

# PORT KLANG AUTHORITY

CAPT.K.SUBRAMANIAM

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Key Considerations and Challenges  
**- *Port Klang's Perspective***



# SCOPE

A large container ship is docked at a port, with several cranes visible in the background. A tugboat is positioned near the ship's bow. The ship is heavily loaded with colorful shipping containers. The scene is set against a clear sky and water.

Regional Port Competitiveness

Port Klang Strength and Capacity

Infrastructure – Last Mile Connectivity

Impact of Shipping Alliance and Mergers

Trade Facilitation and Ease of Doing Business in Logistics

External Port Environment & Infrastructure

Port Expansion

Promote Port Klang as Regional Hub

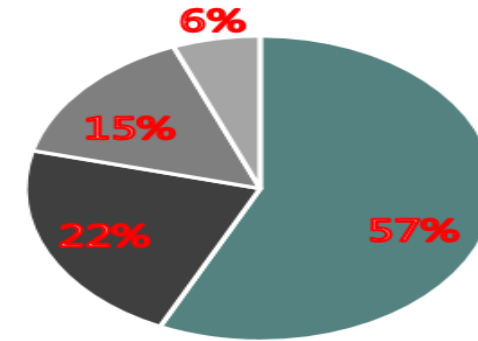
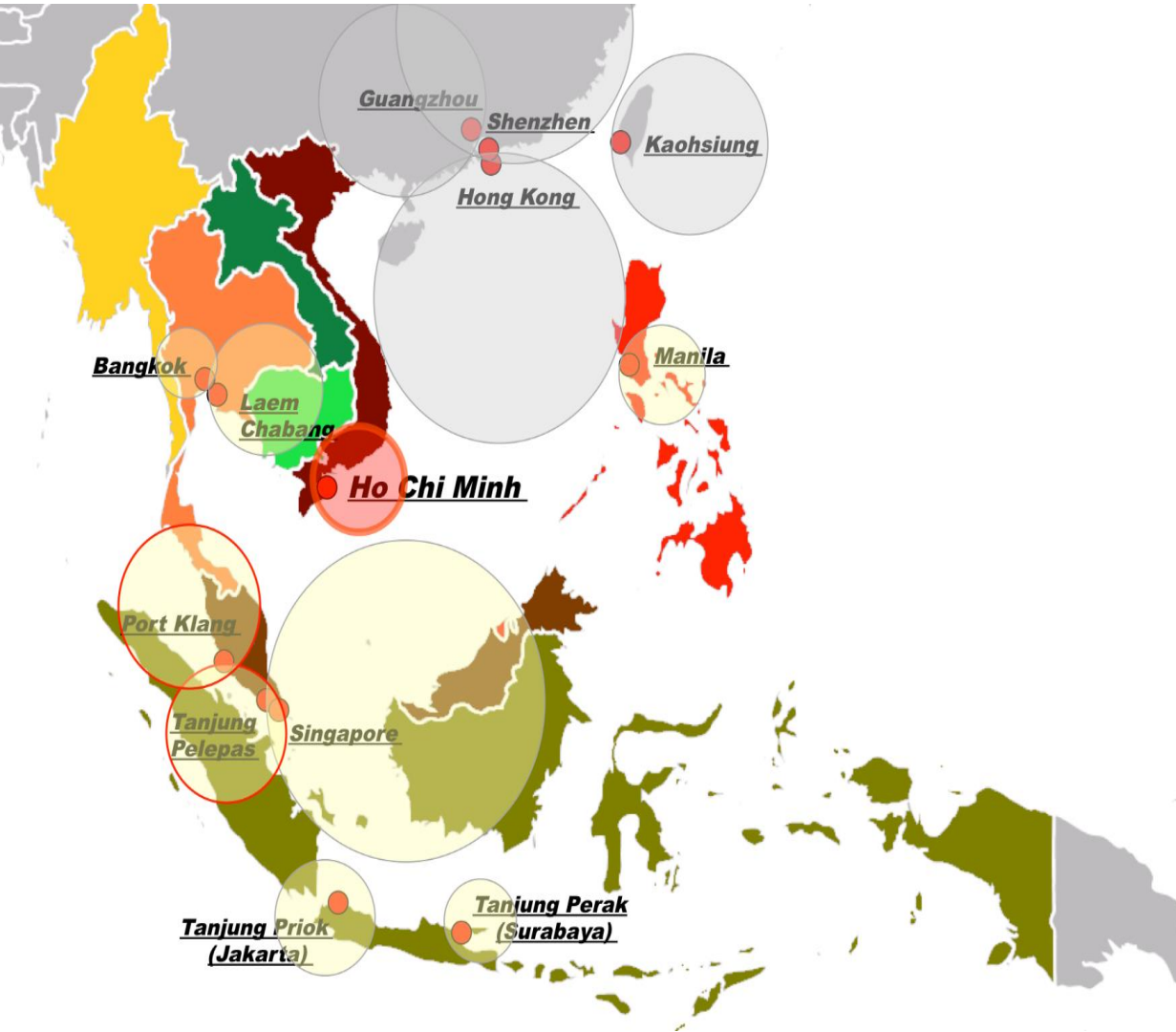
Promote RDC and IPC at Free Zones

