

POWERING SOUTHERN GATEWAYS

 **SEPTEMBER 2023**

Southern Point

 **PORT CENTRE
OF EXCELLENCE**

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Displays LPJ news and activities with brief pictures

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ENVIRONMENTAL | SOCIAL | GOVERNANCE

ESG

**A SUSTAINABLE PATH
TO A BETTER FUTURE**



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PORT CENTRE OF EXCELLENCE

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



INVITE OTHER AGENCIES AND ASSIST IN THE DISSEMINATION OF INFORMATION AND TRAINING



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■ JPA'S LOG | CORPORATE SOCIAL RESPONSIBILITY

➤ JPA "BACK TO SCHOOL" Program



16 MARCH 2022, GELANG PATAH - Johor Port Authority (JPA) and the Port of Tanjung Pelepas (PTP) organised a "Back to School" and COVID-19 virus disinfection program. Handover of the supplies was delivered by Encik Ahmad Salhin bin Mustapa, JPA Deputy General Manager of Corporate Services and Development Department, accompanied by Encik Muhammad Abdullah Hatta, Chief Finance Officer of PTP. Distribution of the supplies was made to 17 schools in Gelang Patah. The program is one of JPA and PTP initiatives as an effort to help local students with the preparation of school supplies and at the same time, to alleviate the burden of the local community in this stricken phase. In addition to school supplies, COVID-19 sanitisation equipment were also distributed to the schools in preparation for the school's new term that will start on 21 March.

17 MARCH 2022, PASIR GUDANG – Johor Port of Authority (JPA) has organised 'Back to School 2022" program with selected schools from Pasir Gudang which are Sekolah Menengah Kebangsaan Permas Jaya 3 and Sekolah Menengah Pasir Gudang. The assistance inclusive of school bag and stationery which specially given to the unfortunate students. Due to the pandemic of Covid-19 which has yet to be fully recovered at the moment, the hand-over program of this donation was organised privately at Dewan Nakhoda Aras 10, Headquarter of Johor Port of Authority involving about 20 students with the accompanying teacher.

The event was organised successfully and the hand-over of school bags and school stationery was delivered by Mrs Rafidah binti Mohd Ali, Senior Manager JPA Corporate Service to Mr Mohd Rizal bin Rahman, Headmaster of Sekolah Kebangsaan Taman Permas Jaya 3 and Mrs Nur Eziyemmy binti Abd. Aziz, representative from Sekolah Menengah Kebangsaan Pasir Gudang 2. This donation has allocated RM30,000.00 dan every student has received school bag and stationery worth RM100.00. Through this program, employees if JPA are able to instil good cooperation with the local community and to help affected group of people of pandemic Covid-19.



➤ JPA Distributed 2000 Packs Of Bubur Lambuk

17 APRIL 2022, PASIR GUDANG – Johor Port of Authority (JPA) has launched a Corporate Social Responsibility program which is Distribution of Bubur Lambuk in collaboration with Surau Al-Hidayah's Committee, Kota Masai and Masjid Taman Cendana. In line with the aim of Ramadhan which

teaches us to be patient and care of less fortunate group, the activity of preparing bubur lambuk is seen to be the symbol of unity among muslims because the preparation concept of making bubur lambuk is done by 'gotong-royong'. Distribution of bubur lambuk for this year was not only done at Pasir Gudang area, but

it was collaborated with Port of Tanjung Pelepas (PTP), Kelab Usahawan Bidadari Johor and Ihsan Johor. Through this collaboration, JPA has successfully distributed bubur lambuk to several locations at Mukim Tanjung Kupang, orphanage houses, retirement home and to the homeless too.



➤ Santunan Aidilfitri & Lambaian Syawal Program

8 & 15 APRIL 2022, PASIR GUDANG The Johor Port Authority (JPA) has held the Aidilfitri and Lambaian Syawal Aid Program which is a Hari Raya aid program involving a total of 200 aid recipients who allocate a program cost of RM100,000.00. This program took place at Mydin Mall, Taman Rinting and Plaza Angsana Mall, Johor Bahru where all the beneficiaries were brought to purchase Hari Raya essentials. They were also assisted by 38 volunteers consisting of JPA officers.



The recipient of this donation was also celebrated in the Breakfasting Event which was held at Hotel Renaissance Permas Jaya and Tanjung Puteri Golf & Resort in different events. The Johor Port Authority has taken advantage of this Breakfasting event by giving RM100.00 per person as duit raya which was presented by the General Manager of JPA, Mr. Kamaruzaman Hj. Munasir was accompanied by Encik Ahmad Salihin Bin Mustapa, Assistant General Manager of the Corporate Services and Development Division and a representative from the Johor State Islamic Religious Council.



➤ Aidiladha Donation Program

7 JULY 2022, AYER HITAM - The donation session of 15 cows by the Johor Port Authority to the Ayer Hitam Volunteer Association, Johor was held at the Kg slaughter site. Parit Tengah, Mukim 8, Ayer Hitam, Johor.

This donation was delivered by Tuan Kamaruzaman Bin Haji Munasir, General Manager of JPA to Tuan Hj. Kamal Bin Harun, Chairman of the Ayer Hitam Volunteer Committee witnessed by the Honorable Ling Tian Soon, Johor State Exco and Assemblyman for Yong Peng.

The Johor Port Authority has also handed over 4 cows to the Gemerih Segamat Mosque, Johor which was presented by Mr. Norazlin Bin Yusop, Assistant General Manager, JPA Management & Financial Services to Mr. Nur Shah Afendi bin Asmun as Penghulu Gemerih Segamat Mukim. The handover of this donation was held at Gemerih Religious School, Segamat, Johor.



➤ **JPA built Digital Studio At Sekolah Kebangsaan Nusantara**



21 JULY 2022, GELANG PATAH – Johor Port Authority (JPA) has successfully provided the first Digital Studio at Sekolah Kebangsaan Nusantara as part of the corporate social responsibility under LPJ CARES program. The official launching ceremony was held on 21 July 2022 at 10.00am located at Sekolah Kebangsaan Nusantara, Gelang Patah, Johor. This official ceremony was completed by Tuan Kamaruzaman bin Hj. Munasir, JPA General Manager. Among other invited guests were Encik Mohd Zambry bin Jamaluddin, Assistant PPD, Students Development Sector, PPD Johor Bahru, and Puan Fadzilin binti Abd. Rashid, Manager of Yayasan Penyayang Iskandar Puteri. This project was initiated in March 2022 with room renovation work. This studio is furnished with equipment and digital tools which will be used for various school activities. The completion of this Digital Studio is a symbol of support from JPA to the school as to achieve the next digital aspiration which will benefit teachers and students.

➤ **Strategic Cooperation Between Johor Port Authority and the Pasir Gudang District Education Office**

24 JULAI 2022, PASIR GUDANG - Johor Port Authority (JPA) and the Pasir Gudang District Education Office (PGDEO) will collaborate in the JPA-PGDEO Strategic Cooperation Program. A total of 13 programs were planned to be implemented at schools and the Pasir Gudang district, involving all schools under the administration of the Pasir Gudang District Education Office.

The collaboration with PGDEO is one of JPA's Corporate Social Responsibility under the JPA CARES programs. The collaboration aims at carrying out joint responsibility in social and educational development, especially within the district of Pasir Gudang. JPA was honoured to have contributed a total of RM117,115.00 in support of the 13 programs to be implemented by the PGDEO.

Handover ceremony of the cheque's replica was held on 24 July 2022 at 2.30 p.m., at the JPA Office in Pasir Gudang. The ceremony was officiated by Tuan Kamaruzaman Hj. Munasir, JPA General Manager, by handing over the cheque to Tuan Hj. Kuswandi bin Tayen, the District Education Officer of Pasir Gudang.



➤ Signing of Memorandum of Understanding (MoU) Between Johor Port Authority And Indonesia Port (PELINDO)

29 AUGUST 2022 – Johor Port Authority today has signed a Memorandum of Understanding with PT Pelabuhan Indonesia (PERSERO) in Jakarta to establish understanding on port industry development cooperation at Johor and Indonesia.

The memorandum was signed by Tuan Kamaruzaman Bin Haji Munasir, JPA General Manager and Tuan Arif Suhartono, Main Director of Indonesia Port Corporations

(PERSERO). The event was witnessed by Tuan Haji Rosna Chairman of Johor Port Authority, Mr Md Derick Bin Basir, Chief Executive Officer Johor Port Authority and Captain Supendi, Transportation Atache, Indonesia Embassy in Malaysia

With this memorandum, JPA and PELINDO will organise strategic cooperation which will benefit to the development of port industry at Johor and Indonesia.



➤ JPA Sponsors for Retort Program to the Community

7 AUGUST 2022, PASIR GUDANG – Johor Port Authority has sponsored 100 people from the community to join a Food Preservation Course using retort technology. This course was divided into five sessions and it was held from 17 July 2022 until 7 August 2022. JPA has also appointed Kolej Komuniti Pasir Gudang as the course provider.

In conjunction to support the vision of Keluarga Malaysia and current economy challenge, JPA decided to help the community to generate income by producing products which can be done at home. To ensure the product can last long, retort technology in food preservation is needed because this technology will be able to extend the life span of product.

The closing ceremony of this course was held at Kolej Komuniti and attended by Mr Kamaruzaman Hj, Munasir, General Manager of JPA and also Mr Tahir Bin Leemat, Director of Kolej Komuniti Pasir Gudang. Certificates were presented to all participants during the closing ceremony. This program is among the effort under LPJ CARES which was held as to assist community to improve their skills so that they are able to set up their own business which can generate higher income and improve their quality of life.



➤ Officiating Ceremony of CSR LPJ CARES Keluarga Malaysia Johor Port Authority (JPA)

22 AUGUST 2022, PASIR GUDANG – Johor Port Authority (JPA) for the first time has organized Officiating Ceremony of CSR LPJ CARES Keluarga Malaysia which was officiated by YB Datuk Seri Ir. Dr Wee Ka Siong, Minister of Transport Department, Malaysia. This event was also attended by Tuan Haji Rosnan bin Fathlul, Chairman of JPA and also Tuan Kamaruzaman bin Munasir, General Manager of JPA together with government agencies, port community and local community.

In celebrating annual Aspirasi Keluarga Malaysia which was introduced on 22 August 2021, this vision was inspired by YAB Prime Minister of Malaysia, Datuk Seri Ismail Sabri Yaakob. The concept of Keluarga Malaysia was introduced by the government with the purpose to instill the spirit of unity among all Malaysians regardless of different background, in order to go through challenges or difficulties.

Due to that, JPA as the regulatory body of 2 well known ports in Johor which are Johor Port, Pasir Gudang and Port of Tanjung Pelepas (PTP) intends to support Aspirasi Keluarga Malaysia by officiating CSR LPJ CARES program. This program has decided on 4 cores which they are created to help all societies and communities in Johor generally and especially those who live near to the port area.

