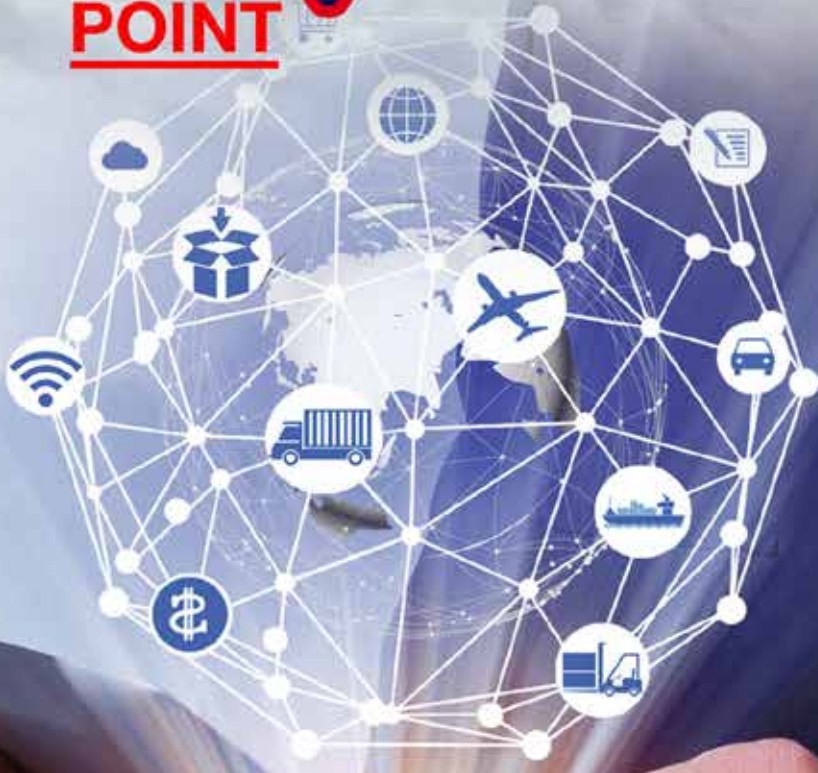


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OBJECTIVE

TO BECOME THE FIRST PORT OF CHOICE IN THE REGION WHILE ENSURING SUSTAINABLE HUMAN CAPITAL DEVELOPMENT AND CREATING A KNOWLEDGE SHARING PLATFORM FOR ALL INTERESTED PARTIES IN THE PORT, MARITIME, SHIPPING AND OTHER RELATED SECTOR

MISSION

- TO COORDINATE AND DEVELOP CURRENT PROGRAMS FROM VARIOUS RELATED AGENCIES AND MEET THE FUTURE NEEDS OF THE INDUSTRY
- PROMOTE ACTIVITIES CONDUCTED BY PCOE MEMBERS
- INVITE OTHER AGENCIES AND ASSIST IN THE DISSEMINATION OF INFORMATION AND TRAINING



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I n t h i s i s s u e



JPA's LOG

Achievements, Memorable Events & Opportunities

4 - 16

On The Cover

Halal Port: The Missing Link in An End-To-End Halal Supply Chain

17-18

Personality

Interview with YBhg. Dato' Captain Hj. Abdul Rahim Abd. Aziz

19-21

Commentary

E-gateway: To Global Connectivity

22-26

The Blue Economy: Bracing Through the Pandemics

27-29

Company Spotlight

ATT. Tanjung Bin Sdn. Bhd.

30 - 31

The Back Page

Evolution of Containership

32

Port Terminology

33

Visit to JPA

34



JPA ORGANISES MANGROVE PLANTING PROGRAMME

11 APRIL 2019, TG PELEPAS – The mangrove forest is very crucial in balancing the ecosystem and contributed to the protection of the shoreline against erosion as well as protecting the surrounding area from extreme climatic change. Recognising the fact, Johor Port Authority (JPA) in collaboration with Port of Tanjung Pelepas (PTP) and Kelab Alami Enterprise has organised a Mangrove Planting Programme along Tanjung Adang, Gelang Patah coastal area.

A total of 100 volunteers comprising of staffs from JPA, PTP, Kelab Alami and students from the Netherlands Maritime Institute of Technology (NMIT) has successfully planted 600 mangrove saplings from *Rizhophora* species along the Tanjung Adang, Gelang Patah coastal area.

The programme was officiated by Yang Berhormat Dato' Abd Rahim Ramli, JPA Chairman. The programme was also attended by En Muhammad Razif bin Ahmad, JPA General Manager, Dr. Serina Rahman, joint founder of Kelab Alami, Mr Marco Neelsen, PTP Chief Operating Officer, Senior Management from JPA and PTP, Johor State Forestry Department, Department of Environment of Johor, Iskandar Puteri City Council and also Mr. Mohd Ramzan bin Johari, Kampung Tg Adang village head.

JPA through its environment initiative under LPJ CARES always support the environmental preservation in ensuring the sustainability of natural life and ecosystems especially in the vicinity of the port waters.

UPSR & SPM 2019 STUDENTS MOTIVATIONAL PROGRAMME UNDER JOINT COLLABORATION BETWEEN JOHOR PORT AUTHORITY AND PORT OF TANJUNG PELEPAS

13 APRIL 2019, PASIR GUDANG – Johor Port Authority (JPA) together with Port of Tanjung Pelepas (PTP) has organised a Motivational Programme for UPSR & SPM 2019 students at Dewan Nakhoda, JPA Headquarters in Pasir Gudang. This programme is one of the Corporate Social Responsibility (CSR) for JPA and PTP for the students from the schools around Gelang Patah.

The main objective is to uplift their spirit and motivation for all students in preparation for UPSR and SPM examination this year. Apart from that, this programme has instilled good values in shaping their personalities. The guest speaker is Dr H.M. Tuah, a motivational expert.



A total of 11 primary and 4 secondary schools from around Gelang Patah with a total of 150 students has been chosen to participate in this motivational programme.

The closing ceremony was officiated by Mr. Mohamed Ali b. Mohd Yunos, the Pasir Gudang District Education Office, Career and Counselling Department. The ceremony was also attended by Mdm. Rafidah Mohd Ali, Senior Manager Corporate Services, JPA, Mr. Shamsul Hamraz b. Zaharuddin, the Johor Bahru District Education Office, Career and Counselling Department and Mr. Mohammed Hazaluddin Bin Hashim, Head for Health, Safety, Security and Environment Division, PTP.

JOHOR PORT AUTHORITY RECEIVES THE MINISTER OF TRANSPORT MALAYSIA OFFICIAL VISIT



18 April 2019, Pasir Gudang – Johor Port Authority (JPA) has received an official visit from YB Loke Siew Fook, the Minister of Transport Malaysia recently and is also his first visit to JPA headquarters building. The two-hour visit was also attended by YB Tuan Hj Mazlan bin Bujang, Exco for State Public Works, Infrastructure and Transport.

The briefing was presented by Mr Muhammad Razif Ahmad, General Manager of JPA and attended the discussion are Mr Marco Neelsen, Chief Executive Officer of Tanjung Pelepas Port (PTP) and Tuan Haji Shahrull Allam Shah bin Abdul Halim, Chief Executive Officer of Johor Port Berhad (JPB).

This official visit ended with a visit to Johor Port Berhad a port tour around Pasir Gudang Port area.

JOHOR PORT AUTHORITY AND PORT OF TANJUNG PELEPAS COLLABORATES IN ORGANISING A PROGRAMME ON THE UPSR 2019 ANSWERING TECHNIQUES



27 April 2019, Pasir Gudang – Johor Port Authority (JPA) together with Port of Tanjung Pelepas (PTP) has organised the UPSR 2019 answering techniques at the Nakhoda Hall in JPA headquarters, Pasir Gudang. This is one of the Corporate Social Responsibilities (CSR) programme for JPA and PTP for schools and students around Gelang Patah area.

Four subjects were emphasized in this programme namely, Bahasa Melayu, English, Mathematics and Science. All the subjects were conducted by four experienced and experts in the respective subjects. A total of 13 primary schools with a total of 130 students were chosen to participate in this programme.

In this programme, students are exposed to past UPSR examination questions and the best technique to successfully answer the UPSR questions.



JOHOR PORT AUTHORITY AND JOHOR PORT BERHAD JOINTLY ORGANISED THE BUBUR LAMBUK CSR PROGRAMME 2019



16 MAY 2019, PASIR GUDANG – Johor Port Authority (JPA) together with Johor Port Berhad (JPB) have collaborated to organise the bubur lambuk cooking programme in conjunction with the month of Ramadhan 1440H/2019M. The programme was held at JPA headquarters involving 60 volunteers from JPA & JPB.

A total of 1000 packs of bubur lambuk were distributed to four locations around Pasir Gudang. The bubur lambuk cooking ceremony started at 8.00 a.m. till 12.30 p.m. and ended with bubur lambuk distribution at 4.00 p.m. This programme is part of corporate social responsibility for both JPA and JPB to the local community around Pasir Gudang and in addition to foster camaraderie among JPA and JPB staffs.

