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OFFICIAL CEREMONY OF JOHOR PORT AUTHORITY'S NEW BUILDING

PASIR GUDANG, 24 July 2016- Another history was created for Johor Port Authority with the official launch of its new headquarters. It was officiated by Y.A.B Dato' Mohamed Khaled bin Nordin, the Menteri Besar of Johor. The event was made more remarkable as the ceremony was witnessed by Yang Berbahagia Datuk Seri Liow Tiong Lai, Transport Minister of Malaysia, Yang Berhormat Dato' Rahim Bin Ramli, JPA and JPA (TP) Chairman and Encik Muhammad Razif Bin Ahmad, JPA General Manager.

APEC WORK SERVICE NETWORK, SAFETY OF DANGEROUS GOODS AT PORTS 7-10 NOVEMBER 2016

Port Tanjung Pelepas (PTP) received the APSN Green Port Award System (GPAS) and was presented by the Deputy Minister of Transport, Yang Berhormat Datuk Ab Aziz Kaprawi during the opening ceremony of the APSN Workshop on Safety of Dangerous Goods at Ports at Penang on 8 November 2016.

The introduction of Johor Port Authority Green Port Policy in 2014 serves as general guidance for all port operations in Johor to move towards a greener environment and the recognition received by PTP is a reflection of the success from such policy.



GREEN ACCORD INITIATIVE AWARD (GAIA)

The Green Accord Initiative Award (GAIA) is an award introduced by Iskandar Malaysia for sustainable and green buildings. GAIA is also a new initiative that honours outstanding business organizations in Iskandar Malaysia which has contributed to the adoption of design, planning, retrofitting, and operation to contribute towards improving sustainability of the built environment.

The programme is open to any building that has been occupied for at least 6 months from date of Certificate of Completion (CCC) and Compliance or Certificate of Fitness for Occupation (CFO) issuance and located in Iskandar Malaysia.

Projects that are eligible for nomination include those that have been assessed by one of the green building assessment standards available internationally namely Green Building Index (GBI), Comprehensive Assessment System for Built Environment Efficiency (CASBEE), Green Mark, Green Start or equivalent certificate. As for JPA building, it was assessed and awarded the Green Building Certificate (pH) by the Public Works Department ("PWD").

JPA was the pioneer recipient of GAIA on 22 November 2016 at the Double Tree at Hilton, Johor Bahru by the State Health and Environment Committee Chairman, YB Datuk Hj. Ayub Bin Rahmat.

PORT WEEK 2016, JOHOR PORT AUTHORITY

JOHOR BAHRU, 17 October 2016 – Johor Port Authority (JPA) has launched the Port Week 2016, officiated by YB Dato' Abdul Rahim Bin Ramli, Chairman of the Port Authority of Johor and Johor Port Authority (Tanjung Pelepas) in Persada Johor Convention Centre. This event is one of JPA's annual event and this year's Port Week has entered its third year. This year's event was organised for six (6) days starting from 15 October to 20 October 2016. The Ports of Treasure Hunt and Meet the Customer (MTC) by government agencies under the Ministry of Transport (MOT) took place at AEON Permas Jaya as the programme's curtain raiser.

Port Week 2016 Conference with the theme *Logistics: Innovation in Challenging Times* were held on 17 and 18 October 2016. A total of 250 participants attended the seminar and 13 guest speakers were invited to the seminar under the Port Centre of Excellence (PCOE). As part of the seminar, a port visit to Port of Tanjung Pelepas (PTP) was held during the afternoon session on the second day. Concurrently, a Dangerous Goods (DG) awareness workshop was held for port users.





SIGNING CEREMONY OF THE MEMORANDUM OF UNDERSTANDING BETWEEN JOHOR PORT AUTHORITY (JPA) AND MALAYSIAN GREEN TECHNOLOGY CORPORATION (MGTC)

The signing of the Memorandum of Understanding (MoU) between the Johor Port Authority (JPA) and Malaysian Green Technology Corporation (MGTC) was held on 6 October 2016 at Pocket Talk, Hall 1, Kuala Lumpur Convention Centre (KLCC). The partnership between JPA and MGTC is to conduct the "Sustainable Project 2016-2017" to improve Public Work Department's (PWD) Green Rating (GR) for JPA's headquarters building from 3 to 5 star standards.



SIGNING CEREMONY BETWEEN JOHOR PORT AUTHORITY AND GREENFINDER SDN BHD FOR VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM (VTMIS)

The signing ceremony with the appointed contractor was held at the lobby of JPA headquarters on 17 August 2016. The event kicked off with a video presentation depicting the vessel traffic management system and was followed by the signing ceremony between both parties.

JPA were represented by JPA Chairman, the Honourable Dato 'Abdul Rahim Bin Ramli and JPA General Manager, Mr. Muhammad Razif Bin Ahmad while Greenfinder Sdn Bhd were represented by the company's Managing Director, Mr. Zulkifly Bin Ariffin and Technical Director, Mr. Azmil Bin Sahrani. The signing ceremony was also witnessed by representatives from Johor Port Berhad (JPB), Pelabuhan Tanjung Pelepas Sdn Bhd (PTP), JPA's heads of department and representatives from some agencies and port users.

The project development entitled 'TO DESIGN, SUPPLY, INSTALL, TESTING AND COMMISSIONING VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM (VTMIS) CONTROL CENTERS FOR PASIR GUDANG PORT' shall take a period of 64 weeks and is scheduled to be commissioned on 24 July 2017. The purpose of VTMS is to ensure vessels navigate safely through the Pasir Gudang port waters. It provides complete information on vessels calling at the port, destinations and its movement, as well as effective communication system and information sharing between ground stations and vessels.



JOHOR PORT AUTHORITY PARTICIPATED IN 14TH ASEAN PORTS & SHIPPING, BANGKOK, THAILAND

July 14, 2016, BANGKOK - Johor Port Authority (JPA) participated in the two (2) days exhibition in conjunction with the 14th ASEAN Ports and Shipping located at The Landmark Bangkok, Thailand. The conference was jointly organized by the Port Authority of Thailand and Transport Events Management (TEM).

The exhibition was held in collaboration with the Johor Port Berhad (JPB) and the Port of Tanjung Pelepas (PTP). The theme for JPA's exhibition is "Malaysia's Southern Gateways" with the objective to promote and market the services of two (2) major ports in Johor.

It is estimated that more than 47 agencies and international organisations from various countries participated in the exhibition. Additionally, more than 300 delegates attended the conference organized simultaneously.

In addition, Mr. Muhammad Razif, General Manager of JPA was also invited as a speaker to present a slide titled Malaysia: Innovation in Port Operations in the second session of the conference.

The program was inaugurated by Mr. Arkhom Termittayapaisith, Minister of Transport of Thailand.





VISIT BY THE SECRETARY GENERAL (KSU) MINISTRY OF TRANSPORT (MOT)

1 FEBRUARY 2016, Pasir Gudang – Johor Port Authority (JPA) received a courtesy visit by Y.Bhg. Datuk Seri Hj Saripuddin Bin Hj Kassim, the Secretary General (KSU), Ministry of Transport (MOT) in conjunction with the Walkabout programme to Johor.

During this one day working visit, the Secretary General was accompanied by eight (8) officers consisting of MOT and the Marine Department Malaysia (JLM). The delegates visited Port of Tanjung Pelepas (PTP) and Johor Port Berhad (JPB) in the morning and proceeded to Sultan Iskandar Customs, Immigration and Quarantine (CIQ) Complex and Depots in Kempas in the afternoon.

During the visit to JPA headquarters, the Secretary General and other delegates were welcomed by Yang Berhormat Dato ' Abd Rahim Bin Ramli, Chairman of JPA & JPATP and Mr. Muhammad Razif Bin Ahmad, General Manager of JPA as well as other senior officials from the JPA.



JOHOR PORT AUTHORITY RECEIVED A VISIT BY PT. PELABUHAN INDONESIA, PELINDO I



On 19 September 2016, JPA received a working visit from Pelindo I with a total of 33 delegates present. The purpose of the visit is to gain knowledge and experience on port operations and container management in Johor ports. The working visit is also as part of their Leadership Development Program (LDP).

The delegates also visited Johor Port in Pasir Gudang and Port of Tanjung Pelepas (PTP) in a same day.



WORKING VISIT TO PETRONAS'S REFINERY PLANT IN SUNGAI UDANG, MELAKA

On 27th September 2016, the Johor Port Authority (JPA) Safety, Health & Environment (SHE), Operations Traffic Unit organised a working visit to Petronas' Refinery Plant in Sungai Udang, Melaka. The purpose of this working visit is to further understand the handling of health and occupational safety in the petroleum and petrochemical industry. This is in preparation for Pengerang Integrated Petroleum Complex and Petronas RAPID which is currently under construction.

DANGEROUS GOOD (DG) AWARENESS TALK



On 22 March 2016 (Tuesday), JPA's SHE department organized a talk on "Dangerous Good Awareness (Packaged Form)" at level 10's hall, Johor Port Authority main office (JPA). This is the first talk that SHE department held which is related to handling dangerous goods in port. This talk is open for all port users including port operators, shipping agents, forwarding agents, manufacturers and all port users that related to handling dangerous good in "Packaged

Form". The main objective of this talk is to inform all port users about the new amendment in "International Maritime Dangerous Goods (IMDG) Code Amd 37-14 that has been published by International Maritime Organization (IMO). For information, IMDG Code will be updated once in 2 years involving the increasing kind of new dangerous good and the other technical information of dangerous good in "Packaged Form". Other than that, other objectives of this talk are:

- 1) To inform about the procedure of handling dangerous good (packaged form) in port .
- 2) Platform for sharing information from other government agencies like SIRIM, Marine government, DOSH and also DGR Packaging S/B party about the produce and the current needs related to handling dangerous good (Packaged form).



