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UNIVERSITI
TEKNOLOGI
MARA



INDUSTRIAL TRAINING REPORT 2021

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EXECUTIVE SUMMARY



Industrial Training is a compulsory course that is required for every final year student to attend at any government corporation or private organization. I have chosen Lumut Maritime Terminal Sdn. Bhd. (Lumut Port) to experience a memorable and enlightening 24 weeks of industrial training. The industrial training begins on 8th March 2021 until 20th August 2021. It has allowed me to develop various knowledge, skills, and key professional attributes. This industrial training report starts with a student profile which includes the updated resume that shows all information about myself. This report also highlights the company's profile of Lumut Port which covered the mission, vision, products, services, and organizational structure of the company. Next, this report also covers student training reflection which consists of training duration, the tasks or jobs that have been assigned by the department during industrial training, benefits such as allowances, knowledge, and skills development during the industrial training period. Then, this report comes out with a PESTEL analysis that consists of external factors that related to the port industry in terms of political, economic, sociological, technological, environmental, and legal. After that, this report identified the SWOT analysis which consists of strengths, weaknesses, opportunities, and threats from the internal and external factors of the company. This SWOT analysis has been discussed based on personal observation and secondary data. Next, every recommendation for SWOT analysis has been supported by a five-year recent academic article. Finally, this report consists of summarizing the whole report in conclusion.



TABLE OF CONTENT

• EXECUTIVE SUMMARY.....	i
• TABLE OF CONTENTS.....	ii
• ACKNOWLEDGEMENT.....	iii
• STUDENT'S PROFILE.....	iv
• COMPANY'S PROFILE.....	1-4
• TRAINING'S REFLECTION.....	5-6
• PESTEL ANALYSIS.....	7-19
• SWOT ANALYSIS.....	20-21
• DISCUSSION AND RECOMMENDATION.....	22-29
• CONCLUSION.....	30
• REFERENCES.....	31-33
• APPENDICES.....	34-37

COMPANY PROFILE

01

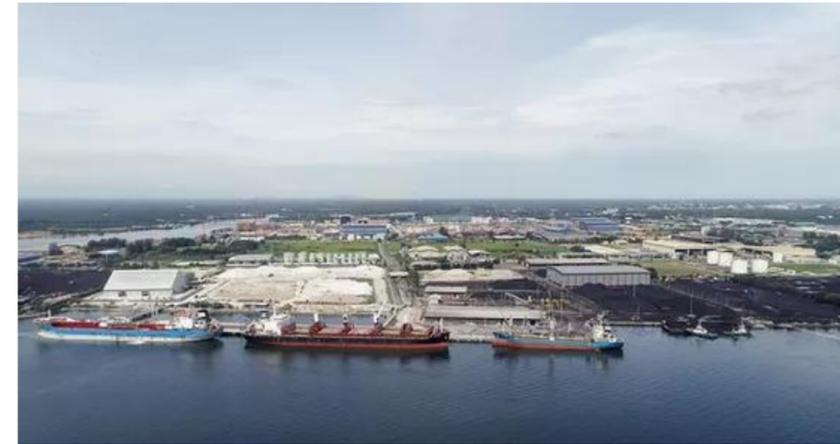


LUMMUT PORT

BULK

DRY • LIQUID • BREAKBULK

COMPANY BACKGROUND



LUMUT MARITIME TERMINAL

Lumut Port is strategically located off the straits of Malacca, on the west coast of Peninsular Malaysia in Perak. The Port was established as a State Port and a catalyst for economic growth, development and industrialization of the state and the nation in general.

The Lumut Maritime Terminal is located at Kg. Acheh, Lumut Port was completed in July 1995 and officially opened by the Prime Minister of Malaysia, Dato 'Seri Dr. Mahathir Mohamed on 24 July 1995.



LEKIR BULK TERMINAL

This Port has been operated for more than 20 years where the terminal has been refurbished and upgraded their facilities to follow technological advancement. In 2002, Lumut Port began to operate and manage the second Lumut Port which is known as Lekir Bulk Terminal.

Lumut Port Industrial Park provides land space for warehousing or transshipment and its offer for local and foreign investor who are able to contribute to the throughput of the Port.



LUMUT PORT INDUSTRIAL PARK



To be the most efficient bulk cargo terminal operator in South East Asia

VISION

MISSION

- **To provide the most efficient port services for all type of bulk cargo.**
- **To exceed customer expectation and remain competitive in the market.**
- **To strengthen the “LUMUT PORT” brand.**
- **To increase shareholder value through sustainable business growth.**

PRODUCTS

TYPE OF CARGO HANDLE:

DRY BULK

- White Cement
- Silica Sand
- Salt
- Pyrophyllite
- Petroleum Coke
- Palm Kernel Shell
- Kaolin
- Ilminite Ore
- Feldspar
- Iron Ore
- Clinker
- Coal
- Aggregate
- Ball Clay
- Hydrated Lime
- Limestone