Also present for the programme on behalf of JPA is Tuan Hj. Rosnan bin Fathlal, JPA Chairman, YB Dato' Haji Che Zakaria Bin Mohd Salleh, JPA Board member, Mr. Kamaruzaman Munasir, Assistant General Manager Operations & Regulatory Division, Mr. Ahmad Salhin Mustapa, Assistant General Manager, Corporate Services & Development Division, Mr. Norazlin Yusop, Assistant General Manager, Management & Finance Division. Meanwhile, JPB was represented by Mr. Hermee Tahir, Human Resource & Administration Head, Mr. Mokri Sabran, General Manager, Free Zone & Government Liaison, and Mdm. Rahimah Rahmat, Assistant General Manager, Corporate Planning & Risk Management.

JPA SHARES THE JOY OF AIDILFITRI WITH THE ASNAF



17 MAY 2019, PASIR GUDANG – Johor Port Authority (JPA) has entertained the asnaf children around Pasir Gudang with purchases of Hari Raya outfits. This 'Jalinan Kasih Ramadhan' programme is an annual event which centres on assisting the needy to celebrate the forthcoming Eid.

A total of 70 children from 21 asnaf families were brought for a shopping spree at Taman Rinting Mydin Hypermarket and were given the opportunity to select and purchase the desired clothing and accessories.

The asnaf children were also feted with a breaking of fast session which was held at Tanjung Puteri Golf Resort on the same day. The children also received duit raya of RM50 each, which was given away by the JPA Chairman, Tuan Hj. Rosnan bin Fathlal.

Through this corporate social responsibility programme, JPA always care for the less fortunate and hope that the assistance rendered to some extent brought the joy for the month of Syawal.

LPJ CARES – MOTIVATIONAL & TECHNIQUES ON ANSWERING SPM 2019 QUESTIONS PROGRAMME



6 JULY 2019, PASIR GUDANG – More than 160 students from five secondary schools have participated in the Motivational & Techniques on Answering SPM 2019 Questions Programme which was held at Dewan Nakhoda, Johor Port Authority (JPA) headquarters in Pasir Gudang.

The participants from Sekolah Menengah Kebangsaan (SMK) Pasir Gudang 1, SMK Pasir Gudang 2, SMK Kota Puteri 2, SMK Pasir Putih and SMK Nusa Damai as these five schools are JPA's foster schools under the LPJ Cares 2019 Programme. This programme is among a host of programmes under JPA's Corporate Social Responsibility to provide assistance to students who will sit for important examinations to stay positive and able to achieve excellence in the Sijil Pelajaran Malaysia.

The programme kicked off as early as 8.45 am with a motivational and learning techniques which were conducted by Syarikat Syed Faizal Training & Consultant. A host of learning skills were taught to the participants such as goal setting, easy and exciting memorisation techniques. In the afternoon, a slot on port information and career was conducted by Mr. Fadzly Izzat Shariff, Human Resource Manager, Johor Port Berhad.

The closing ceremony for Motivational & Techniques on Answering SPM 2019 Questions Programme was held in the afternoon with the certificate of participation were handed out to all programme participants. JPA wished to congratulate all participants who have successfully attended the programme and hopes that the concluded programme is able to propel better performance and increase the number of students with excellent results in the forthcoming SPM 2019.



VISIT FROM DEPUTY CHIEF MINISTER OF SABAH

Suria Capital Holdings Berhad, Sabah Ports Sdn. Bhd. and SOGDC Sdn. Bhd.

The two-hours visit kicked off at 9.15 am with a briefing on JPA by Mr. Muhammad Razif Bin Ahmad, the General Manager of JPA and on Johor Port Berhad (JPB) by Tuan Haji Shahrull Allam Shah Bin Abdul Halim, Chief Executive Officer of JPB.

24 JULY 2019, PASIR GUDANG – Johor Port Authority (JPA) has received an official visit from Yang Berhormat Datuk Seri Panglima Wilfred Madius Tangau, the Deputy Chief Minister of Sabah cum Minister for Trade and Industries of Sabah. The Deputy Chief Minister arrived together with 22 delegates representing POIC Sabah Sdn. Bhd., KKIP Sdn. Bhd., Department of Industrial Development and Research,

The YB Deputy Chief Minister of Sabah and delegates were also ushered to the VTMS Control Room to observe the system managed by JPA at Johor Port. The official visit was concluded with a visit to JPB and observe the Pasir Gudang Port area.

YOUTH ECO-PORT CHALLENGE 2019



31 JULY 2019, PASIR GUDANG – Johor Port Authority (JPA) has organised a Youth eco-Port Challenge 2019 programme at Dewan Nakhoda, JPA. The programme was organised under the Port Centre of Excellence (PCOE) in collaboration with CILT Johor. The programme, which was conducted from 8.30 am to 1.00 pm was participated by 8 higher learning institution teams from Universiti Teknologi MARA (UiTM), Politeknik METRO Johor Bahru, Netherlands Maritime Institute of Technology (NMIT), Meritus University, UCSI University, UniKL Malaysian Institute of Marine Engineering Technology (MIMET) and 2 teams from Universiti Teknologi Malaysia.

The programme was held for the first time and opened to all public and private higher learning institutions (IPTA and IPTS) in Malaysia. The main objective is to expose the students with port management skill as well as business planning and communication skills.

The programme received positive response amongst the participating IPTA and IPTS. The certificate of participation was presented by Mr. Ahmad Salhin Mustapa, Assistant General Manager Corporate Services and Development Division, JPA. The winning teams were announced during the Port Week 2019 in October where the winners are:

- 1st place : Meritus University (*Team: MUSC Intellect*)
- 2nd place : Universiti Teknologi Malaysia (UTM) (*Team: Eco Minions*)
- 3rd place : Universiti Kuala Lumpur, MIMET
- 4th place : Universiti Teknologi Malaysia (UTM) (*Team : Eco Star*)
- 5th place : Politeknik METRO Johor Bahru
- 6th place : Netherlands Maritime Institute of Technology (NMIT)
- 7th place : UCSI University
- 8th place : Universiti Teknologi MARA, UiTM (*Team: Renaissance*)

JPA SIGNS BUNKER ISLAND DEVELOPMENT PROJECT IN TANJUNG BIN, PONTIAN, JOHOR



13 AUGUST 2019, PUTRAJAYA – Johor Port Authority and Smart Crest Sdn. Bhd. (SMSB) has signed an agreement to develop a Bunker Facilities Project in Tanjung Bin, Pontian, Johor.

Known as the “Bunker Island”, the integrated terminal which is to be completed within two years will be developed within the Tanjung Pelepas Commercial Zone, Johor by a local oil terminal facilities company, Smart Crest Sdn Bhd.

The project which will be developed on a 40-hectares reclaimed island near Tanjung Pelepas Port is slated to be completed in three phases within four years. Once the Bunker Island is operational, it will be one of the largest fully integrated, independent oil terminals in the world.

In a speech delivered by the Minister of Transport, YB Loke Siew Fook said: “The facility is also in line with the plan of Johor Petroleum Development Corporation to develop southern Johor as a major terminal and oil storage destination.

“With 61 tanks located in five tank farms, it will have a storage capacity of approximately 1.2 million cubic meters and handle a wide variety of products. In addition to storage space, the terminal facility will also have two jetties and seven docks. The entire project is estimated to be

JPA UNCOVER STUDENTS TALENT IN PORT MODELLING



worth RM2 billion which will be fully funded by the private sector” he said.

He also congratulated Johor Port Authority and Smart Crest Sdn. Bhd. and all those who have contributed towards making the Bunker Island Project a reality and look forward to seeing greater success in Port of Tanjung Pelepas and promoting PTP as a Maritime & Logistics Centre.

During this event, JPA was represented by the Chairman of JPA, Tn. Hj. Rosnan bin Fathlal, JPA General Manager, Mr. Muhammad Razif Ahmad while SMSB is represented by the Managing Director, Ir. Cher Lee Tip and Encik Tan Siew Sim.

Also present to witness the signing ceremony are YBhg. Datuk Khairul Adib bin Abdul Rahman, Chief Secretary of Transport Malaysia and Mr. Tony Pua, Political Secretary of the Ministry of Finance Malaysia.

11 OCTOBER 2019, PASIR GUDANG - Johor Port Authority (JPA) in collaboration with Politeknik Ibrahim Sultan has held a Port Diorama Competition which was opened to students of both public and private higher education institute. The competition is JPA's initiative to uncover and stimulate students' innovative ideas by creating port models. A total of 21 groups have participated in the competition and the winning port models were selected by a panel of judges led by Mr Ir. Shahrul Idham bin Zainun Aznan, Assistant General Manager, Facility Development Division, Johor Port Berhad (JPB). Also present at the closing ceremony were Mr Ahmad Salhin Mustapa, Assistant General Manager of Corporate Services and Development Division, JPA and Ts Dr Maria Binti Mohammad, Manager of Creative Design Center, Politenik Ibrahim Sultan. First-place winners were students from Meritus University, while second and third place students were from Universiti Malaysia Terengganu and Universiti Teknikal Malaysia Melaka.