VERIFIED GROSS MASS (VGM) ROADSHOW

10 MAY 2016 - TRADERS HOTEL

11 MAY 2016 - PRIME CITY HOTEL,
KLUANG

12 MAY 2016 - JPA, PASIR GUDANG

Johor Port Authority together with Marine Department Malaysia held a 3 days Verified Gross Mass (VGM) Roadshow for the port users and stakeholders. The roadshow was initiated together with the support from associations such as JOFFA, JPSFA, FMM for the purpose of commencing procedure that will be carried out mandatory in Malaysia in conjunction with the requirement of SOLAS VI/2 regulations. The commencement will be carried out effectively starting 1 July 2016 in JPB and PTP.





HAZARDOUS MATERIAL SPILL TRAINING

27 JULY 2016



GLOMEEP NATIONAL WORKSHOP ON MARPOL ANNEX VI AND TECHNOLOGY TRANSFER

16-18 MAY 2016, KSL RESORT, JOHOR BAHRU

A national workshop was being held in Johor, Malaysia on "MARPOL Annex VI and Technology Transfer" to raise awareness of IMO's energy efficiency measures and the control of GHG emissions from ships. A wide range of stakeholders have convened for the three-day workshop, ranging from ministries of transport, environment, maritime administrations, ports, universities, maritime training centres, and professional associations with an interest in preserving the marine environment.

The workshop, which was co-hosted by the Marine Department Malaysia and Johor Port Authority, included an excursion to the container terminal of the Port of Tanjung Pelepas, where participants learnt about the port's energy efficiency initiatives and green policy.



MARIN – CAPITAL DREDGING WORKSHOP 2016

26 MAY 2016, HOTEL RENAISSANCE, PERMAS JAYA

Based on port authorities/terminal which were subjected to compliance for concession, only selected parties were invited to attend this workshop. The objective of this workshop was to facilitate the contract negotiation & execution of dredging / reclamation works between port authority/ terminal operator and appointed dredging concessionaire with reference to:

- Standard and benchmarking to be adopted in terms of capability & productivity
- Cost elements and schedule of charges for guidance.



SAFETY – CAPEX-IV (CONTROL THE THREAT OF TERRORISM TALK CODE ISPS)

On 13 and 14 December 2016, the Safety Unit in collaboration with the Human Resource Management Unit, Johor Port Authority ("JPA") organised a seminar on ISPS Code-X 5/2016 titled Terrorism Threat Control in Dewan Nakhoda at JPA Headquarters. The ISPS Cape X 5 Terror Threat Control Seminar is an annual exercise for the preparedness of Maritime Transport Security Officer ("MTSO") and Marine Facility Security Officer ("MFSO") for port facilities on the Johor waters under the ISPS Code. The seminar aimed to increase knowledge and understanding of the challenges and latest developments on the maritime industry and port security such as security threats to the global community. The seminar this time was attended by 170 participants from 26 government and private agencies.

Among the objectives of this seminar were to enhance the knowledge and understanding of all MTSO, MFSO and all parties involved regarding the challenges and latest developments on the maritime industry and port security such as security threats to the global community. In addition, the seminar provided a forum for participants to exchange information and experience to enhance security measures, detect and prevent terrorist attacks that occurred on the port facilities.

The seminar also aimed to provide exposure to all MTSO, MFSO and the parties involved regarding the guidelines and procedures established by the Royal Malaysian Police (PDRM) and the National Security Council (NSC) of the monitoring of the port facility security.





HARI RAYA DONATION

A hari raya clothings donation and break of fast ceremony was held on 18 June 2016. The ceremony was part of JPA's CSR (CARES) programme which has been designed for a period of 3 years starting in 2015. The programme was held under the "Corporate Social Responsibility" banner as the word "CARES" which represented by the letter "C". The objective of this programme is to ease the burden to prepare for the festivities and indirectly introduced JPA's image as a government body that exists in Pasir Gudang.

TIJARAH RAMADHAN PROGRAMME WITH PTP

The Tijarah Ramadhan programme was organised in cooperation between Port of Tanjung Pelepas (PTP) and Johor Port Authority (JPA). The programme was held on 28 June 2016 and the donation involved four villages around Gelang Patah. The programme began with handing out the donation by YAB Datuk Seri Hj. Mohamed Khaled Nordin, Johor Chief Minister and ended with the breaking of fast with the villagers.



SCHOOL INNOVATION PROGRAMME 2016

A School Innovation Competition was held as a CSR event under the Education banner. The theme of this innovation competition is 'Living of Life' and the theme of innovation were products used in everyday life. The School Innovation Competition was kicked off in September 2016. The highlight of the competition was during the Port Week Exhibition (15 and 16 October 2016) where the winner for JPA Innovation Awards was announced. Sekolah Kebangsaan Taman Cahaya Masai and Sekolah Menengah Kebangsaan Taman Mount Austin were announced as the competition winner. Both schools took home prized worth RM2, 000.00



BACK TO SCHOOL PROGRAMME

The 'Back to School' is one of the CSR programme which focuses on donating school equipment to the poor and needy. The programme was held on 1 December 2016. This CSR programme was one of the activities under "CARES" which is represented by the letter "C". The objectives of this programme was to ease the financial burden while preparing for the new school term and indirectly promoting JPA to the external communities.



SOCIAL ACTIVITY PROGRAMME

This is an annual programme which centred on community activity which was held under the "Corporate Responsibility" banner. A religious talk programme was organised on 20 October 2016 in Taman Mawar City Hall, Pasir Gudang. Imam Muda Asyraf was invited as the panelist to give the religious talk. The event was attended by 2,000 people from around Pasir Gudang.

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PORT

Cluster

By: Tomingan B. Kamaron

The world's oldest port was believed to be port Wadi el-Jarf, in Egypt which existed around 4,500 B.C. In a publication by the Archaeological Institute of America (2013), the port became an important centre for the handling of timber. The Phoenicians used the port to ship Cedars and other types of wood from Lebanon to the Pharaohs in ancient Egypt mainly for the activities of ship building and in tomb construction.

Therefore ports have been instrumental in the development of maritime trade as far back as 7,000 years ago. The activities of the port at that time were very basic in terms of just handling cargo loading and discharging purely by manual labour. This trend has continuously developed throughout the years and ports have been the focus of international trade through maritime means. International trade here means the involvement of moving cargoes to countries not necessarily at a far distance.

Ports have developed in parallel with the development of the areas or settlements close to them. Early theories such as **central place theory** (Hohenberg and Lees – 1995) have thrown some light in understanding the interdependency of port development and its surrounding settlements. But Catia Antunes (2010) on the other hand wrote that this theory cannot be applied on its own. It has limitations with regards to population distribution and geographical settings which are rather idealistic. In other words, it has to be viewed with other theories. Catia Antunes (2010) also quoted the **network theory** in respect to port development, which indicates there is a strong relationship and interdependence between urban development and port development as both have a very strong network between them.

“Port Cluster is a spatially concentrated group of firms competing in the same or related industries that are linked through vertical (buyer/suppliers) and/or horizontal relationships (alliances, collaborations, resource sharing etc’ or as defined by Haezendonck ...”

PORTER, MICHAEL E. (1985)

Although early modern ports are surrounded by rich and developed urban environments, the port itself could not attain the desired and strong sustainable growth. Ports developed into momentous prominence when they venture or are connected with the outside world that are beyond their traditional settlement or hinterlands. Thus they are involved with competitions from the neighboring ports.

Port organization is dynamic. Although its growth can be organic but it is very much dependent on the development of its surrounding areas. The faster this development takes place the faster will the growth be of that particular port. This phenomenon happens to almost all ports of the world in tandem with the accompanying industrial and economic developments of their surrounding areas. Wing Y.T Chan and Tsz

Leung Yip have studied this relationship using the **Port Spatial Development and Theory of Constrain**. Their focus was on the actual physical development of the port in an effort to cater to the continuous development. With the surrounding development continuously growing the port must grow as well. Both these growths are inter-dependent, that is, one is strongly dependent on the growth of the other. The said port will need to provide facilities using the **supply concept** which assures that the shippers' demands are met all the time. If the port fails, meaning if the development is done under the **demand concept** the port will lose its business, resulting the cargo to move to the nearest port. The study done by Wing and Tsz Leung focused on proposing whether the development should be on the existing site or on a completely new site. They used the case study of Keelung port and Taipei ports in Taiwan. This is the basis they used to put

forward in making the decision as to whether port development would spatially be concentrated or de-concentrated.

Ports existing in a cluster are proven to develop exceptionally well as indicated by the Alexandra KOCIS (2011) in the theory of cluster. Under this theory, ports existing in clusters as in the case of Port of Rotterdam, Ports of Amsterdam, and Valencia Port, the development success rate is very high. Ports in clusters have always demonstrated high levels of competition, which are associated with high efficiency. This ultimately, in both theoretical and practical approaches have been instrumental in the development of land transportation, logistic services and shipping connectivity. Therefore, what is 'Port Cluster'?

According to M. Porter, Port Cluster is 'a **spatially concentrated group of firms**

competing in the same or related industries that are linked through vertical (buyer/suppliers) and/or horizontal relationships (alliances, collaborations, resource sharing etc' or as defined by Haezendonck'As inter-organizational networks among actors belonging to different sectors but situated at the crucial interface between the land and the water legs of industrial and commercial activities'.