5 cores of LPJ CARES are Corporate Responsibility (C), Adoption (A), Restoration of Environment (R), Education (E), and Social Development (S). Various programs and activities have been organized by LPJ for the whole year to ensure the welfare of community is preserved. Among the programs organized are Program Back to School, Covid-19 Sanitation Help Program at school, JPA Program on Guaranteed Community Care, Retort Program to train single mother and housewife to generate income and other program too.

These programs were held to ensure success from port development as to help surrounding community since ports are progressing well with ultimate achievement of PTP handling 11.2 millions TEU (Twenty Equivalent Units) in 2021 and first main port in Malaysia that has handled over 11 millions TEU.

On this occasion, YB Datuk Seri has delivered Spectacles Assistance to school students from B40 and also 350 Helmets to students and community. Besides that, this program organized Road Safety Training which was delivered by Road Transport Department (JPJ) to all the helmet's recipients. It is hoped that ports in Johor stay competitive and able to improve its handling so that CSR LPJ CARES Keluarga Malaysia can be organized to help all communities in the future.



➤ Eyes Examination And Spectacles Free Program

19 SEPTEMBER 2022, PASIR GUDANG – Johor Port Authority under the LPJ CARES program has taken initiative to reduce student's difficulty who have problem with their eye sight by organizing Eyes Examination and Spectacles Program to students under B40. With the theme 'Brighter Vision for a Better Future', this program brings aspiration to help less fortunate students with eye sight problem in order to go through better learning process.

This program was implemented at four schools which are Sekolah Kebangsaan Tanjong Langsat, Sekolah

Kebangsaan Perigi Acheh, Sekolah Jenis Kebangsaan Tamil Pasir Gudang and Sekolah Kebangsaan Pasir Gudang 1. The eyes examination was organized from 15 – 17 August 2022 and 31 October 2022 by Menara Optometry Pasir Gudang.

With the budget of RM25,000.00, every student with eye sight problem has received a pair of spectacles chosen by the students themselves during the eye examination session. The spectacles giving ceremony was completed by Puan Rafidah binti Mohd Ali, Senior Manager Corporate Service today to every student involved.



➤ Officiating Ceremony Of Sekolah Kebangsaan Taman Scientex's Bus Stop

18 OCTOBER 2022, PASIR GUDANG – The honorary Tuan Haji Rosnan bin Fathlal, Chairman of Johor Port Authority today has attended and officiated Bus Stop of Sekolah Kebangsaan (SK) Taman Scientex, Pasir Gudang. The bus stop is sponsored by JPA as to provide waiting area for students. The construction of this bus stop has started on 27 June 2022 and completed on 27 August 2022 under the budget of Corporate Social Responsibility (CSR) LPJ CARES.

The Chairman of JPA in his speech has highlighted that the building of bus stop could help students feel comfortable and safe while waiting for their vehicles to return home from school. This will fulfil one of the elements in Sekolahku SEJAHTERA which intends to make school a safe place, fun and healthy to achieve community well-being.

He was also honoured to officiate a program of Jom Kenal Perpustakaan SK Taman Scientex. This program is an effort by the school to enhance role of library by realizing it as knowledge center which is students friendly.



➤ JPA and PTP Collaborated in Play Area Make Over Program at the Children's Clinic in Hospital Sultanah Aminah

14 NOVEMBER 2022, JOHOR BAHRU – Johor Port Authority (JPA) and the Port of Tanjung Pelepas (PTP) collaborated in a Play Area Make Over program at the Children's Clinic in Hospital Sultanah Aminah. The project is one of the Corporate Social Responsibility initiatives of both JPA and PTP that has been jointly planned, to provide facilities for patients at the Children's Clinic. The beautification the children's play area was collectively done from 19-20 October 2022, with 30 volunteers from JPA and PTP.

The Launching Ceremony was officiated by Encik Ahmad Salhin Mustapa, JPA Deputy General Manager of the Corporate Services and Development Department, together with Encik Muhammad Abdullah Hatta, Chief Finance Officer of PTP and Dr. Sharath Chandran, Deputy Hospital Director of Hospital Sultanah Aminah.

This small contribution is hoped to create a sense of joy to the children at the clinic and provide positive emotional support to them while waiting for their treatment.



➤ JPA Organised a Khatan Perdana Program for Asnaf Children in Pasir Gudang, Johor

22 DISEMBER 2022 PASIR GUDANG - Johor Port Authority, for the first time, has organised a Khatan Perdana program for the year 2022. The program, organised with the provision of JPA's wakalah zakat, was held to sponsor the circumcision of asnaf children around Taman Desa Rakyat Perdana, Taman Mawar and Taman Cendana, Pasir Gudang, Johor.

Series 1/2022 was held on 18th December 2022 at Klinik Wakaf An-Nur Hall, whilst Series 2/2022 was held on 22nd December 2022 at Masjid An-Nur, Taman Cendana, Pasir Gudang. A total of 208 children were involved in the Khatan Perdana event, which was in collaboration with KPJ Pasir Gudang Specialist Hospital, Committee of Masjid An-Nur Taman Cendana and Johor Islamic Council.

With such program, the burden of the asnaf families on circumcision cost during school holidays can be alleviated. Fulfilling social responsibilities for sake of common well-being such as this program is also one of JPA's initiatives in helping local communities.



JPA'S LOG | THE PORT CENTRE OF EXCELLENCE (PCOE)

➤ Technical Skills Improvement Program for Graduates and SPM

13 JUNE 2022, PASIR GUDANG - 13 June 2022, Pasir Gudang – The upskilling and reskilling program was offered to SPM leavers to pursue the Logistics Operations Course and Port Operations Course. The program is sponsored by the State of Johor, through the Johor Strategic Human Capital Unit. Johor Port Authority collaborated with Johor Port Skills Centre (JPSC) in getting 40 participants to join these courses. The offer letter giving ceremony was held on 13 June 2022 for all selected participants. They have completed the courses that was held in JPSC, as follows:

First Group : 13 June – 12 July 2022
 Second Group : 11 July – 31 July 2022



➤ Webinar ‘Rise On Shipping Fee: A Dilemma After The Pandemic’

25 JULY 2022, PASIR GUDANG - Johor Port Authority (JPA) participated in a webinar organised by the Malaysian Timber Industry Board (MTIB) entitled ‘Rise on Shipping Fee: A DILEMMA AFTER THE PANDEMIC’. The program is one of the Port Centre of Excellence initiative, in collaboration with the MTIB, Ministry of Transport, Maritime Institute of Malaysia, Johor Port Shipping & Forwarding Agent, and industry players.

The webinar discussed on a hot topic regarding the pressure of rising cost of the country’s timber industry, resulted by the rise in shipping cost. Encik Ahmad Salhin bin Mustapa, JPA Deputy General Manager of Corporate Services and Development was one of the guest speakers in the program. Among the objectives of the webinar was to relay information and understanding to the timber and furniture industry players regarding shipping cost, which also covers the topic on government policies, Port Authority and associations or bodies that are directly involved in the logistics/shipping industry.

 The banner features logos for the Malaysian Timber Industry Board (MTIB) and the Ministry of Transport, Maritime Institute of Malaysia (MOT). The main title is 'Rise On Shipping Fee: A DILEMMA AFTER THE PANDEMIC Live'. Below the title, it states the date '25 JULAI 2022 (ISNIN)', time '9.30 PAGI -12.30 TENGAH HARI', and format 'SECARA DALAM TALIAN (ZOOM)'. Four speakers are featured in individual frames:

- YBrs. Dr. Anis Mardiana Abdullah**: Timb. Setiausaha Bahagian III, Kementerian Pengangkutan Malaysia (MOT)
- Puan Mazlinawati Abdul Majid**: Pegawai Penyelidik, Institut Maritim Malaysia (MIMA)
- Encik Ahmad Salhin Mustapa**: Penolong Pengurus Besar Bahagian Khidmat Korporat dan Pembangunan, Lembaga Pelabuhan Johor
- Ms. Stephanie Lim**: Presiden, Johor Ports Shipping & Forwarding Association (JPSFA)

 At the bottom left, there is a QR code and contact information: 'Sila Scan untuk Pendaftaran. Sebarang Maklumat, sila hubungi: En. Azmi Ismail 03-92050099 / +6012-919 4643, Pn. Noruzanna Mazlan 03-92050048'. The website 'www.mtib.gov.my' is listed at the bottom right.

➤ JPA Career Talk Program



17 OCTOBER 2022, MASAI – Johor Port Authority (JPA) has organized “Career Talk” program at UniKL MITEC, Bandar Seri Alam. The theme for this program is Career Challenge Post Endemic of Covid-19. This program was participated by 200 students from four (4) public higher learning institutes and private higher learning institutes. They were students from Universiti Kuala Lumpur (MITEC), Netherlands Maritime University College (NMUC), Politeknik Ibrahim Sultan (PIS) and Kolej Komuniti Pasir Gudang (KKPG).

JPA has invited several speakers to share their knowledge and they were Mr Mohd Ismadi Ismail, JPA Human Resource Manager, Dr Nazry Yahya from Johor Port Skills Centre (JPSC), Mr Mohamad Syahmi bin Mohd Radzi, official of Strategic Initiative and MYFutureJob Perkeso Negeri Johor, Mr Muhammad Noor Ridzuan bin Md Noor Elham, Assistant to Head of Sector Southern Region Industrial Collaboration Talent Corporation Malaysia Berhad and Dr N Ramzan A Rahim, Director of Urusan Akademi Profesional Intelek. In this program, all students were brought to Port of Pasir Gudang for visit session to port.

This program was organized via Port Centre of Excellent (PCOE) platform which was established by JPA in collaboration with various agencies as to produce skilled and informative human capital. This program has been organized since 2015 and it is held annually until now.



JPA'S LOG | AWARDS & MOU

➤ The National Energy Awards

13 SEPTEMBER 2022, PUTRAJAYA – Johor Port Authority (JPA) Building has been recognized and awarded the Merit Awards in the National Energy Awards 2022 (NEA 2022) which was announced by The Honourable Datuk Seri Haji Takiyuddin Bin Hassan, Minister of Energy and Natural Resources.

National Energy Awards (NEA) is a platform to highlight the development of ideas and best practices in driving the country's sustainable energy sector. It is also a strategic move to promote innovation in local projects & solution in line with the country's aspiration to spur energy sector as the new area for economic growth.

The award recognizes the efforts of public and private sectors across Malaysia in energy innovation and shall manifest a positive impact to the people as well as to create awareness on a broad level across the different facets of society.



➤ Green Accord Initiative Award (GAIA) 2021/2022



17 OCTOBER 2022, JOHOR BAHRU – The Johor Port Authority's building was acknowledged as the recipient of the highest Green Accord Initiative Award (GAIA) 2021/2022 under Individual Property category. The award giving ceremony, held at the Opero Hotel, was officiated by Mr. Raven Kumar A/L Krishnasamy, Chairman of the Johor Tourism, Environment, Heritage and Culture Committee, together with Dato' Dr. Badrul Hisham bin Kassim, Chief Executive of the Iskandar Regional Development Authority (IRDA). Tuan Kamaruzaman bin Munasir, JPA's General Manager, accepted the award at the ceremony.