JOHOR PORT AUTHORITY PORT WEEK 2019



JOHOR BAHRU, 14 OCTOBER 2019 – Johor Port Authority (JPA) has successfully organized Port Week 2019 which was officiated by YB Tuan Loke Siew Fook, Minister of Transport Malaysia at Double Tree by Hilton, Johor Bahru. This event is one of JPA's annual event and this year's Port Week has entered its sixth year.

This year's JPA Port Week was organised for six (6) days starting from 12 October to 17 October 2019 with Ports of Treasure Hunt and Meet Customer Day as the event's curtain raiser. The Customer Day that was held at AEON Permas Jaya on 12 to 13 October aims to serve as a one-stop centre and to strengthen relations between JPA and all departments and agencies under the Ministry of Transport in particular. The programme also aims to expose the public to the port industry more closely.

Various activities were held during the Meet Customer Day Programme such as the Flower Arrangement Competition, Remote Controlled Container Truck Simulation Exhibition, Colouring Contest, Fashion Show Contest were held to make the programme more exciting. Also, there are antique car shows, bonsai shows and exotic animal exhibition were held where the public has the opportunity to feed the birds and pat the snakes. Members of the public also had the opportunity to participate in the bonsai arrangement competition organized by the Johor Bahru Bonsai Club.

A total of 32 agencies including the Ministry of Transport (MOT) and Non-Governmental Organizations (NGOs) participated in the exhibitions throughout the programme. 10 universities were participating in the Port Diorama competition and showcasing their dioramas. At the end of the programme, Capt. Mohamad Halim bin Ahmed, Secretary of the Maritime Division of the Ministry of Transport Malaysia has officiated the Meet Customer Day Programme closing ceremony by visiting booths and presenting certificates to participating exhibitors. The programme also received support and positive feedback from the visitors and agencies involved.

Port Week 2019 conference that was held on 14 and 15 October 2019, at the DoubleTree Hilton Hotel is one of JPA's Port Centre of Excellence (PCOE) initiative. The theme for this year's conference is **Fostering The Wave of Digitalization** which was aimed at strengthening the digital means in port and maritime related industries.

During the conference, 23 guest speakers from both local and overseas shared their experiences and insights on the theme. The conference attracted more than 300 local and overseas participants from various departments and agencies, particularly those involved in key sectors such as ports, freight, shipping and port users.

A Career Talk Programme was held on 17 October 2019 and a public religious talk was held on the same night at Pusat Bandar Pasir Gudang Atrium which was presented by the Honourable Prof. Madya Dato' Dr. Hj. Mohd Izhar Ariff bin Mohd Kashim, as the closing event for JPA Port Week 2019.

SUSTAINABLE ENERGY PROGRAMME (SEP) FOR SEAPORTS



MIGHT together with Johor Port Authority (JPA) and technology partners including TNB Energy Services Sdn Bhd and GSPARX Sdn Bhd implement sustainable energy programs for the Johor sea ports stakeholders i.e port regulator, operator and industrial tenants towards sustainable development and operation of port ecosystem.

Workshop and Clinic Session on the Sustainable Energy Program (SEP) for Johor seaports was held on 29th April 2019 at Johor Port Authority (JPA). The workshop session organized by JPA and facilitated by MIGHT, TNBES & GSPARX. There were more than 25 participants coming from 15 organizations / companies including Johor Port Berhad, Port of Tanjung Pelepas, Evergreen, JB Cocoa, Wilmar, BASF, UNIKL, IRDA etc.

The main objective of the workshop session is to provide awareness and detail understanding on the technology solutions and commercial models of key components in the Sustainable Energy Program (SEP) for sea ports. This will also provide a platform for the technology providers to explore potential adoption for the SEP implementation

covering on solarization, energy efficiency, energy management system & on-shore power supply (OPS).

MIGHT had established two MOUs with the key stakeholders to strategize the implementation of Sustainable Energy Program (SEP) for seaports. Both MOUs were signed during the Workshop of SEP for seaports and Johor Port Conference Week 2019.

Picture 1:

29th April 2019 - MOUs signing ceremony between Johor Port Authority (JPA), GSPARX Sdn Bhd & MIGHT on Sustainable Energy Program (SEP) for Seaports during the Workshop of SEP for Johor seaports.

Picture 2:

14th October 2019 - MOUs Signing Ceremony between MIGHT, Johor Port Authority and TNBES Sdn Bhd on Sustainable Energy Program (SEP) for Seaports during 6th Johor Port Week Conference 2019 in JB, witnessed by YB Anthony Loke (Minister of Transport Malaysia) & Tn. Hj Rosnan Fathlal (Chairman of Johor Port Authority)

BACK TO SCHOOL PROGRAMME

5 DECEMBER 2019, PASIR GUDANG - Johor Port Authority (JPA) has organised the Back to School 2019 Programme which targeted students from underprivileged families in the vicinity of Pasir Gudang. The programme is one of JPA CSR programme under the **LPJ CARES** banner in which its main objective is to ease the burden for next years' back to school preparation.

In this edition, a total of 104 students from 42 families were selected to purchase school supplies at Mydin Hypermarket in Taman Rinting and was assisted by 23 JPA volunteers. During the session, the students have the opportunity to select school items such as school clothes, shoes, stationery and others.

The distribution of this contribution was made by YBhg. Dato' Seri Hj. Che Zakaria bin Mohd Salleh, a member of JPA Board of Directors at the end of the programme.



JPA CELEBRATED WITH JOHOR PORT BERHAD FOR HANDLING A RECORD CONTAINER VOLUME OF 1 MILLION TEUS IN 2019



16 December 2019 – Johor Port Berhad (JPB) achieved another milestone by handling a record container volume of 1.0 million Twenty-foot Equivalent Unit (“TEU”) of containers in 2019, an improvement of 10.5% over the previous year’s volume of 0.9 million TEUs, which was also a record volume then. A celebration ceremony held today to mark the achievement was officiated by YB Tuan Loke Siew Fook, Minister of Transport Malaysia. The event was attended by approximately 300 guests from the Port Authority, various Government Agencies, shipping lines and cargo owners. YB Tuan Loke Siew Fook in his speech

praised Johor Port for taking proactive measures to overcome its various constraints over the years especially in terms of navigational constraint and has since grown to become the Premier Southern Gateway Multi-Purpose Port in Malaysia. Since its establishment in 1977, Johor Port has facilitated the export-led economic growth of the more than 28 industrial areas in Johor State by providing world-class Container Terminal services to the container shipping industry and the export/import community in Pasir Gudang, Tanjung Langsat and surrounding hinterland including Singapore and nearby Indonesian islands. JPB has also contributed to Johor’s position as an important Gateway in the Southern region and a key logistics hub within the intra-Asia region. In this year alone, JPB had managed to secure 3 international awards which include;

- The ‘APQO Innovation Class Award (STAR)’ from the Asia Pacific Quality Organization (APQO);
- The ‘Global Business Leadership Awards 2019’ for Excellence in Port Facilities Management from the Asia Pacific Business Council for Sustainability and Institute of Sustainability; and
- For ‘Excellence in Ports and Terminal Training/ Education’ from Global Ports Forum Awards.



PTP'S LONG TERM MASTERPLAN APPROVED

On 23 October 2019, PTP’s long term masterplan has been approved by National Physical Planning Council (NPPC) chaired by The Honorable Prime Minister, Tun Dr. Mahathir Mohamad in Putrajaya. The masterplan consists development of extended wharf from 5.5km to 18km, development of phase 3, 4 & 5 for PTP’s Free Zone, channels dredging for the vessels voyage from 16m to 18.5m depths including channels widening from 400m to 650m. Hence with this approvals, PTP will increase their maximum capacity from 12.5 million TEU’s to 48 million TEU’s by 2040.

JPA PARTICIPATES IN 10TH PHILIPPINE PORTS & SHIPPING 2019 IN MANILA



Manila, 20 February 2019 – Johor Port Authority (JPA) has participated in the international exhibition at the 10th Philippine Ports & Shipping 2019 on 20 – 21 February 2019 which was held at Sofitel Philippine Plaza Manila, the Philippines. Transport Events Management was the event organiser with the Philippines Port Authority (PPA) as host and supported by Asean Ports Association.

JPA PARTICIPATES IN BREAK BULK ASIA 2019 EXHIBITION IN SHANGHAI, CHINA



Shanghai, 20 March 2019 – Johor Port Authority (JPA) has participated in Breakbulk Asia 2019 International Exhibition which was held on 20 & 21 March 2019 at Shanghai World Expo Exhibition & Convention Centre (SWEECC) in Shanghai, China. The event was organised by Global Events Partners and Breakbulk Asia.

JPA PARTICIPATES IN LANGKAWI INTERNATIONAL MARITIME AND AEROSPACE 2019 (LIMA '19) EXHIBITION



25 – 30 March 2019, Langkawi – The 15th edition of Langkawi International Maritime and Aerospace 2019 (LIMA'19) was held at Mahsuri International Exhibition Centre (MIEC) and Resorts World from 25th to 30th March 2019. LIMA'19 is the meeting point for business delegates from 31 countries and 390 corporations in defence and commercial businesses with 195 of them are international corporations which has exhibited their products and services throughout the five days event. The LIMA'19 was officiated by the Prime Minister of Malaysia, Tun Dr Mahathir Muhamad on 26 March 2019.