The common understanding is that **Port Cluster** consists of a network of inter-connected firms situated in the same geographical location. These firms can either be competing or collaborating among themselves. This **port cluster concept** can also be viewed and associated with the much bigger concept under the '**Maritime Cluster**' which was researched extensively in the 1970s.



ALFERED MARSHALL (1890)

This understanding is as extension of what **Alfered Marshall (1890)** had put forward in *Principles of Economics* where he defined 'clusters' as "Concentration of specialised industries in particular localities termed as *Industrial Districts*".

Some benefits of this *cluster concept* are:

- Represent a new way of thinking about local and national economies especially in the face of competition.
- The cluster concept has the ability to garner together the strength of all the players in the cluster. This *synergy* is much needed to increase the industry's *productivity, innovation, and fronting competition*
- For most firms, competition means concentrating internally and selected competitors.
- Cluster propose that competition lies outside

the company. In other words, apart from increasing the internal efficiency of the organization, the focus would be the external relationship of the organization.

- Cluster suggests a new way of analysing the firms and industry which are *internal, external and agglomeration*.
- It suggests that the organizations (encompassing all the players in both the *Port Clusters* and *Maritime Clusters*) have tangible and important stakes in the whole business environment not just the industry.
- It is the driving force in increasing local and international investments and attracting foreign investments especially in the face of globalization which is characterized by the increasing numbers of *Multi-National Corporations (MNC's)* from abroad.
- It calls for a new business culture (*the Cluster Culture*) which is more sustainable in the competitive future. And in the process it will create a force that will ensure the growth and continuing strength of the industry.

Let us view this in slightly greater detail.

1. Cluster affects competition in 3 ways

- Increasing existing productivity of the firms
- Increasing capacity of participants for innovation and productivity
- Stimulating new business formations, which will encourage innovation and further expand clusters.

Therefore the advantages of cluster rest on external economies of the firms, industries and institutions. The influence of clusters on competition (i.e success or failure) on the other hand depends very much on the relationships, face-to-face contact, networking by either individual or institutions among the respective players or competitors themselves.

2. Clusters and Productivity.

- The effect of clusters on productivity is vast. Strategists and scholars have been

discussing on the benefit of firms co-existing together (agglomeration). These firms, as a result of being in a cluster, exploit the *economies of scales* and *network effect* to the advantage of generally reducing the cost of production.

Agglomeration is now moving closer to 'Cluster'. And the activities of agglomeration is increasing due to *globalization, technology, supply services, easier mobility and efficient logistics*.

- Clusters provide access to *Specialized Inputs and Employees*. Due to geographical closeness, this can provide lower costs on specialized inputs such as *components, machinery, business Services, Infrastructure*. So Cluster is a form of spatial organization that:

- is more efficient and effective
- increases specialized input (and supply as well)
- forces and encourages local supplier development and the possibilities of creating incentives in the process

- As a result of the huge market, this will definitely create access of information which can be obtained at a lower cost due to it being readily available. This will help increase the productivity of the firm.

- Incentives and Performance Measurement.

- Executed effectively, *Cluster* will help to mitigate or solve organization problems compared to when the organization is isolated.
- It will improve the incentives within the organizations to achieve productivity due to competitive pressure as a result of rivalry with locally based companies that constantly make comparisons under similar general environments (*labour, cost, market etc*). This competitive pressure is amplified by peer pressure due to pride and the desire to look good.

- Cluster makes it easier to measure performance of in - house activities by comparing internal costs, accumulation of knowledge and the advantage of not making the same mistake done by others.

3. Cluster and Innovation

Cluster offers more potential advantages in innovation and productivity in the sense that it can easily perceive the latest demands and choices by buyers/users through analysing and recognizing user trend in demand. The players in the cluster can be easily exposed to the *latest technology, systems, procedures, new services and marketing concepts*.

Direct observation of participating companies in the cluster group is facilitated and firms can source easily what they require for innovation such as *information, services or advice*. Some firms that are pushing for new innovation can experiment at a lower cost or adjust to later dates for implementation until assured.



ROSSELLA LORENZI

4. Cluster and Competition.

Competition is to be expected not only for the port industry but the accompanying maritime industry as well. On the contrary this competition is getting stiffer all the time. As proposed by M. Porter through his Diamond and Supply Chain Models, this competition can be solved by executing effectively and efficiently through the cluster concept.

Basic understanding of Cluster and Competition can be seen as follows:

- Cluster creates intra competition and cooperation as well, which will ultimately assure a sustainable industry by withering the external competition.
- Shared or co-location amongst the firms in the cluster will speed-up the process of *encouraging the development of new suppliers, process deliveries, logistics services, financial facilities, education, information technologies.*
- There will be vigorous competition amongst the players in the cluster in winning customers and retaining them. This will therefore improve productivity and efficiency. This will also urge players to resort to world class benchmarking.
- One of the criteria of cluster is that competition and cooperation can co-exist as they are at different dimensions. Cooperation is also about winning competitions. What is important here is that they are the initial steps in garnering synergy from the members of the cluster group.
- Cluster has the ability to ameliorate many situations or conditions – *cargo handling, manpower, sharing of manpower, sharing of information, and training.*
- The more competitive the situation is, the more dynamic the cluster will be in increasing knowledge and innovation.
- Cluster activities increase with economic development. Both are interdependent and dynamic. The limiting factors are whether they are executed and implemented effectively and efficiently. Knowledge and technology to support these will have to be provided accordingly.
- The interaction and the dynamics between

clusters and competition have direct input not only to the organization itself and the regional but also the nation as a whole. For this reason, the development of the cluster concept will require leadership of utmost authority and is fully supported by the Government.

- Therefore, it is understood therefore that the international trade can become the most powerful force in fabricating and executing the cluster concept especially in the port and maritime industry.

Conclusion

The cluster concept as discussed above which encompasses both the port and maritime cluster, is a holistic approach in handling competition. As competition is mounting with time, it is quite impossible to tackle it single-handedly. It requires reinforcement in the internal strength (productivity, efficiency, effectiveness, innovation.) and synergised with other cluster players.

At this stage, it is very important to determine as to who should play the role of cluster leader. The leader should take the lead in fostering the cluster culture amongst the members which will act as the foundation in strengthening networking, collaboration and synergy-binding.

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www.lpj.gov.my johor port authority



SHAHRUH ALLAM SHAH
CEO OF JOHOR PORT BERHAD

You are well known in the maritime industry, especially in Johor. Can you share with us about your background in brief?

"Well, I started my career in the Port industry at the Port of Tanjung Pelepas (PTP) in 1998. My 10 year stint at PTP has given me good exposure on Port development, Concession matters, Stakeholders management and also on Port management. From PTP I've then moved to Senai Airport which again provided me with valuable exposure and knowledge on Airport management and the Aviation industry as a whole. Working at both these companies and the experience gained there has certainly given me an advantage when I was subsequently appointed as the CEO of Johor Port Berhad in June 2011"

Can you share with us about your career in the maritime industry?

I supposed my career in the Maritime industry essentially started years back when I studied Marine Science (specializing in Fisheries) and attended a special course on Exclusive Economic Zone Management (with an emphasis on the Law of the Sea). Back then I was a Fishery Officer and was also one of the pioneer members involved in the development of the Marine Parks. I was subsequently seconded to the Maritime Enforcement Coordination Centre under the auspices of the National Security Council working on Maritime Enforcement and much later was seconded to the National Maritime Council, also under the National Security Council. My involvement in these Maritime Government agencies has given me a broad understanding on maritime matters such as Maritime Navigation, Maritime Environment, Maritime Boundary, Exclusive Economic Zone Management, and Law of the Sea etc. I was also a member of the Malaysian Delegates tasked by the Malaysian Government to discuss and negotiate on the bilateral Maritime boundary and multilateral discussion on Maritime disputes. I was also one of the Malaysian members representing Malaysia at the Continental Shelf Committee at Jamaica.

What is the key to your success which made you achieve to this level of your career?

I don't really have a specific ingredient for success. However I can say that I have always believed in "Ketentuan Allah" and always hold onto the maxim "Respect for self, Respect for others and Responsibility for all your actions".

What are the key challenges that you faced today while carrying out your official duties?

There are always challenges in our day to day tasks as we are a Federal Port as well as being the world's largest Palm Oil Terminal, operating 24 hours a day, 365 days a year. Despite all the various challenges, I think that one of the utmost challenges is to satisfy people's expectation.

Being a Port Operator that provides services to the industries, people are an important element. People are an asset. I need to make sure that our staffs are happy, motivated and remain proud of Johor Port. Once you are able to achieve these levels of employee satisfaction, the staffs will reciprocate with dedication in providing good services.



"Respect for self, Respect for others and Responsibility for all your actions"

What is your best achievement throughout your career in the maritime industry?

When I was still working in the Government sector, I have drafted a policy paper on Malaysia Maritime Baseline which was subsequently adopted by the Government. This happened after I have left the service. This policy is now the baseline to measure Malaysian Exclusive Economic Zone, Territorial waters as well as being the basis for Maritime Boundary delimitation. Now being in the port industry, I have mooted the idea of a Vessel Clearance System, Free Zone Information System and also successfully develop PTP's free zone from greenfield. I supposed my biggest achievement was being awarded as MMC CEO of the Year (Johor Port Berhad is a wholly owned subsidiary of MMC Corporation Berhad, a leading Utilities and Infrastructure group with diversified businesses under three divisions, namely Energy & Utilities, Ports & Logistics and Engineering & Construction and having 5 ports including Johor Port, Port of Tanjung Pelepas, North Port, Penang Port and Tanjung Bruas Port in Melaka under its umbrella).

