FEDERAL MINISTER OF TRANSPORT VISITS NEW SAPANGAR BAY CONTAINER PORT

On the 21st May 2007, Sapangar Bay Container Port (SBCP) was graced with the visit of the federal Transport Minister Datuk Seri Chan Kong Choy.

Datuk Seri Chan Kong Choy was briefed by Suria Capital Holdings Berhad' Group Managing Director, Datuk Hj. Abu Bakar Hj. Abas on the current progress of the states newly built container port. It was announced that SBCP was ready for operation on 1st June 2007 and shifting of the containerization activity from KK port to Sapangar would commence on the mentioned date.

Among the issues that were highlighted in the briefing was the impressive development of the ports in Sabah, in particular Kota Kinabalu port, which had grown in terms of container throughput.

An increase of almost 8.5% was recorded in KK Port from a total of 141,969 teus (in 2005) to 153,793 teus (in 2006) and for the first quarter of 2007, a growth of 20% container throughput was achieved.

In addition, the container rate productivity had significantly increased to 18 boxes an hour and is expected to reach 20 - 22 boxes per hour upon the operation of SBCP. Datuk Seri Chan Kong Choy hailed these improvements as phenomenal and cited the crucial role of crane productivity in terms of faster turnaround time which will attract vessels to SBCP.

Datuk Seri Chan Kong Choy had also mentioned on the need of the ports in East Malaysia to grow and take advantage of the opportunities in the Brunei Indonesia Malaysia Philippines East Asean Growth Area (BIMP EAGA) and for East Malaysian ports to complement each other in this respect.

Among the officials that were in attendance was Sabah's Deputy Chief Minister cum Infrastructure Development Minister Datuk Raymond Tan Shu Kiah, Assistant Minister to the Chief Minister, Datuk Edward Khoo, Sabah Ports Authority (SPA) Chairman, Datuk Dr Zaki Gusmiah and SPSB Board of Directors and officials.
The growth of cargo in Malaysian ports for the first six months this year is a very encouraging sign for the port businesses. If the growth continues for the next six months then Malaysian ports would have a very good year and investors would be lining up to snap-up port shares whenever they are available on the market. It is good to see various port shares trading on the KLSE moving upwards and hopefully will be better by the year end.

Ports infrastructures also had remarkable growth - the opening of the Sepangar Bay Container Port, Kota Kinabalu on 1st June 2007, marked a very important step in the development of ports in East Malaysia and particularly in Sabah. After a long break ports in Sabah are beginning to throb again, congratulations to Sabah Ports Sendirian Berhad. When I took a brief visit to the Terminal on 27th June 2007, I saw the container yard was full of containers and I think SPSB may need to reclaim more land for bigger yards!

The deepening of the North Channel in Port Kelang to enable larger container ships to enter and exit is another exciting development and hope will be completed soon. In Penang we have the development of the Swettenham Pier, on the Penang Island, into a cruise and leisure terminal intending for the cruise industries which is a booming industry in the Strait of Malacca. Of course, there are also ongoing development activities in PTP, Bintulu and private ports in Peninsular Malaysia.

Port physical growth is encouraging for the future of our economic well being, but we shall not forget another equally important area that needs growth - the port human resources. As major ports in Malaysia grow ahead and port regulators are also expanding in order to cope with new areas of responsibilities, personnel with experience and know-how are slowly leaving the ports and pensioning off from port regulators. New personnel are recruited to replace those that left. The arrival of new personnel which is fresh from universities and colleges and without the in-depth knowledge and experience of those that left have begun to create a vacuum in the ports. Many port regulators are faced with this dilemma and urgent training of these young and fresh intakes are required in order to get trained and knowledgeable personnel. APA Malaysia had identified many courses that will be held and suitable trainers are being identified and methodologies discussed. I certainly hope that more young officers could be trained jointly by APA Malaysia instead of individually by one port. This is where APA Malaysia could be very useful in conducting joint training for all.

