

MALAYSIA: INNOVATION IN PORT OPERATION

ASEAN PORTS & SHIPPING CONFERENCE

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WHY PORTS ARE IMPORTANT TO MALAYSIA

STRAITS OF MALACCA Busiest international waterways in the World

- 30% global trade passes through the Straits

TRADING NATION RM1.45 trillion in value in 2014

SEABORNE TRADE 540 million tons in volume

- Main trade partners: China, Europe, Hong Kong, Japan, Republic of Korea, USA

CONTRIBUTION TO GDP 3.6% or RM30 billion

ECONOMIC BENEFITS OF PORTS

Critical component in attracting investments

- as gateways for trade

Provide employment

- direct & indirect

Generate business activities

- agency services, support services, bunkering & supplies, warehouses, depots & haulage

INNOVATION IN PORTS — Why Innovate?

1. CREATE BETTER OPERATIONAL EFFICIENCY
2. COMPETITIVE ADVANTAGE
3. SAVE COSTS
4. PROMOTE GREATER SUPPLY CHAIN EFFICIENCY

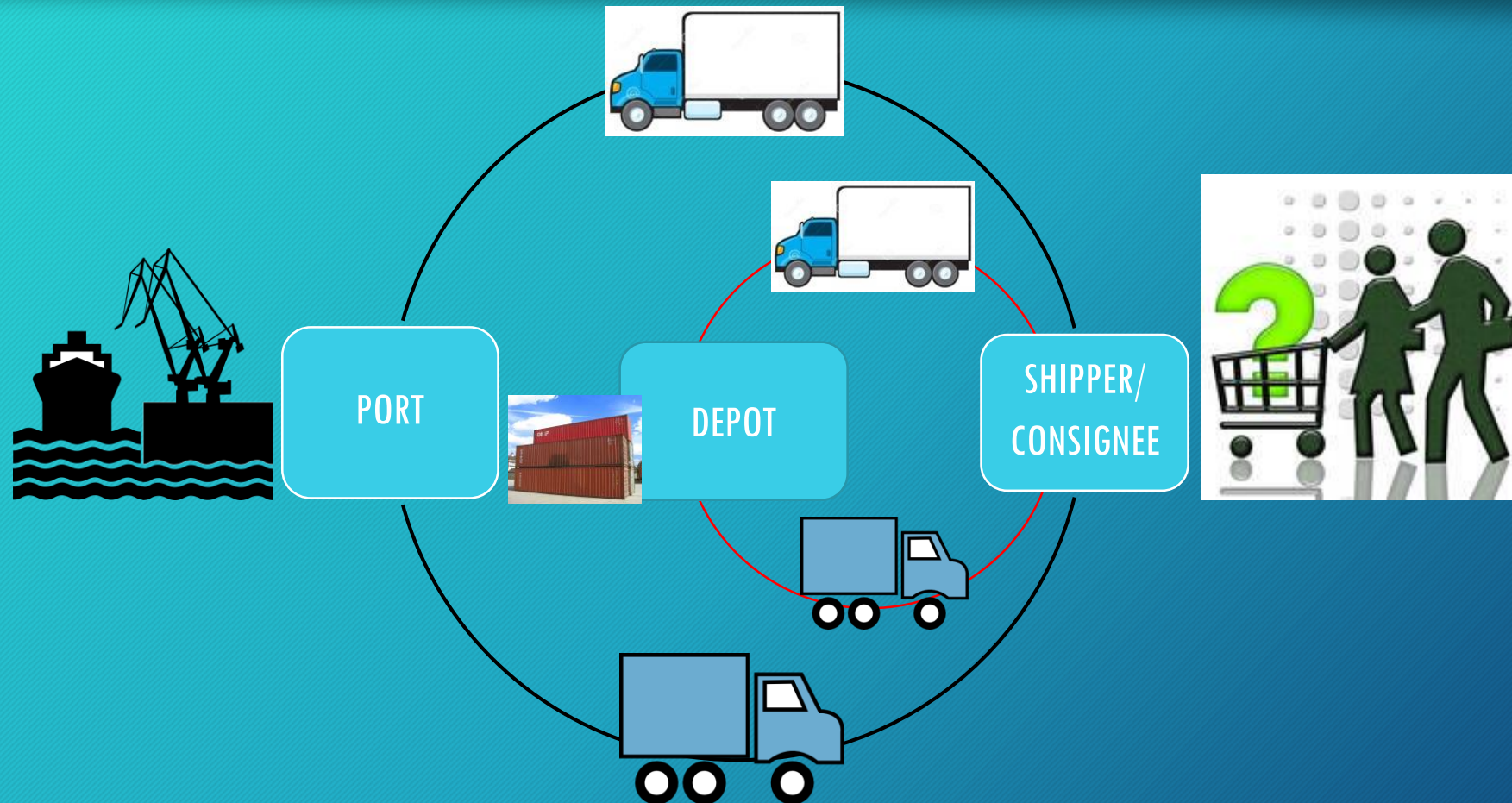


CONTAINERIZATION — Revolutionized Trade & Shipping!