JPA PARTICIPATES IN THE INTERNATIONAL EXHIBITION IN PHNOM PENH, CAMBODIA



Phnom Penh, Cambodia, 11 September 2019 – Johor Port Authority (JPA) has participated in the 17th ASEAN Port & Shipping 2019 International Exhibition held on 11 and 12 September 2019 at Nagaworld Hotel, Phnom Penh. The event was hosted by Transport Event Management with Phnom Penh Autonomous Port (PPAP) and Sihanoukville Autonomous Port as the host.

ISPS CODE 2019 SECURITY PLAN TABLETOP EXERCISE FOR JOHOR WATERS (EXERCISE CAPE- X7/2019)



17 December 2019 - Johor Port Authority (JPA) Security Unit has conducted the ISPS Code 2019 Security Plan Tabletop Exercise (Exercise Cape-X7), a compulsory training as part of ISPS Code requirement for 2019 to fulfil the Maritime Transport Security Officer (MTSO) role appointed by the Director-General of Marine Department Malaysia. Exercise Cape-X7 is to regulate Marine Facility Security Officer (MFSO) and Port Facilities compliant with the ISPS Code around Johor waters. Among the responsibilities of the MTSO is to administer and monitor the operations of ISPS Code activities carried out by the MFSO including the training requirements to enhance the knowledge and skills of all ISPS Code and MFSO practitioners (Act A1316).



EXERCISE OBJECTIVES - In 2019, MTSO and MFSO Johor have agreed to conduct ISPS Code Training in the form of Seminars and Tabletop Exercise aimed at complying to the annual requirements of Statement Of Compliance (SOC) certification as prescribed in Section 249K under Act A1316, Merchant Shipping (Amendment And Extension) Act 2007 where an exercise involving the ISPS Code between MTSO (JPA) and MFSO (ISPS Code Port Facility) either Full Scale Exercise, Tabletop Exercise or seminar a must be conducted within 18 months time frame.

TRAINING BACKGROUND - The ISPS Security Plan Tabletop Exercise 2019 for Johor waters (Exercise Cape-X7) was organised on 17 – 19 December 2019 and was aimed at providing exposure to risk assessment methods and actions to be implemented in the face of security-related threats under the ISPS terrorism threat control code. The Tabletop Exercise Committee was chaired by JPA MTSO and participated by all MFSOs within JPA's jurisdiction. 80 personnel have participated in the exercise as the Tabletop Evaluation Officers, MFSOs, Port Security Officers and Executives and ISPS Security Facilities Supervisors in Johor. The participating ports for the exercise are as follows:



1. Johor Port Berhad
2. Pelabuhan Tanjung Pelepas Sdn. Bhd.
3. TLP Terminal Sdn. Bhd.
4. Malaysia Marine and Heavy Engineering (MMHE)
5. Idemitsu Jetty Sdn. Bhd.
6. Pengerang Terminal Sdn. Bhd.
7. Pengerang Terminal (Two) Sdn. Bhd.
8. ATT Tanjung Bin Sdn. Bhd.
9. Tanjung Bin Power Plant Sdn. Bhd.
10. Terminal Feri Tanjung Belungkor
11. Pasir Gudang Passenger Terminal
12. Berjaya Waterfront Ferry Terminal
13. Jeti Penumpang Tanjung Pengelih
14. Terminal Feri Minyak Beku, Batu Pahat.

The first day of Exercise Cape-X7 was filled with seminars presented by speakers from the Federal Police Special Branch Counter-Terrorism Division (E8), Bukit Aman, the Assistant Director-General of the ISPS Enforcement Unit, the Malaysian Navy and speakers from the Center Maritime of Excellence (CME) Company moderated the Tabletop Exercise on the second day.

The ISPS Code 2019 Security Plan Tabletop Exercise (Exercise Cape-X7) has been endorsed to meet the objectives and comply with the ISPS Code Training requirement and the Director-General, Marine Department Malaysia has awarded the ISPS Code Tabletop Exercise certificate for 2019 to JPA and other ISPS Code Port Facilities Supervisors who has participated in this year's Cape-X7 Tabletop Exercise.

The Tabletop Evaluation Officers were chaired by the Head, ISPS Code Enforcement Unit of Marine Department Malaysia headquarters and the members are comprised of MTSOs from the Johor Bahru Marine Enforcement Agency Officer, Southern Regional Operations Team Officer and Special Branch Officer and Branch Officer of the Seri Alam District Police Headquarters.

45th ASEAN PORTS ASSOCIATION MEETING (APA)



The 45th ASEAN Ports Association Meeting was successfully held on 21-22 November 2019 at the Angkor Miracle Hotel, Siem Reap, Kingdom of Cambodia. Jointly hosted by the management of Sihanoukville Autonomous Port (PAS) and Phnom Penh Autonomous Port (PPAP), the meeting was attended by 54 delegates from the ASEAN member countries composed of Brunei Darussalam, Cambodia, Indonesia, Malaysia, Myanmar, Philippines, Singapore, Thailand and Vietnam. The annual converging is an unified effort of the member countries to discuss and agree on various issues for the development and progress of ports in ASEAN countries.

Mr. Muhammad Razif, APA Chairman, in his opening address stated the tremendous growth which made ASEAN as the 5th largest economy in the world and 3rd in Asia. He emphasized that the growth pattern of the ASEAN port and maritime sector may be closely associated in the growth of ASEAN's economy, which the rapid increase of the ASEAN digital economy is considered as the key driving factor. Looking forward, Mr. Muhammad Razif highlighted two important things that will have an impact on port sector and for future APA program to make ASEAN ports more competitive which are digitalization and collaboration.

During this meeting, member countries appointed new Executive Officers for 2020-2021 in accordance with the APA system of rotation. The newly appointed officers are:

1. Ms. Phanin Hei (Cambodia)
– Chairperson
2. Mr. Tran Khanh Hoang (Vietnam)
– Vice-Chairman
3. Mr. Men Chann (Cambodia)
– Secretary-General
4. Mr. Nguyen Uyen Minh (Vietnam)
– Working Committee Chairman
5. Ms. Dao Thi Thu Ha (Vietnam)
– Honorary Auditor

Member countries expressed their gratitude and compliments to the outgoing officers for their outstanding leadership and significant contributions to the Association. The outgoing officers were Mr. Muhammad Razif Bin Ahmad (Chairman) and Ms. Mimi Mazira Mohd Idris (Secretary-General). The Vice-Chairmanship/Working Committee Chairmanship and Honorary Auditor were formerly held by Ms. Phanin Hei and Mr. Men Chann, respectively.

Halal Industry

In the latest State of The Islamic Economy Report (2019-2020) by Dinar Standard it is estimated that Muslims spent US\$2.2 trillion in 2018 across the food, pharmaceutical and lifestyle sectors that are impacted by Islamic faith-inspired ethical consumption needs. This spending reflects a healthy 5.2% year-on-year growth and is forecasted to reach US\$3.2 trillion by 2024 at a Cumulative Annual Growth Rate ("CAGR") of 6.2%. With Southeast Asia hosting the largest Muslim population, Southeast Asia is also the largest halal market.

Key drivers behind the growth of the halal market are the growing Muslim population, increasing affluence, increasing religious affinity, digital connectivity, and growing role of ethical consumerism. Multinationals are under pressure to seek new avenues of growth, hereby increasing their participation in the global halal industry. Although halal logistics started by local logistics service providers in Muslim countries, today halal logistics services and solutions are offered by both local companies and multinationals in Muslim as well as non-Muslim countries. According to the State of The Islamic Economy Report Malaysia is the leader in the global Islamic economy, and continues to strengthen its ecosystem for Islamic economy businesses. As Southeast Asia represents the largest halal market, Malaysian ports should play a key role in facilitating global halal trade as halal gateway to Asia.

In my academic research I defined halal supply chain management as the management of a halal network with the objective to extend the halal integrity from source to the point of consumer purchase. Halal supply chain management is an evident emerging requirement for Muslim countries in Southeast Asia and the

HALAL PORT: THE MISSING LINK IN AN END-TO-END HALAL SUPPLY CHAIN



By Prof. Dr. Marco Tieman

On The Cover

Halal Port: The Missing Link in An End-To-End Halal Supply Chain

Middle East. As Muslim markets today are one of the fastest growing consumer markets, it is pivotal for shipper to comply with these halal supply chain requirements. Shippers are exposed to losing their 'licence to operate' (including their halal certificate) when their halal goods are not properly segregated from non-halal in transport and storage.

Halal (Compliant) Port Terminal

Traditionally in ports & shipping the halal status of sea freight is not identified and communicated, possibly loaded into contaminated containers or cargo hold, and even mixed with non-halal cargo, endangering the halal integrity of halal (certified) good. As halal is moving from a product to a supply chain approach, ports are becoming a weak link in the supply chain.