BREAK BULK

- HYDRATED LIME
- Quick Lime
- Cement in Bag
- Project Cargo
- Livestock

LIQUID BULK

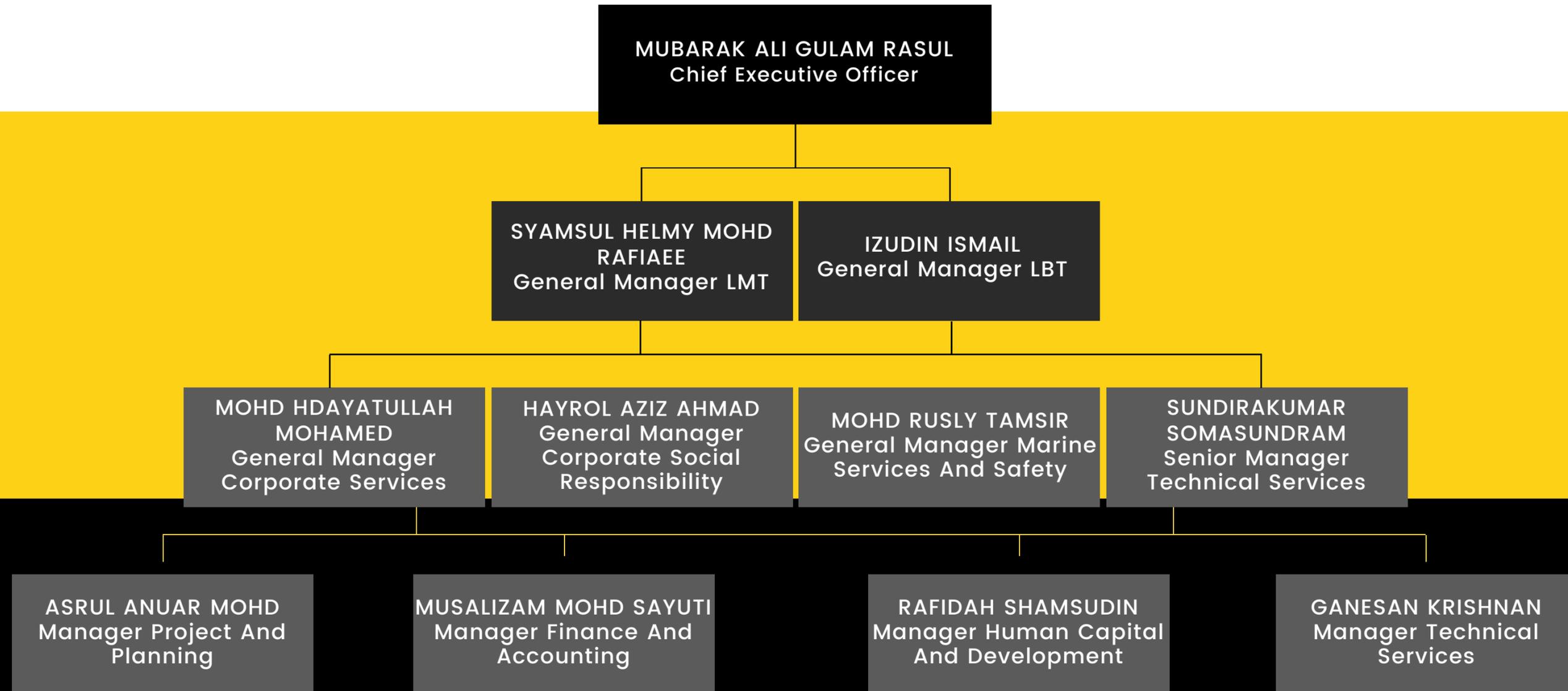
- ASHPHALT
- Palm Oil
- Caustic Acid
- Nitric Acid
- Sulphuric Acid
- Biodiesel
- Diesel Oil
- Petrol

SERVICES

PORT SERVICES:

- Tugage
- Pilotage
- Berthing
- Stevedorage
- cargo handling
- Storage
- Ancillary Services

ORGANIZATIONAL CHART





TRAINING'S REFLECTION

During my industrial training from 8th March 2021 until 20th August 2021, my working days are fixed from Monday until Friday. I worked from 8:30 am until 6:00 pm. However, during Ramadhan's month from 13th April 2021 until 12th May 2021, my company allowed all staff to work from 8:30 am until 5:30 pm. After that, I started to work from home (WFH) in May because need following the Standard Operating Procedures (SOP) when the government has imposed Movement Control Order (MCO) in every state in Malaysia in May 2021.

- I have been assigned under Finance Department and been supervised under the Senior Executive Finance of Lumut Port during my industrial training.
- I have been given a task on classified documents for the Petty Cash Claim of Lumut Maritime Terminal (LMT) for the years 2020 and 2021.
- My first responsibility to handle the Petty Cash Claim of Lumut Maritime Terminal (LMT) after I have shows good progress where I need to key in all-cash claims from all departments into the PRONTO system and prepare a petty cash claim report for request approval of senior finance executive and finance manager before payment being made.
- I have prepared the salary journal for every end-month salary for journal entries in the PRONTO system after the salary report has been approved by the Chief Executive Officer of Lumut Port.
- My second responsibility for the company is to reconcile the daily account statement of Lumut Port under the main account where I key-in all transactions of the company into the PRONTO system and prepared a report for bank reconciliation of the main account.



TRAINING'S REFLECTION

Throughout my industrial training, Lumut Port has provided me with a lot of useful experience, exciting knowledge, and many benefits.

Lumut Port has provided monthly allowances of RM500 per month depending on the total of working days and they also equipped insurance coverage where it covered under the Company's Insurance Group for protection if anything happens either case of sickness or accident during the period of industrial training.

I Learned how to use the main company's software which is the PRONTO system where all information has been stored in that system. Then, I have enrolled in standard operating procedures (SOP) for account payable where it shows how the process of account payable of the company being conducted and has been guided by the Finance Manager of Lumut Port. After that, I have gained new knowledge about reconciliation that to track incoming and outgoing transactions of the company.

I have improved a lot of skills such as communication, data entry, excel, documentation, filing, and writing skills. These skills are important and useful for the future when I start to enter into the world of employment. Then, I have improved my confidence level when working and communicate with a lot of people when I have been given the opportunity to be a part of members in organizing a big event. Industrial training has taught me to be punctual and become a multi-task person as a lot of things need to do at the same time.

Last but not least, all of the lessons that I have learned during my industrial training will be used for my future career and improve my personality for the future.

PESTEL ANALYSIS





MOVEMENT CONTROL ORDERS (MCO)

- Most of the countries have responded to the outbreak of COVID-19 by imposing lockdown or restricted movement to control the outbreak.
- A large number of retailers and manufacturers failed to pick up their cargo because their warehouses were closed because they were not considered important service providers.
- Port industry have been permitted by the government to continue operating during the pandemic but had to reduce manpower.
- This restriction has worsened cargo congestion and caused disruptions in the supply chain and import and export activities for this country (Teoh, 2020).

MOVEMENT CONTROL ORDER



• Mass gatherings **banned**



• Businesses and places of worship **closed**



• Learning institutions and centres **closed**

- Foreigners **barred** from Malaysia.
- Malaysians barred from travelling abroad. Arrivals to undergo **health screening** and **self quarantine** for 14 days



