

KELANG PORT AUTHORITY
MATERIALS HANDLING OF GENERAL CARGO IN QUAY TRANSFER
OPERATION IN NORTH PORT OF PORT KELANG.

By

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May 1987

Abstract

The important of materials handling has been realised by port authorities so that fast and efficient service can be provided in handling the cargoes. It is a vital aspect in physical distribution as it contributes to the distribution process.

Handling of the cargoes need mechanical handling equipments rather using human and horse-driven cart which are slow and time consuming. So as to achieve high productivity, these handling equipments must be efficient in performing their tasks. A research study should be conducted in order to find out the reliability of the present equipments operated by the Kelang Port Authority. The total downtime and utilisation of the equipments represent the rate of work being performed. These 2 factors clearly indicate the equipments' performance and, thus, the research study being carried out should emphasize more on these 2 areas.

Performance of these equipments should achieve at the accepted level of the operation where the goal is to meet the maximum utilisation. Therefore, achieving a high level of performance with maximum utilisation is a crucial factor for the port to operate effectively and to maximum its turnover.

INTRODUCTION

1.1 Kelang Port Authority

1.1.1 Ownership

Kelang Port Authority (KPA) is a statutory organisation which comes under the Ministry of Transport. Port Kelang is a federal port that means Malaysia's main port.

KPA was created on July, 1963 under an act of Parliament embodied in the Port Authorities Act 1963. Prior to that date, the port was administered by the Malaysian Railway Administration.

KPA can be divided into two sections which are administration and management. The Authority is put under the administration of Minister of Transport. It is administered by a board of directors with a chairman as the head of the board. Under this board, there are three committees that are Service Committee, Planning Committee and Finance Committee. Policies are formulated through these committees whose members are from the board.

Management of the Authority is lead by the director general assisted by the secretary, the director (operations), the director (finance) and the director (staff). There are also 17 departmental heads which assist the directors.

The Traffic Department is headed by a traffic manager (conventional). Below the manager are assistant senior traffic manager, 2 senior traffic officers and 4 traffic officers in charge of berths no. 8 to 25.

Mechanical Engineering Department (Conventional) has a chief mechanical engineer and assist by mechanical engineer, senior mechanical engineer, technical assistant and senior technical assistant. This department provides, maintains and repairs the equipment for cargo handling.

1.1.2 Objective

- 1.1.2.1 To contribute towards the needs of international trade and the port's hinterland.
- 1.1.2.2 To help increases the growth of economic activities in the port surroundings by encouraging the industrial and trade "service oriented" development.
- 1.1.2.3 To determine and ensure loading and discharging services for export and import cargo is efficeint and cheap.

1.1.3 Main Function

- 1.1.3.1 To provide efficient port services and facilities and sufficient with reasonable charge rate for the benefit of society and country.
- 1.1.3.2 To provide complete and sufficient jetties and berths.
- 1.1.3.3 To co-ordinate all the port activities.

1.1.4 History

Port Kelang was originally known as Port Swettenham. In July, 1972 following a royal promulgation by the Sultan of Selangor the port's name was changed to the nationalist name of Port Kelang.

It is situated about 40 km from Kuala Lumpur, the federal capital. The port is divided into two that is North Port and South Port. The original port was the South Port constructed in 1900. The North Port which is situated about 6 km from South Port was later opened in July, 1966.

A very special thanks to Mah for her help, advice and, encouragement, and also to Danny, Ah Chong, Fuad, Al. Muhsin, Lan and Aziz for their help and assistance. Lastly, this thesis is dedicated to MAK, ABAH, MAH, ADI and HAN who has given me the confidence to complete this thesis.