GAIA is an initiative by IRDA, to honour outstanding business organisations in Iskandar Malaysia, that have contributed to the usage of sustainable design, planning, renovation and operations in built environment.

➤ The ASEAN Energy Awards 2022 (AEA 2022)

15 SEPTEMBER 2022, PHNOM PENH – Johor Port Authority (JPA) Building has been recognized and awarded 1st Runner-up in the ASEAN Energy Awards 2022 (AEA 2022) under the Tropical Building category which was announced by Mr. Mohammad Nizam Haji Ismi, Director, Energy Legal and Compliance Division, Department of Energy at the Prime Minister's Office, Brunei Darussalam. The AEA 2022 Awards Ceremony was held virtually in conjunction with the 40th ASEAN Ministers on Energy Meeting (AMEM).

The AEA aims to promote awareness on best practices in energy efficiency and conservation in buildings, industries, and energy management, renewable energy, and coal and clean coal technology. Thus, JPA will ensure that the JPA Building continues to implement the best practices on energy efficiency and conservation for the sustainability of energy and environment. With this recognition, JPA will inspire and encourage the port operators and users to participate in promoting clean energy transition, resilience and sustainability technology.



Certifications



JPA'S LOG | ACHIEVEMENTS

➤ Cocoa Trade Hub in Johor Inauguration Ceremony

Dato' Sri Dr. Wee Jeck Seng, Deputy Minister of Plantation and Commodity, officiated the Inauguration Ceremony on the Declaration of Malaysia Cocoa Trade Hub at Forest City Hotel, Gelang Patah, Johor.

Feasibility Study on establishing a cocoa trade hub in Malaysia started in 2019 and 2021. The study was one of the efforts and commitment of the Malaysian Cocoa Board (MCB) in assessing the current landscape of the downstream sector of cocoa industry in Malaysia, that is actively operating, especially in Johor.

The study was conducted on engagement basis with relevant ministries and agencies, such as the Ministry of Transport, Ministry of Agriculture and Food Security, Ministry of Health Malaysia, Economic Planning Unit, Prime Minister's Department and Johor Port Authority. The Cocoa Trade Hub was established to facilitate importation of cocoa beans and to assist in resolving quality issues that could lead to detention of consignment. Establishment of the hub was based on cocoa trade hub models operating overseas, such as in Amsterdam Port, Netherlands and Port of Singapore.

Two locations were declared as the Cocoa Trade Hub, namely, the Port of Tanjung Pelepas and Pasir Gudang Port in Johor. Both ports have complete infrastructure, sufficient and skilled workers, and excellent domestic network.

In conjunction with this ceremony, a book entitled *Garis Panduan Pengimportan Biji Koko Kering ke Malaysia (Guideline to Importation of Dry Cocoa Beans to Malaysia)* published by MCB was also launched. This book shall be the main guide for authorities and industry players, especially those involved in importation of dry cocoa beans.

In addition, MCB inked a collaboration with Johor Port Authority in the form of a Memorandum of Understanding. The collaboration is also believed to be able to develop the country's economy.



From January until June 2022, the export value of cocoa and cocoa-based products have reached RM4.4 billion, an increase of more than 11 percent compared to export value during the same period in 2021.

Through the Ministry and MCB, the Government will ensure that the downstream sector of the cocoa industry will remain competitive and become more productive to contribute to the Gross Domestic Product in line with the targets set by the *Dasar Agrikomoditi Negara 2021-2030 (DAKN2030)*.

➤ Standards And Metrology Institute Of Islamic Countries (SMIIC) TC 10 Halal Supply Chain Meeting On 20th October 2022 In Istanbul, Turkiye

The Johor Port Authority (JPA), together with Johor Port Berhad (JPB) was invited by the Department of Standards Malaysia to attend a SMIIC TC10 Halal Supply Chain technical committee meeting. The invitation was due to JPA and JPB active participation in the halal standard development Committee at national level, which is the Halal Logistics Working Group.

JPA and JPB have also represented Malaysia to present new proposals in developing standards on Halal Port at the SMIIC / OIC countries level. The presentation was delivered by Puan Mona Leza Abd Aziz, JPA Manager. Also present was Captain Mohamed Halmi bin Shahidin, Senior Manager of JPB Container Terminal Department. Malaysia was also represented by representatives from the Halal Development Corporation, Department of Islamic Development Malaysia, Nestlé (industry representative), MASKargo, Islamic Science University of Malaysia and Universiti Kuala Lumpur.

The meeting has unanimously supported and agreed with the development of Halal Port standard, a standard that can be adopted and referred to for a complete halal logistics chain. Currently, halal standard covers only warehousing, transportation and retailing activities.



➤ The Director General Marine Cup

March 26, 2022 - Johor Port Authority (LPJ) participated in bowling competition, Cup of Director General Marine organized by Malaysian Marine Department at Sunway Mega Lanes, Sunway Pyramid, Petaling Jaya.



➤ New Horizon Innovative And Creative Group (KIK) Convention, Ministry Of Transport

Johor Port Authority participated in the New Horizon Innovative and Creative Group (KIK) Convention, Ministry of Transport, from 31st October until 1st November 2022, at the Ministry's Multipurpose Hall. The launching ceremony was officiated by Dato' Normah Osman, Deputy Secretary General (Policy). The two days' convention include various activities involving the presentation of innovation by each group and exhibition of innovation projects. This time around, 12 groups from various agencies participated in the convention to contest for the awards.

KIK Convention 2022 contested four (4) award categories, namely, Innovative Group and Creative Team, Special Innovation Category, Best Presentation Category and Best Exhibition Category. The award aims at giving recognition to groups that have successfully created significant innovation that make a big impact to the development and progress of the organisation, including technical aspects and service delivery, to provide the best delivery to the people.

Johor Port Authority, through the FASTRACK group led by En. Mohd Zahari bin Mohd Rusjuna and seven members, namely, En. Ahmad Salhin bin Mustapha, Cik Norlis Izmah binti Kamarudin, En. Arzanizam bin Mohammad, En. Ezat Iskandar bin Monzani, En. Mohd Hazrik bin Kamaruzaman, En. Abdul Aziz bin Mohamed and En. Mohd Lotfi bin Puniran, brought the title of Port Traffic Management System (PTMS) under improvement innovation for Turnaround Time Haulage at the Port's Container Yard. FASTRACK won the Runner-up for Best Exhibition Category and fourth place in overall.



■ ON THE COVER

Introduction To ESG: A Sustainable Path To A Better Future

In today's rapidly changing world, environmental, social, and governance (ESG) considerations have gained significant importance. ESG refers to the three key factors used to evaluate the sustainability and societal impact of an investment or business. This framework has emerged as a guiding principle for organizations committed to long-term value creation and responsible practices.

Environmental factors encompass issues such as climate change, resource depletion, and pollution. Social factors involve human rights, labor practices, community engagement, and diversity and inclusion. Governance factors assess the transparency, accountability, and ethical behavior of an entity's leadership and decision-making processes.

ESG integration has gained traction across industries as companies recognize its potential to mitigate risks, enhance reputation, and drive innovation. Investors, too, are increasingly considering ESG factors in their decision-making, realizing that sustainable and socially responsible investments can deliver financial returns alongside positive impact.

The implementation of ESG practices involves various strategies, including responsible investing, ethical sourcing, carbon footprint reduction, and stakeholder engagement. It requires a holistic approach that aligns with an organization's core values and purpose, embedding sustainability into its DNA.

As the importance of ESG continues to grow, businesses are encouraged to adopt transparent reporting frameworks, such as the Global Reporting Initiative (GRI) or the Sustainability Accounting Standards Board (SASB), to communicate their ESG performance effectively.

ESG represents a shift towards a more sustainable and equitable future. By embracing these principles, organizations can contribute to positive change, build resilience, and create long-term value for stakeholders. As we navigate the complex challenges of our time, ESG provides a roadmap for a better and more sustainable world.



PORTS IN JOHOR ESG INITIATIVES



environmental

- 1 Waste management (3R bins and e-waste)
- 2 Green Procurement
- 3 Rainwater harvesting
- 4 Sustainable Energy Program (SEP) - Solar PV, LED lighting and Energy efficient for LPJ Building
- 5 Study of carbon assessment and sequestration
- 6 Ballast water baseline study
- 7 Ship Emission Management System (SEMS)
- 8 Green Warehouse System - solar PV, LED lighting, natural daylight utilization and ventilation, rainwater harvesting
- 9 Electrical Energy Efficiency - high mass, conversion of street lights and LED buildings
- 10 E-RTG
- 11 Recycle e-waste
- 12 Water Monitoring System
- 13 Prime mover fuel efficiency (use of EV PM in the study stage)
- 14 Green fuel tug boat
- 15 Carbon footprint reduction (lighting, efficient and energy-saving, VFR system, "Primalence" floodlights, natural daylight)
- 16 Carbon assessment and footprint study



social

- 1 Collaboration with the Alami Club NGO for ecosystem conservation
- 2 PPVIN (maritime sector) and contribution assistance to PKRC
- 3 CSR LPJ CARES Program
- 4 River conservation program in the port with government agencies
- 5 (LPJ-MBPG-JPS-JLM-JAS-JPB) CSR Johor Port Peduli Program
- 6 Professional Master Program in port management with UTMSPACE, JP Skills Center (logistics, marine and port, soft-skills, ISO Standards, human resource development)
- 7 Mangrove forest conservation program
- 8 Compliance with demarcation controls for noise, ambient air and generators
- 9 Community Involvement - in terms of education, local community, environment and sports
- 10 Awareness campaign for PTP staff



governance

- 1 LPJ Green Port Policy
- 2 Integrity Pact
- 3 Gift Policy
- 4 Whistleblowing
- 5 Towards Anti-Bribery Management System (ABMS - ISO37001)
- 6 Information Security Management System (ISMS - ISO27001)
- 7 Compliance - GPAS Rating (2018 & 2022), Green Rating (4-stars pHJKR), SEDA low carbon building (1 diamond), ASEAN Energy Management Scheme (1-star AEMAS), BEI (5-stars)
- 8 Integrated QMS-OSH Policy
- 9 ISPS Compliance
- 10 Integrity
- 11 Anti-Drug and Alcohol Policy
- 12 Stop Work Policy (in the event of a threat to employee safety and health)
- 13 Quality Policy
- 14 HSE policy
- 15 Risk Management Policy
- 16 Paperless and Recycle Policy
- 17 Corporate Integrity Policy



■ COMMENTARY

Green Port Governance

Introduction

According to the European Sea Ports Organization (ESPO), green port governance can be defined as the set of policies, practices, and regulations that govern the environmental sustainability of port activities. It encompasses a range of measures aimed at reducing the negative impact of port operations on the environment and local communities, while promoting economic development and social equity.