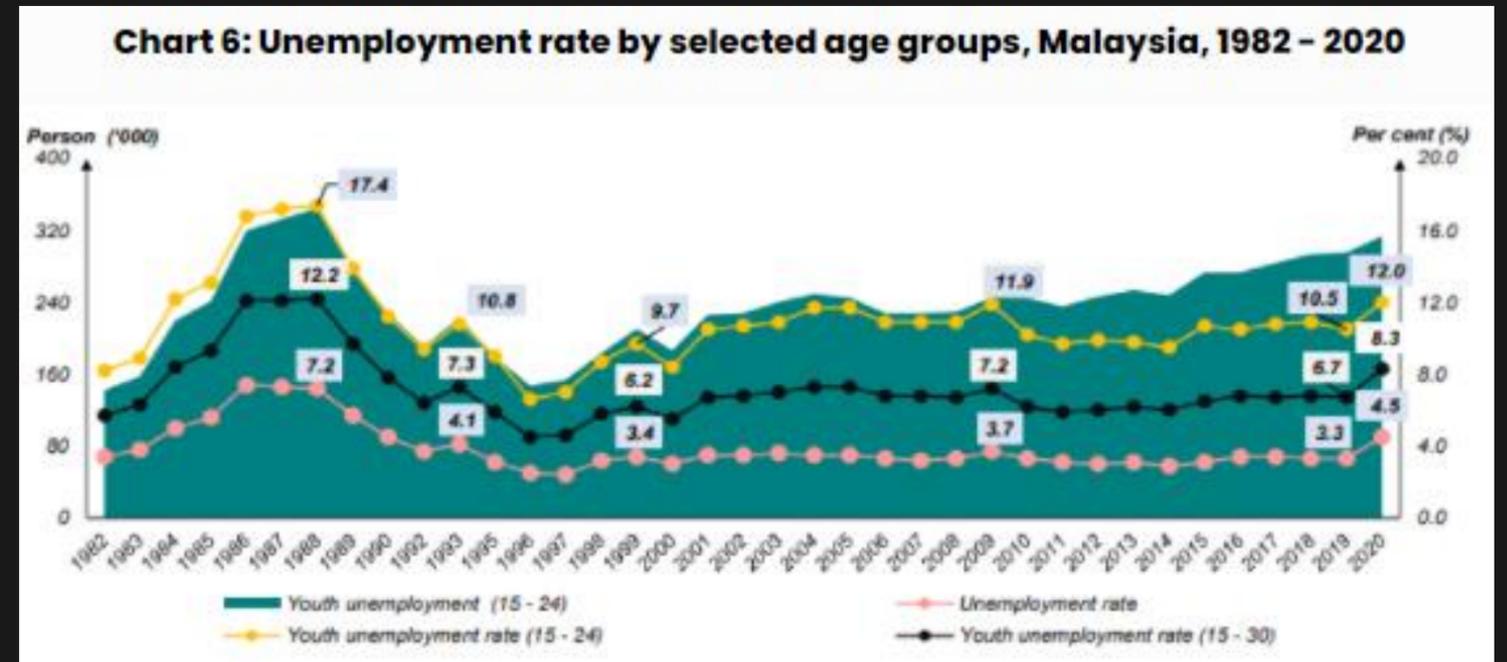
• All non-essential services **closed**

**Essential services to remain open are water, electricity, telecommunications, post, transport, oil and gas, banking, healthcare, pharmacies, prisons, ports, airports, security, defence and food*



JOB OPPORTUNITIES

- The rate of unemployment in Malaysia increasing drastically to 4.5% in the year 2020 after facing the global pandemic (Department of Statistics Malaysia, 2021a).
- The economic downturn in Malaysia happens when all businesses are forced to shut down in order to prevent virus infection during a pandemic.
- Perak's government has received an additional investment injection of RM1 Billion from seven local private companies based in Perak (Adnan, 2020).
- These investments are expected to create more than 700 jobs in various sectors and industries for the local community in Perak.

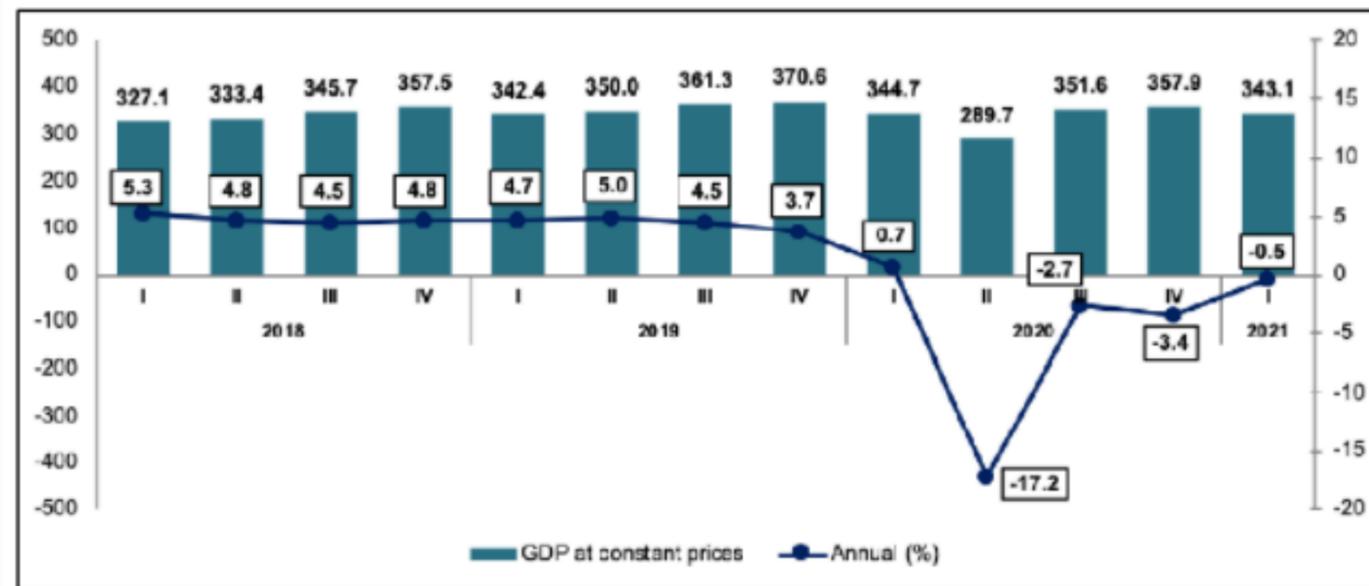


Source: Department of Statistics Malaysia



ECONOMIC GROWTH

Chart 1: GDP (RM Billion) and Annual Percentage Change (%)



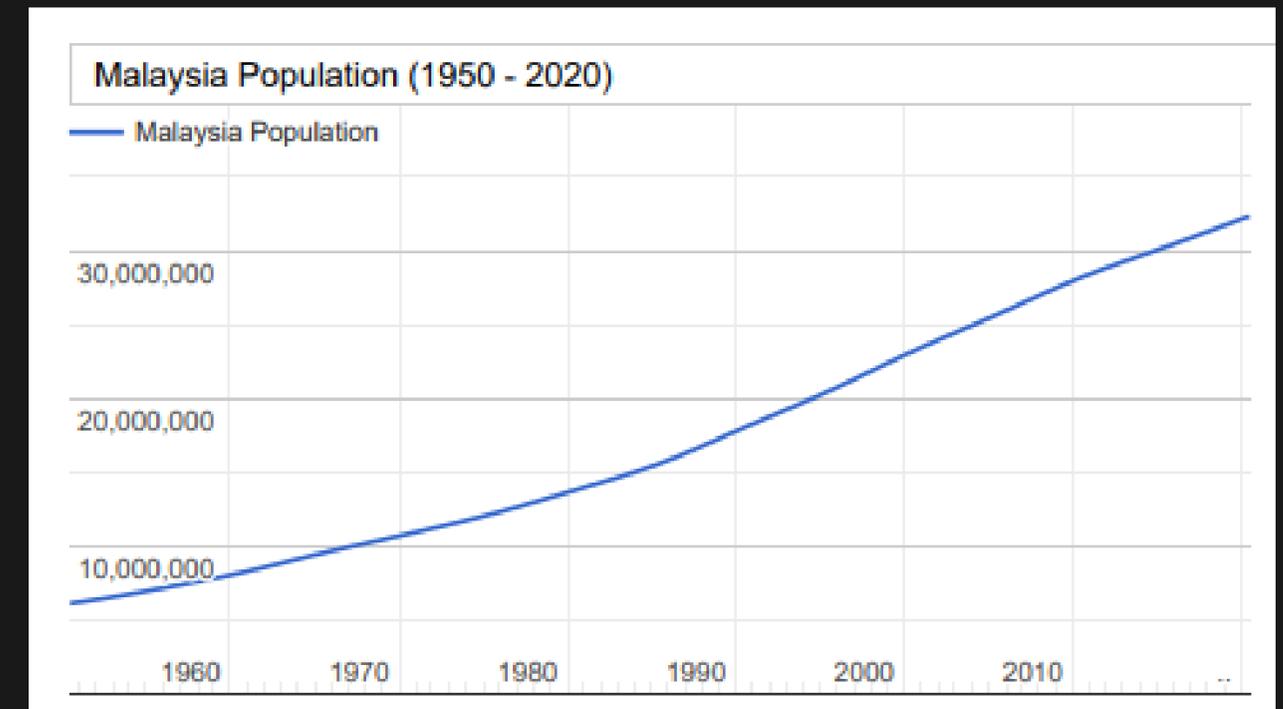
Source: Department of Statistics Malaysia