New and interesting ideas are being pushed - such as the Trans-Peninsular Pipeline project from Pulau Bunting, Yan, Kedah to Bachok, Kelantan to transfer oil from Strait of Malacca to South Chine Sea without passing the Straits of Malacca and Singapore - the world’s most congested international waterways. Whether this will materialised and be a reality, time will tell. If it become a reality, then Malaysia will have two additional ports to manage. It will be very challenging for young port officers who will be entrusted to run and manage new ports of the future. What we have to do now is train as many as possible to enable them to take the challenge and manage future ports in Malaysia and the world!

Regards.

Abdul Rahim bin Akob
President,
APA Malaysia
1st March 2007 marked the day when Sabah Ports proved herself worthy of an AA3 (for long-term) and P1 (for short-term) rating by Rating Agency of Malaysia (RAM) to raise an Islamic bond fund of RM150 million that was jointly arranged by MIDF Amanah Investment Bank Berhad, Bank Muamalat Malaysia Berhad and Sabah Development Bank Berhad.

The signing ceremony was held at the Ballroom of the Magellan Sutera Hotel in Kota Kinabalu attended by the Minister of Infrastructure Development, YB. Datuk Raymond Tan Shu Kiah on behalf of the Chief Minister YAB Datuk Seri Musa Aman and a crowd of about 200 guests from the government and various sectors of the business community.

The Minister of Infrastructure Development, YB. Raymond Tan Shu Kiah delivered a very encouraging speech on behalf of the Hon. Chief Minister. It highlighted that the privatization of Sabah Ports Authority’s operation by Suria Capital Holdings Bhd hastened overall development of Sabah’s ports infrastructure and has resulted in better port efficiency and financial performance which is the prime objective of the decision to provide the ports in the first place.

The Honourable Chief Minister also commended that “These are all signs that Sabah Ports is heading in the right direction. Nonetheless, I urge the management team of Suria Capital Holdings Berhad and Sabah Ports Sdn Bhd, under the capable leadership of Datuk Haji Abu Bakar Abas as the Group Managing Director, not to the rest on the laurel but to continuously strive to bring the Company to much greater heights.

In conclusion, YAB. Datuk Seri Musa Aman congratulated Sabah Ports Sdn Bhd and her parent company Suria Capital Holdings Berhad on the occasion of the signing of RM150 million Islamic Securities comprising RM80 million Bai’ Bithaman Ajil Islamic Debts Securities up to RM70 million Murabahah Underwritten Notes Issuance Facility/Islamic Medium Term Notes Facility.
SAPANGAR BAY
NEW CONTAINER PORT
Miri Port Authority has continuously implemented quality improvement programmes to enhance and improve its service delivery systems to customers. Recently it had achieved another milestone in its pursuit towards quality management by winning the Secretary General, Ministry Finance, Financial Management Quality Award (AKKSUKK) 2005.

The objectives of the AKKSUKK were as follows:-

a) To instill and further enhance accountability on financial management in Public Sector.
b) To give formal recognition to government agencies who have shown excellence in financial management; and
c) To provide publicity relating to successful management strategies and encourage healthy competition among government agencies towards the improvement of financial management and practices.

The Award’s presentation ceremony was held at the Putrajaya International Convention Centre on 2nd December 2005, in which MPA emerged winner of the AKKSUKK 2005. The Award was handed over by Dato’ Sri Izzuddin Dali, Ketua Setiausaha Perbendaharaan, to the General Manager of MPA, Mr Shebli Bin Hairani. On winning the Award, MPS received cash prize amounting to RM9,000 a trophy and a certificate.

MPA was one of the five (5) finalists which had fulfilled all the requirements for the Award when the overall assessment was done by AKKSUKK’s panel from 26th- 27th September 2005.
As part of the broadening relationship between Malaysia and Kenya, a sister-port agreement was signed between Kenya Ports Authority and Port Klang Authority. To further enhance the traditional relationship and mutual understanding between both the port authorities as well as Port Klang Operators in Malaysia and Mombasa Port of Kenya. The sister-port agreement signed on 27th November 2006 was witnessed by General (Rtd) J.R.E. Kibwana, Chairman Kenya Ports Authority. Port Klang Authority was represented by Y.B. Dato’ Yap Pian Hon, Chairman and Y.Bhg. Datin Paduka O.C. Phang, General Manager whilst Kenya Ports Authority was represented by Mr Abdallah Hemed Mwaruma, Managing Director and the Corporation Secretary.