Malaysia is the first country with a halal supply chain standard, which was already launched in the year 2010. The Malaysian halal supply chain standard (MS 2400:2019) provides an opportunity for the ports and shipping industry to be used for port terminal

operations. Halal ports & terminals are strengthening the competitive advantage of the port and terminals in Johor as halal gateway to Asia, increase port terminal volumes and allow value added logistics activities in its ports and their free zones.

What is a Halal (Compliant) Port/Terminal?

A halal (compliant) port/terminal is a terminal where halal goods are segregated from non-halal goods in compliance with Shariah. The halal status is communicated through the coding of 'Halal Supply Chain' as special handling instruction on freight documents, in IT systems, and as a freight and container sticker (when relevant). There are specific requirements for the loading of halal cargo in containers, cargo hold, tanks, etc. Segregation is furthermore required in port warehouses, livestock holding yards and cargo inspection. Finally, ritual cleansing is prescribed in case of contamination with severe *najs* (from dog and pigs), (2) previous bulk or container shipment unknown; or (3) previous bulk or container shipment was severe *najs*. Figure 1 present the JPA Halal Port/Terminal model.

JPA Halal Port Supply Chain Initiative

In 2019, Johor Port Authority started an initiative to develop clear halal port supply chain guidelines. The goal of the Halal Port Supply Chain Guidelines: Consistent halal communication and handling practices by operators in the port supply chain in order to protect the halal integrity along the sea freight supply chain. The halal port supply chain guidelines have been designed by and for the port/terminal operators, shippers, shipping lines and logistics service providers in a process called co-creation. For this purpose several workshops were conducted together with the industry.

The halal port supply chain guidelines are based on the Malaysian halal supply chain standard MS 2400-1:2019 (transport) and MS 2400-2:2019 (warehousing). The halal port supply chain guidelines have been established in close collaboration with JAKIM and the Islamic Religious Department of Johor. The halal port supply chain guidelines are planned to be officially launched this October 2020.

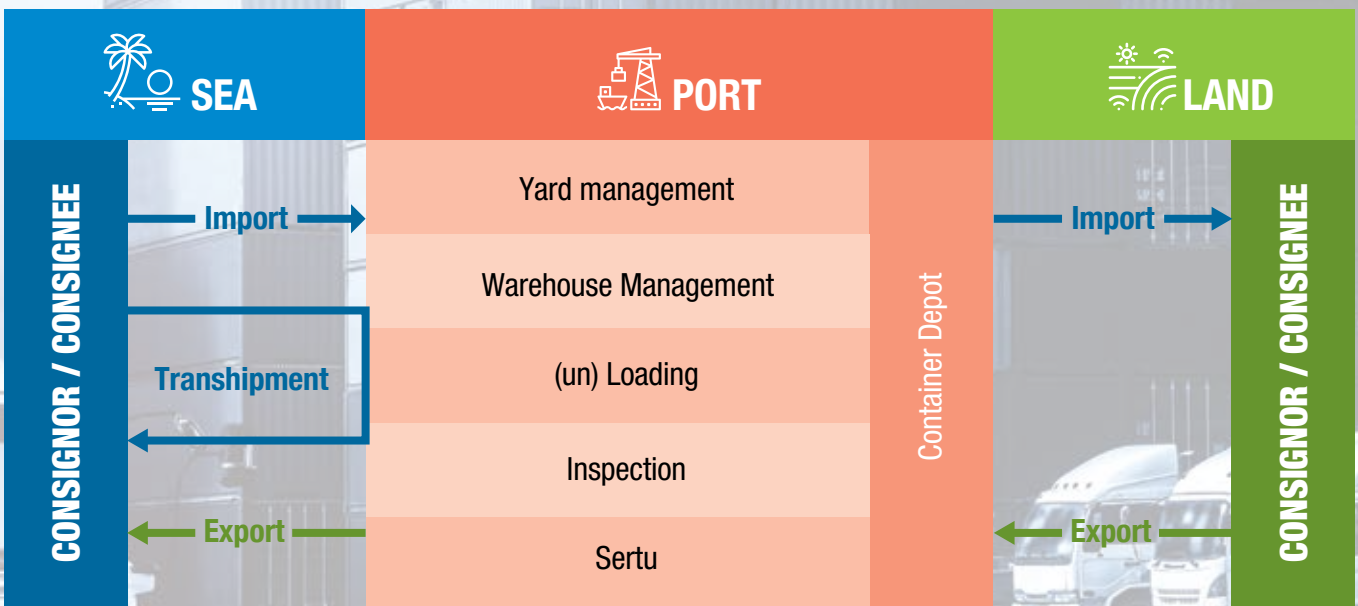


Figure 1: Johor Port Authority Halal Port/Terminal Model.

**YBHG. DATO'
CAPT. HJ.
ABDUL RAHIM
ABD. AZIZ**

You have an illustrious career over 30 years in the port and maritime industry. What makes you passionate about working in this sector?

C > The port and maritime industry in general is a very dynamic sector, always changing as the years go by. The evolution of vessel design and correspondingly the changes in port design plus operational planning, the demands of the consumers worldwide, the logistical chain and, the ever changing global environmental conditions are some of the factors that warrant constant attention from those in this industry. All these make the job more interesting, and like it or not, it automatically created a passion for me to plough along diligently. Additionally, I love the aura of the sea, the beautiful sunrises and sunsets, meeting all kinds of nationalities at the water front and most of all learning new things daily. All these keep me going.

If you are not working in the port and maritime sector, can you imagine what sector you will be successful?

C > My very first ambition whilst at school was to be an Accountant as I had a passion for figures. I was a Bank Negara scholar whilst in 6th Form and was all very eager to take up Accountancy at the university level, but Allah has his ways with one's career. Klang Port Authority offered me a scholarship for maritime studies abroad. Without much thought, I accepted. As the saying goes, once you sowed the seeds, go on to reap the harvest. I then graduated accordingly, but later during my working career, with the grace of Allah, I made up for it by taking an MBA in general finance.

You have symbolized Dialog as the "Rotterdam of the East". Can you elaborate on the statement and what are the contribution towards the economic growth?

C > The Port of Rotterdam being one of the biggest ports in the world has a very large oil and chemical traffic going through, meeting the demands of the European population ever since. Dialog together with her partners initiated to develop Pengerang equivalently so, in anticipation to meet the demands of the population in Southeast Asia, Asia and the Australasian zone. Pengerang once fully developed will at least definitely match if not surpassing Rotterdam thus the term Rotterdam of the East. Reciprocally, Rotterdam then can be termed as Pengerang of the West!

The economic contribution to the Johor state and nation as a whole is tremendous. At the onset of the

development to include the development of RAPID, it created some 50000 job opportunities for both locals and permitted foreigners. The multiplier effects to the local towns of Penawar, Sungai Rengit and Teluk Ramunia in terms of housing, retail shops, restaurants, transportation, etc. were fantastic. Land value rose in tandem benefitting many local land owners".

Dialog Marine Operations at Pengerang was proudly started and managed by your team. What were the challenges you faced in setting up and managing your operations?"

C > I was part of a big Dialog Team that took part in this development. My role was more at the maritime portion i.e. the Pengerang Marine Operations, i.e. managing the port and vessel operations from day 1. As of all developmental projects, the infant period was most challenging in terms of getting the correct personnel, obtaining approvals and licences from the various authorities, carrying out simulation studies for the correct port design, berthing/unberthing of vessels, hydrodynamic studies and synchronising with all service providers to mention only but a few. I am very grateful that all the relevant Authorities e.g. Johor Port Authority, Marine Department, Customs, Immigration, Fire Department, State Government of Johor, Local Councils, and another agencies were very understanding and cooperative.

The smart port concept and the Industry 4.0 is the topic talked a lot nowadays, in your view can an oil & gas terminal can optimize operation using technologies and are there any plans by Dialog to embark on this initiative?

C > A port or a terminal operator needs to be efficient in all aspects of operations, be it ashore or at the vessel. A vessel's turnaround is most important to a ship owner, and to the cargo owner the quicker his cargoes are imported or exported relates to his profitability, thus like it or not, with the ever changing technologies worldwide, a port or any terminal needs to consistently upgrade the system they are employing so as to be in tandem otherwise you will lose your competitiveness. Dialog and her partners are always aware of this and definitely we have and will always keep up with times i.e. the demands of the smart port concept and industry 4.0 for the betterment of our operations now and for the future."



“Additionally, I love the aura of the sea, the beautiful sunrises and sunsets, meeting all kinds of nationalities at the waterfront and most of all learning new things daily”

What is your vision for Dialog Pengerang in 2040?

C > To be the leading oil and gas terminal in the world, and God willing, Dialog at Pengerang can do it! We now have 2 operating terminals to handle oil and gas cargoes with the 3rd terminal soon to be in operations. That leaves us another 2 terminals to be developed as per our blueprint. All in all we will

In the recent unprecedented global pandemic event, what is your view regarding the effect of it to the ports/ terminals especially in oil & gas industry and what is your projection for the post-pandemic situation to the maritime industry?