Green port governance includes a range of environmental considerations, such as air and water quality, greenhouse gas emissions, waste management, and biodiversity conservation. It also involves stakeholder engagement, compliance with environmental regulations, and the adoption of eco-friendly technologies and practices.

Today, green port governance is becoming increasingly important due to the significant environmental impact of port activities. Ports are major sources of air and water pollution, and greenhouse gas emissions. They also generate large amounts of waste, which can have negative impacts on local ecosystems and communities. The environmental impact of port activities has been well-documented. A study by the International Maritime Organization (IMO) found that "shipping emissions of SO_x and NO_x contribute significantly to the total emissions from human activities and are projected to increase over the next decades".

Green port governance is essential for ensuring the sustainable development of ports, which are vital economic engines for many regions. By adopting sustainable practices, ports can reduce their environmental footprint, enhance their reputation, and attract more business. They can also promote social equity by engaging with local communities and minimizing negative impacts on public health and quality of life.

In this article, we will explore the concept of green port governance and its importance for sustainable development. We will discuss the environmental challenges facing ports, the principles of green port governance, and look at some of the best practices for achieving environmental sustainability in port operations. We will also examine case studies of successful green port governance from around the world, and highlight the challenges and opportunities facing ports in the transition to sustainability. By the end of this article, readers will have a better understanding of the importance of green port governance for the future of port operations and sustainable transport.

Environmental Challenges Facing Ports

Ports encounter a multitude of environmental challenges, including but not limited to air and water pollution, greenhouse gas emissions, waste management, noise pollution, potential impact on biodiversity and local ecosystems. These environmental issues can have significant negative impacts on both the natural environment and the quality of life for nearby communities. While this article will provide an overview of some of the major challenges faced by ports, it will focus specifically on three of these challenges.

1 Air and Water Pollution

According to a study by the European Environmental Agency (EEA), "the shipping sector accounts for around 3% of EU greenhouse gas emissions and 10% of nitrogen oxide (NO_x) emissions". Air pollution from port activities can cause respiratory problems and other health issues for nearby communities. Water pollution can harm aquatic ecosystems and affect the health of marine life.

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3 Greenhouse Gas Emissions

Greenhouse gas emissions from port activities contribute to climate change. According to the International Association of Ports and Harbors (IAPH), "the global maritime transport sector emitted 940 million tons of CO₂ in 2017, representing around 2.5% of global greenhouse gas emissions". Greenhouse gas emissions from port activities include emissions from ships, as well as emissions from port-related activities such as trucking and cargo handling.

4 Waste Management

Ports generate significant amounts of waste, including solid waste, hazardous waste, and waste water. Improper management of waste can lead to pollution and negative impacts on local ecosystems and public health. In addition, the handling and disposal of waste can generate greenhouse gas emissions. In this instance the International Convention for the Prevention of Pollution from Ships (MARPOL) is strictly observed. Ships are required to have waste management plan that outlines the process that is critical to minimize waste disposal, recycling, incineration, and discharge into the ocean. Port facilities are also required to have procedures in place for managing and disposing of waste generated on land and from visiting ships. In addition to MARPOL, there may be other national or local laws and regulations that govern waste management at ports. These may include regulations related to hazardous waste, air emissions, and water quality, among others. The specific regulations will depend on the country and the port in question.

Principles of Green Port Governance

Green port governance is a holistic strategy that involves managing port operations in a manner that is environmentally sustainable and socially responsible. The principles of green port governance are critical in fostering the sustainable growth of ports while reducing their ecological footprint. This article will provide a brief overview of five key principles that underpin green port governance.

1 Sustainable Development

Sustainable development is a core principle of green port governance. This principle refers to the application of sustainable development activities in the management and operation of ports. Green port governance is concerned with reducing the environmental impact of port activities, while also promoting economic development and social well-being. The IMO views sustainability as the fundamental principle that guides its actions, which encompasses all three dimensions of sustainable development: economic, social, and environmental. Green port governance should prioritize sustainable development by considering the long-term impacts of port activities on the environment and local communities.

The Port Klang Authority (PKA) is one example where it has prioritized sustainable development in its operations. The PKA has developed a sustainability policy that aims to balance economic growth with social and environmental considerations. The policy includes measures to reduce greenhouse gas emissions, conserve energy and water, and promote environmental awareness among stakeholders. Another example is The Port of Los Angeles where it has implemented measures to comply with environmental regulations such as the Clean Air Act. The port has implemented measures such as using low-emission vehicles, installing shore power systems to reduce vessel emissions, and promoting the use of cleaner fuels.

2 Stakeholder Engagement

Effective stakeholder engagement is another critical aspect of green port governance. It involves actively involving various stakeholders in the decision-making process and addressing their concerns and needs. This approach helps to ensure that the port's operations are sustainable and align with the expectations and values of the local community and other stakeholders.

One example of effective stakeholder engagement in green port governance is the Penang Port Commission (PPC) in Malaysia. The PPC has established a comprehensive stakeholder engagement program to involve local communities, businesses, and other stakeholders in the decision-making process. This program includes regular meetings with stakeholders, surveys to gather feedback, and a public complaints mechanism.

By involving stakeholders in the decision-making process, the PPC can identify and address issues and concerns that are important to the local community and other stakeholders. For instance, the PPC may consider the environmental impact of port operations, such as air and water pollution, and take steps to minimize this impact. The PPC may also consider the social and economic impacts of port operations, such as creating job opportunities and supporting local businesses.

3 Compliance with Environmental Regulations

Compliance with environmental regulations is a foundational aspect of green port governance, as it ensures that port operations align with national and international environmental standards. Ports that prioritize compliance with environmental regulations can significantly reduce their environmental impact and contribute to sustainable development.

The Port of Rotterdam provide an example of a port that has made significant efforts to comply with environmental regulations. The port has implemented a wide range of measures to reduce its emissions, noise levels, and waste generation, including the use of electric vehicles, LED lighting, and solar energy. Additionally, the port monitors and reports on its environmental performance regularly, enabling it to identify areas of improvement and track progress towards its sustainability goals.

By prioritizing compliance with environmental regulations, the Port of Rotterdam has become a leader in sustainable port management. Its commitment to reducing its environmental impact and promoting sustainability has earned it recognition and awards from various organizations, including the European Sea Ports Organization and the Green Award Foundation.

4 Resource Efficiency

This is the activity which tries maximizing the use of resources while minimizing waste and reducing environmental impact. Ports that prioritize resource efficiency can significantly reduce their environmental footprint and achieve sustainability goals while also improving their operational efficiency.

One port that has implemented measures to improve resource efficiency is Westports Malaysia Sdn Bhd (Westports). The port has taken several steps to improve its resource efficiency, including installing energy-efficient lighting and air conditioning systems, which have reduced the port's energy consumption and greenhouse gas emissions.

Westports has also established a comprehensive waste management program that includes recycling and composting. The program aims to reduce waste generation and divert waste from landfills, which can help to reduce the port's environmental impact. By implementing a waste management program, Westports has also reduced its waste management costs and improved operational efficiency.

5 Transparency and Accountability

Last but not the least, transparency and accountability are crucial principles of green port governance as they enable stakeholders to understand the environmental and social impact of port activities, and hold port authorities accountable for their actions. These principles are essential in ensuring that the port operations are conducted in a sustainable manner and align with the principles of sustainable development.

Transparency involves providing information on port activities, environmental performance, and other relevant information to stakeholders. This information can include environmental impact assessments, sustainability reports, and other public disclosures. By providing this information, port authorities can promote transparency and enable stakeholders to understand the impact of port activities on the environment and local communities.

Accountability on the other hand ensures that port authorities are responsible for their actions and held accountable for any negative impact on the environment or local communities. This can be achieved through mechanisms such as environmental regulations, monitoring and reporting systems, and public oversight. By holding port authorities accountable for their actions, stakeholders can ensure that the port operates in a sustainable and responsible manner.

An example of a port that has prioritized transparency and accountability is the Port of Vancouver in Canada. The port has established a comprehensive sustainability program that includes reporting on its environmental and social performance. The port also engages in regular stakeholder consultations, enabling local communities to participate in decision-making processes and provide feedback on the port's environmental performance. Another example is the Port of Singapore which has established a sustainability reporting framework to promote transparency and accountability. The framework includes measures such as publishing sustainability reports, disclosing environmental and social performance metrics, and engaging stakeholders in sustainability initiatives.

Best Practice in Green Port Governance

In order to achieve environmental sustainability and promote economic development, ports must scout around to look for best practices in green port governance. There are many best practices but implementation is bounded by a lot of factors like cost, timeline, objectives and many more. Ports too should look to foster partnerships with local communities and promote port-city integration in order to minimize negative impacts and promote social equity. Nevertheless, we will investigate five best practices in green port governance.

1 Environmental Management Systems

Implementing environmental management systems (EMS) is highly regarded as the most powerful best practice in green port governance. The Port of Long Beach for instance, has implemented an EMS to identify environmental risks and reduce environmental impacts. The EMS has helped the port reduce greenhouse gas emissions, improve air and water quality, and reduce waste generation.

2 Eco-friendly Technologies

Adopting eco-friendly technologies is another best practice in green port governance. In Germany, the Port of Hamburg has invested heavily in eco-friendly technologies to reduce its environmental impact. The port has introduced electric vehicles and cranes, and has installed solar panels and wind turbines to generate renewable energy.

3 Carbon Footprint Reduction Strategies

Reducing the carbon footprint is a crucial aspect of green port governance. For instance, the Port of Vancouver has implemented a carbon management plan to reduce carbon emissions which includes measures such as reducing fuel consumption, promoting energy efficiency, and investing in renewable energy sources. To date, the port has achieved a 24% reduction in carbon emissions since 2007.

4 Partnerships with Local Communities

Ports also must investigate ways to collaborate activities with local communities. The Port of Sydney is credited in establishing a community liaison group to engage with local communities and address their concerns. The group includes representatives from local councils, environmental groups, and community organizations. The port has also established an environmental improvement program to reduce its environmental impact.

5 Port-city Integration

Integrating the port with the city is an important aspect of green port governance. To illustrate, the Port of Rotterdam is famous to have implemented a port-city integration plan to improve transport connections and reduce congestion. The plan includes measures such as improving public transport links, promoting cycling, and reducing truck traffic. The port has also established a green corridor program to encourage the use of sustainable transport modes.

Case Studies of Successful Green Port Governance

Throughout this article, we have mentioned about few ports from around the globe whose activities are exemplary. Nevertheless, in this section we have picked few case studies of successful green port governance. These are critical example to benchmark any efforts to increase the governance at the local level.

Case Study 1: Port of Rotterdam, Netherlands

The Port of Rotterdam in the Netherlands is a leading example of successful green port governance. The port has implemented several sustainability initiatives to reduce its environmental impact. For instance, the port has introduced a carbon capture and storage system to capture and store carbon emissions from industry. The port has also established a green hydrogen infrastructure to promote the use of hydrogen as a clean energy source. Moreover, the port has

a smart energy system to optimize energy consumption and reduce energy waste.