What are your views on the role of the port operators must play to ensure the development of maritime industry in Malaysia is at par with developed countries?

I strongly believe that Ports are a catalyst for development. Johor Port has from day one demonstrated its role as a development catalyst. From merely being a Liquid Terminal back in 1977, Johor Port has now developed into a Southern Gateway Multi-Purpose port and has spurred the economic growth of its surrounding area. The Port has transformed the sprawling 8,000 acres Pasir Gudang industrial area into one of most well planned and important industrial township in Malaysia. I am proud to highlight that Johor Port has created a lot of job and business opportunities and we will continue to play a leading role to further strengthen the economy of the Maritime industry in Southern Malaysia and regionally.

In your opinion, what is the greatest challenge currently for the maritime industry in the southern region?

Well, the Southern Peninsular in particular Iskandar Malaysia is one of the fastest developed areas within this region. There are many new developments including along the coastal area with the emergence of new marine facilities and private terminals. Besides that, Singapore has also continued to strengthen their maritime industries including consolidating its ports development. This has created stiff competition not only from internal but also from external competition which makes it difficult for ports like Johor Port to grow and sustain the business. Concurrently, the inconsistent policies and authorities' bureaucracies are not helping ports in growing their business and to some extent, will impede the physical development of the ports. I would think this is one of the biggest challenges to the Maritime industry especially at the Southern region. These inconsistencies, while may potentially create business opportunities, may also at the same create unhealthy competition that impedes the ports growth.



What is the current changes in term of infrastructure and economic improvements in the maritime industry compared to the last decade?

There are significant improvements in both infrastructure and economy of the Maritime industry for the past 10 years. One good example is the Port of Tanjung Pelepas, commonly referred to as PTP, where the rapid development of PTP had transformed the surrounding area into a modern Logistics and Industrial cluster and changed the entire landscape of Gelang Patah. Similarly for Johor Port, we continue be the catalyst for development of the Pasir Gudang industrial area and spearheading the development of new industrial area such as the 5,000 acres Tg. Langsat Industrial Estate development and other residential areas. Johor Port as a Southern Gateway Multi-Purpose Port will continue to play a pivotal role to strengthen the economy of the Maritime industry at the Southern region. Together with PTP, we will help Johor to be a high income developed state.

What are your expectations for the maritime industry in the future?

You know, I have been looking at Singapore and Netherland as a benchmark. Look at how they protect and develop their Maritime industry as well as their Aviation industry. These countries have very well planned strategic roadmaps for their Maritime and Aviation industry and to date, both Singapore and Netherland, despite being very small countries in terms of size, have very successful world class ports and airports. My wish is that one day Johor State with its two Concession ports i.e. Johor Port and PTP in conjunction with other key private marine terminals will become a successful Maritime State in this region and globally. We must look at how to leverage our resources and strengths, and avoid disruptive internal competitions.



PORT POLICY

By: Mohd Zahari B. Mohd Rusjuna

TOWARDS SUSTAINABLE PORT OPERATION & DEVELOPMENT

Johor Port Authority (JPA) has come up with the Green Port Policy that will act as a general guide for all port operators in moving towards a green port environment. The Green Port Policy has been identified as one of the Key Performance Indicators (KPI) for creating a safe and healthy port working environment under JPA's Strategic Plan 2013 - 2020. The Green Port Policy acts as a standard document for the integration of principles and initiatives related to environmental sustainability to guide business decisions, developments, and operations towards achieving a sustainable port. This is in line with our mission to enhance the competitiveness of ports in Johor. The Green Port Policy outlines simple principles, strategies and practices in areas where port development and operations can be both environmentally - friendly and commercially viable. The Green Port Policy suggests proactive approaches and simple solutions that impact the local community and the environment to ensure that they can be better managed.

OUR GREEN INITIATIVES

2014 - 2016

In Collaboration With
JOHOR PORT BERHAD
PELABUHAN TANJUNG PELEPAS
GERMAN TECHNICAL COOPERATION (GIZ)



The **POLICY** guiding principles below are based on 3 main elements, which are Environment, Community Engagement & Promote Sustainability.

- a To protect the community from harmful environmental impacts as a result of port operations;
- b To maintain a balance in the environmental, social and economic aspect of any port planning and development. To inculcate sustainability within the framework of the organization focusing on increasing awareness and the use of sustainable materials or technologies;
- c To provide principal direction within the port towards environmental compliance and conservation;
- d To prevent pollution and improve personal, community and environmental health;
- e To encourage positive impact beyond economic benefits to the surrounding community;
- f To engage and communicate with the community;
- g To use energy, electricity and fuel saving initiatives.

The Baseline Study for Compliance with International Convention “The Control and Management of Ship’s Ballast Water and Sediment 2004” (BWM 2004)

Policy Element : Environment
Policy Scope : Aquatic Ecosystem & Marine Habitats
Policy Objective : To Protect, Maintain or Restore the Aquatic Ecosystem and Marine Habitats

Ballast is taken onboard most ships in order to provide trim and stability within operational and engineering safety standards (Sutton et al., 1998). Water is the most commonly used ballast to help ships keep their balance during voyage. It is taken or discharged into the ports during the process of loading and unloading of cargo. Microorganisms which include all types of plankton and bacteria as well as all sorts of pollutants such as heavy metals, hydrocarbons, nutrients from the port of origin will be transferred into the ballast tank during the ballasting process and released into port of call during the deballasting process. The ballast water could be a source of biological and chemical pollutant to the adjacent environment near the port. In order to facilitate port-based risk assessment, the currently available species (indigenous and non-indigenous) as well as environmental physico-chemical characteristics need to be established. The study will provide baseline information for Malaysian ports to assist future monitoring of bio-intruders. In line with this, Johor Port Authority has commissioned an environmental assessment study at Pasir Gudang Port (PGP) and Port of Tanjung Pelepas (PTP). The objectives of the study were to define the ecological and physico-chemical characteristics of both Ports during the Northeast – Southwest monsoon season and to establish the environmental database. The researchers of the School of Marine Science and Environment, University Malaysia Terengganu (UMT) were appointed to conduct this study at two designated port water fronts;

- 1st phase: a) Pasir Gudang Port (28 - 29 May 2014)
b) Port of Tanjung Pelepas (30 May – 1 Jun 2014)
- 2nd phase: a) Pasir Gudang Port (21 - 22 Jan 2015)
b) Port of Tanjung Pelepas (24 – 25 Jan 2015)



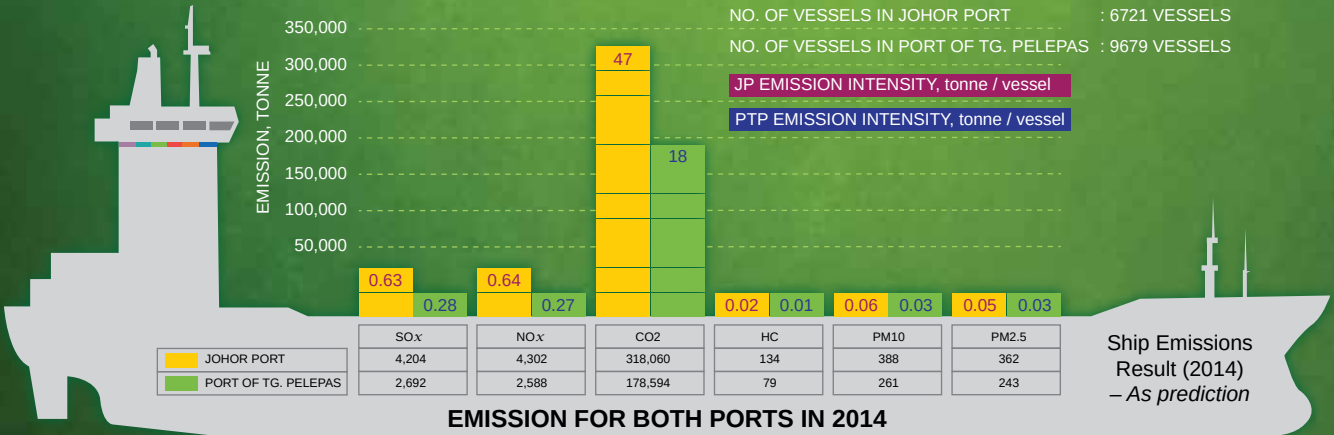
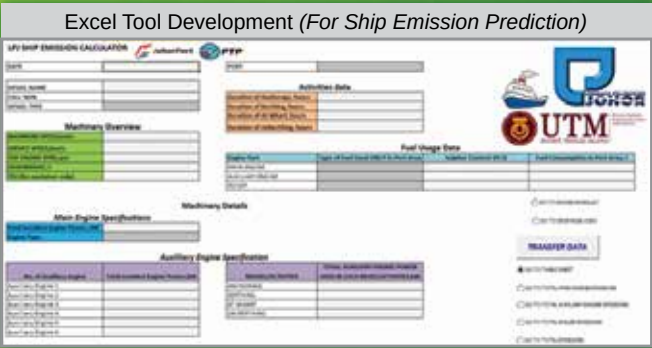
Ship Emissions Analysis in Pasir Gudang Port (PGP) and Port of Tanjung Pelepas (PTP)

(01 January – 31 December 2015)

Policy Element : Environment
Policy Scope : Air Quality
Policy Objective : To Reduce Harmful Air Emission from Port Activities and From Vessels