The establishment of a sister-port agreement was initially mooted during the 5th Pan African Ports Conference and the International Association of Ports Harbours (IAPH) Europe/Africa Regional Meeting held in Nairobi, Kenya from 4th – 8th December 2005. Based on the agreement, both ports have agreed to co-operate in a wide variety of fields, especially on port studies, staff training, information exchange and more importantly finding ways to develop mutually beneficial cargo and cargo traffic services between the two ports, in particular and the countries in general.

The sister-ports agreement strengthens the existing traditional friendship and mutual understanding between the people of Kenya and Malaysia and this relationship is in line with the South-South Co-operation initiated by the Malaysian Government of which Port Klang Authority is a member. Besides that the Kenya High Commission also played a vital role in the formation of this relationship through an active pursuance of ensuring the agreement materialized soonest possible.

This sister-port agreement could provide a good platform for enhancing Port Klang’s efforts in tandem with the government’s aspiration to develop business relationships between the two countries as an extension of the well established government-to-government relations. South-south co-operation enhance and facilitate trade and investment linkages among developing countries. In this regard, Malaysia and Africa see economic progress as best attained through fair trade, rather than aid.

In the year 2005, Port Klang handled a total of 117412 FWT of cargo throughput from trade with Kenya. The signing of the sister-port agreement is a significant step for Port Klang as it opens up to closer relationship with East-African Ports. The Port Of Mombasa in Kenya positioned as the gateway to Eastern Africa, will provide Port Klang and Malaysia the platform to penetrate and explore new markets, especially among the countries in Eastern Africa such as Somalia, Ethiopia, Uganda and Tanzania. With this sister-port agreement, Port Klang is confident that there will be a tremendous trade development and improvements with Kenya.

A sister-port agreement between these ports provides new avenues for smart partnership arrangement to foster mutual co-operation. This is the beginning of a new era of co-operation which will not only benefit both countries but help to bring the Asian region close to the African Continent.
Within the kaleidoscope of fast changing global logistics scenario, Penang Port Sdn Bhd has formulated a strategic approach to serve our customers at the peak level, in line with our new corporate vision to make Penang Port to be the PREMIER PORT AND LOGISTICS CHAIN INTEGRATOR IN THE REGION.

Under New Business Plan, for container operations, the North Butterworth Container Terminal will be expanding by another 600 meters to accommodate seven vessels at any one time. The north channel entrance will also be dredged to 13.5 meters from the current depth of 11.5 meters to accommodate bigger drafted vessels.

In addition, the port is also planning a 1500 meter storage deck located directly to the back of the present berth. This will enhance the handling of export containers and improve port productivity performance by up to 30%. This deck will be able to handle 873,900 teus and together with the current capacity of 961,300 teus, total yard capacity at the port will be 1,835,200.

The new expansion plan will be equipped with six new super post panamax gantry cranes and 15 rubber tyred gantry cranes. These new superstructures and equipment will certainly enhance our strategy of being supply driven port instead of being driven by demand. With these new developments in plan, productivity at the port will be increased, with a new target of at 35 teus moves per hour. The cost of construction is expected to be RM380.7 million.

Penang Port Sdn Bhd also has formulated a strategic approach to provide information services in tandem the company’s long term business plan, PELKON III, PPSB’s newest container terminal management system was officially launched on 1 September 2006. The objective is to make the port intelligent and move to the paperless era with a host of new features and functionalities that will enable port customers to do business in an easier and faster way.

In the pipeline after marina project completion, is the development an international cruise passenger terminal at Swettenham Pier, that is estimated to cost RM65 million. The project is already kicks off in May 2006 and targeted to complete in 2007. The present Swettenham Pier will be upgraded as world class cruise terminal to revitalize the Georgetown Waterfront. The scope of work involves the redeveloped of Swettenham Pier into an ultra-modern international cruise Terminal with a T-shaped berth 450 meters long and 9 meters deep. Upon completion, the berth will be able to cater for cruise vessel carrying more than 2,000 passengers.

