

Container Cargo Operation and Time Study of Container Cargo Movements in the 6D Shipping & Logistics

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Abstract: *Cargo liners had steadily improved in their speed and efficiency with the regularity and frequency of services matching the demands of steadily increasing international trade. Further improvements were, however, hampered by the fact that general cargo came in all shapes and sizes. From massive crates of machinery to drums, bales, and cartons. Over a thousand separate consignments per sailing were not unusual and all these had to be handled by hand. Piece-to-piece cargo is now referred to as break bulk or conventional cargo. Extraordinary skill was needed to ensure that the different consignments did not damage each other and were carried safely even in heavy weather. The time taken in port was such that there was no scope for any economies of scale because larger ships meant even longer in port. The cost of building faster ships would be lost as the time in port could not be improved*

Keywords : *sociology, generalizability, discernments*

I. INTRODUCTION

Cargo liners had steadily improved in their speed and efficiency with the regularity and frequency of services matching the demands of steadily increasing international trade. Further improvements were, however, hampered by the fact that general cargo came in all shapes and sizes. From massive crates of machinery to drums, bales, and cartons. Over a thousand separate consignments per sailing were not unusual and all these had to be handled by hand. Piece-to-piece cargo is now referred to as break bulk or conventional cargo. Extraordinary skill was needed to ensure that the different consignments did not damage each other and were carried safely even in heavy weather. The time taken in port was such that there was no scope for any economies of scale because larger ships meant even longer in port. The cost of building faster ships would be lost as the time in port could not be improved. [8],[10],[12]

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II. REVIEW OF LITERATURE

Santhamoorthy.M, 2008 Freight forwarding companies should hire professionals who have expertise in packaging, labeling and palletizing corresponding to products. Company needs well organized departments to take care of customer's problems [19],[21],[23]

Pierre David, Ph.D. Baldwin – Wallace College in addition to the risk of a shipment by ocean, there is also the possibility of damage caused by other cargo in the container: a heavy load can inadvertently be placed on top of pallet, or it can be subjected to leakage, odors, and other hazards. Proper stowage plan is necessary to ensure reducing the damage [19],[21],[23]

Krishnaveni Muthaiah.R, 1999 LCL consolidators and Non vessel operating common carriers need to have extensive range of contacts to survive in this business. Consolidating is a complex activity which requires good packaging knowledge to arrange and consolidate packages without any damage [7],[9],[11]

III. OBJECTIVES

- To analyze the timely & lead periods involved in movement of container from the point of consumption.
- To track & keep up with the updated information regarding container & cargo for the customers.
- To evolve efficiency in the movements of same with effective stipulations of newer innovative ideas & structured movements.
- To study the type of container for the requirement cargoes offered. [1],[3],[5]

IV. RESEARCH METHODOLOGY

The system of collecting data for research projects is known as research methodology. The data may be collected for either theoretical or practical research for example management research may be strategically conceptualized along with operational planning methods and change management., Sample size of my survey is 50 customers ,which is organized carefully into graphs and tables so that only important relevant data is shown.



Research methodology means the method carried out to study the problem, it shows the type of the sample design used, its size and the procedure used to dew sample. [13], [15], [17]

V. RESULTS & DISCUSSION

1. 36% customers are satisfied.36% customers are highly satisfied with the tariff rates.as well 2% customers are dissatisfied with the tariff rates. [25],[27],[29]
2. 38% customers are satisfied and 32% customers are highly satisfied with the cargo handling services but none of the customers are dissatisfied with the cargo handling services.
3. 32% of the customers found dent or damages, 52% of the customers found strain marks in the containers while receiving. And 16% Of the on the containers in the receiving point[2],[4],[6]
4. 28% of the customer's container issues are sent for repair. 68% say to inform to equipment controller as an immediate action taken for the containers.
5. 42% customer's feels General Containers 24% customer's for Reefer Containers have high demand in the market. 12% customer's go for Flat Track Containers have high demand in the market. 16% customer's for Open top Containers have high demand in the market[14],[16], [18]

VI. CONCLUSION

Container cargo operation study dealt with the types of container required to different types of cargoes and the demand for the customers such as tracking system service level and the service according to the satisfaction level of the customers are studied and tariff level are accordingly revised according to the service demanded by the customers and stuffing of the cargo accordingly and charges for such services are analyzed in the above study. [26],[28],[30]

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