C > I must admit that the current global pandemic has affected us in many ways especially the ways we carry out the operations both ashore and at the water front. Like it or not, we had to reschedule and adjust lots of things e.g. the number of people in each shift, people who are not operationally needed to work from home,

do lots of teleconferencing with all concerned parties, social distancing during cargo operations, screen all attending staff, etc. We needed to abide to all SOPs as recommended by KKM whilst at the same time strictly maintain our operations efficiency so as to still meet the demands of our customers. Coupled with the worldwide oil glut, we had our hands full. Alhamdulillah, all these challenges were met with proactive actions by all involved, thus allowing us to maintain the correct rhythm. As for the post pandemic scenario, we can't run away from the fact that the 'new norm' has to be adopted in order to maintain our competitiveness in the industry. I am very confident that with the passage of time we will all get used to it, eventually settling in later to be normal.

DATO' CAPT. HJ. ABDUL RAHIM ABD AZIZ

Former CEO Pengerang Marine Operations Sdn Bhd & Former Director of Ports, Dialog Group

E-GATEWAY : TO GLOBAL CONNECTIVITY



By: Ahmad Syahrir bin Ashaari

The role of JPA as a port authority is not only limited to regulate the two major ports in Johor. In addition to enforcing port laws, licensing port ancillary services and regulating port tariff, the function of port authorities is also to facilitate port trading. It requires strategic trade links to encourage

the growth of cargo handling volume in ports to be competitive among regional ports.

Global international trade and logistics activities require uniformed transactions to provide accurate and timely information. Currently, however,

there are transactions performed manually using physical documents which require declarations to the relevant agency.

In general, trade relationship of the port logistics chain especially in Johor can be illustrated through Figure 1 below.

THE PEOPLE WE CONNECT

More than **2,500** companies in Johor

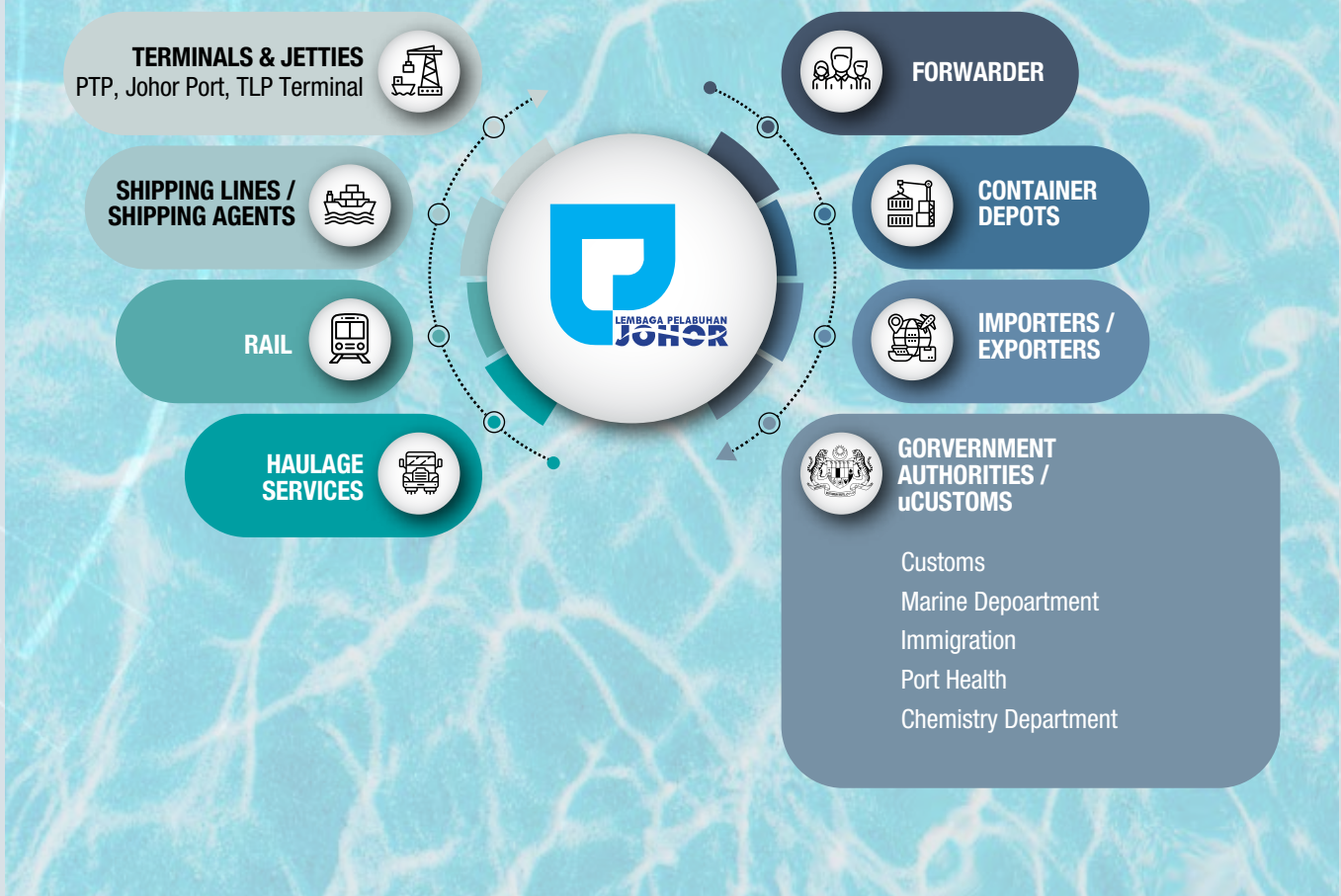


Figure 1: Trade Relationship of Port Logistics Chain in Johor.

The same physical document delivery transaction for each process resulting in repetitive data entry as illustrated in

Figure 2. Such method generally takes time and contributes to high operating cost, thereby leading to inefficiencies

in the quality of logistics network services in ports.

CURRENT SITUATION OF DISPARATE SYSTEM IN THE SUPPLY CHAIN

- 1 Operational Inefficiencies
- 2 Bottlenecks
- 3 Labour Intensive Dialogues
- 4 Drop in ratings & Customer Confidence
- 5 Reduce Competitiveness

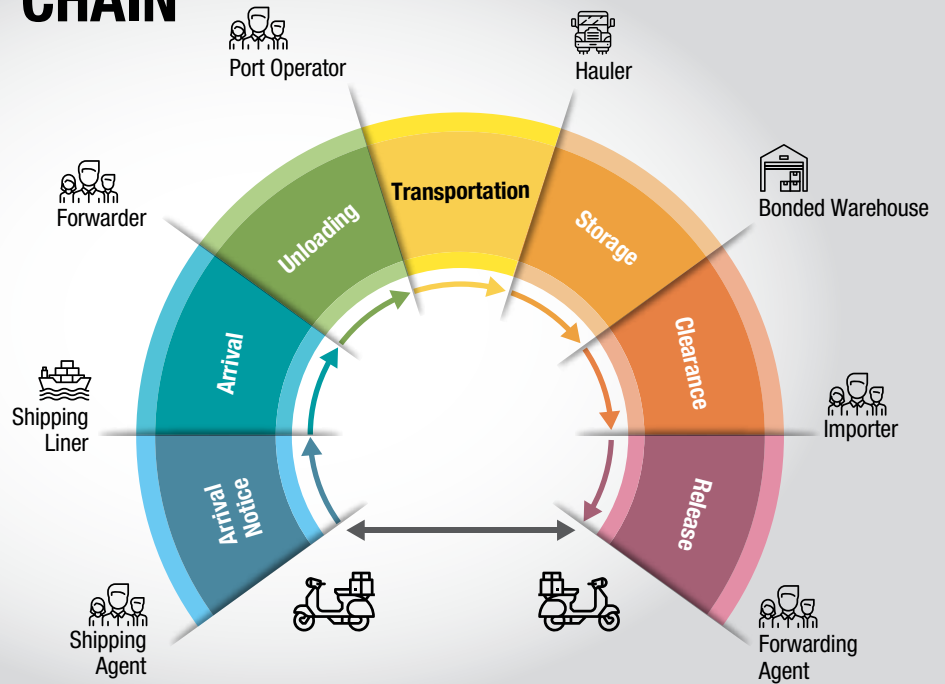


Figure 2



Captain Haji Samad, Alternate Permanent Representative of Malaysia to IMO, met IMO Secretary-General Kitack Lim at IMO Headquarters, London (10 April 2019) to deposit the instrument of accession.

Source: <http://www.imo.org/en/MediaCentre/WhatsNew/Pages/Archive-2019.aspx>

Malaysia adopted the International Maritime Organization (IMO) Convention on Facilitation of International Maritime Traffic (FAL Convention) 1965. This Convention has been in force since 1967 in over 120 countries including ASEAN countries such as Singapore, Indonesia, Thailand and Vietnam. Malaysia is one of the last countries to adopt the FAL Convention on 8 April 2019, and the convention will come into force for Malaysia on 9 June 2019.