We believe that with these developments in place, we will be able to fulfill our customer’s expectations, thereby strengthening our market position and company performance. Thus enhancing our capability to make Penang Port Sdn Bhd a truly regional hub for the Indonesia, Malaysia and Thailand growth triangle.
SAMBUTAN HARI PELABUHAN SEMPENA ULANGTAHUN KE-30
LEMBAGA PELABUHAN JOHOR


Selain daripada itu antara acara-acara lain yang diadakan semasa berlangsungnya Hari Pelabuhan ini adalah seperti pameran yang melibatkan agensi dan organisasi berkaitan perkhidmatan Pelabuhan dan maritim, pameran lukisan dan forum Pelabuhan.

Tidak ketinggalan di dalam Hari Pelabuhan ini adalah penglibatan masyarakat umum di dalam acara-acara seperti pertandingan mewarna peringkat sekolah rendah, permainan siber interaktif, Malaysia Fear Factor dan lawatan ke Pelabuhan Tanjung Pelepas dan Pelabuhan Johor yang mendapat sambutan baik daripada orang ramai.
Johor Port – Leading Multi-purpose Port in Malaysia Operates in Vibrancy

Johor Port Berhad (JPB) manages and operates Johor Port in Pasir Gudang, Johor. In the late 1960’s, the Malaysian Government had responded to the increasing demands for a port to be established independent of a foreign port. Thus, Johor Port was established with facilities adequate for the handling of local cargo and managed by Federal Government. As the industrial hinterland expanded Johor Port began to further develop its facilities and was gazetted as a Free Zone in the early 1980’s. It was the first port in Malaysia gazetted as a Free Zone following the multiplying benefits to attract more cargo and businesses.

Johor Port handles all port-related activities including terminal management, cargo handling, storage and warehousing, logistics and marine operations. JPB offers the facilities for multiple modes of cargo, including break bulk (general cargo), dry bulk, liquid bulk and containerised cargo.

Users benefits from value-added

While terminal management and cargo handling remains the Company’s primary business, Johor Port prides itself in offering and extensive range of non-traditional port activities and value-added services for its customers. This includes the running of the Free Zone within which Johor Port is located. Johor Port’s control of its Free Zone services allows it to extend its scope of business and further extend the range of services to its customers.

Furthermore, having met the stringent requirements such as security, efficient Free Zone management and excellent multi-purpose facilities, Johor Port is currently one of only four ports in Asia listed on the London Metal Exchange (LME). The LME is the world’s largest trading platform for non-ferrous metals, and Johor Port is a safe point of storage and distribution of seven such metals: zinc, copper, lead, tin, nickel, aluminium alloy and base aluminium.

The Port also handles all marine operations within its water limits, including piloting to private jetties, ship-to-ship transfers, salvage operations and the like, Land-based logistics Sdn. Bhd. (JPL). JPL also operates all intra-port cargo movement. JPL itself is expanding its total logistics operations to achieve its aim of becoming a major regional logistics player. Working in synergistically, JPB and JPL form a comprehensive package of services to supplement the users’ supply and distribution chains.

Fully integrated ICT for speedy processing

Johor Port’s operations are managed through various web-based computer applications that allow for speedy transactions between the user and JPB. The Johor Port Container Terminal System (JCTS) was recently launched as the beginning of a multi-phase implementation of a fully integrated system that will cover the majority of operations at Johor Port. This system will incorporate the existing Free Zone Information Processing System (FZIPS) and Marine Services System (MSS) together with the upcoming Multi-Purpose Terminal System (MPTS), which will manage non-container operations, and Port Safety Management System (PSMS), which will manage safety and security at Johor Port. The ultimate aim of the integrated system is to provide a paperless and streamlined working environment that will substantially reduce operating time and costs for both Johor Port and its users.

Latest Developments

As Ports globally are increasingly competitive, Johor Port in its quest for higher efficiency and productivity, has been undertaking some intense development work. The development covers operations facilities, support facilities and infrastructure as well as overall aesthetics.