Case Study 2: Port of Los Angeles, USA

The Port of Los Angeles in the United States is another example of successful green port governance. The port has implemented several sustainability measures to reduce its environmental impact. For instance, the port has introduced an Alternative Maritime Power (AMP) program to provide shore-side electricity to ships at berth, thereby reducing emissions from ships' auxiliary engines. The port has also established a Clean Truck Program to encourage the use of clean-fuel vehicles and reduce truck emissions. Moreover, the port has implemented a stormwater management system to improve water quality and reduce pollution.

Case Study 3: Port of Singapore:

The Port of Singapore is a global leader in sustainable port operations. The port has implemented several sustainability initiatives to reduce its environmental impact. For example, the port has introduced an Eco-Label program to encourage the adoption of eco-friendly practices by port users. The port has also established a Green Wave program to encourage the use of low-emission vessels. Moreover, the port has developed a waste management system to reduce waste generation and promote recycling.

Challenges and opportunities in green port governance

Implementing green port governance can be a complex and challenging process, as it requires a significant effort to overcome various barriers and achieve a certain level of success. A lot of efforts need to be garnered in order to achieve certain level of success. The following are four of the most common challenges that many ports around the world face

1 Lack of Funding and Resources

One of the major challenges faced by green ports is the lack of funding and resources. Implementing sustainable practices and technologies can be costly, and many ports may lack the necessary financial resources to make the necessary investments. Moreover, many ports may lack the technical expertise to design and implement sustainable solutions. To address this challenge, public-private partnerships and government support can be crucial in providing the necessary funding and technical assistance. For example, the Port of Rotterdam partnered with a private company to build a waste-to-energy plant that converts residual waste into sustainable energy.

2 Resistance from Stakeholders

Another challenge faced by green ports is resistance from stakeholders, including port users, workers, and local communities. Some stakeholders may be resistant to change or may view sustainability measures as a burden or threat to their interests. To overcome this challenge, green ports must engage stakeholders and communicate the benefits of sustainable practices. Port authorities can also work with stakeholders to address their concerns and involve them in the decision-making process.

3 Emerging Technologies and Innovative Solutions

While emerging technologies and innovative solutions offer many opportunities for green port governance, they also pose challenges. Keeping up with the rapid pace of technological change can be difficult, and there may be uncertainty about the effectiveness and reliability of new technologies. Moreover, implementing new technologies may require significant investments in infrastructure and training. To address these challenges, green ports must stay informed about emerging technologies and assess their potential benefits and risks.

4 Growing Demand for Sustainable Transport and Logistics

The growing demand for sustainable transport and logistics presents both challenges and opportunities for green ports. On the one hand, green ports must respond to this demand by implementing sustainable practices and technologies to attract customers and remain competitive. On the other hand, this demand creates opportunities for green ports to position themselves as leaders in sustainable transport and logistics and to collaborate with other stakeholders to promote sustainability across the supply chain.

Conclusion

In this article, we have discussed the principles, best practices, challenges, and some case studies related to green port governance. The key principles of green port governance include sustainable development, stakeholder engagement, compliance with environmental regulations, resource efficiency, transparency, and accountability. Best practices in green port governance involve the adoption of environmental management systems, eco-friendly technologies, carbon footprint reduction strategies, partnerships with local communities, and port-city integration.

Case studies of successful green port governance, such as the Port of Rotterdam, the Port of Los Angeles, and the Port of Singapore, illustrate the benefits of sustainability initiatives for port operations, stakeholders, and the environment. However, green port governance is not without its challenges, including lack of funding and resources, resistance from stakeholders, emerging technologies and innovative solutions, and growing demand for sustainable transport and logistics.

Despite these challenges, the importance of green port governance for the future cannot be overstated. As global trade and transportation continue to grow, the need for sustainable port operations and supply chains becomes increasingly urgent. We call upon all stakeholders involved in port operations, including port authorities, shippers, and logistics providers, to embrace green port governance and work together to create a more sustainable future.

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COMMENTARY

Sailing towards the Decarbonisation of Shipping Sector by 2050

By Dr Nur Zulaikha Yusof and Assoc. Prof. EUR. ING. Ts. Ir. Dr. Syuhaida Ismail

Malaysia is known to be the third largest per capita greenhouse gas (GHG) emitter among the group of Southeast Asians. Malaysia shares only 0.3% of GHG global emission with the transportation sector accounting for 28% of total carbon dioxide (CO₂) emissions, where 85.2 % comes from road transport, 12.9 % from aviation, 1.4% from maritime, and 0.4 % from rail. Even so, the major concern lies in the ever increasing trend of GHG emission, where according to the International Energy Agency (IEA), GHG emission currently records an increment of 0.9% in 2022, or 321 million tonnes, reaching a new high of more than 36.8 billion tonnes.

As the increase in GHG (particularly CO₂) emissions becomes an important global issue, many countries including Malaysia, have played active roles in the effort to reduce such emissions through effective and efficient decarbonisation strategies by supporting national mitigation actions and intergovernmental mechanisms, particularly the United Nations Framework Convention on Climate Change (UNFCCC). Malaysia is very committed towards decarbonisation through its national agenda to increase its mitigation ambition with an unconditional target to cut the GHG intensity against the Gross Domestic Products (GDP) by 45% by 2030 compared to 2005 levels. In the first Nationally Determined Contribution (NDC), the unconditional emissions reduction target was 35%, with an additional 10% being conditional on external support (UNDP, 2023). The Maritime Institute of Malaysia (MIMA), a policy maritime research institute under the Ministry of

Transport (MOT) observes this increment is due to the urgency and severity of climate change impacts on Malaysia, which could prompt policymakers to revise their GHG reduction targets and decarbonisation efforts in strengthening the country's resilience and adaptation to climate change.

A collaborative study by the International Islamic University Malaysia (IIUM) and the University of Malaya (UM) suggest that in achieving a significant reduction of GHG emission within a relatively short time frame, implementing the fuel-switching option could be the best strategy for the decarbonisation efforts. Other measurements, such as energy efficiency technologies, shipping operation optimisation, and green port infrastructure, are more effective for GHG emissions mitigation in the long term. Nevertheless, these options are apparently costly as a study conducted by University Maritime Advisory Services (UMAS), Energy Transitions Commission (ETC) and Energy Institute, University College London (UCL) estimated that the shipping industry will need to invest at least USD 1.4 trillion in land-based and ship-related green infrastructure in order to meet the International Maritime Organization (IMO) GHG emission reduction targets. The Global Maritime Forum further specifies that a big portion of investment (87%) is for land-based storage, bunkering infrastructure, and production facilities for low carbon fuels, while another 13% is for the ship's transformation related spending.

Nevertheless, as cost incurred for the technology replacement for the low-carbon fuels or ports and ships transformation often involves substantial upfront costs, through an ongoing study, MIMA also found that one of the biggest challenges faced by Malaysia to reduce CO₂ emissions in the shipping sector is the funding and financing support. These will slow down the transition to green shipping since the high-tech green ships (required evolution of ship design, more efficient engines, use of new materials and operational research combined with data analytics sensors) require high cost, especially for smaller operators with limited resources. The process of retrofitting, refurbishment, or new design of the ship requires a deep knowledge and professional expertise by the ship's engineer and designer for the success of the project and to reduce the unnecessary cost incurred. In contrast, in this competitive industry with tight profit margins, the shipowners will continue to prioritise the need to maintain a low-cost transportation model, hence focused more on short-term financial goals rather than long-term sustainability initiatives.

However, according to Schroder Investment Management Limited, companies or shipowners who have postponed the investment in green or clean technology for vessel fleets could be more vulnerable to the impacts of environmental regulations. As a result, they may need to

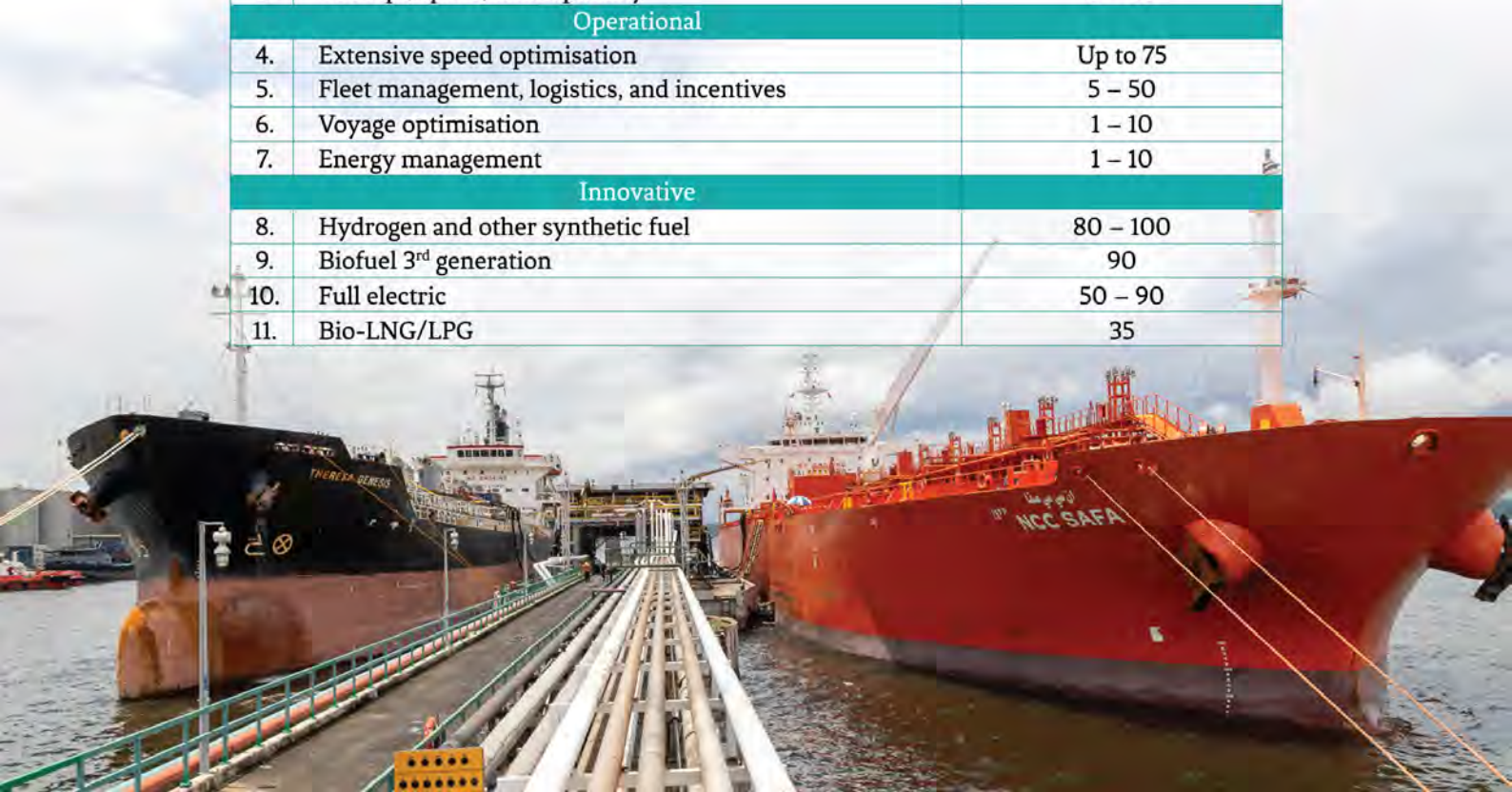
incur costs and essential investment towards the decarbonisation effort, for which they are ill-prepared. In contrast, those companies that have tackled these issues proactively and anticipated these regulatory requirements will be better placed to retain a competitive advantage over their other shipping industrial players.