The main objective of the FAL Convention is to facilitate the arrival and departure of merchant vessels upon arrival at the port. This is accomplished by simplifying and reducing the formalities, documentation requirements and procedures upon arrival, transit and

departure of vessels on international voyages. To further enhance the adoption of the convention, beginning 8 April 2019, each member country shall develop the Electronic Data Exchange (or Single Window System) to replace the manual process and documentation.

Therefore, Malaysia must act immediately to implement the electronic system as required by the FAL Convention. This is important because Malaysian ports play a major role in international trade and contribute to the national economy. In addition, Port Klang and Port of Tanjung Pelepas (PTP) are competing among the world's top 20 ports internationally, and are frequented by all major shipping companies worldwide.

In 2017, Johor Port Authority (JPA) took proactive steps to develop the eGateway a Port Single Window electronic system. eGateway is a community based electronic maritime single window system to facilitate port business transactions to promote greater efficiency in the logistics system and to improve the ease of doing business at the port. eGateway complies with the requirements of the FAL Convention, has 'Business-to-Government (B2G)' and 'Business-to-Business (B2B)' features and is capable of all electronic processes.

This eGateway initiative is in line with one of the strategies in the 11th Malaysia Plan 2016-2020, which are as follows:



Strategy A3

Expanding port capacity, access, and operations

Creating a port community system

A single communications platform will promote information sharing among ports and private stakeholders such as logistics firms and customs agents. All port authorities will be required to establish their port community system (PCS), an open electronic system that enables intelligent and secure information exchange between public and private stakeholders. PCS optimises, manages, and automates port and logistics processes through a single window for interaction. This will improve the efficiency of port operations and competitiveness while strengthening strategic alliances among stakeholders.

eGateway is a digital economy platform for the logistics industry that serves to connect stakeholders within the port community. Existing systems are integrated to complement the processes that do not have an online system or operates on a different online platform.

eGateway provides an integrated system of port communities involved in port logistics networks to share and access information. It uses cloud-based sharing technology that enables it to integrate with existing systems for information sharing. It was developed taking into account the

need to integrate with other systems such as the Royal Malaysian Customs Department's uCustom, the Malaysian Navy's Ship Clearance System (SCS) and the port operator's system.

A summary of eGateway’s general information is as in Figure 3 below:



Figure 3

THE BLUE ECONOMY: BRACING THROUGH THE PANDEMICS



By: Dr. Nazry bin Yahya

The Blue Economy consists of economic activities that is dependent on marine resources. This branch of economy generates yearly revenue of approximately USD\$2.5 trillion especially from the travel and tourism, maritime transport and fisheries sectors. If the ocean is a nation, it would be rank as high as the 7th largest world economy. While countries across the globe are taking steps to upkeep the sustainability of the Blue Economy, the unprecedented Covid-19 pandemic unexpectedly disrupts the whole ecosystem.

No world economy is immune to the Covid-19 crisis. But all is not loss as we still have the chance to salvage it. This article firstly shares the historical controls of the pandemic. Then, we continue to explore on the effects of the Blue Economy in 2 key areas that is the global tourism and the maritime transport. Finally, we will look into 4 critical areas in rebuilding an ocean economy.

The historical controls of the pandemic

The trade activities and human mobility has been closely related to the spread of pandemics. The infamous Black Death in 1347 CE, is believed to have been introduced to Europe from the traders of the silk route and from the vessels that arrived at the Sicilian ports from the eastern Mediterranean. The same spreading pattern too has been traced to the spread of yellow fever, cholera, typhus and tuberculosis.

Interestingly the plaque brought together the new term called quarantine. It was in 1377 in Dubrovnik, Croatia, that quarantine was first adopted as a protective

measure in Europe. Some of the other measures taken those days include the process to isolate ship passengers and the crew who had or were suspected of having plague, unloading merchandise from ships to designated building, purification of products that most likely to transmit disease and also treating the goods with proper ventilations. Later in Venice, the introduction of health certificate is required for all incoming crew members failing which will end up being isolated up to 40 days.

The International Treaty and Regulations (later known as the International Sanitary Conference) only come into effect in the 19th Century when cholera arrives to Europe; again from Asia! Only twelve European countries participated in the first conference. Nevertheless, the treaty came out with a standardization of the quarantine regulations to control epidemics. Since then few more international conferences were held in the Europe to get the new members to agree on the best process. By 1948, these conferences were taken over by the World Health Organization, a specialized agency of United Nations' Economic and Social Council.

The Global Tourism

The World Travel Tourism Council reported that in 2018, the global travel and tourism contribute some USD\$8.8 trillion and a huge 319 million jobs to the world economy. The growth was so strong that many budget airlines, budget hotels, Airbnb operators, travel influencers and travel bloggers were able to earn decent income. Coastal and maritime tourism on the other hand lead the growth in the Blue Economy. It was reported that the world cruise industry provides

revenue of more than USD\$36 billion in 2017, while the coral reef tourism generates approximately USD\$19 billion per year globally. In 2020, the joy ride stops with the spread of the Covid-19.

Blue Economic tourism can support local economy and reduce poverty as more than 80% of the self-sufficient workers come from the small and medium sized enterprises (SME). The pandemic that we are experiencing now is hurting the development. It is estimated that once the Covid-19 pandemic is fully controlled, this industry will need between 10 to 24 months for recovery. Until then, more than 75 million jobs are at risk. On top of all, the Blue Economy needs the full government support to the recovery measures and to uplift the restrictions as best possible for the interest of all parties.

The Maritime Transport

History has shown that the maritime transport was one of the main culprits to spread the pandemics from Asia to Europe. Today, it still remains as one of the reasons for the transmission as we have seen many cruise vessels being the epicenter of the spread. In the beginning of the global spread, cruise vessels have had hard time to find a place to dock and thousands of passengers have found themselves stranded at sea unwelcome in ports around the globe. The Blue Economy has seen some 30% drop in the activities these few months.

Shipping is still the safest, most efficient and greenest mode of transportation. Nevertheless, the emergence of this pandemic forces us to reassess many of our shipping practices. We need to relook into the plight of the stranded

cruise passengers, the health of the seafarers, the raising insurance claims and the legal disputes between importers and the exporters. At the port side too, we need to closely study the effects of port congestions and ports disruption impact. The pandemic causes the slowdown demand for most manufacturing items, except foodstuff. The lockdown too causes many industries to slow down and perhaps exercises workers redundancies.

The world has more than 7 billion people who needs assess to food, jobs and living security. The Blue Economy sector that may probably rebound fastest is the maritime transportation. However, it may take some time for international trades to become active again.

Rebuilding the Ocean Economy

The Covid-19 pandemic is something that we have not seen or heard before. The impact is severely felt on land as well as the sea. Millions of jobs were lost, millions of people got effected and the death toll is increasing by day - but pandemic too has now reached out to sea, and is affecting our Blue Economy. Perhaps we can positively look in the following four pathways for us to rebuild the Blue Economy to become more resilient and sustainable in the future:-

1) Improving the offerings of the Blue Tourism

UNWTO estimated that 1.3 billion people travelled internationally as a tourist in 2017. The ocean tourism is estimated to be valued more than USD\$400 billion globally. Tourism is indeed a major contributor to the sustainable development goals thus need the pandemic to provide a

breather. We can look into recovery funds for the cleaning the beaches, restorations of the underwater coral reefs, replanting the mangroves and also to stop the usage of plastics bottles. This pandemic gives tour operators a unique opportunity to review if offerings for both Blue and Green Tourism.

2) Reducing ship emission

The IMO has envisioned for vessel to be able to reduce the shipping emission by 50% by 2050. It didn't look promising before, but recently there was a drastic reduction of shipping activities due to the pandemics. Builders and users should take this breather to plan to launch only fuel efficient and quieter vessels. Even existing vessels can be upgraded to have more efficient fuel systems. The ports too can take this opportunity to accelerate the plans to electrify and create a smart port.

3) Fishing or farming the ocean?

More than 2 billion people depends on the ocean to provide their regular protein intakes. The fishes are catch commercially which lead to the problem of worldwide overfishing. Fortunately, the pandemic allows the living ocean resources to grow and breed as there are lesser fishing vessels making the catches. Countries lockdowns forced reduce demand for seafood, thus allowing fishing activity to fall by as much as 80%. The gains that we accrued during the pandemics should be controlled to resist the urge to over-harvest the fish. Planning and investments too should be thought over to allow modernization of smart aquaculture. This will create a sustainable supply of quality fish and at the same time minimizing the environmental impact.

4) Ocean bed technology

This Covid-19 scenario that we are facing now provide an excellent opportunity for us to start thinking about digitalizing our oceans. This is one of the ways to accelerate the reopening of the Blue Economy as we need the data to help us to understand our ocean more effectively and efficiently. The ocean bed technology too will allow greater ocean areas to protect. Currently only 7.4% of our ocean is protected, thus the usage of technology will allow bigger coverage.