1. MODERN CONTAINER SHIPPING BEGAN CIRCA 1956 — MALCOM P MCLEAN
2. MORE THAN 60% OF TRADE CARRIED BY CONTAINERS
3. SIMPLIFIES HOW GOODS ARE TRANSPORTED
4. GREATER ECONOMY
5. GREATER SECURITY & SAFETY
6. ALLOWS SEAMLESS TRANSFER BETWEEN MODES OF TRANSPORT



SUPPLY CHAIN EFFICIENCY



INNOVATION PRACTICES AT PORTS IN MALAYSIA



PRIVATIZATION OF MALAYSIAN PORTS – The Benefits

Increasing productivity=



IMPROVE PORT OPERATION & PRODUCTIVITY

REDUCE GOVERNMENT CAPITAL INVESTMENT IN PORTS



CLEAR DEMARCATION ON THE ROLES OF
REGULATOR & OPERATOR

PORT BUSINESS IS BEST DONE BY PRIVATE SECTOR

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PRIVATIZATION OF MALAYSIAN PORTS - Milestones

1986

- PORT KLANG



1995

- JOHOR PORT
- PORT OF TANJUNG PELEPAS



1998

- KUANTAN PORT



2001

- BINTULU PORT



2014

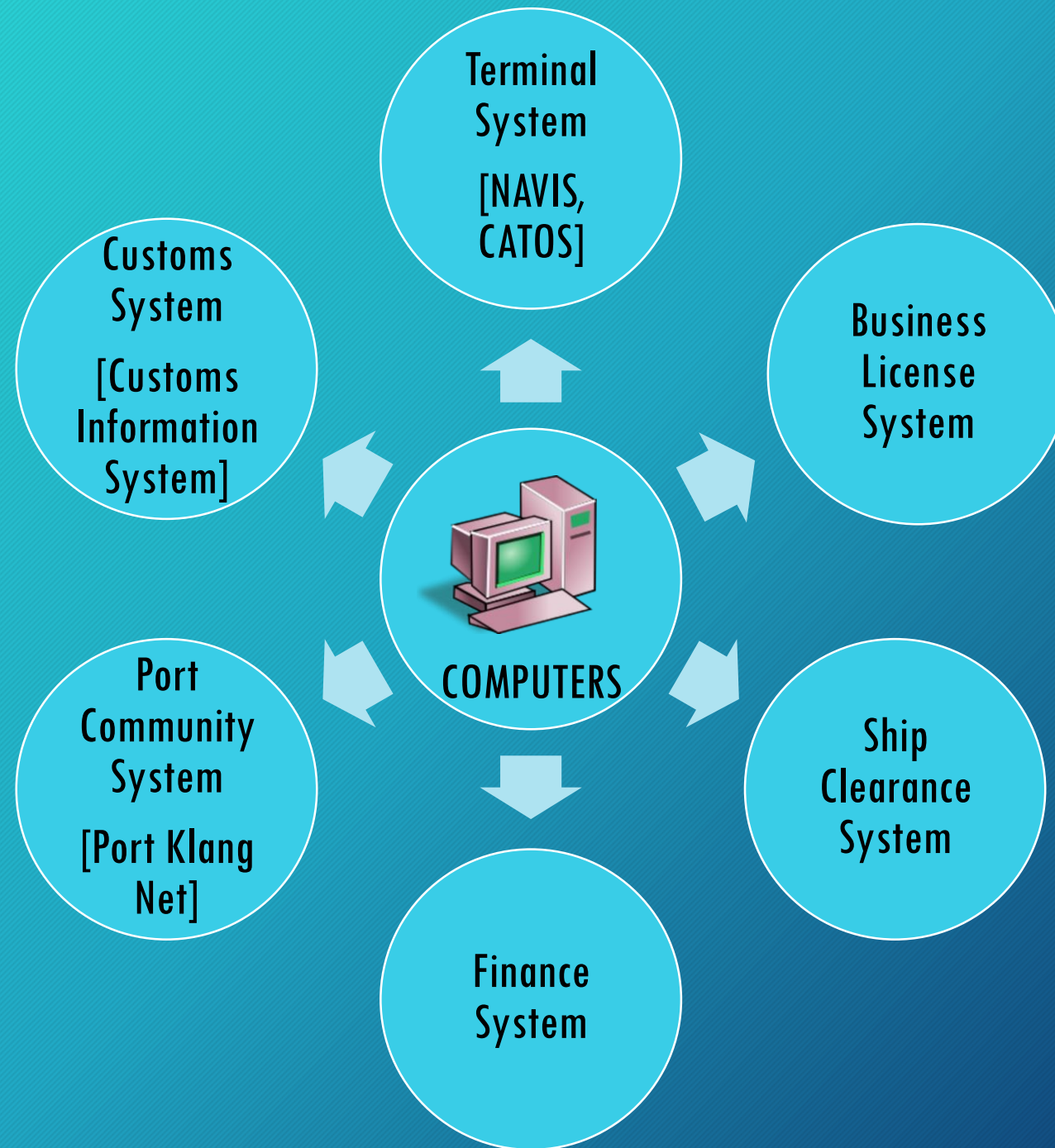
- PENANG PORT



TECHNOLOGY

“By synergizing all of the port’s operations and communication centers, the I.T. network system facilitates a free-flow of real-time information and provides near paperless transactions between shipping lines, forwarders, shipping agents and the port ensuring high productivity.”

- Port of Tanjung Pelepas



VESSEL TRAFFIC MANAGEMENT SYSTEM

PORT KLANG (2000)

PTP (2002, 2015)

JOHOR PORT (2017)

1. BETTER MANAGEMENT OF SHIP MOVEMENTS
2. IMPROVES SAFETY & SECURITY
3. BETTER INFORMATION FLOW BETWEEN TERMINAL & SHIPS
4. IMPROVES SERVICE TO SHIPS

PTP VTMS Control Centre



PORT OPERATION EFFICIENCY

PORT GATE SYSTEM

CATOS — Container Automated Terminal Operating System

CEP — Checkpoint efficiency System

* Paperless Gate Entry System