Port Regulatory and Trade Single Window

Business and Environment Sustainability

# REGIONAL PORTS COMPETITIVENESS

## Market Share (Malacca Strait)



■ Singapore ■ Port Klang ■ PTP ■ Others

- Volume projection for the ports in straits of Malacca is 58 million for the year 2018 (growth 5%)
- All the ports are competing for the same business
- Expansions of existing ports – Tuas, Carey Island, Westports Phase II, PTP Phase III
- Emergence of other regional ports as competitors.i.e Laem Chabang, Tanjung Priok
- New ports of the future – Kuala Tanjung

# PORT KLANG STRENGTH AND CAPACITY

## STRENGTH

- Large industrial and commercial areas within 100 km radius which contribute to local cargo of 4.5 million TEUs
- Close proximity to Kuala Lumpur's commercial and trading hubs
- Large land available for future port & industrial / logistics development
- Ideal location, centrally located within excellent air, sea and landbridge connectivity

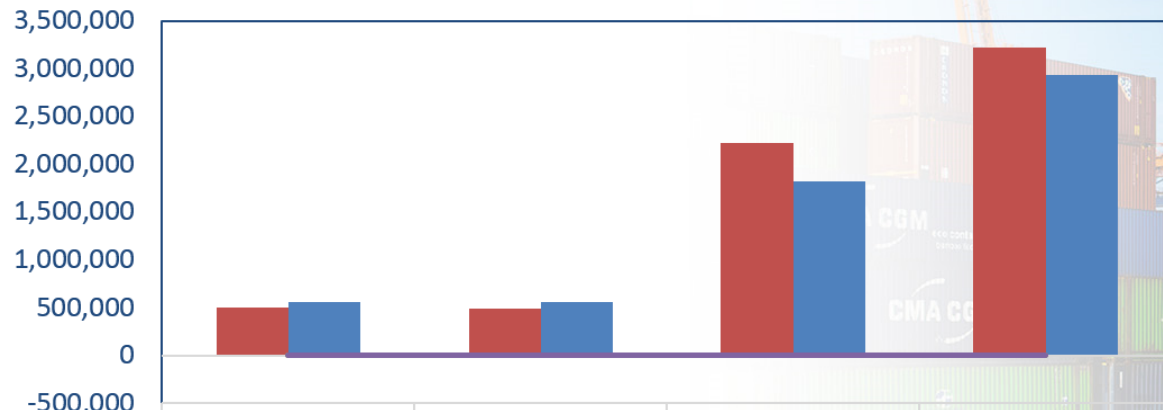
## CAPACITY

- North and Westports total capacity 20 million TEUs per annum
- State of the art facilities, super panamax cranes capable of handling 24 across & twin lift
- Berths and channels capable of handling ships of displacement 260 kT with draft of 17.5 meters in anytime without reliance of tide
- High digitization of port processes and services