Ships are generally powered by large diesel engines operating on low quality fuel oil of relatively high sulfur content (average around 2.7% sulfur by mass). Ships use diesel powered electrical generators on board for lighting, air conditioning, control systems, fuel and water systems, bow thrusters and cargo handling. Ships also use oil fired boilers for fuel heating, cargo heating and to produce steam to supply turbines for cargo and ballast pumping. Cruise ships have relatively high electrical loads to supply the needs of passengers. Container ships also use electricity to run refrigerated containers. Oil tankers tend to use fairly inefficient steam driven pumps to deliver cargo, driven by oil fired boilers. Ship emissions have remarkable global, regional, and local adverse impacts on the air quality on sea and land. The most important pollutants emitted from ships are nitrogen oxide (NO_x), sulfur dioxide (SO₂), carbon dioxide (CO₂), hydrocarbons (HC), and particulate matter (PM). In the port area, ship emissions are produced during anchorage, cruising, maneuvering, and berthing. The health effects of air pollution at ports may include asthma, other respiratory diseases, cardiovascular disease, lung cancer, and premature death. In 1997, an International Conference of Parties to the MARPOL

Convention, which adopted the protocol of 1997 to amend the MARPOL Convention (MARPOL Annex VI), also adopted resolution 8 on CO₂ emissions from ships. The resolution also invited IMO, in cooperation with the UNFCCC, to undertake a study of CO₂ emissions from ships for the purpose of establishing the amount and relative percentage of CO₂ emissions from ships as part of the global inventory of CO₂ emissions. JPA, being the Authority in charge of regulating ports in Johor, has commissioned University Technology of Malaysia (UTM) to study the baseline emissions of ships entering the Port of Tanjung Pelepas (PTP) and Pasir Gudang Port (PGP). The methodology is based on proven methods used in other similar studies carried out for other ports. Data was collected from internet databases, vessel traffic management systems and questionnaires distributed to shipping agents. The results show that the total emissions for 2014 were 184,456 tonnes and 327,449 tonnes for PTP and PGP respectively. Also, carbon dioxide emissions were 178,594 tonnes and 318,060 tonnes respectively. The project aims to establish the calculation method for ship emissions, performing surveys on various types of ships in view of their ages and sizes, through development on an Excel Tool which can be used by JPA to estimate future emissions of ships into PGP and PTP.



Research Project on Hydrodynamic Simulation within Port Limit of Port of Tanjung Pelepas and Establishment of Johor Port Authority (Tanjung Pelepas) Marine Data Centre (MDC)

(01 May 2015 – 31 October 2016)

Policy Element : Promote Sustainability
Policy Scope : Research Program
Policy Objective : To Implement sustainable practices in the port
Researcher: : Institute Sultan Iskandar, University of Technology Malaysia (ISI-UTM)



Huge and fast development along South Johor coastal zones that change the hydrodynamic conditions of the coastline has affected navigation and shipping in the regions as well as conservation of natural resources and the marine ecosystem. Such circumstances have urged Johor Port Authority (JPA) as the regulatory body on port development and landholding affairs along the South Johor coastline, to develop the means to accurately predict its future impact on wave tides and currents that affect topography so as to assist in decision - making while performing mandated duties. For this purpose, the primary objective of research is to develop a hydrodynamic simulation tool capable of predicting the movement of water column and its effect to the hydrodynamic condition within the area that could be used in analyzing the long term impact to topographical change and navigation. Both primary and secondary hydrographic and hydrodynamic data have been collected via hydrographic, bathymetric

and hydrodynamic surveys as the basis of developing the simulation model using TELEMAT-2D software. Hydrodynamic simulation has been performed to determine the current condition and predicted/future condition after reclamation activities for Benalec and Forest City Country Garden projects. JPA Marine Data Centre (JPA MDC), a web based repository system has also been developed and fully configured for storage of the database including data from field survey and simulation results that can be accessed by stakeholders. The database capacity is 2.5Tb. Currently about 100Mb is occupied by the hydrographic data and 500Mb hydrodynamic data. Sensing equipment for the measurement of online waves, tides and current data have been installed in the region. Data from the field will be fed via AIS to the repository system. Training provided to JPA staff is important for operations and maintenance of the overall system.

A Memorandum of Understanding (MOU) Signing Ceremony Between Malaysian Green Technology Corporation (MGTC) and Johor Port Authority (JPA) on 6 October 2016 at KLCC

(01 May 2015 – 31 October 2016)

1. Sustainable Project 2016
 - JPA Green Procurement Policy
2. Sustainable Project 2017
 - Energy Audit Program (SEDA Grant)
 - The replacement of Florescent Lamp to LED lamp)
3. Sustainable Project 2018*
 - Adoption of Renewable Energy – Solar Photovoltaic (PV)



Port of Tanjung Pelepas (PTP) Received Green Port Award System (GPAS) by APEC Port System Network (APSN) 2016

The award was presented by the Deputy Minister of Transport, Yang Berhormat Datuk Ab Aziz Kaprawi during the opening ceremony of the APSN Workshop on Safety of Dangerous Goods at Ports at Penang on 8 November 2016. Dato Sri Che Kalib Mohammad Noh, MMC Group Managing Director stated that “MMC port is fully committed to ensure the sustainability of our port operation”.

In another statement by Ian Brian James, Group Chief Executive Officer of MMC Ports, “We have embarked on various green initiatives in our ports through investments in environmentally-friendly terminal handling equipment and others port infrastructures.”

“The introduction of JPA Green Port Policy in 2014 serves as a general guidance for all port operators in Johor to move forward towards a green environment and the recognition received by PTP today is indeed a reflection of the success from such policy” – Muhammad Razif Bin Ahmad, General Manager of JPA.



Research Project On Conceptual Master Plan Tanjung Pelepas Ecological Park & Gallery (TPE) at Free Zone Area, Port of Tanjung Pelepas (PTP)

(02 May – 22 August 2016)

Policy Element : Promote Sustainability & Environmental
Policy Scope : Aquatic Ecosystem & Marine Habitats & Environmental Management
Policy Objective : 1) To Protect, Maintain or Restore Aquatic Ecosystem and Marine Habitats
2) Conceptual Ecological Park & Research Centre
Researcher : Institute Sultan Iskandar, University of Technology Malaysia (ISI-UTM)

The proposed Ecological Park and Research Centre and support facilities within PTP complements in a modest way the strategies for growth in the tourism sector in Iskandar Malaysia to attain its goal of 4.7 times tourism growth by 2020. This is in line with its three pronged strategy of ‘Fix, Grow and Diversify’ (IM Corridor and City Lab) which started in 2012. The abundance of ecological and historical attractions – Tanjung Piai wetlands (which is part of the RAMSAR List of wetlands of International Importance in 2002) and Johor Lama (the historical centre of the Johor Sultanate and the Centre for Malay-Riau Heritage and Culture) are also unique selling points. The proposed Ecological Park and Research Centre as another eco-tourism destination should represent a high quality nature tourist centre and provide new ground for innovation and research and development to evolve. It requires that the project must be well conceived, managed and sustained long term. The project must be spatially and functionally integrated with the existing activities as well as committed and expected developments in the area, for instance the proposed Forest City.



Non-Shipping Emission Analysis in Pasir Gudang Port (PGP) and Port of Tanjung Pelepas (PTP)

(01 April – 31 December 2016)

Policy Element : Promote Sustainability & Environmental

Policy Scope : Air Quality

Policy Objective : 1) To Reduce Harmful Air Emission from Port Activities and From Vessels
2) To Implement Sustainable Practices in the Port

Researcher : University of Technology Malaysia (UTM)

Emission sources are categorized broadly as mobile sources, point sources (e.g., a refinery), and area sources (e.g., agricultural tilling). Mobile sources are further categorized as on-road sources (e.g., automobiles, trucks, buses) and non-road sources (e.g., construction equipment, cranes, yard trucks, locomotives, and marine ships). Non-ship emissions include cargo handling equipment (CHE) such as terminal tractors, cranes, container handlers, and forklifts, as well as heavy-duty trucks and locomotives operating within a port area. These sources of emission are likely to use diesel engine. The sulphur content of fuel is emitted as SO₂, leading to secondary formation of very fine aqueous sulphate particles. Non-shipping emissions in the port area have remarkable global, regional, and local adverse impacts on the air quality on sea and land. The most important pollutants emitted are nitrogen oxide (NO_x), sulphur dioxide (SO₂), carbon dioxide (CO₂), hydrocarbons (HC), and particulate matter (PM). The health effects of air pollution at ports may include asthma, other respiratory diseases, cardiovascular disease, lung cancer, and premature death.



- Research Objectives:**
- 1) To identify the source of air pollutant emissions from non-shipping activities in Pasir Gudang Port (PGP) and Port of Tanjung Pelepas (PTP).
 - 2) To account the direct emissions (NO_x, SO₂, CO₂, HC and PM) from non-shipping activities in PGP and PTP.
 - 3) To analyses & propose potential emission improvement measures.

