

OVERVIEW OF THE MALAYSIAN INLAND PORT LANDSCAPE



OUTLINE

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Background

- **Location of Malaysian Inland Port**
- **Features of Malaysian Inland Port**

02

Strategic Institutional Framework

03

Challenges and Way Forward

01



BACKGROUND

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01 PURPOSE OF DEVELOPING INLAND PORT



- Distance i.e. Close, mid-range, distance
- Location i.e. Seaport-based, city-based, border-based

02 MALAYSIA'S GEOGRAPHY



- More than three quarters of Malaysia's total land is open to maritime water.
- Maritime industry has been extremely important since the 1970s.

IMPORTANCE OF INLAND PORT IN MALAYSIA

- To depressurize the increasing container volumes at major seaports i.e. Port Klang, Port of Tanjung Pelepas and Penang Port
- To provide link between neighbour country (Sarawak and Kalimantan, Indonesia.)

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CURRENT INLAND PORT IN MALAYSIA

- Peninsular Malaysia – Padang Besar (Perlis), Ipoh (Perak), Nilai (N. Sembilan) and Segamat (Johor).
- West Malaysia – Tebedu (Sarawak)

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LOCATION OF MALAYSIAN INLAND PORT



FEATURES OF MALAYSIAN INLAND PORT

Inland Ports	Features	Ownership	Connection Seaport
Padang Besar Inland Port /ICD	<ul style="list-style-type: none"> Facilitates cross-border container cargo between Malaysia and Thailand. Focus mode rail transport. 	Public & Private Partnership	Penang Port & Port Klang
Ipoh Cargo Terminal (ICT)	<ul style="list-style-type: none"> Facilitates import-export for Kinta Valley businesses, distribute imports from Port Klang. Focus mode rail and road. 	Public & Private Partnership	Penang Port, Port Klang & Port of Tanjung Pelepas
Nilai Inland Port (NIP)	<ul style="list-style-type: none"> Provides road/rail links and logistics services to industries in Central Region 	Public & Private Partnership	Port Klang & Port of Tanjung Pelepas
Segamat Inland Port (SIP)	<ul style="list-style-type: none"> Offers feeder rail links to Port Klang to shippers in the South-central region. Focus mode road. 	Public & Private Partnership	Port Klang & Port of Tanjung Pelepas
Tebedu Inland Port (TIP)	<ul style="list-style-type: none"> Provides link between East Malaysia and Indonesia's Kalimantan region on the island of Borneo. 	Public & Private Partnership	-



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STRATEGIC INSTITUTIONAL FRAMEWORK

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Ministry / Agency / NGO	Sector
Ministry of Transport <ul style="list-style-type: none"> Commercial Vehicle Licensing Board (CVLB)/APAD Road Transport Department (RTD) 	<ul style="list-style-type: none"> Road Transport Container haulage Conventional trucking
State Government	<ul style="list-style-type: none"> State Government Department and Agencies
Ministry of Finance <ul style="list-style-type: none"> Royal Malaysian Custom and Excise 	<ul style="list-style-type: none"> Licensing of Inland Ports Customs Agents Shipping Agents Warehousing Inland terminal
Registrar of Business/Company	<ul style="list-style-type: none"> Freight forwarding
Ministry of Transport <ul style="list-style-type: none"> Port Department Maritime Division Logistic Section 	<ul style="list-style-type: none"> Maritime (Shipping and Port)
Ministry of Transport <ul style="list-style-type: none"> Railway Department Logistics & Land Division 	<ul style="list-style-type: none"> Rail
Chartered Institute of Logistics And Transport (CILT) The Society of Logistian Malaysia (LogM) Association Of Freight Forwarders Association of Hauliers Federation of Malaysia Manufacturers (FMM) Malaysian Employers Federation (MEF)	<ul style="list-style-type: none"> Industries

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CHALLENGES AND WAY FORWARD

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CHALLENGES

- **INLAND PORT NOT APPEALING IN MALAYSIA**
 - Seaports are located strategically in Malaysia
 - Seaports have broad shipping connectivity and efficient feeder service network
 - Broad road network
 - Double handling cost
 - Quality and punctuality of railway freight service decrease the reliability

HOWEVER

- **INLAND PORT IS IMPORTANT IN MALAYSIA**
 - Cargo congestion at seaports
 - Competition between seaports hindered the improvement of intermodal transport
- **HEAVY USAGE OF ROAD NETWORK**
 - High traffic volume, congestion and worsen the road conditions



WAY FORWARD

- **NATIONAL TRANSPORT POLICY 2019 -2030**
 - Develop transport integration hubs
 - Masterplan to prioritise intermodal transport
 - Develop multimodal plan
- **MULTI RAIL OPERATOR**
 - Increase competitiveness of rail operation in Malaysia
- **POTENTIAL RAIL NETWORK**
 - Padang Besar – Johor Bahru rail is part of the Singapore – Kunming Rail Link network
- **ROAD NETWORK**
 - Improvement in the quality of road connectivity and road conditions



THANK YOU