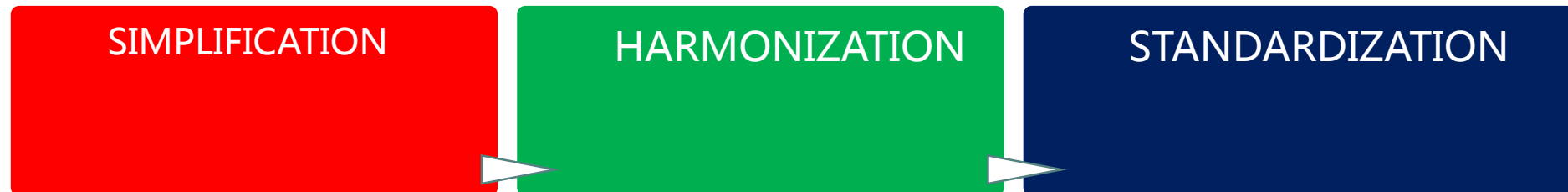


# IMPACT OF SHIPPING ALLIANCE AND MERGERS

- Shipping Alliance in 2017 has tremendous impact on Port Klang. Major Shipping lines have shifted some of their services to Singapore as preferred regional hub
- Resulting in shift of several feeder vessels network to Singapore
- Transshipment volume 2017 has declined 1.4 million TEUs compared to 2016.