Development of Online System: Shipping Emissions Accounting (SEA) and Emissions Improvement Measures (EIM) in Pasir Gudang Port (PGP) and Port of Tanjung Pelepas (PTP)

(01 April – 31 December 2016)

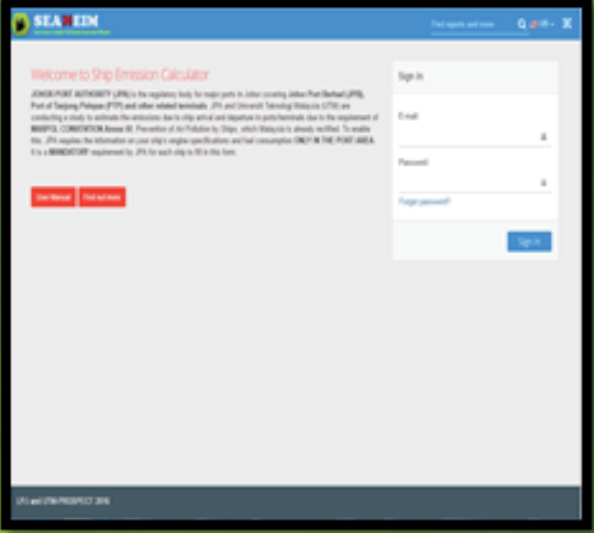
Policy Element : Promote Sustainability & Environmental

Policy Scope : Air Quality

Policy Objective : 1) To Reduce Harmful Air Emission from Port Activities and From Vessels
2) To Implement Sustainable Practices in the Port

Researcher : University of Technology Malaysia (UTM)

Johor Port Authority (JPA), being the Authority in charge of regulating ports in Johor has commissioned University Technology of Malaysia (UTM) to develop an online system named Ship Emission Analysis (SEA) and Emission Improvement Measures (EIM) to account for the shipping emissions and analyses the emissions improvement measures in Port of Tanjung Pelepas (PTP) and Pasir Gudang Port (PGP). The system includes the web-based interface and mobile application to be used by JPA. The methodology is based on proven methods used in other similar studies carried out for other ports. Data was collected from internet databases, vessel traffic management system and questionnaires distributed to shipping agents. This system will also include functions for improvement measures to reduce the emissions such as changing fuel type in the port area, using shore power supply at berth, ship speed reduction, reduce ship activity time and so on. In this project, the amount of emissions from ships in both ports are calculated. The results of the study are hoped to be used to set new regulations or policies by JPA for further studies on emission reduction initiatives.



Web Application



iOS Application

JPB: SOUTHERN GATEWAY - MULTIPURPOSE PORT



JPB ALSO DELIVERS COMPREHENSIVE SERVICES TO THE OIL AND GAS INDUSTRY
RANGING FROM MANPOWER MOBILIZATION, MAINTENANCE AND REPAIR
WORKS AS WELL AS INTEGRATED LOGISTICS SOLUTIONS

Located at the South Eastern tip of Peninsular Malaysia, Johor Port Berhad (JPB) is strategically positioned in the heart of the sprawling 8,000 acres of Pasir Gudang Industrial Estate which is a catalyst for various industries specializing in petrochemicals, engineering, furniture, telecommunications, electronic goods and food products. The wholly owned subsidiary of MMC Group is an integrated multi-purpose port that provides a comprehensive range of port services to meet the individual needs of its customers. Named as the Southern Gateway Multipurpose Port in Malaysia, JPB has 5 terminals with 24 berths totaling 4.9 km covering containers, liquid, Bulk and Break Bulk activities. It is the first port in Johor which is designed as a multi-purpose port that caters to practically all types of cargoes. Since its commencement in 1977, Johor Port was earmarked to be the 1st port in Johor to be accorded with the Free Zone Status. Today, JPB marks great success for being the Largest Palm Oil Terminal in the world and also certified by LME (London Metal Exchange) in the handling and storage of LME cargoes.

Johor Port currently handles five major business segments mainly Container, Bulk and Break Bulk, Liquid, Marine and Free Zone. Johor Port's Container terminal has a total berthing length of approximately 700 meters with a maximum draft of approximately 13.5 meters. Johor Container Terminal (JCT) is the hub of Johor's local hinterland cargo business and focuses on regional connectivity mainly to the Asia Pacific Region and East Malaysia.

The strong feeder service to Singapore enables global connectivity via Singapore to the rest of the world. Johor Port's Liquid Terminal is well equipped with marine loading arms and specialized facilities to cater to liquid cargoes such as edible oil, petroleum and petrochemicals. It has separate facilities for edible cargoes and non-edible cargoes with 4 jetties accommodating up to 9 vessels at any one time. JPB's terminal tank farm has a capacity of almost 1 million Mt and is currently the largest liquid terminal facilities in this region. Johor Port is also a hub for Bulk and Break-bulk activities with a total berthing length of 2.4 km with maximum draft of 13.5m.

As a multi-purpose port, JPB does not only handle the traditional Bulk and Break-bulk, liquid and container business but also provides marine services such as towage, ship-to-ship transfer, bunkering, and fresh water supply as well as services to the oil & gas industry through its Offshore Inspection, Maintenance & Repair Centre (OIMR). JPB also delivers comprehensive services to the oil and gas industry ranging from manpower mobilization, maintenance and repair works as well as Integrated Logistics Solutions.

With the handling capacity of 40 Million Metric Tonnes annually, Johor Port will continue to play a pivotal role as a driver for Iskandar Malaysia and will continue to grow and strengthen its position as Malaysia's Southern Gateway Multipurpose port in this region.

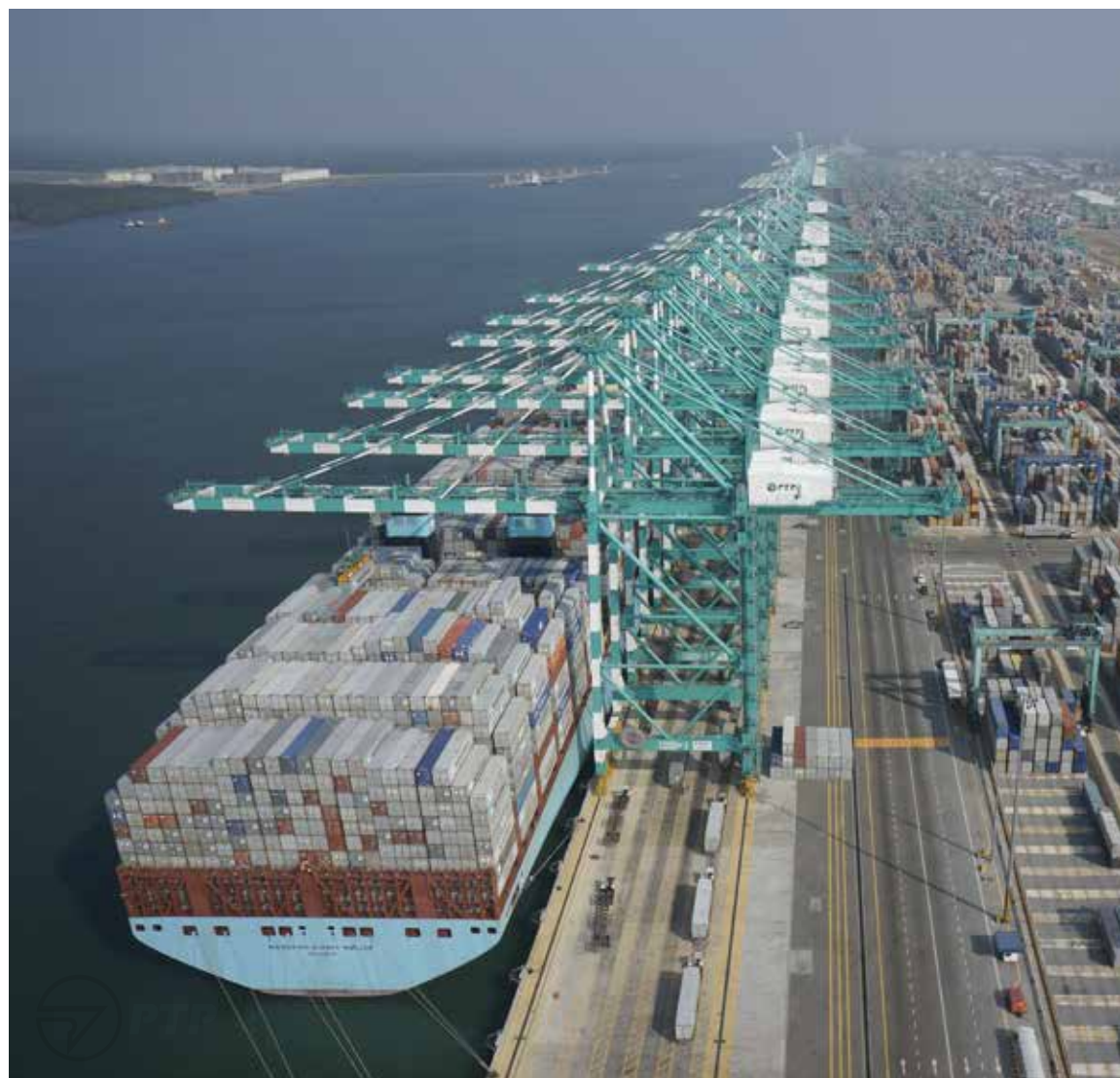
PTP: A LEADING CONTAINER TERMINAL AND REGIONAL HUB FOR MAJOR GLOBAL SHIPPING LINES



Pelabuhan Tanjung Pelepas Sdn Bhd (PTP) is the biggest transshipment port in Malaysia and is ranked at number 17 in the 2015 world's Top 30 Busiest Container Terminal. Located strategically at the confluence of the world's international shipping lanes which goes through the Malacca Straits, PTP is developed from green-field where it was previously a fishing village. PTP commenced its operations in October 1999 and was officially launched in March 2000. PTP was accorded with the Free Zone status in 1997 and Free Zone Authority in 1998. Positioned very closely to the shipping lanes, it takes shipping vessels only 45 minutes to divert into the port, and this makes PTP a very attractive port of call for shipping lines. Besides that, PTP is located in a deep water river which allows round-the-clock berthing for all vessels due to the absence of weather or tide restrictions. The fact that PTP has draft ranging between 15m – 19m makes it possible for it to service the new generation of mega container vessels which are much bigger and require deeper draft.