- After the pandemic of COVID-19 started in 2020, Malaysian ports' capacity has been improved by only a small margin due to the slower economic growth (Azman, 2021).
- Malaysia's economy is showing signs of recovery, with only a 0.5 percent drop in the first quarter of 2021 compared to 3.4 percent in the last quarter of 2020 (Department of Statistics Malaysia, 2021b).
- The increment of Malaysian's GDP is due to the strong growth of export and import activities in Malaysia after the rise in shipping demands.
- With port expansion going as planned, large overcapacity for container handling at all major ports has continued to occur since the pandemic.



POPULATION GROWTH

- Population in Malaysia is keeping increase year by year where the Malaysia population in 2020 is estimated at 32,365,999 people according to the United Nations data (Malaysia Population, 2021).
- This could benefit the port industry where people, business activities, and residential areas will be more concentrated than ever before.
- The demand and supply trends will be increasing as the population in the country keep increasing year by year.
- Businesses gain a lot of benefits as they will be able to offer a wider range of consumer options and niches.



Source: United Nations Data



LEVEL OF EDUCATION

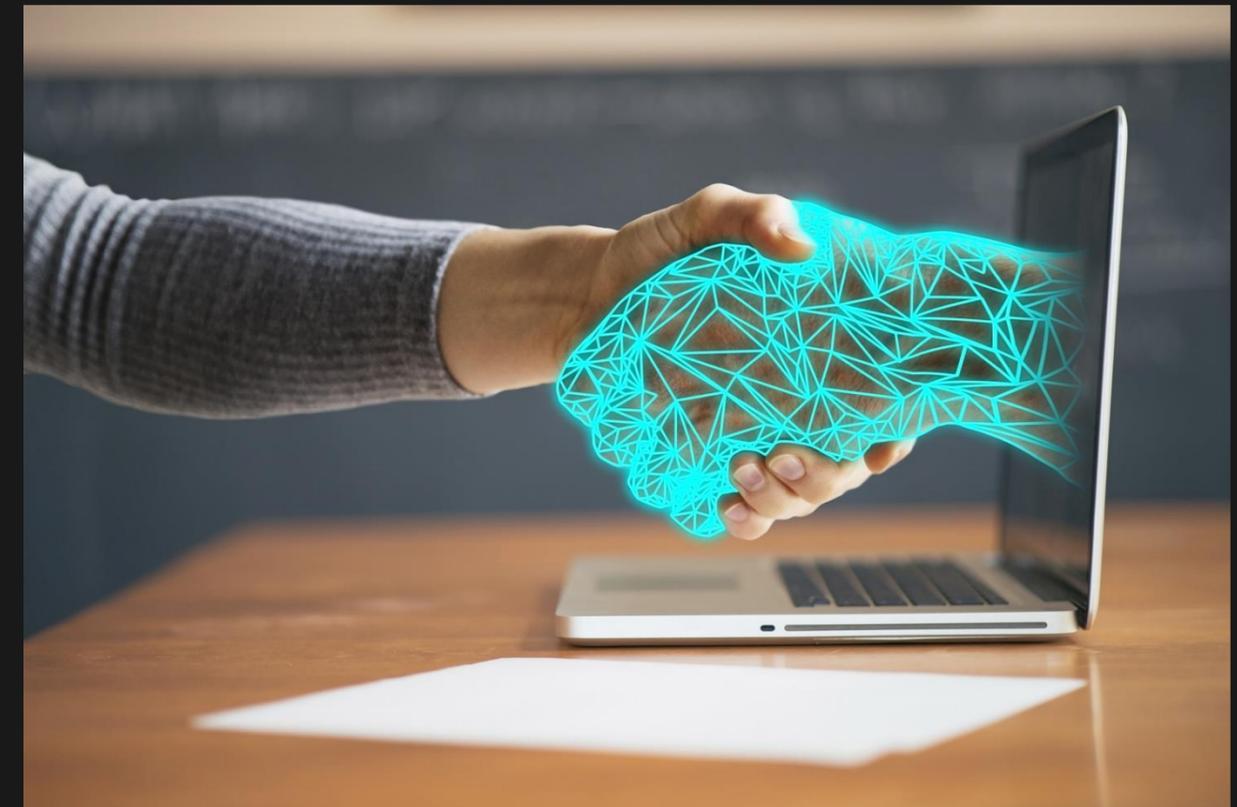
- Education give a huge impact on the population's lifestyle in any country around the world based on the way of thinking, attitude toward jobs, and others.
- Most of the developed countries will have a higher education level that is able to enhance the economic development in the country.
- The expectations of multinational companies must be higher when a country has a high education level as people will know their rights as customers and demand a quality product or services.
- A well-educated local workforce requires better working conditions, more stable work, and more possibilities for future improvement when the education level brings changes toward the business environment (Masovic, 2018).





R&D ACTIVITY TECHNOLOGICAL

- MMC Corporation Berhad will work with a global software solutions leader, RAMCO Systems.
- This project will consolidate and standardize its port processes, including Tanjung Pelepas Port Sdn Bhd (PTP), Johor Port Berhad, Northport (Malaysia) Bhd, Penang Port Sdn Bhd, and Tanjung Bruas Port Sdn Bhd.
- According to the Director of MMC Corp., Dato' Sri Che Khalib Mohamad Noh, MMC Corp. is committed to accelerating digital transformation that improves efficiency, productivity, and reliability for all ports under MMC Corp.'s ports. (Digital Ports Project Improves Efficiency, 2021).
- The technology platform will maximize synergies and enable all ports under MMC Corp. to share expertise and benefit from economies of scale.