One of the main upgrades is the revamping of the main entrance control. Previous Customs checkpoint was demolished and replaced. Johor Port’s own security checkpoints also replace with new, dedicated checkpoints for individual entry to Container Terminal and Breakbulk Terminal. These checkpoints and equipped with CCTV and centralised communications as well as basic utilities.

Facilities for port safety were also upgraded, with the JPB Port Safety Department office being expanded and renovated to house the Fire & Rescue under one roof. A new Security Service Centre is now available to provide pleasant and professional ambience to cater for all security issues pertaining to entrance control.

Roads at the main entrance and key intersections were upgraded to durable, heavy-duty concrete pave. The construction also involved creating maintenance trenches for communications cables and utilities to reduce the impact of future maintenance work on day-to-day operations at the port. The completed the package, the landscaping in the area has also been revamped with walkways and new foliage appealing to users and visitors of the Port, thus making the environment suitably convenient and conducive for businesses.

On the operations, JPB has procured several new cranes, some of which have already been deployed recently. Three new Rubber Tyre Gantry Cranes (RTG’s) began operations at the Container Terminal in late 2005, with three more to come in 2007. Also in early 2007, a new Post-Panamax Gantry Crane will be delivered for wharf operations in the Container Terminal, increasing the total number of wharf cranes at the terminal to eight in total. A bulk-handling crane was also delivered in the middle of 2006 to improve productivity at the Bulk and Break Bulk terminal. Warehouses are all fully upgraded and built in 2006, making the total covered storage area for Bulk and Break Bulk to 1.5 million square feet in total.

For the users and seafarers, the Port has conveniently provided place, a mariner centre to converge for meetings or pleasures. With a bank, clinic, a meeting room, a recreational lounge, a gift shop, a restaurant and three cafes, the mariner centre will be a great place for the Port users to rest and relax as well as conduct important business discussions. The mariner centre also houses JPB Training Centre and a private marine training centre.

Minister of Transport Visits Johor Port

Date: 18 May 2006
Bintulu Port celebrated its 25th Anniversary on 15th August 2006. The activities to mark the special occasion started on 12th August till 19th September 2006 which include the open sea fishing competition, open golf tournament, the game of futsal and netball, religious ceramahs, port open day an port exhibition. The climax of the celebration was the official opening ceremony of Bintulu Port Authority’s new building “MENARA KIDUONG” by Tuan yang Terutama Tun Datuk Patinggi Abang Haji Muhammad Salahuddin, Yang Di-Pertua Negeri Sarawak on the 19th September 2006. The Honourable Tun was accompanied by Toh Puan Datuk Patinggi Hajah Norkiah, Deputy Chief Minister / Minister of Infrastructure Development & Communication of Sarawak / Minister of Rural Development, YB Datuk Patinggi Tan Sri (Dr) Alfred Jabu Anak Numpang. Also present for the ceremony was Deputy Secretary General (Operation), Ministry Of Transport Malaysia Y. Bhg. Dato’ Jamilah Mohd. Jan, who represented the Honourable YB Minister Of Transport Malaysia.

Others dignitaries present included Resident of Bintulu, Dr Razali Abon, Tuan Hj. Mohidin Bin Ishak, General Manager of Bintulu Development Authority, Heads of Departments from various government agencies and private companies including General Manager of Sabah Ports Authority, Perbadanan Aset Keretapi and representatives from Port Klang Authority and Johor Port Authority. Welcoming address was delivered by Y. Bhg. Capt. Abdul Rahim Bin Akob, General Manager of Bintulu Port Authority and the keynote address was given by Y. Bhg. Dato’ Jamilah Mohd. Jan, who represented the Honourable YB Minister Of Transport Malaysia.

Historically, Bintulu Port Authority (BPA) began 25 years ago with its establishment on 15th August 1981 under Bintulu Port Authority Act 1981. It carried with it the responsibilities covering the development, administration, marketing and provision of adequate and efficient port services. This is aimed at making Bintulu Port the largest and most efficient transport and distribution centre in the region. Bintulu Port commenced its operations on 1st January 1983. Bintulu Port Authority is a Federal Statutory Body under the Ministry Of Transport Malaysia.