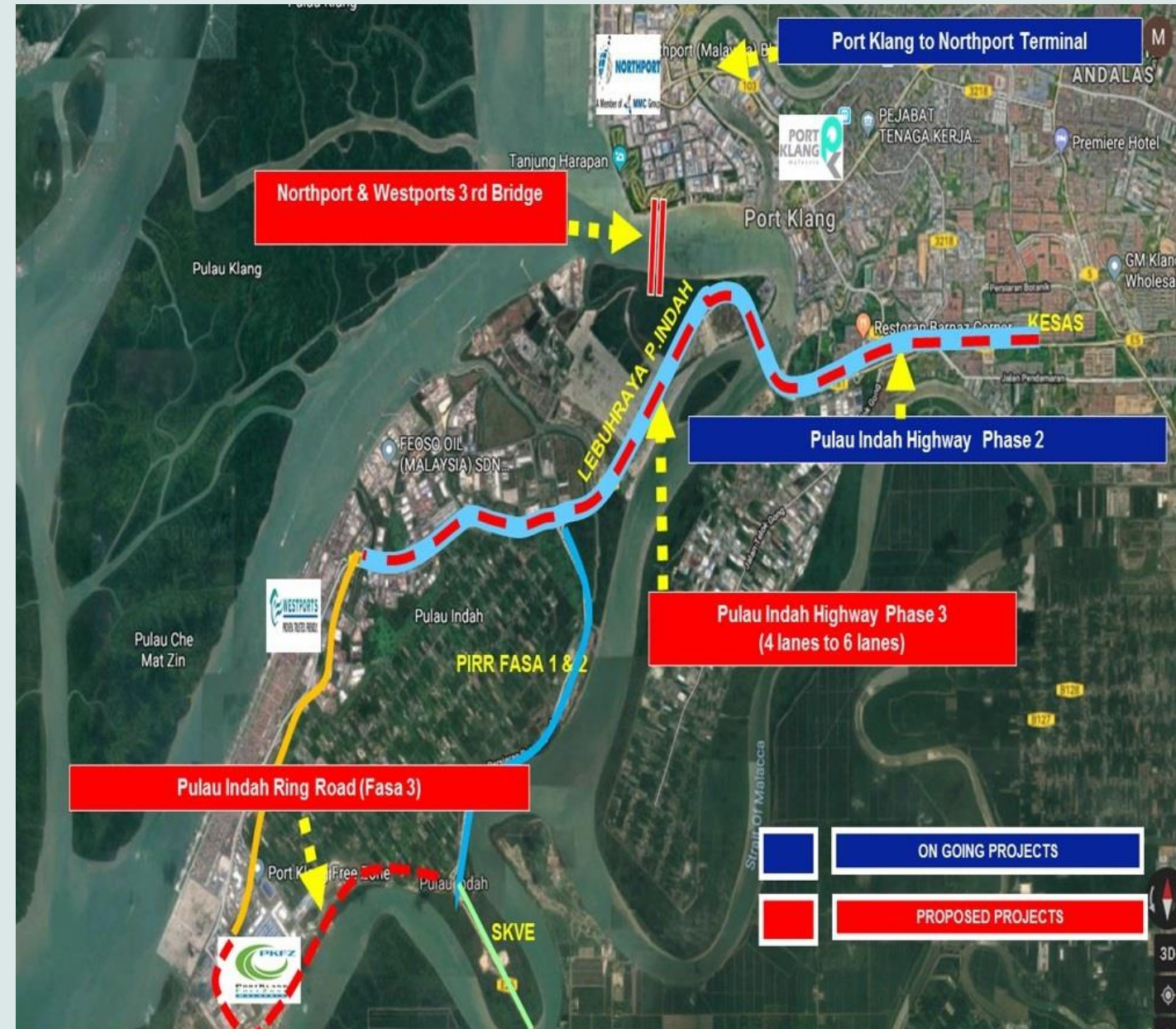


- Not entirely paperless
- Impedance of regulations  
i.e. Import restrictions for transshipment cargoes (LCL)
- Trade practices that are not business friendly  
i.e. Container Deposit, Container Damage Claims, Surcharges etc



# EXTERNAL PORT ENVIRONMENT & INFRASTRUCTURE

- Lack of last mile connectivity
- Lack of road infrastructure planning to cater for future traffic growth.
- Preference for road logistics rather than rail resulting in low rail volume
- Infrastructure development for more effective traffic management system in Port Klang.



# PORT EXPANSION

Port expansion plan will create additional handling capacity of 45 million for Port Klang which could sustain the growth demand beyond 2030.

## DEVELOPMENT OF WESTPORTS CT10-CT19



## DEVELOPMENT OF CAREY ISLAND



PROPOSED WESTPORTS EXPANSION (CT10-CT19)

PROPOSED NORTHPORT EXPANSION (PULAU CAREY)



# PROMOTE PORT KLANG AS REGIONAL HUB

- **Simplified Processes (Documentation & Procedure)**
- **Proximity to Huge Market – ASEAN, Indian Sub-Con, Australia / New Zealand & Far East**
- **Delivery Lead time**
- **One Stop Clearance Center**