In terms of the maritime and shipping industry, PTP is connected to more than 300 ports globally and it is a stopover for major shipping alliances like 2M, Ocean Alliance and The Alliance. Apart from that, the top 4 shipping lines ML, EMC, MSC and CMA CGM have also direct calls at PTP as well as other shipping lines.

The terminal operations are backed by state – of – the – art equipment, facilities and information technology systems with links to all port users. PTP currently has 14 berths totaling 5.04 km in linear wharf design. Directly behind the berths is the port's container yard, which is one of the largest container storage facilities in the region with the capacity to handle up to



10.5 million TEU annually. Currently, PTP has 57 Super Post Panamax quayside cranes while the container yard is serviced by 174 Rubber Tyred Gantry cranes and 437 PMs which provide ample support for fast terminal operations.

Apart from that, PTP also provides excellent Marine Facilities for all vessel traffic going through its waterfront limit. Pilotage is compulsory within the port limits and PTP provides this service 24 hours a day, 7 days a week, under the management and control of its Vessel Traffic Management Information System. Towage services are also supplied by PTP and all tugboats are equipped with 3,200 horsepower engines providing 40 tonnes bollard pull load, as well as fire-fighting equipment.

PTP is also the first port in Malaysia to implement the Vessel Traffic Monitoring and Information System (VTMIS) acquired from a joint collaboration between PTP and the Johor Port Authority (known by its Malay acronym LPJ – Lembaga Pelabuhan Johor). VTMIS is a service that primarily provides improvements in terms of efficiency of vessel traffic movement and improves safety of navigation within port approaches or through hazardous areas.

PTP was accorded Free Zone status in March 1998 and was also appointed as a Free Zone Authority by the Government on 16 June 1999 to administer both the Commercial Free Zone and the Industrial Free Zone. This administration of Free Zone Authority functions within PTP ensures smooth and efficient transactions. PTP Free Zone provides various advantages to cargo importers and exporters. These include zero import duties and competitive container trucking costs. In PTP, container import and export declarations are facilitated online using our Free Zone Information Processing System (FZIPS) saving considerable time and cost involved in paperwork. Moreover, the proximity of Free Zone to Terminal area enables faster turnaround time (15 minutes) for container movement between Free Zone warehouses and wharves minimizing shipping delays.

The direct connection to the port terminal also provides efficient and cost - effective container movement between the Free Zone and the port, creating convenience for the container trade. PTP's operations are as environmentally friendly as possible, providing good connectivity by sea, road, air and rail to the rest of the world via an integrated logistics hub within the Iskandar Economic Zone. As Iskandar Malaysia continues to attract significant foreign direct investments, more areas within Iskandar Malaysia are expected to be developed. This will result in more hinterland trade volume being generated.

PTP has grown from strength to strength

and was awarded with various local and international recognitions such as Best Emerging Container Terminal Award of 2000 and 2001 by Lloyd's List, Container Terminal of the Year at the Asia Logistics Awards in 2004, APMT - Asia Pacific Region Terminal Performance Award in 2009 and Asia Pacific Green Terminal Operator of the year award from Frost & Sullivan in 2012. In 2015, PTP was named as the winner of Malaysia's 2014 Best Port Award, in conjunction with World Maritime Day 2015 National level held recently at Putra World Trade Centre, Kuala Lumpur. In 2016, PTP was also awarded with the APSN Green Port Award System (GPAS) in conjunction with the APEC Port Services Network (APSN) Workshop on Safety of Dangerous Goods at Ports held at G Hotel, Penang. During the recent 2017 Global Ports Forum Awards held in Dubai, United Arab Emirates (UAE), PTP was also awarded with the Process Compliant Port/Terminal of The Year award for its contributions as well as for its roles and achievement in the area.

As one of the fastest growing ports in the world, PTP plans to continue in pushing its efficiency and high productivity level. The move is specifically tailored to ensure PTP remains competitive in the market and ultimately push itself to become the most preferred transshipment port in Asia. Moving forward, PTP is set to invest more than RM8.6 billion under its latest plan to further improve the port's capacity over the next 5 to 15 years. The immediate plan is to embark on a comprehensive upgrading, refurbishment of our quay cranes, rubber tyred gantries (RTGs) and replacement of PTP's existing equipment to increase the handling capacity from the current 10.5 million twenty-footer equivalent units (TEUs) to 13.2 million TEUs annually. This will be followed with the development of Phase 3 which is expected to take place in 2018. Phase 3A and 3B which consist of 6 new berths, three kilometers in length that will enable PTP to increase its handling capacity to 22.2 million TEUs before 2030.

PTP WAS ALSO
AWARDED WITH THE
PROCESS COMPLIANT
PORT/TERMINAL
OF THE YEAR AWARD
FOR ITS
CONTRIBUTIONS
AS WELL AS FOR ITS
ROLES AND
ACHIEVEMENT
IN THE AREA

CAREERS IN PORT CONTAINER TERMINAL

• Gate Out

ZONE 1

Container Yard Area

- ① Operator RTG/ TC
- ② Operator Terminal Tractor
- ③ Yard Clerk

ZONE 3

Maintenance Repair Yard

- ① Technician
- ② Mechanical Engineer
- ③ Electrical Engineer
- ④ Computer Programmer

SUPPORTING OPERATIONAL



- ① PORT SAFETY & SECURITY

• Gate In

• Control Room

ZONE 4

Control Room

- ① Planner
- ② Billing Administrator
- ③ Customer Service Officer
- ④ Surveyor
- ⑤ Yard Planner
- ⑥ Claim Administrator
- ⑦ Vessel Planner
- ⑧ Shift Manager

ZONE 2

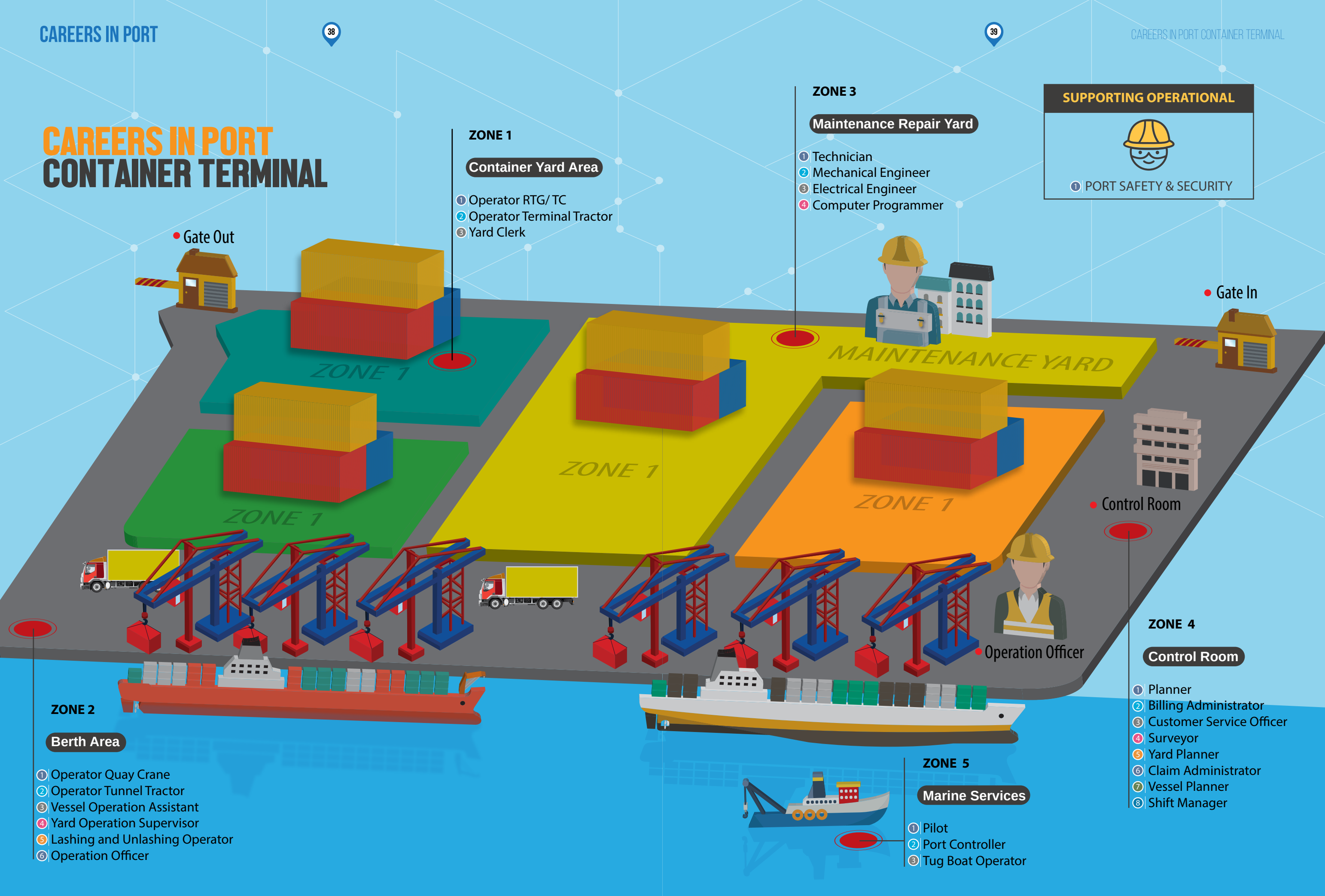
Berth Area

- ① Operator Quay Crane
- ② Operator Tunnel Tractor
- ③ Vessel Operation Assistant
- ④ Yard Operation Supervisor
- ⑤ Lashing and Unlashing Operator
- ⑥ Operation Officer

ZONE 5

Marine Services

- ① Pilot
- ② Port Controller
- ③ Tug Boat Operator



SAVE THE DATE

www.lpj.gov.my +607-253 4000

EVENTS AND HAPPENINGS WORTH CHECKING OUT



**28
OCTOBER**

PORTS OF JOHOR
TREASURE HUNT 2017



**28-29
OCTOBER**

HARI BERTEMU PELANGGAN



**30-31
OCTOBER**

PORT CENTRE
OF EXCELLENCE (PCOE)
SEMINAR



**1
NOVEMBER**
PORT USER'S
ENGAGEMENT DAY



**2
NOVEMBER**
CAREER TALK



**2
NOVEMBER**

FORUM



PORT TERMINOLOGY

PORT

The left side
of vessel when
looking forward
towards the Bow

BOW

The front part of the
vessel, the part that is
most forward when the
vessel is underway.