Apart from that, as shipping is an international industry involving global coordination and operation in multiple jurisdictions, the decarbonisation effort has to be holistic within the shipping supply chain. As the green ship travels to other areas, the receiving ports have to provide the green facilities to facilitate the green ship needs, where at the current juncture, PricewaterhouseCoopers (PwC) Malaysia claimed that the supplies of methanol, ammonia, and hydrogen cleaner burning alternatives to bunker oil were insufficient to power the world's 60,000 oceangoing ships and they were several times more expensive.

Nonetheless, other than electrification or fuel substitution that will incur a lot of money, the IMO had also laid out other strategies for decarbonisation through technical, operational, and innovative solutions applicable to ships together with the approximate emission reduction potential as shown in Table 1.

Table 1: Strategies for decarbonisation applicable for ships (Source: IMO, 2021)

No.	Decarbonisation Strategies	GHG Emission Reduction (%)
Technical		
1.	Hull and superstructure	2 – 20
2.	Power and propulsion system	5 – 15
3.	Concept, speed, and capability	2 – 50
Operational		
4.	Extensive speed optimisation	Up to 75
5.	Fleet management, logistics, and incentives	5 – 50
6.	Voyage optimisation	1 – 10
7.	Energy management	1 – 10
Innovative		
8.	Hydrogen and other synthetic fuel	80 – 100
9.	Biofuel 3 rd generation	90
10.	Full electric	50 – 90
11.	Bio-LNG/LPG	35



Based on Table 1, the decarbonisation efforts can be addressed through technical, operational, and innovative strategies. However, a major focus is placed on high-cost bearing technology, falling under the innovative strategy, such as full electric ships and greener ship fuel.

Nevertheless, this decarbonisation strategy is not only costly but also faces technology readiness challenges. Thus, the technology readiness of the maritime industrial players towards decarbonisation innovative effort that may look from the aspects of potential performance and compatibility issues is crucial to be investigated in structured research and development programmes. Moreover, MIMA also suggests that relying solely on the innovative strategy may render it unaffordable for many ship owners, hindering their contribution to emission reduction and eventually the decarbonisation efforts. Considering marine transport's CO₂ emission contributes to less than 2% overall, investing millions in retrofitting ships may not be justifiable, especially when other viable options to reduce CO₂ emissions are available.

Nevertheless, the operational strategy presents a low-hanging fruit for the GHG emission reduction given its cost-effectiveness as an initial step towards decarbonisation. By adopting extensive speed optimisation alone, emissions can be reduced by approximately up to 75%. This strategy allows ship owners and operators ample time for financial planning towards other decarbonisation efforts. Opting for such operational improvements would be the ideal choice for small company fleets looking to align with the government's vision of decarbonising the shipping sector, as it requires minimal to no investment in engine or ship retrofitting. Additionally, fleet management, logistics, and incentives, along with voyage optimisation

and energy management, offer further potential emission reductions of approximately 5% to 50% and 1% to 10%, respectively.

Thus, it is apparent that decarbonisation strategies in the maritime industry would not be easy without the participation of all the stakeholders. It is a cost intensive journey that requires collaboration, cooperation, and active engagement of all maritime industrial players, especially in increasing the awareness, disseminating the information, making the policy ready, and providing suitable financial support. As there are a wide variety of decarbonisation strategies available to be adopted for the GHG emission reduction by ship, it is important for the ship owners and ship operators to be aware about the available technology, its costs incurred and financing strategies, as well as the standards set by the national and international regulations.

Aligned with the Revised IMO GHG Strategy 2023 on the reduction of the total GHG emissions from international shipping to 20-30% by 2030 and 70-80% by 2040 compared to 2008, there is a concerted effort led by the Ministry of Transport (MOT) with the active involvement of its agencies, namely the Malaysia Marine Department (MMD), port authorities, and MIMA as the MOT's maritime research arm to develop a robust regulatory framework that sets clear GHG emission reduction through the Malaysia shipping decarbonisation strategies. As a maritime nation, it is Malaysia's commitment to set sail together with the IMO to seize this opportunity in making lasting environmental impacts, inspiring the world, and leaving a legacy of sustainability for generations to come towards a decarbonised Malaysian shipping sector by 2050.



■ COMMENTARY



PRF Infrastructure Reduces 636,000 Tonnes of Marine Waste Annually

By Assoc. Prof. EUR. ING. Ts. Ir. Dr. Syuhaida Ismail, Dr. Nur Zulaikha Yusof, and Mazlinawati Abdul Majid

Port Receiving Facility (PRF) refers to the infrastructure of facilities or receiving points and waste handling that must be provided by the international shipping port for the safe disposal of waste materials produced by ships. The contaminant materials produced by these ships, such as ship waste, oily mixtures, and marine waste cannot be discharged directly into the ocean. Therefore, this PRF infrastructure should be in line with the standards by the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), which suggested that the parties to the convention should ensure to provide adequate PRF infrastructure at ports and terminals to meet the needs of ships. Failure to comply with the MARPOL 73/78 regulations may result in penalties on the owner and operator of the ship.

In fact, the International Maritime Organization (IMO), a specialised agency under the United Nations (UN) responsible for regulating shipping, also recognises that the provision of PRF infrastructure is essential to ensure the effective implementation of MARPOL 73/78. The Marine Environmental Protection Committee (MEPC) strongly encourages member states, including Malaysia, who is also a party to MARPOL 73/78, to fulfil their treaty obligations on the provision of adequate PRF infrastructure. This PRF infrastructure must be suitable with the size of the port and able to efficiently handle all categories of ship waste. Following the existing practice by most countries within the European Union (EU) that provide this PRF infrastructure, the plan for the receiving and handling of waste materials by the PRF infrastructure must be prepared by the port and this plan must be approved by the ministry. The plan also needs to go through re-approval after the assessment at least every three years.

In Malaysia, the Malaysian Maritime Enforcement Agency (MMEA) is the agency responsible for managing and monitoring the implementation of PRF infrastructure. Although there are ports in Malaysia that already provide the PRF infrastructure, a study by Universiti Sains Islam Malaysia (USIM) and Universiti Malaysia Terengganu (UMT) in 2019 found that Malaysia's current PRF infrastructure is insufficient. In fact, the existing PRF infrastructure in the country does not meet the requirements of MARPOL 73/78 as prescribed. If the requirements of MARPOL 73/78 in the provision of this PRF infrastructure are not complied with, for example the PRF infrastructure is not adequately

equipped to handle the amount or type of waste produced by the ship, this may lead to improper waste disposal, which in turn negatively impacts the marine environment.

Thus, the RM 60 million PRF infrastructure in Port Klang, which will be the first PRF infrastructure in Malaysia that complies with the rules set by the IMO, is seen as a very effective initial step to meet the requirements of MARPOL 73/78. Malaysia, as one of the countries providing this PRF infrastructure, must have comprehensive and effective standard operating procedures (SOPs) for managing the waste materials from ships at the port and be able to accommodate large quantities of waste received at any one time without causing any delays to the ship's operations. In fact, for the long term, these SOPs must be in line with the interpretation of the law that still remains in Malaysian ports that will provide similar PRF infrastructure since each port is unique in terms of size, administrative capacity, physical infrastructure, and operations.

In principle, the main motivation for the implementation of PRF infrastructure in Malaysian ports is due to growing concerns over global marine pollution. A study in 2021 by Wroclaw University of Environmental and Life Sciences, Poland found that ships around the world have generated 636,000 tonnes/year of waste into the ocean. These include sewage, sludge, food waste, domestic waste and operational waste, plastics, cargo waste, incinerator ash, cooking oil, fishing equipment, animal carcasses, garbage, and hazardous materials, where ineffective disposal facilities cause all of this waste to potentially be dumped directly into the ocean.

However, if the PRF infrastructure is not being able to cope with the ship's waste capacity and unable to treat the waste properly, contamination of the ship's waste around the PRF site caused by the inability of the PRF infrastructure will occur. Since ship waste materials are made up of different types of waste materials, the way of managing these wastes varies by type and category, and requires special handling and attention. Some ship wastes require careful management, for example pyrotechnics, such as expired explosives, batteries, and medical waste. These wastes are toxic and can pollute not only the environment, but also the marine ecosystem and harm the locals if it is not treated properly. Liquid toxic waste, on the other hand, can seep into the soil and get into groundwater and rivers or be absorbed by trees, causing pollution to the environment and human health.

The negative impact of the ship's waste is evident from the various findings of research studies by the Malaysian Maritime Institute (MIMA) over the past two decades, which have warned that the ship's wastes cause serious harm not only to marine ecosystems, but also to public health. In fact, the dumping of waste from these unregulated vessels has led to global damage amounting to at least USD 13 billion annually as a result of the loss of tourism activity revenue. Thus, the implementation of PRF infrastructure is expected to ensure that ships have access to safe and effective waste disposal facilities, thus reducing the risk of marine pollution and negative impacts on the country's economic development.

In addition to the development of a complete, comprehensive, and compliant PRF infrastructure management plan in compliance with the regulations and requirements of MARPOL 73/78 and IMO, a study by Aristotle University of Thessaloniki, Greece in 2018 suggested that there is a need to ensure the successful implementation of PRF infrastructure through the introduction of a transparent and efficient payment system, as well as the appointment of companies to manage the acceptance, management, final disposal, and recovery of material waste produced by ships as a work-specific contract. In fact, a study by World Maritime University, a postgraduate maritime university founded within the framework of the IMO, predicts that an increase in the number of ships per year will lead to an increase in the amount of waste production. This will create the need for ports that provide PRF infrastructure to carry out the evaluation for facility upgrading to meet the demand of capacity and treatment of ship waste. Therefore, as recommended by the European Maritime Safety Agency (EMSA), it is important for the ship captains to plan the proper management of waste materials on board and provide detailed waste information to the PRF infrastructure available at each port along their journey.