TECHNOLOGY CHANGES

- The objective of digitization and investment in technology is to develop smart ports that can better handle future increases in cargo volume.
- All major ports in Malaysia must embrace digitization by using new technologies such as Big Data analytics, automation, artificial intelligence, blockchain technology, IoT (Internet of Things), 5G, and wireless communications (Azman, 2021).
- Tanjung Pelepas Port has made a move towards becoming the region's most technologically advanced port by deploying Portchain's Berth Optimisation Engine as part of their optimization journey.
- The technology is to optimize Tanjung Pelepas Port's berth planning operations that can increase berth productivity and reduce operating costs.



CLEAN CARGO CONCEPT

- The clean cargo concept is one of the most environmentally friendly modes of transportation nowadays.
- This concept is able to help all companies to reduce any impact that could harm the environment.
- Companies that use the clean cargo concept have shown results where it has managed to reduce CO₂ emissions per container carried by 5.6% between 2018 and 2019 (Hennessy, 2021).
- Lumut Port will be the first port in Perak using the clean cargo concept as the port will handle clean cargo only such as cereals, beans, and sugar (The Sundaily, 2020).





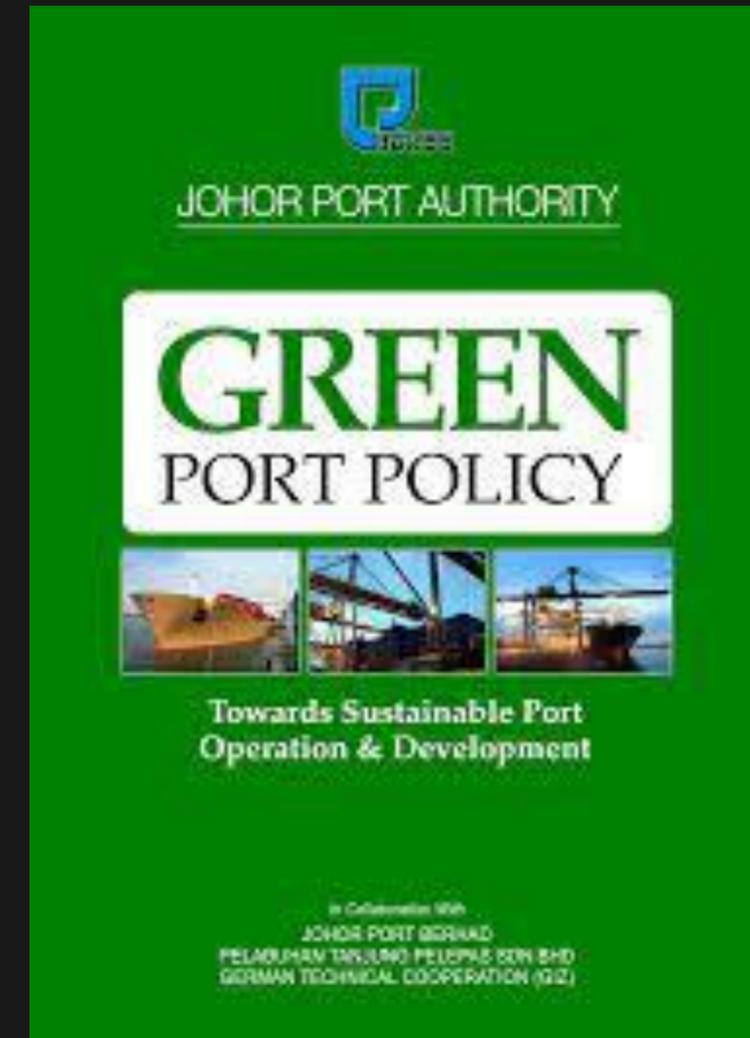
WATER POLLUTION

- Water pollution will degrade the quality of water after some harmful substances enter the water bodies such as rivers, oceans, and others.
- Water pollution can cause serious impacts on the environment, including biodiversity and aquatic ecosystems.
- Port operations are one of the activities that give a significant impact on water quality and the health of marine life.
- Oil contamination is one of the chronic pollutions towards water when oil spills happen from the port operations activities such as runoff, bilge water, and loading and unloading of oil tankers (United States Environmental Protection Agency, 2020).



ENVIRONMENT POLICY

- All Seaport companies in Malaysia need to obligate this Environmental Quality Act 1974 and follow the requirements related to the policy
- This policy is to prevent any harm to the people, the property, and the environment.
- Johor Port becomes the first port that implements eco-friendly work processes when the Johor Port Authority has introduced a Green Port Policy for Pasir Gudang Port and Tanjung Pelepas Port.
- The policy establishes a framework for the Johor Port to become an environmentally friendly port in terms of its development and operation that able to reduce the impact on the environment (Johor Port Authority, 2020).





International
Organization for
Standardization

SAFETY & HEALTH POLICY

- The Occupational Safety and Health Act 1994 is important to ensure the safety, health, and welfare of a person in the workplace.
- This policy is able to protect and reduce the risks in terms of safety or health towards any employee activities.
- The International Organization for Standardization or ISO standard enables the company to provide safe and healthy workplaces by preventing work-related injury and ill-health.
- Northport (Malaysia) Bhd. has become the first port in Malaysia to be awarded The ISO 45001:2018 standard which helps the organization to improve employee safety, minimize workplace risks and create better and safer working conditions (NorthPort, 2019).

SWOT ANALYSIS





STRENGTHS

- Strategic Location along Straits of Malacca
- Stable Revenues Growth

WEAKNESSES

- Lack of Connectivity With Other Modes of Transport
- Lack of Efficiency in Cargo Handlings

OPPORTUNITIES

- Expansions Of Lumut Port
- Potential Growth in Transshipment Cargo

THREATS

- Increment Of Competition
- Global Pandemic



- The Strait of Malacca is one of the most famous straits in the world since it is the main shipping path between the Indian Ocean and the Pacific Ocean.
- According to the statistic by The Malaysia Maritime Department, it has been reported that 64,450 local ships and 69,736 ships from around the world have departed at every port in Malaysia in 2020 (Jabatan Laut Malaysia, 2021).
- Lumut Port has two terminals located in the Straits of Melaka on the west coast of Peninsular Malaysia, in Perak where the first port is Lumut Maritime Terminal (LMT) located in Kampung Acheh, Lumut and the second port is Lekir Bulk Terminal (LBT) located in Teluk Rubiah, Perak.
- However, the rate of vessels in Lumut Port is lower compared to Klang Port and Tanjung Pelepas Port as it is only a state port for Perak.

Recommendations

- The company can increase the rate of vessels and revenue of the company by introducing a “Pit-Stop” service that provides a place to refuel the ship and workshops to repair the ship before continuing their journey to their destination.
- The company can make a long-term development by upgrading the size of berth that is capable to handle a higher rate of vessels or introducing a new concept of cargo at the port which is container cargo in the future.

