



A STUDY ON BILL OF LADING PROCESSING AT MEDITERRANEAN SHIPPING COMPANY

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ABSTRACT:

MSC customers will be able to receive the bill of lading electronically, without any change or disruption to their day-to-day business operations. Eliminating paper from the shipping transaction will make every aspect of commercial container shipping easier, faster, more effective and more secure. The shipping industry can save almost USD 4 billion by transitioning to an eBL. Electronic bills of lading (eBL) help mitigate the impact of trade disruptions on cargo flows during COVID-19.

KEYWORDS: *Msc, Bill Of Lading, Electronic Bill, Container And Shipping*

1.1 INTRODUCTION:

The Internship is an integral platform for students to gain experience in an actual

workplace. Internship is the process of on job training, which particularly

beneficial for students of MBA. My internship in MSC Mediterranean Shipping Company is a good opportunity to learn and to gain experience. It was useful for me to gain knowledge in the operations team.

The logistics industry is considered the very essence of any trade and the backbone of any nation.

We believe in continuous innovations and improvements which keeps us aligned to the changing needs of our customers and becomes some major driving force behind the evolution of smart, quick, safe and reliable service offering.

Believing in the philosophy of "Customer First Approach" the company sets the paradigm by constantly adapting to its customers' changing needs as well as the constant quest for improvement and optimization that is central to the company's own culture and values.

1.2 NEED AND IMPORTANCE:

Most shipments happen through the containers either by sea, air or road. But, mostly transported through sea it is handled by the container terminal which



is well equipped machinery and cranes for handling this container. Container terminals act as the interface between global container shipping networks and the markets they serve.

Terminals load and discharge containers on and from vessels, store containers and transfer containers between the terminal and a variety of inland transport modes: road, rail, and barge. Container terminals, in addition, act as relay points in the networks of lines, transshipping containers between mainline vessels and between mainline and feeder vessels, thereby allowing lines to increase market coverage and reduce network costs.

Terminals generate income primarily from handling and storing containers on behalf of their customers, the shipping lines. Container trade growth has a strong correlation to economic growth and regional/national Gross Domestic Product (GDP) serves as the best indicator of prospective container volumes.

Levinson (2006) stated that container ports are important for multimodal transportation and reduction in freight as the container can be transported through several modes of transportation such as by road, rail, and ship to reach its destination.

The container can move goods from one destination to another while ensuring protection of the goods and keeping down transportation costs. The time required for transportation of goods is reduced and this growth in international trade has helped in the growth of the global economy. It has made easy the transportation of goods and brought about new varieties of worldwide production and distribution.

1.3 OBEJECTIVES:

Primary Objectives:

A study on Bill of lading processing at MSC Mediterranean Shipping Company

Secondary Objectives:

- To study container terminal operation.
- To analysis loading and unloading and discharging of container cargo from the vessel to truck and from the truck to vessel vice versa.
- To study facilities that the container terminal provides to its user.
- To study berth allocations and berth scheduling of the container vessels in container port.
- To study gate opening and gates operation.

1.4 SCOPE OF STUDY:



Containerization has been a driving force behind globalization and is dominantly with the movements of commercial goods such as parts and retail goods. It began by replacing the conventional system of handling break-bulk cargo in general cargo vessels or passenger vessels that handled express type shipments. These goods when handled individually were subject to great deal of loss and damage (Long shoring Was a synonym for organized crime in the fifties). The first step was to containerize the most valuable cargos such as high-end consumer goods were containerized followed by most manufactured goods, such as parts, more recently, a growing quantity of commodities such as specially grain and wood products are being shipped in containers. Among the factors that lead to the usage of containers to ship commodities are trade imbalance providing a pool of empty containers for backhaul movements, the rising long-term price of commodities making containerization and proposition, and intermodal transport systems have extended market coverage. Containers can be shipped to a wide variety of destinations in freight markets, from a single unit to large stacks.

1.5 LIMITATIONS OF STUDY:

While the internship at MSC Mediterranean Shipping Company offers a valuable opportunity to gain practical insights into port operations and management, it is essential to acknowledge certain limitations that may impact the depth and scope of the study. This section outlines the constraints faced during the internship, providing transparency about the boundaries within which the research and observations were conducted.

One of the primary limitations encountered during the internship was the imposition of access restrictions in certain operational areas within the port. Due to security and safety protocols, there were limitations on the extent to which the intern could directly observe and participate in certain high-security or sensitive areas, impacting the depth of firsthand experience in those specific domains.

The duration of the internship posed a limitation on the depth and breadth of the study. Comprehensive exploration of all aspects of port operations, infrastructure, and community impact within a limited timeframe proved challenging. Some areas of interest



might not have received as much attention or depth of analysis as would be ideal in a more extended research period.

The maritime industry is inherently susceptible to weather-related disruptions and operational challenges. Unpredictable weather conditions, maintenance activities, or unforeseen operational disruptions impacted the regularity and predictability of certain port activities. These external factors affected the ability to observe and analyze consistent, day-to-day operations during the internship period.

While efforts were made to engage with various stakeholders, including port authorities, staff, and local community representatives, the extent of engagement was limited. Availability constraints and scheduling conflicts hindered the depth of interaction, potentially resulting in a less comprehensive understanding of diverse stakeholder perspectives.

Despite the limitations outlined, the internship at Mediterranean Shipping Company provided valuable insights into various aspects of port management and operations. It is crucial to recognize these limitations to contextualize the

findings and recommendations within the constraints faced during the research period. Future studies or prolonged engagements might address these limitations for a more exhaustive understanding of the complexities and nuances associated with the operations of Mediterranean Shipping Company.

FINDINGS:

In this section, present the key discoveries and results of your research on the Chennai Port Trust. This could include data on port efficiency, cargo handling, infrastructure, technological advancements, economic impact, or any other relevant factors. Use charts, graphs, and statistics to support your findings.

SUGGESTIONS:

Offer recommendations based on your findings. These suggestions could focus on improving efficiency, enhancing infrastructure, implementing new technologies, optimizing logistics, or addressing any challenges identified in your research. Make sure your suggestions are practical, feasible, and aligned with the goals of the Mediterranean Shipping Company.

CONCLUSION:



In generally container terminal Operations are becoming more and more important role in the development of port infrastructures as well as the economy growth of a country.

Proper management of container terminals leads to incredible performance of container terminal operation while loading and discharging the container cargo. Berth planning is main important factor of the terminal operation, the liner company must plan the berth schedule before the ship arrives at the container terminal port this is done through IDE systems information interchange and as well as gate schedule for the delivery of container cargo.

Summarize the main points of your study and reiterate the significance of your findings. Discuss the broader implications of your research on the Mediterranean Shipping Company and the maritime industry. Mention any limitations of your study and propose areas for future research.

Remember to tailor these sections to the specific details and nuances of your research on the Mediterranean Shipping Company.

REFERENCE

Author(s): Mediterranean Shipping Company

Year: 2024

Title: Bill of Lading Processing

Website: msc.com

URL: <https://www.msc.com/>