In addition, the availability of PRF infrastructure will create economic opportunities for the country in general and maritime industry players in particular. For example, waste materials generated by ships that can be recycled or processed will provide an opportunity for local businesses to generate income from disposal services and treatment of ship waste. This in turn creates job opportunities and stimulates economic activity among the local community. In fact, the availability of PRF infrastructure also ensures that Malaysian ports remain competitive in the global maritime industry. Malaysia can attract more shipping traffic and thus help improve its status as a global hub maritime.

Therefore, the port with PRF infrastructure must have comprehensive waste management SOPs and complete waste management facilities that can accommodate the waste capacity received. This is important to ensure the received waste can be treated effectively and no contamination occurred. A research study by the University of Oslo, Norway in 2022, found out that the PRF facility provided to cater the Arctic marine environment is inadequate with poor SOPs and non-compliance with global treaty standards, resulting in failure to stop marine waste from sea-based resources in the Arctic. Malaysia should learn this lesson and have to ensure the RM 60 million PRF infrastructure, which will be built in Port Klang is complete, comprehensive, and in compliance with the regulations and requirements of MARPOL 73/78 and IMO.

In response to these requirements, the Malaysian Maritime Institute (MIMA), a maritime policy research agency under the Ministry of Transport Malaysia (MOT) developed an initiative to create an effective dashboard or dashboard system through the establishment of a database of PRF facilities list, including the maximum amount of acceptable waste as well as the service fee charged by the port. The dashboard should also be in line with the provision for mandatory reporting of the type of waste material information from the vessel, including the estimated amount of waste material to be disposed of at the port.

In general, the impact of the implementation of PRF infrastructure at Malaysian ports is seen as positive. The availability of PRF infrastructure will not only help reduce the amount of ship waste dumped into the ocean, thus protecting marine ecosystems and public health. In addition, the implementation of the PRF infrastructure will help promote compliance with the international regulations of MARPOL 73/78, thus strengthening the reputation of the Malaysian port as a whole in line with its status as a maritime nation.



THE BACK PAGE | MEETINGS

EXPO DUBAI EXHIBITION 2020

The Johor State Government led by Invest Johor with the assistance of State and Federal Government Agencies has successfully implemented Johor Week in the Malaysia Pavilion Expo Dubai 2020. Among the main objectives of Johor's involvement in the Dubai expo is to seek direct investment into the State of Johor, hold collaborations business between Johor investors and investors from Dubai, providing a collaboration platform between agencies / companies in Johor and agencies / companies based in Dubai.

The Johor Port Authority together with the port operators have set the main target of involvement in the Johor Week at the Pavilion Malaysia Expo Dubai 2020. The following is the set target which is to help the state government provide logistics services if there are investors interested in investing in Johor, encourage cargo - cargo from Dubai using Pasir Gudang Port and Port of Tanjung Pelepas, providing logistics advisory services to companies in Dubai who wish to use port - port services in Johor.

In this exhibition, the Johor Port Authority has created a series of Business Matching Programs that have been arranged for the JPA to provide information on the services available at the Port of Tanjung Pelepas and Pasir Gudang Port. Here is a list of those companies:

- | | |
|------------------------------|-------------------------------------|
| 1. Avant Garde Logistics LLC | 9. Speedway Logistics |
| 2. Globe Express | 10. Alliot Management Consulting |
| 3. ITG Group | 11. Al Mesbah Al Zahabi |
| 4. East Shipping Services | 12. DP World |
| 5. Fahim Expres | 13. Blue Fin International Shipping |
| 6. Triburg Company | 14. World Logistics Passport (WLP) |
| 7. Air & Sea Logistics | 15. Malaysia Business Council |
| 8. GAC Company | |

JPA's opportunity to be part of the Johor delegation for the Johor Week Pavilion Malaysia Expo Dubai has provided a good opportunity to promote the ports of Johor in the eyes of the world and can also open up opportunities to obtain additional cargo to the Port of Tanjung Pelepas and Pasir Gudang Port. In relation to that, JPA needs to participate if JPA has the opportunity and is invited to participate in a program like this again. since the participation of Expo Dubai involves all countries in the world.



➤ 46th ASEAN Ports Association (APA) Meeting in Kuching, Sarawak

During the 46th APA Regular Meeting on 13 - 14 December 2022 in Kuching Sarawak, Malaysia, the members of the Association confirmed the appointments of the following executive officers for a two-year term: Mr. Bui Van Quy (Vietnam) - Chairman, Mr. Mohn Bahreen Bin Dato Hj Hamzah (Brunei Darussalam) – Vice Chairman and Working Committee Chairman, Mr. Nguyen Xuan Ky (Vietnam) – Secretary General, and Ms. Voon Ying Kam (Brunei Darussalam)- Honorary Auditor.

After two years of conducting the regular meeting via video conference due to COVID-19 pandemic, the Meeting was held via face-to-face and attended by more than 60 participants from the nine-member countries of the APA.

Mr. Tuan Mizool Amir Bin Drus, General Manager of Bintulu Port Authority, warmly welcomed the delegates to the meeting. As the host organizer of the Meeting, he briefly introduced the management, operations, and services of Bintulu Port to the APA participants.

In her opening address, Ms. Phanin Hei, APA Chairperson, expressed her gratitude to Malaysia, particularly the Bintulu Port Authority for hosting the Meeting in person. She emphasized that APA can now resume its activities to share experiences and work together on how to navigate the new normal. She also emphasized that the 46th Regular Meeting is also an opportunity to review some of its activities to reflect current developments. She concluded her address by expressing her appreciation for the opportunity to lead the APA as she ends her term and pass the Chairmanship to Vietnam.

In his keynote address, H.E. YBhg. Datuk Isham Bin Ishak, Secretary-General of the Ministry of Transport of Malaysia noted that the past three years had been difficult for the global maritime supply chain, particularly the port sector. With new challenges ahead, he pointed out that the ASEAN Member States should closely coordinate to “feel the pulse” of what is about to happen and the future problems that ASEAN will face. For the port sector, he emphasized the importance of APA as a venue for collaboration among its members to talk on how to maneuver and prepare for these new challenges. While there are also other ports competing with the ASEAN, there is a need among ASEAN member states to benchmark with international standards. According to the Secretary-General, with the experience and close working relationship, APA ports would be able to complement each other to reap benefits from the broad ASEAN market.

During the plenary, APA delegates presented various proposals and recommendations on the APA Strategic Program and agreed to review and assign countries to take the lead in setting goals, guidelines, and activities of the strategic program in the medium-term. Other administrative matters were likewise discussed and agreed upon to strengthen the coordination and collaboration efforts among members.

The APA members also presented their respective country papers which focused on recent developments in their respective ports. Among the highlights of presentations include the National Single Window System in Muara Port-Brunei Darussalam, Updates on Pelindo Merger and Port Modernization and Green Ports Initiatives in Indonesia, joint presentation on Stowage by Jurong Port-Singapore and Port Klang Authority-Malaysia, Decarbonisation Initiatives at the Maritime Port Authority-Singapore, Digitalization initiatives in Myanmar and the Philippines, Port Community System at the Port Authority of Thailand, and Updated Port Information and Plans in Cambodia and Vietnam.

During the closing ceremony, the new Chairman, Mr. Bui Van Quy emphasized his plan to strengthen APA’s collaboration with other port-related international organizations and to play an active role in the international maritime networks.



L-R: Mr. Men Chann, Ms. Phanin Hei, Mr. Bui Van Quy and Mr. Nguyen Xuan Ky. Ms. Phanin Hei - APA Chairperson and Mr. Men Chann-Secretary General handed over the APA flag to the new APA Executive Officers for 2023-2024, Mr. Bui Van Quy- Chairman and Mr. Nguyen Xuan Ky-Secretary General.



Mr. Tuan Mizool Amir Bin Dus, General Manager of Bintulu Port Authority

➤ **SMIIC Meeting (Standards and Metrology Institute of Islamic Countries) TC 10 Halal Supply Chain on October 20, 2022, in Istanbul, Turkey**

The Johor Port Authority (JPA) and Johor Port Berhad (JPB) were invited by the Malaysian Standards Department (JSM) to attend the SMIIC TC10 Halal Supply Chain technical committee meeting. It is a series of active involvements by LPJ and JPB in the standard development committee related to halal standards at the national level, which is the Halal Logistics Working Group.

LPJ and JPB have also represented Malaysia to present new proposals for developing standards regarding Halal ports at the level of SMIIC and OIC countries. The presentation was delivered by, JPA Manager, Mrs. Mona Leza Abd Aziz. Also present was Captain Mohamed Halmi Bin Shahidin, Senior Manager, Terminal Container Department (JCT), JPB. The line-ups of Malaysian representatives also supported by the Halal Development Corporation (HDC), JAKIM, Nestle (an industry representative), MAS Kargo, USIM, and UniKL.

The results of the meeting have unanimously supported and agreed on the development of the Halal Port Standard, which is a standard that can be used and referred to together in completing the halal logistics chain. Currently, the halal standard only covers Warehousing, Transportation, and Retailing.



➤ **Meeting Session with the Johor Freight Forwarders Association (JOFFA) and the Federation of Malaysian Manufacturers (FMM) Johor**

21 JUNE 2022, PASIR GUDANG - The Johor Port Authority held a meeting session with representatives of port industry players on June 16 and 20, 2022. This engagement session was attended by representatives from the Johor Freight Forwarders Association (JOFFA) and the Federation of Malaysian Manufacturers (FMM) Johor. What was discussed was the current operational situation of the two ports in Johor and the challenges faced by logistics industry players today, as well as suggestions that could improve the activities of the port and logistics industry in Johor.



➤ 43rd ASEAN Marine Transport Working Group (ASEAN MTWG) Meeting In Nha Trang, Vietnam

The 43rd ASEAN Maritime Transport Working Group (ASEAN-MTWG) meeting was held in Nha Trang, Vietnam, on September 20–22. The meeting was chaired by Vietnam as the host.

This meeting was attended by the Malaysian delegation led by Pn. Norhasliza bt. Mat Salleh, Deputy Secretary of the Maritime Division, Ministry of Transport Malaysia (MOT), together with a representative from the Johor Port Authority (JPA), Mr. Mohd Zahari bin Mohd Rusjuna, Strategic & Analytical Manager, Kelang Port Authority (LPK), Bintulu Port Authority (LPB), Penang Port Commission (SPPP), Malaysian Maritime Department (JLM), Malaysian Maritime Institute (MIMA), and Malaysia Shipowners' Association (MASA).

This meeting was also attended by delegations from other ASEAN countries and representatives from the International Maritime Organisation (IMO), the Republic of Korea (ROK), Japan, India, China, the United States (US), the European Union (EU), the World Shipping Council (WSC), and The Federation of ASEAN Shipowners' Association (FASA).

The ASEAN MTWG meeting is a platform at the ASEAN level to discuss various issues such as port development plans, sustainability, economy, training, safety and security, research, and regional cooperation involving the maritime transport sector, i.e., ports and shipping.



