OVERVIEW OF THE MALAYSIAN INLAND PORT LANDSCAPE



OUTLINE

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Background

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

Strategic Institutional Framework 02

03

Challenges and Way Forward



01

BACKGROUND

BACKGROUND



PURPOSE OF DEVELOPING INLAND PORT



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



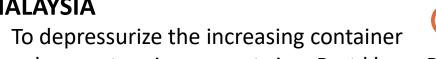
MALAYSIA'S GEOGRAPHY



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- 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



- 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.)

CURRENT INLAND PORT IN MALAYSIA



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



LOCATION OF MALAYSIAN INLAND PORT



FEATURES OF MALAYSIAN INLAND PORT

Inland Ports	Features	Ownership	Connection Seaport
Padang Besar Inland Port /ICD	 Facilitates cross-border container cargo between Malaysia and Thailand. Focus mode rail transport. 	Public & Private Partnership	Penang Port & Port Klang
Ipoh Cargo Terminal (ICT)	 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)	 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)	 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)	 Provides link between East Malaysia and Indonesia's Kalimantan region on the island of Borneo. 	Public & Private Partnership	-

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02

STRATEGIC INSTITUTIONAL FRAMEWORK

STRATEGIC INSTITUTIONAL FRAMEWORK

Ministry / Agency / NGO	Sector	
Ministry of Transport	Road Transport	
Commercial Vehicle Licensing Board (CVLB)/APAD	Container haulage	
Road Transport Department (RTD)	Conventional trucking	
State Government	 State Government Department and Agencies 	
Ministry of Finance	Licensing of Inland Ports	
Royal Malaysian Custom and Excise	Customs Agents	
	Shipping Agents	
	 Warehousing 	
	Inland terminal	
Registrar of Business/Company	Freight forwarding	
Ministry of Transport	 Maritime (Shipping and Port) 	
Port Department		
Maritime Division		
Logistic Section		
Ministry of Transport	• Rail	
Railway Department		
Logistics & Land Division		
Charted Institute of Logistics And Transport (CILT)	• Industries	
The Society of Logistician Malaysia (LogM)		
Association Of Freight Forwarders		
Association of Hauliers		
Federation of Malaysia Manufacturers (FMM)		
Malaysian Employers Federation (MEF)		



03

CHALLENGES AND WAY FORWARD

CHALLENGES AND WAY FORWARD

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 NFTWORK

 Improvement in the quality of road connectivity and road conditions