PORT TRAFFIC

PTMS — Port Traffic Management System

[Allows port operator, haulage operators & depots to monitor traffic in port]

MULTI-TRAILER

Improves productivity



MULTI-STOREY STORAGE

Help circumvent space issue





Multi-Trailer used at PTP

Introduced to create better operational efficiency & productivity

Multi-Storey Warehouse

“1st of its kind. State of the art depot”

Cogent Logistics Hub multi-storey warehouse in Singapore



GREEN PORT POLICY

“Every port operator will need to place a greater emphasis on improving performance through better safety, health & environment management system & initiatives”

ELECTRIFICATION

- E-RTGs
- Lower operation cost
- Cleaner operation

ENERGY EFFICIENT LIGHTINGS

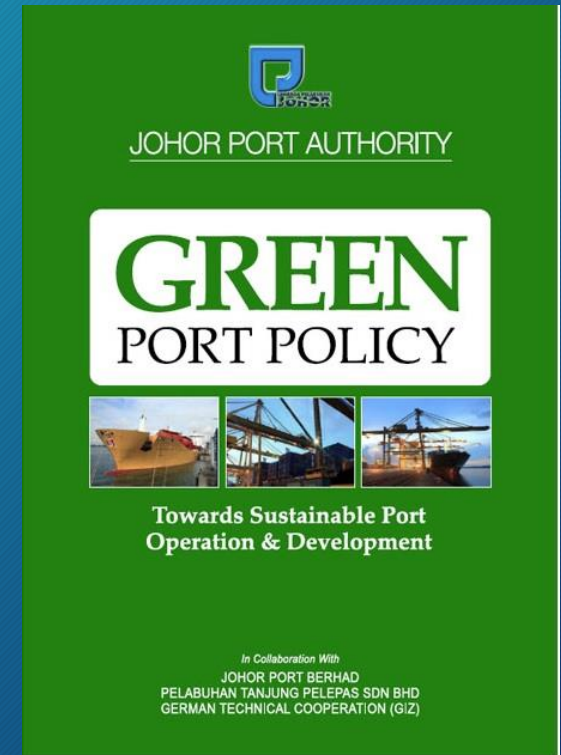
- Lower operation cost

AIR EMISSION

- Ship emission baseline study at PTP & Johor Port
- Shore side emission baseline study at PTP & Johor Port

BALLAST WATER

- Baseline study at PTP & Johor Port



PORT DEVELOPMENT

LAND USE

- Land use Master Plan

DREDGING & RECLAMATION

- Reuse dredged materials for reclamation
- Shorten dumping ground distance
- Reduce operation cost
- “Green Initiative”

BERTHS

- Accommodate Mega Container Vessels

ENVIRONMENT & SAFETY

- Hydraulic Simulation Model for PTP

SUMMARY

INNOVATION WILL PLAY A HUGE PART IN TURNING A PORT BUSINESS INTO A GREAT SUCCESS...

The secret of change is to focus all of your energy, not on fighting the old, but on building the new.
- SOCRATES

Lets go invent tomorrow instead of worrying about what happened yesterday.

Steve Jobs



“

THANK YOU

”

FOR YOUR KIND ATTENTION