Fore:
Towards the Bow

4

1

3

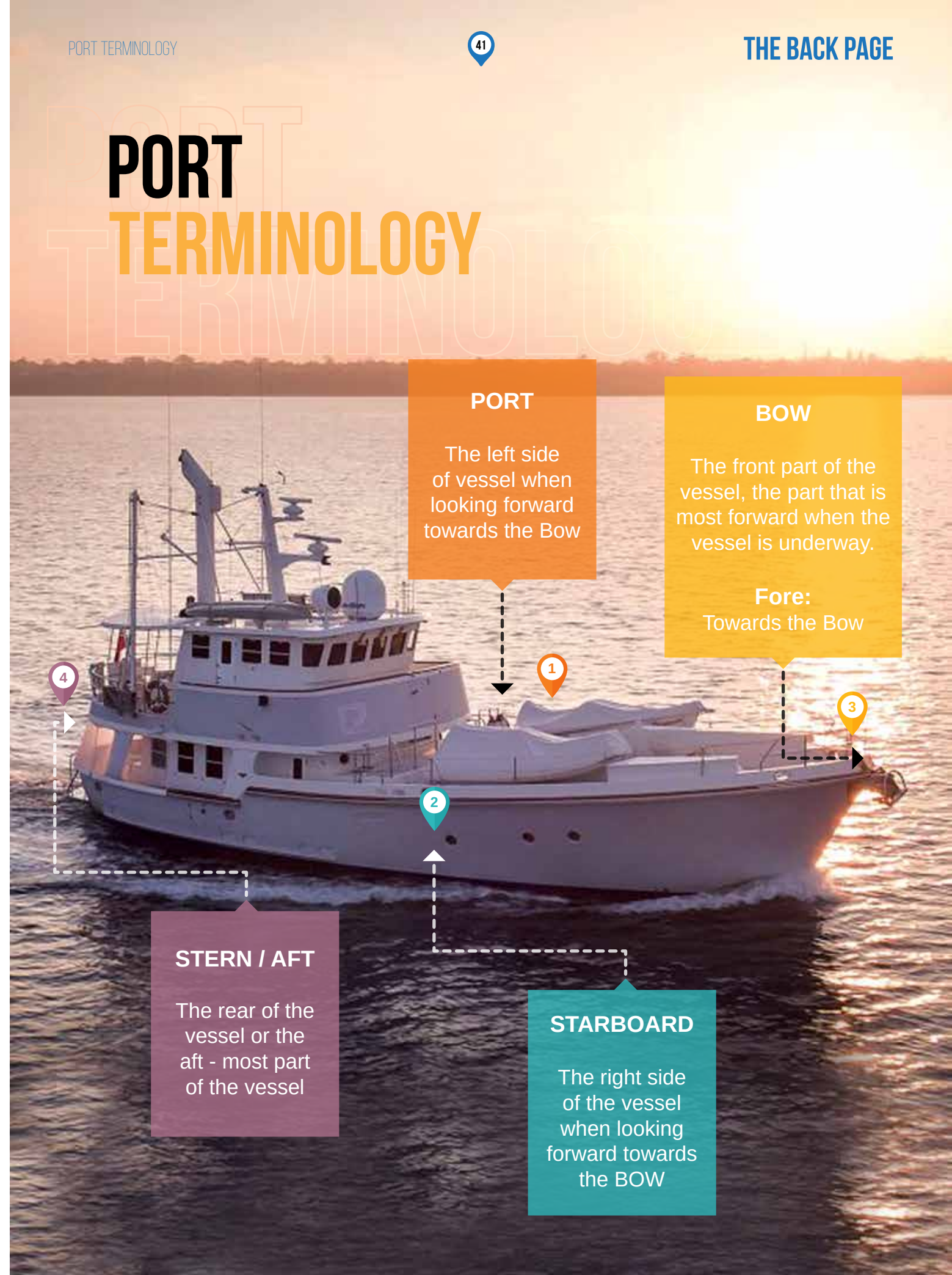
2

STERN / AFT

The rear of the
vessel or the
aft - most part
of the vessel

STARBOARD

The right side
of the vessel
when looking
forward towards
the BOW





COMPANY VISITS TO JOHOR PORT AUTHORITY

No.	Month	Date	Company
1	JAN	Wed 13/1/2016	Visit from Penilaian Pentauliah Persijilan Kemahiran Malaysia
2		Wed 13/1/2016	Visit from Universiti Tunku Abdul Rahman, Perak Branch
3		Thu 14/1/2016	Visit from Universiti Tenaga Nasional (UNITEN)
4		Tue 26/1/2016	Visit from Government Agencies
5	FEB	Thu 11/2/2016	Business visit from Chief Secretary To The Government Of Malaysia (KSU)
6		Thu 18/2/2016	Visit from Universiti Teknologi MARA, SEGAMAT Branch
7		Wed 24/2/2016	Academic visit from Universiti Teknologi MARA, Shah Alam
8		Mon 29/2/2016	Business visit from Licensing Committee Bintulu Port Authority
9	MAR	Mon 14/3/2016	Academic visit from Universiti Kuala Lumpur & EPENS Talk (Group 1)
10		Tue 15/3/2016	Academic visit from Universiti Kuala Lumpur (Group 2)
11		Mon 28/3/2016	Visit from Economy Planning Unit, Johor (UPENJ)
12		Wed 30/3/2016	Visit from Palm Oil Industrial Cluster (POIC), Lahat Datu
13	APR	Thu 7/4/2016	Visit from Port Klang Authority
14		Wed 27/4/2016	Visit from Sek. Keb. Benut
15	MAY	Wed 4/5/2016	Visit from ANM-SAGA Compliance
16	JUN	Tue 21/6/2016	Research visit from Women in Transport (WIT)
17	JUL	Wed 20/7/2016	Academic visit from SK. Taman Cendana
18		Thu 21/7/2016	Visit from Japanese School Johor
19	AUG	Wed 10/8/2016	Business visit from Iskandar Regional Development Authority (IRDA)
20	SEP	Mon 5/9/2016	Business visit from Melaka State finance & Treasury Department
21		Mon 5/9/2016	Visit from UTM (Green Building)
22		Mon 19/9/2016	Business visit Pelindo 1, Indonesia
23		Wed 28/9/2016	Academic visit from Sek. Men Keb. Pasir Gudang 2
24	OCT	Tue 18/10/2016	Business visit from Malaysian Investment Development Authority (MIDA), Japan International Cooperation Agency (JICA) & Malaysian Technical Cooperation Programme (MTCP)
25		Thu 27/10/2016	Visit from Sabah Port Sdn Bhd
26		Fri 28/10/2016	Visit from Sepanggar Port, Sabah
27		Fri 28/10/2016	Visit from Sabah Port Sdn Bhd
28	NOV	Tue 1/11/2016	Agenda on Study Visit to Customs and Johor Port Authority By GIZ
29		Fri 4/11/2016	Visit from Malaysian Institute For Supply Chain Innovation (MISI)
30		Mon 14/11/2016	GIZ- Study Visit RWK Team From Central Asia To Learn Malaysian Experience In Trade Facilitation And Regional Cooperation
31		Sun 20/11/2016	Visit from Minister
32	DEC	Thu 8/12/2016	Visit from Busan Port Authority to Port Of Tanjung Pelepas
33		Thu 8/12/2016	Visit from Pelindo 1

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JP SKILLS CENTRE

JP Skills Centre is an approved training provider under HRDF/PSMB and DSD/JPK. Established in 2014, the objective is to leverage on the experience and skills acquired by Johor Port Berhad in the Field of port logistics.



We offer short courses with the aim of upgrading skills and knowledge in the following areas:-



- Port Management Courses
- Port Safety & Security Courses
- Port Operations Supervisory Courses
- Container Terminal Operations Courses For Port Workers
- General Cargo Terminal Operations Courses For Port Workers
- Marine Operations Courses For Port Workers
- Computer Application Courses

If you require more information, do not hesitate to contact us at:



JP Skills Centre, Johor Port Berhad.
07-2535 888 ext. 726,646 or 517



Email Address:
jps.center@johorport.com.my
nazry@jplogistic.com.my
mohdrafizal@johorport.com.my