➤ Coordination Meeting of the Johor Port Authority with Johor Port Berhad

25 JULY 2022, PASIR GUDANG - A Coordination Meeting of the Johor Port Authority with Johor Port Berhad was held to discuss port operational issues and identify an action plan to deal with the issues faced. The meeting was chaired by JPA General Manager Tuan Kamaruzaman Bin Haji Munasir and attended by JPB's Chief Executive Officer, Mr. Md. Derick Bin Basir, as well as JPA and JPB management representatives.



➤ JPA - Other Government Agencies (OGA) Meeting

12 JUNE 2022, PASIR GUDANG - The Johor Port Authority has chaired a Joint Port Operations Coordination Meeting with Government Departments for the Water Limits of the Johor Port Authority (Tanjung Pelepas Port) and Johor Pasir Gudang Port. The purpose of this meeting was to provide a platform for agencies to share the latest information or regulations related to the enforcement and safety control of Johor's waters, in addition to discussing issues faced in the logistics and port industries in Johor. The meeting was attended by representatives from government departments involved in operations at both ports in Johor, including the Royal Malaysian Customs Department, Malaysian Immigration Department, State Health Department, Malaysian Marine Department, Malaysian Quarantine and Inspection Services Department, and Malaysian Maritime Enforcement Agency.



➤ Johor Port Authority Meeting Session with Port Industry Players

The Johor Port Authority held a meeting session with representatives of port industry players on June 7 and 8, 2022. The meeting session was chaired by JPA General Manager Tuan Kamaruzaman Bin Haji Munasir and attended by representatives from the Johor Ports Shipping & Forwarding Association (JPSFA), the Association of Malaysian Hauliers (AMH) Johor, and the Shipping Association Malaysia (SAM) Johor. This meeting session is one of the mediums for the Johor Port Authority's engagement sessions with representatives of port industry players that are conducted periodically. This session was held for the purpose of obtaining feedback on the current situation of the operations of the two ports in Johor as well as the challenges faced by logistics industry players today. Also discussed together are the proposals to improve and boost the activities of the port and logistics industries in Johor.



➤ LPJ-JPB SHE Coordination Meeting

19 APRIL 2022 - LPJ-JPB SHE Coordination Meeting regarding dangerous trade issues, firefighting, and environmental affairs. A survey of the location of the Environment Air Monitoring (EAM) System at Johor Port Berhad LPJ, together with the port operator, has always been committed to ensuring that port operations are sustainable and minimise the impact on the environment in line with JPA's Green Port Policy. It is also towards the port operator's commitment to emphasising environmental, social, and Governance (ESG) aspects in the port sector. Four EAM units were installed by JPB at strategic locations in the port with the aim of ensuring early detection of any air pollution.



THE BACK PAGE | ENGAGEMENTS & VISITS

➤ Fire Training Exercises at the Port of Tanjung Pelepas

30 JUNE 2022 - The Tanjung Pelepas Port Emergency and Crisis Management Department has organised a Container Fire Training at the Tanjung Pelepas Port. Participating in this exercise are JPA, Iskandar Puteri Fire & Rescue Department, Ministry of Health, Port Assistance Police, and PTP operations. The purpose of this training is to provide exposure and training to the PTP Emergency and Crisis Management Department on the actions that need to be taken in the event of an emergency or disaster. In addition, it also aims to test the level of readiness and efficiency and identify weaknesses in the port's ERP procedures. Training starts at 11 a.m. and ends at 1 p.m. The post-mortem session starts at 3 p.m. and ends at 5.30 p.m. Well done, and congratulations to PTP as the organiser and the agencies involved in making this fire drill a success.



➤ Putrajaya The "National Green Port Policy" Development Workshop

13–15 June 2022, Putrajaya The "National Green Port Policy" development workshop was held at the Hotel Dorsett, Putrajaya. The development of this policy is under the initiative of the Maritime Division, Ministry of Transport Malaysia (MOT). The Johor Port Authority (JPA) has been chosen to be the leader in the policy development process at this first workshop. A total of 35 participants participated in this workshop, consisting of Officers from the MOT Maritime Division, the Port Authority, and the Malaysian Marine Department.



➤ Putrajaya The "National Green Port Policy" Development Workshop

3 NOVEMBER 2022, PASIR GUDANG - The Johor Port Authority welcomed a study tour by the Petaling Jaya City Council (MBPJ) led by Y.Brs. Dr. Badruzaman Bin Jaafar, Director of the Landscape Department, and was welcomed by Mr. Ahmad Salhin Bin Mustapha, Assistant General Manager of Corporate Services & Development Division. Among the objectives of the visit is to learn more about the implementation of planning initiatives and efforts towards low-carbon buildings in Iskandar, Malaysia.

The Iskandar Regional Development Authority (IRDA), as the coordinator of the visit, has chosen the JPA Building as a good benchmark that can be emulated by Local Authorities (PBT) and other building owners, especially in energy reporting activities and the implementation of various decarbonization initiatives in buildings.



➤ Visit of the Task Force IMO-GREEN VOYAGE 2050 (IMO-GV 2050) and Ministry of Transport to Johor Port Authority

19 OCTOBER 2022 - The Johor Port Authority (JPA) was visited by the IMO-GV 2050 Task Force and representatives of the Ministry of Transport (MOT). The arrival of this delegation was welcomed by Mr. Fuad bin Hj. Naemooon, Senior Manager Marine & VTMS. The visiting delegation was led by Puan Nurhidayah binti Ismail from the Ministry of Transport and the IMO-GV 2050 Task Force Team from the Malaysian Maritime Department. In addition, this visit was also attended by representatives from Johor Port Berhad (JPB), Port of Tanjung Pelepas Sdn. Bhd. (PTPSB), and the Southern Region Marine Department.

The purpose of this visit is to discuss further the potential pilot project proposals that have been put forward by JPA, namely Ship Emission Management System (SEMS) and E-Bunkering. In addition, the port operator has presented the implementation of the "Carbon Decarbonization" programme that is being implemented at Pasir Gudang Port (Johor Port) and Tanjung Pelepas Port (PTP). From the results of the presentation, the Task Force has identified several other potential pilot projects, such as E-RTG, Solar PV installation, and many other initiatives by port operators under JPA. This proposal will be presented during the second round table session for evaluation to determine the first pilot project for Malaysia for IMO-Green Voyage 2050.



➤ **LPJ - IRDA Engagement for Iskandar Green Accord Initiatives Awards (GAIA)**

1 AUGUST 2022 - Site Verification Visit to the JPA Building by Iskandar Malaysia Green Accord Initiative Award (GAIA) panels led by Iskandar Regional Development Authority (IRDA) The panel consists of Universiti Teknologi Malaysia (UTM), Sustainable Energy Development Authority Malaysia (SEDA Malaysia), SWM Environment Sdn Bhd, and the United National Industrial Development Organisation (UNIDO). GAIA is an initiative by IRDA that honours outstanding business organisations in Iskandar Malaysia that have contributed towards the use of sustainable design, planning, renovation, and operations in the built environment. The JPA building has been shortlisted to be considered for the GAIA award for 2022. The verification delegation was led by Puan Kamisah Mohd Ghazali from IRDA, while the JPA team was led by the Assistant General Manager of the Operations & Control Division, Mr. Fuad Bin Naemoon.



➤ **Working Visit to The Economic Planning Unit, State Government Secretary's Office, Nine State Special Regulations and Delegations**

5 JULY 2022 - The Johor Port Authority (JPA) received a visit from the Economic Planning Unit of the Negeri Sembilan Government Secretary's Office together with representatives from other agencies such as PLAN Malaysia, Royal Malaysian Customs, MIDA, Seremban City Council, and Port Dickson Municipal Council.

This visit to JPA is aimed at obtaining information regarding the port area and the implementation of the duty-free area at the port in the State of Johor.

The JPA, together with the Pasir Gudang and Tanjung Pelepas Free Zone Authorities, have given a briefing on the function of the JPA and a briefing on port operations in the context of the Duty Free Zone Area.

This briefing has given exposure to the Economic Planning Unit, the Negeri Sembilan Government Secretary's Office, and the delegation to establish a Port Area and Free Zone in Negeri Sembilan, which will enable the creation of jobs for the citizens of Negeri Sembilan. The tour ended at 6 p.m. at Tanjung Pelepas Port.



➤ Visit of the Management of the Johor Port Authority to the Malaysian Cocoa Authority (LKM) Office in Kota Kinabalu, Sabah

4 JULY 2022 - The management of the Johor Port Authority (JPA), led by YBrs. Tuan Kamaruzaman Bin Haji Munasir, visited the Malaysian Cocoa Authority (LKM) office in Kota Kinabalu, Sabah. This visit aims to foster cooperative relations between JPA and LKM through a memorandum of understanding signed by both departments following the declaration of Johor as Malaysia's cocoa hub. In conjunction with this visit, a kick-off meeting was held with the agencies involved to discuss methods of facilitating the handling of cocoa cargo at Pasir Gudang Port and Tanjung Pelepas Port.



➤ Official Visit from Klang Port Authority

27 JUNE 2022 - The Johor Port Authority received an official visit from a delegation from the Klang Port Authority. Among the purposes of the visit is to take a closer look at the implementation of the Green Port Policy at the Port of Johor.



➤ A Visit from Johor State Customs

26 JUNE 2022 - The Johor Port Authority welcomes a visit from Y.Brs. Tuan Sazali Bin Mohamad, Director of Johor State Customs, together with Mrs. Fauziah Binti Sarman, Senior Assistant Director of Customs II, Corporate Management Branch. This visit aims to strengthen the relationship of cooperation between the top management of the Johor Port Authority and the Royal Malaysian Customs Department in order to boost the economy of the state of Johor in the post-Covid-19 phase.



➤ **Official Visit from the Sabah Ports Authority**

22 JUNE 2022 - The Johor Ports Authority has received an official visit from a delegation from the Sabah Ports Authority. The objective of the visit is more focused on the operation of the Port and the free Trade Zone.



➤ **Working Visit of Deputy Minister in the Prime Minister's Department (Economy) to Johor Port Authority**

23 MAY 2022 - Working visit of YB Dato' Eddin Syazlee bin Shith, Deputy Minister in the Prime Minister's Department (Economy), to Johor Port Authority, Johor Port Berhad, and Tanjung Pelepas Port.



➤ **The Distribution of IKMAL's Eid Cake Donation by Minister of Transport in collaboration with the Johor Port Authority**

24 APRIL 2022 - YB Datuk Seri Ir. Dr. Wee Ka Siong, Malaysia's Minister of Transport, was present to make the distribution of the IKMAL association's Eid cake donation in collaboration with the Johor Port Authority to seafarers at the Port of Pasir Gudang, Johor.



➤ **Official Visit from Railway Asset Corporation**

15 MARCH 2022 - The Johor Port Authority (LPJ) has received an official visit from a delegation of the Railway Asset Corporation (RAC) led by YBhg. Dato' Dr. Amiruddin bin Muhamed, RAC Board Member, and RAC General Manager, Mr. Adam bin Abu Hanipah.



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