SHIP ARRIVALS AT MALAYSIAN PORTS UNTIL DECEMBER 2020

YEAR	Type of Arrival	
	Domestic	Foreign
2020	64,450	69,736
2019	88,516	99,253
2018	84,194	91,520
2017	83,075	92,295
2016	71,701	86,939
2015	73,691	88,989
2014	59,158	65,822
2013	69,072	78,375
2012	90,937	31,689
2011	70,451	105,703
2010	63,630	123,517

Figure 1: Ship Arrivals At Malaysian Port, 2010–2020



- The Gross Domestic Products (GDP) in Malaysia has contracted abruptly by 17.1% in the second quarter of 2020 as the economy almost entirely shut down due to the pandemic (Anand, 2021).
- Lumut Port is excluded from the hardship like other industries during pandemic since Lumut Port is a part of essential services that are allowed to operate under a strict standard operating procedure during the pandemic.
- The total revenues of the company have been slightly affected when it drops by 3% from the year 2019 to 2020 since a lot of countries imposed restricted quarantine policies which make the demand for shipping services drop in the early of the pandemic.
- Lumut Port still has a positive revenues growth of 20% from the year 2015 to 2020 due to their effective business strategic plan since 2016.

Recommendations

- Use effective marketing strategies to boost the revenues' growth such as inbound marketing that can attract the attention of their potential clients and expanding a better customer engagement by providing creative and meaningful content on the official website (Lehnert et al., 2021).
- Develop a strategic partnership with established foreign companies that can increase their target of clients and business opportunities for both companies which can be resulting in profitability and long-term success in the future.

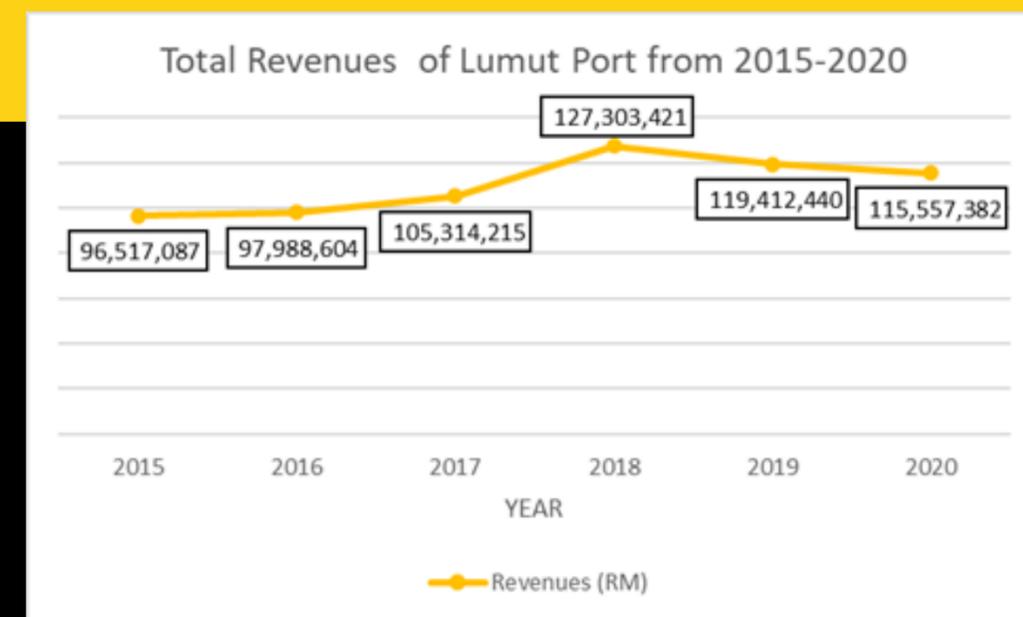


Figure 2: Total Revenues of Lumut Port from 2015-2020

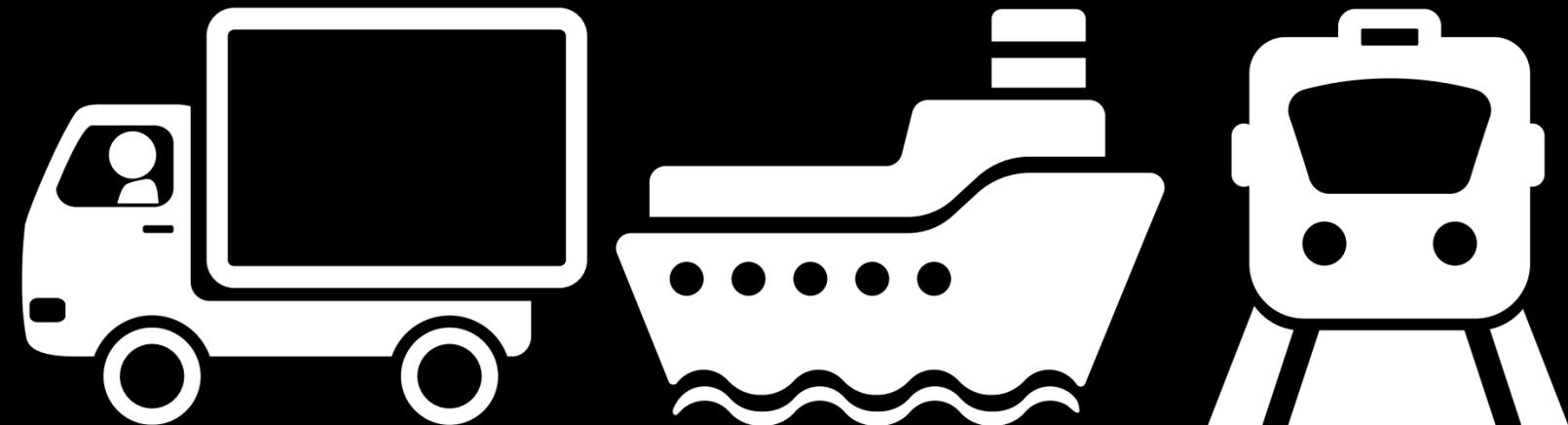


WEAKNESS LACK OF CONNECTIVITY WITH OTHER MODES OF TRANSPORT

- The mode of transportation is an important consideration when planning the shipment process where it needs to consider in terms of costs, the urgency of the shipment, size, and weight of the goods.
- Transport modes play an important role in the economic development of the country because the country has to consider where need to ensure that the transport modes develop in line with the broad macro-economic objectives (Nasir, 2014).
- The most mode of transport being used by Lumut Port are road, water, and pipeline. For the dry bulk cargo, the cargo are been transported through road by using a lorry and through water by using a ship.
- Most of the cargo will be taking a long time to arrive at the destination due to the traffic jam on the road and due to the condition of the sea if the cargo has been transported through the ship.