By 1993, the government had decided to corporatise and subsequently in 2001 privatize the port services operation at Bintulu Port under the privatisation Acts 1990. For the purpose of carrying out port services operation, Bintulu Port Authority had licensed Bintulu Port Sdn. Bhd. a port operating company. Following the privatisation of Bintulu Port operations in 1993, Bintulu Port Authority was restructured in accordance with its main function as a regulatory body entrusted to oversee all activities at the port including the utilization of port facilities and operations by licensed port operators, owner of port properties, acts as trade facilitator, planning and development of the Port. Bintulu Port Authority also oversees and ensures the safety and security in port operations at Bintulu Port and within its water limit.

Bintulu Port is the only export gateway for Malaysia’s biggest export earner – liquefied natural gas (LNG) produced from the Central Luconia field, off the Bintulu coast. Even though LNG is the main commodity handled at Bintulu Port, a variety of general cargo, liquid and dry bulk and containerized cargoes continue to grow in volume.
Throughout twenty five years of existent, Bintulu Port doesn’t seem to slow down and continue to develop. The Port has enhanced its operational capabilities considerably to provide greater capacity and capability to meet the needs of the port users. From merely 4.14 million tons in 1983, now Bintulu Port handles 36.44 million tones of cargo in 2005. Ships calling at Bintulu Port have grew to 5,789 ship calls in 2005 from only 1,095 ship calls in 1983. When it first operational, the main cargo (LNG) was recorded at 1.38 million tones which was handled through only one LNG jetty. Now the cargo continues to grow with a recorded 22.26 million tones of LNG in 2005, handled through its 3 jetties which the latest one was launched officially on 22nd April 2004 by YB Dato’ Seri Chan Kong Choy, Minister Of Transport Malaysia. With this development Bintulu Port has become the single largest LNG export terminal in the world with the capacity to handle 23 million tones annually.

On 28th June 2005, YB Datuk Douglas Uggah Embas, Deputy Ministry Of Transport Malaysia, accompanied by General Manager Captain Abdul Rahim Akob witnessed the handing over ceremony of the 2nd Inner Basin and Interconnecting Dyke. The 2nd Inner Basin will facilitate the port operation especially for ever growing palm oil industry with the oil palm terminal supported by bulking installation located in the area.

Menara Kidurong, the new BPA Corporate Headquarters Building was completed April 2005. It will play a major role in facilitating the business transaction within the port by becoming the modern one stop centre that will host several government agencies and all major players in the port community, including a fully-equipped Control Tower for overall port surveillance. The building offers more than 9,000 square meters of rentable office space, a shipping hall, audtorium, cafeteria, exhibition hall and function rooms, basement parking and many other facilities.

BPA commitment to quality was given due recognition with the accreditation of ISO standard by Independent European Certification (IEC) with the certification of MS ISO9001:1994 in 2001 for “Regulating the operation and handling of LNG at Bintulu Port”. The objectives were to ensure the quality and safety of LNG operaton at Bintulu Port. The certification was upgraded to the ISO9001:2000 version on 22nd December 2003. BPA was also certified to be compliant to the International Ship & Port Security (ISPS) Code with effect from 1st July 2004. This has placed Bintulu Port on an internationia footing for all foreign vessels to have confidence in Bintulu Port security measures. It is also a testimony of Bintulu Port commitment to provide a secure and safe environment for all port users and creates a more comprehensive awareness of threats.

On its 25th Anniversary, Bintulu Port Authority has established its indispensable role to ensure the development of maritime trade and port industry in the country and the region. It plays an important role in the establishment of Bintulu Port as Malaysia’s LNG Gateway and in the establishment of Bintulu as an important logistics and trading hub for this part of the country and region at large. With vast experience since its inception in 1981, BPA will continue to play its role as the governing body of Bintulu Port, working hand-in-hand with the Port Operator and other agencies to bring Bintulu Port to greater heights and better prepared in meeting future challenges.