Conclusion

The current Covid-19 pandemics has exposed just how profoundly we are linked to the Blue Economy. The world needs to pull all the resources together and solidify the ocean maintenance. This Blue Economic action will lead to the green recovery that the world has lost the advantage ever since the Homo sapiens began to walk. We cannot miss this unique chance to rebuild during this dreaded pandemic to benefit both our people and our ocean as we bring our sustainable Blue Economy back on track.

ATT TANJUNG BIN SDN BHD

ATT Tanjung Bin Sdn. Bhd. (ATB) is one of the terminals of the VTTI Group and the terminal is located in the South Eastern tip of Peninsular Malaysia. The VTTI group was founded in 2006, with 9.5 million cubic metres of storage capacity across 5 continents and currently has Vitol Trading, IFM Australia and Abu Dhabi National Oil Company as shareholders. Benefitting from strong relationships with their shareholders, the VTTI group aims to rise to over 10 million cubic metres in the near future as new projects come online.

ATB is a blending terminal that offers a complete package of seamless and integrated blending services and tank capacity of well over one million m³. It is perfectly located, lying at the heart of the vibrant energy trading hub for Asia, also known as the FOB Straits. With this excellent regional location as part of the overall Singapore trading and pricing hub, the deep water drafts of ATB is ideally placed to cater for

regional distribution after blending a large variety of products with different specifications. It also offers product blending at lower costs to customers compared with equivalent terminals in neighbouring Singapore. The terminal handles (among other products) different grades of gasoline, jet fuel, gasoil, fuel oil and biofuels, and is easily accessible by ship, barge and road. ATB can receive all tanker sizes including partially laden VLCCs, and with its efficient cargo pumps and jetty lines offers quick turnaround times for its customers' vessels.

The terminal is a grass-root project which began construction in September of 2009. The first phase consists of 41 oil storage tanks, totalling 841,000 cubic meters of storage for Fuel oil (High and Low Sulphur Fuel Oil), Gasoline, and Middle Distillates. Phase 2 of the ATB was completed in August of 2015, adding another 12 oil storage tanks of 262,000 cubic meters of storage capacity and an additional berth that is capable of serving an Aframax tanker of up to 120,000 deadweight tonnage. Following the expansion, the terminal

now offers a total of 1.15 million cubic metres of storage capacity and access to six marine berths, suitable for tankers ranging from the smallest bunker barges up to very large crude carriers (VLCCs).

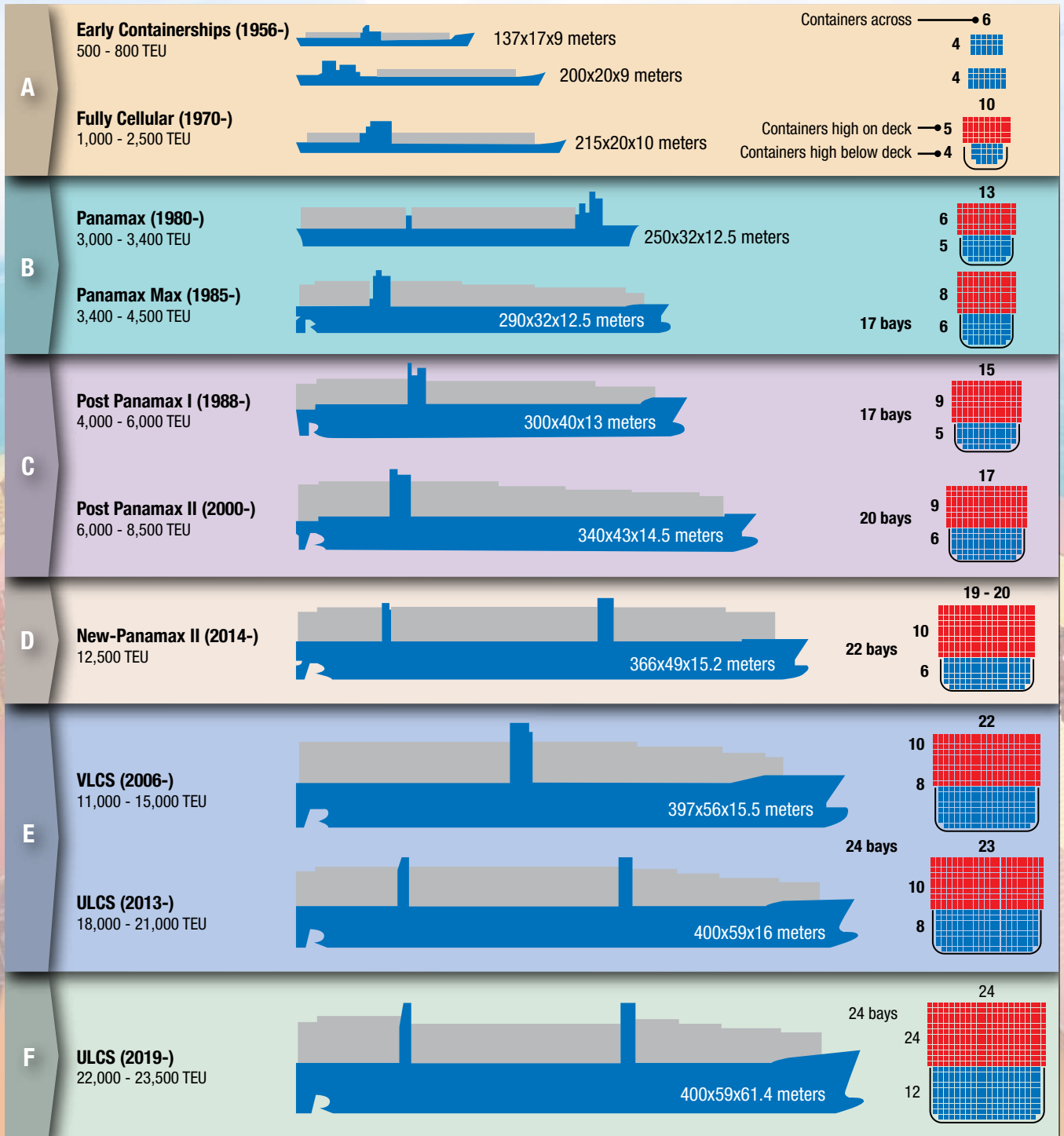
In April 2019, ATB embarked on their Phase 3 expansion project to add another 228,000 cubic meters of storage for Crude oil tanks and the construction is targeted to complete by July 2020.



As one of the leading independent tank terminal operators in the FOB Straits, ATB accomplished a record breaking throughput of 36 million cubic metre of oil products being handled in 2017. On average, the terminal handles 100 vessels and slightly more than a thousand trucks per month. As part

of the VTTI group requirement, the terminal is also designed to comply with the highest industry and safety standards, whilst maintaining the highest levels of flexibility, product security, and load rates available in the commercial storage industry.

EVOLUTION OF CONTAINERSHIP



Note : All dimensions are in meters. LOA: Length overall. The loads displayed on deck represent maximal possible loads, which would involve a large share of empty containers. The loads are usually 1 to 3 containers less in height. Containerships usually carry fewer containers because of weight restrictions and lack of demand.

Sources : Dr. Jean-Paul Rodrigue, Dept. of Global Studies & Geography, Hofstra University, New York, USA, 1998-2020, https://transportgeography.org/?page_id=2232

Port Terminology

Cleat: A metal or wood fitting with arms or horns upon which to secure a ship's lines.



Chock: A piece of wood or other material put next to cargo to prevent it from shifting.



Bollard: A line-securing device on a wharf around which mooring and berthing lines are fastened.



Piggyback: A trail transport mode where a loaded truck trailer is shipped on a trail flatcar.



Sources:

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VISIT TO JOHOR PORT AUTHORITY

No.	Month	Date	Company
1	APR	Wed 3/4/2019	Visit from the Foreign Exchange Administration (FEA) Department, Bank Negara Malaysia
2		Thu 18/4/2019	Visit from YB Loke Siew Fook Minister of Transport Malaysia to LPJ & JPB
3		Mon-Tue 29-30/4/2019	Academic Visit from Universiti Malaysia Terengganu
4	JUL	Wed 24/7/2019	Visit from Datuk Seri Panglima Madius Tangau, Deputy Chief Minister and Minister of Trade & Industry, Sabah
5	AUG	Thu 6/8/ 2019	Visit from Jawatankuasa Pengurusan Aset Alih Kerajaan, Ministry of Transportation
6		Thu 8/8/2019	Workshop 1.0 : Johor Halal Port Supply Chain Guideline
7		Wed 19/8/2019	Working Visit from World Bank
8		Thu 27/8/2019	Academic Visit from Politeknik Merlimau
9	SEPT	Thu 26/9/2019	Visit from Pelindo III To JPA
10	OCT	Wed 16/10/2019	Visits from Penang Port Commission and the Secretariat of the CMPA Malaysia
11		31/10/2019	Visit from SMK Seri Sembrong
12	NOV	10/11/2019	Academic Visit from Universiti Teknologi Malaysia
13		26/11/ 2019	Academic Visit from Universiti Teknologi Malaysia
14	DEC	17/12/2019	Workshop 2.0 Halal Port Supply Chain Policy



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