Recommendations

- Adding a new mode of transport to increase the efficiency of the company in transporting the cargo such as using rail transportation for transporting the cargo that can lessen the time taken to arrive at the destination, more efficient and safer (Purolator International, 2020).
- Government can help the company in providing facilities for improving the connectivity of transportation of the company and it will give benefits for them to receive the lowest transportation and logistics costs.



- Cargo handling has evolved into a critical component of the transportation system (Ogundipe, 2020).
- The cargo handling process is important to the transportation and logistics chain since it serves as a point of sorting, distribution, and packaging before the cargo being transfer to the final destination via transportation infrastructure.
- Lumut Port has perfect equipment for the cargo handling process but is less efficient in optimizing the capacity of the port as the ship unloader (SUL) of the company only have a maximum capacity of 1000 MT/hour compared to the existing ship unloader in the world that have maximum capacity more than 1000 MT/hour (ThyssenKrupp, 2021).
- This makes the port operations will be delay and take a longer time to carry out the processes that can affect the performance of the company.

Recommendations

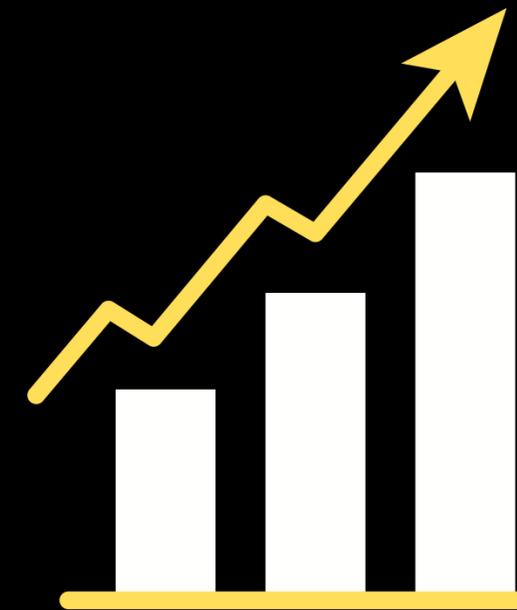
- The company should consider outsourcing any companies that have a long-established and good reputation to ensure it can improving the Lumut Port's performance and become more efficient in handling the cargo (Rochester & Rochester, 2018).
- The company should develop monitoring organizations to enforce compliance among all cargo handling operators at the port where these monitoring organizations can improve cargo handling and cargo levels of the company.



- Business expansion is a stage when the business reaches the point for growth and seeks out additional options to generate more profit.
- There are many forms of business expansion such as an opening in another location, adding sales, offering new products and services, and others.
- Lumut Port expand its business by opening the second Lumut Maritime Terminal at Segari, Perak that will be completed in early 2023 (Thesundaily, 2020).
- Lumut Port offering a new concept of the port which is the Clean Cargo Concept that can reduce the impact on the environment and will be the first port in Perak that only handle clean cargo such as cereals, beans, and sugar.

Recommendations

- The company can take this opportunity to increase their revenues by marketing about the new concept of the port because it can attract more potential clients and give benefits to people and the environment.
- The new port can become an alternative destination for all shipping companies transporting clean cargo compared to docking at Klang Port or Tanjung Pelapas Port which can reduce the time taken to arrive at the destination.



- A transshipment cargo is a process when cargo or container is moved from one vessel to another while in transit to its final destination.
- Singapore Port is one of the busiest container transshipment hubs in the world when it becomes the main connection in world shipping lines.
- Lumut Port has the potential to make their port become a transshipment hub for dry bulk cargo in the region as Lumut Port is located at strategic location and the terminal is the largest dry bulk unloading facility in South-East Asia that capable to handle bigger vessels up to 165,000 DWT.
- The direct transshipment capacity for this terminal to transferring cargo direct from the vessel to another vessel between seaside and landside berth is between 1,200 MT – 1,400 MT/hour as the terminal using all ship unloader that has a maximum capacity of 4,000 MT/hour for transferring dry bulk cargo (Lumut Port, 2021).

Recommendations

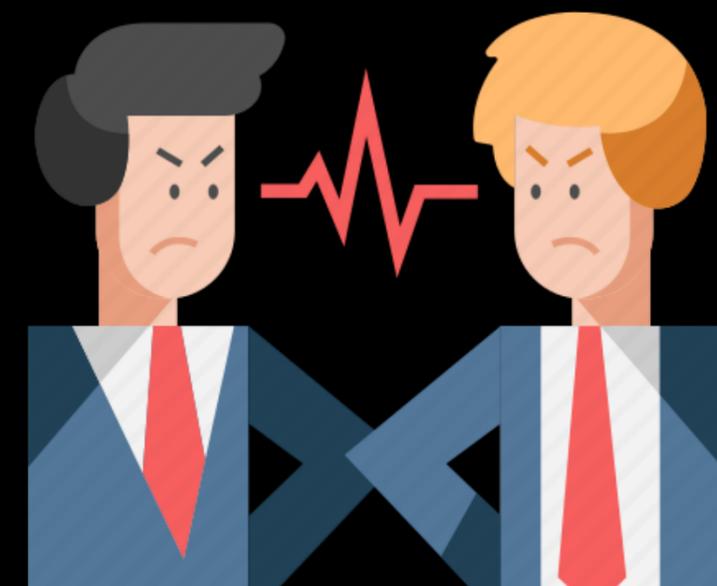
- The company can improve its efficiency in cargo handling and capacity by upgrading their facility and making an investment in new equipment to become the most efficient transshipment cargo in Malaysia (Whelan, 2021).
- The company can improve the seaport competitiveness by increasing space, improving infrastructure, building a network, and involving additional logistics entities where this strategy is important as it will allow the company to accommodate the growing volume of cargo as well as the high number of vessel arrivals in Lumut Port in the future.



- Private jetties are allowed to operate under Section 33 of Customs Act 1967 and these jetties have differences in terms of operation, capacity, and professional level of management.
- Most of the private jetties do not have regulatory authorities to manage the operations that make the private jetties is free for all because the facilities do not seem to be accountable to any authority.
- The position of Lumut Port as a major port in Perak began to be challenged when facing a lot of competition from private jetties located along the Manjung Rivers.
- The company's expansion plans become limited as some companies would choosing private jetties to reduce some costs without prioritizing their safety (Khalid et al., 2011).

Recommendations

- Lumut Port should make a better offer from their competitors by introducing new technologies that can improve their operations and management to become more expertise and reliable compared to the others (Et.al, 2021).
- The company must deliver excellent services to the clients by providing consistent quality, close communication, correct information, on-time response, and professional risk management in order to remain competitive in the future.