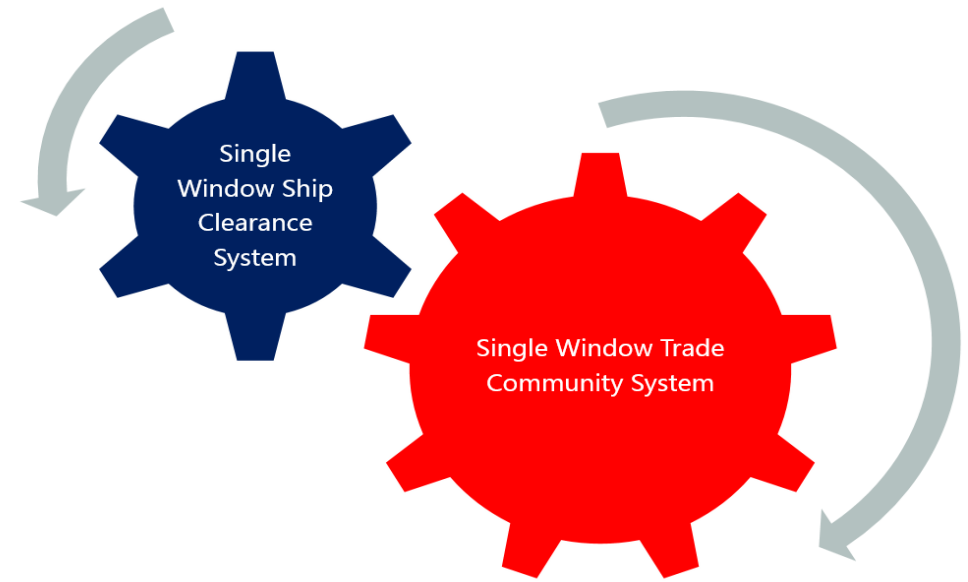
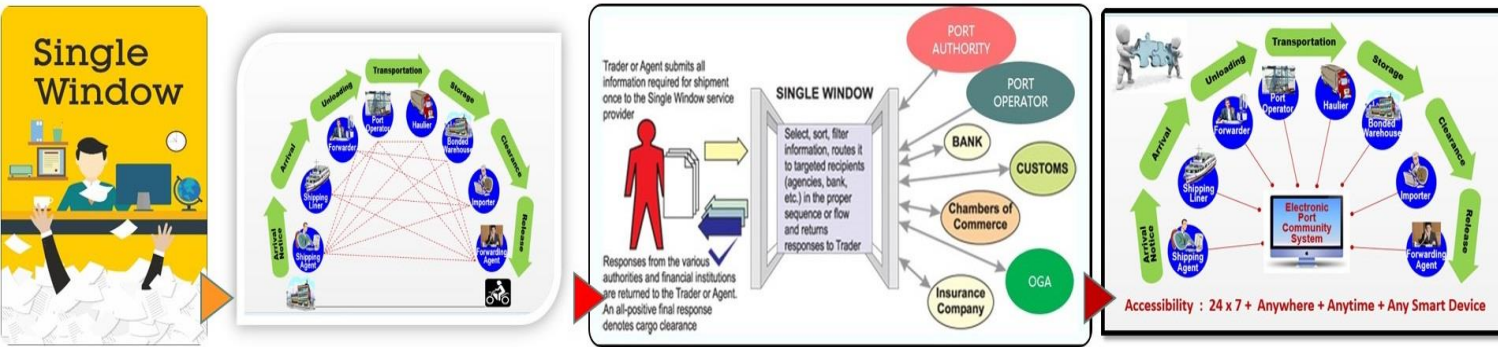


# PROMOTE RDC AND IPC AT FREE ZONES

- 100% Foreign Equity
- 100% Repatriation of Capital & Profits
- Regional Distribution Centre (RDC)
- International Procurement Centre (IPC)
- Operational Headquarters
- Malaysian Investment Development Authority (MIDA) Incentives
- Recognition by London Metal Exchange and Inter Continental Exchange for storage & Trading of metals & commodities



# PORT REGULATORY AND TRADE SINGLE WINDOW



A port regulatory and trade single window at Port Klang to link strategic key industry players under a common platform.

## Objective:

- To increase logistics efficiency & competitiveness.
- Providing solutions in Automating the Business Processes of Logistics Service Providers as well as its Ease of Inter-Connectivity between Economic Operators in the Port Klang Community.
- Providing Community-based Solutions in assisting Economic Operators in logistics value chain to be able to Communicate and Collaborate with each other Electronically.

## Benefits:

- Integrating data of multiple service providers through a single and neutral platform, saving time & cost.
- Improves efficiency by eliminating repetitive data entry and transcription errors.
- Better planning and control by having real-time information as well as cargo visibility to all Stakeholders.
- 24x7 support, accessible anytime via the Internet.
- Data availability for analytical purposes, especially for logistics cost reporting.

# BUSINESS AND ENVIRONMENT SUSTAINABILITY

## PORT PERFORMANCE

Improvements in port productivity and efficiency increase competitive edge of Port Klang



## AUTOMATION AND DIGITILIZATION

Use of digital technology and automation to improve port processes and supply chain management i.e. Artificial Intelligence (AI)



## GREEN TECHNOLOGY

Green Technology to ensure environmental preservation and green practices i.e. Environment Control, Energy Efficiency, Preservation of natural resources (i.e. water)

## In this Digital Economy...

Organizations adapt to changes in their ecosystem by leveraging digital technologies to create digitally enhanced, customer centric business models.



# THANK YOU



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