Container Depot	41
4.2.2	Public Private Container Depot	42
4.2.3	Inland Clearance Depot	43

1.0 INTRODUCTION

A prerequisite to greater efficiency in the container industry in Malaysia is the existence of efficient ports which serve as an interface for the transfer of goods carried in containers from shore to ship and vice versa. . However, when a modern port is being considered, one think in terms of a series of docks with wharves, warehouses, cranes and other handling facilities for vessels, supported by a system of roads and or railways coordinated and managed with the one aim of spending the part is, therefore, depends on how best it fullfills and discharges this function.

In the early 70's, Port Klang has been improved with facilities to handle container vessels. Since then, it is the beginning of the container industry and a new era in the transport sector in Malaysia. From the normal container handing services, the industry has branched out into several other services such as the container maintenance services and container factories.

This study will focus one of the important services in Port Klang; the private container depot. Also, this study will examine along the prospect of setting up a private container depot for Malaysia Shipping Agencies Sdn Bhd. This idea for this study arises when shipping lines are facing difficulties in storing the empty containers in the Kelang Container