- Over 170 countries have been affected by the Covid-19 outbreak and this give a big impact on the economy due to the strict quarantine policies that have been imposed by the government (Zhang et al., 2020).
- The shipping industry is also affected by the global pandemic since the demand for shipping services is directly influenced by the economic cycle and international trade.
- According to the statistic in figure 2, the pandemic of Covid-19 has decreased the maritime trade due to the reduction in shipping demand and port traffic as the restrictions imposed by the government have caused port congestion and delay in port operations (Vrflido et al., 2020).
- This situation has given an impact on Lumut Port's total revenue where the total revenue before the global pandemic is RM119,412,440 in 2019 compared to RM115,557,382 in 2020 and slower the port growth since the port volume has been decreased due to reduced demand.

Recommendations

- The company should consider making adjustments to port operations such as minimizing the number of workers or introducing job rotation which can improve the safety and efficiency of port operations during the pandemic (Pallis, 2020).
- The government must provide incentives to shipping companies in order to assist them in maintaining operations, minimizing the costs that the company must incur, and help to increase the demand for shipping services.

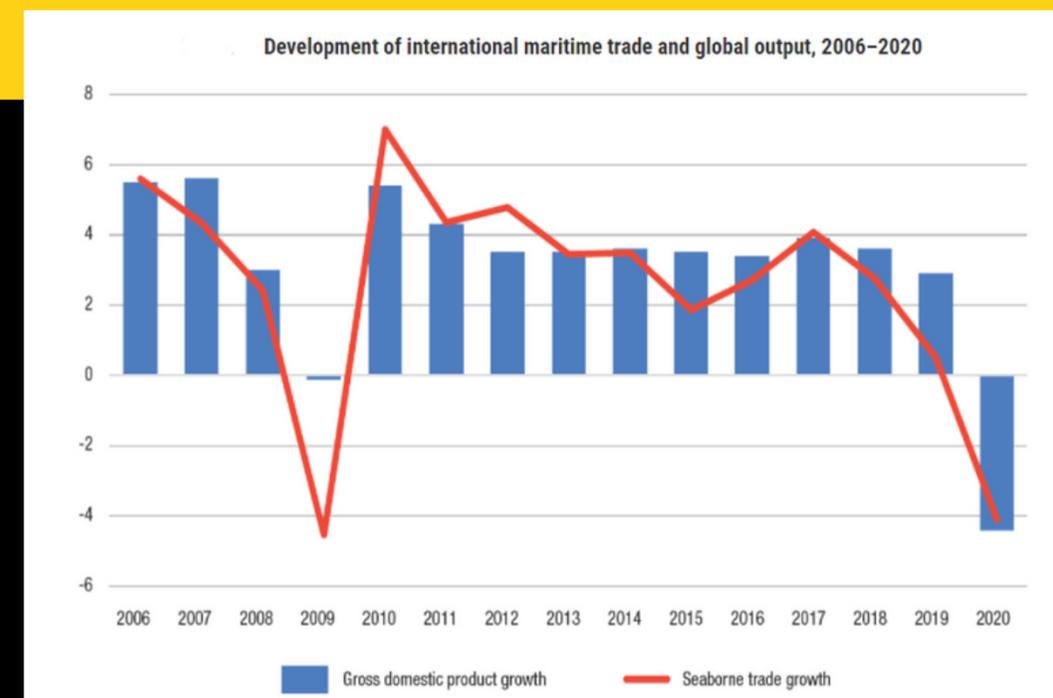


Figure 3: Development of International Maritime Trade and Global Output, 2006-2020



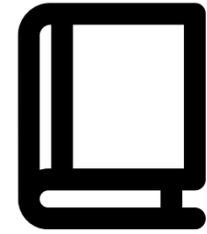


CONCLUSION

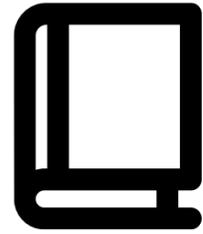
This study has successfully presented PESTEL and SWOT analysis for the seaport industry in general and Lumut Maritime Terminal Sdn. Bhd. (Lumut Port) in particular. PESTEL analysis is a tool to evaluate the company's external factors, each component of PESTEL consists of two points that have been described including a clean cargo concept and water pollution for the environmental component. After that, the SWOT analysis is a tool that helps Lumut Port to identify the strengths, weaknesses, opportunities, and threats. Each component consists of two contents that were described including the weaknesses of the company that has a lack of connectivity with other modes of transport and a lack of efficiency in cargo handling.

Last but not least, this study is expected that the analysis able to help the seaport industry and Lumut Port to overcome all issues effectively and can improve the performance of the company to become the most successful seaport company in Malaysia and a well-known seaport company around the world. Then, researchers should make an analysis on Tanjung Pelepas Port in Johor in the future as the port will become the most Hi-Tech seaport company in Malaysia and have the potential to become the most efficient transshipment hub in South-East Asia compared with Port Klang.

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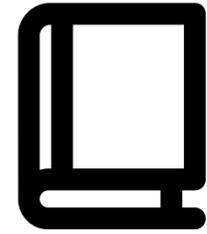


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APPENDICES



LUMUT PORT MAIN OFFICE



LUMUT MARITIME TERMINAL

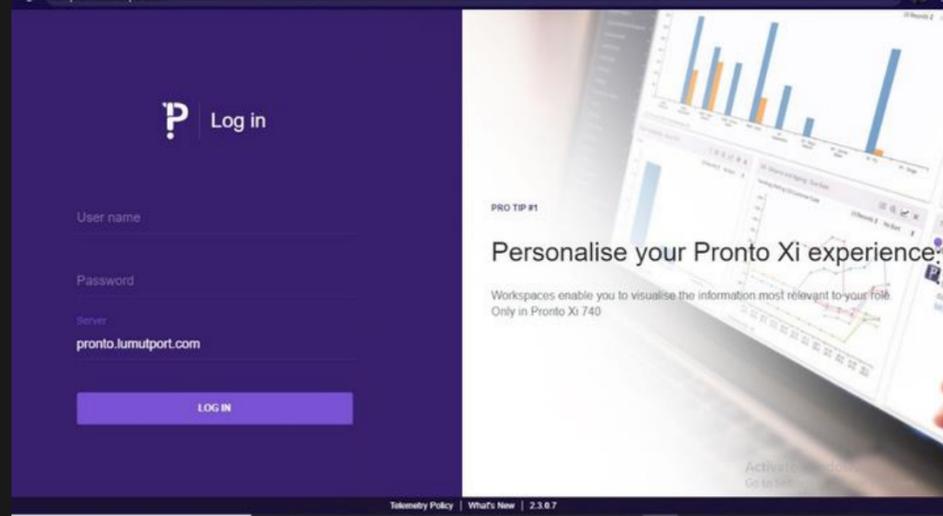


LEKIR BULK TERMINAL





APPENDICES



PRONTO SYSTEM



MALAM APRESIASI STAF 2021



PROGRAM BUBUR LAMBUK

Lumut Maritime Terminal Sdn Bhd
Petty Cash LMT Reimbursement as at 16 July 2021

Account Code	Type	Reference	Trans Date	Details	Currency Amount	Description	Financial Period	Financial year	Trans No	Batch
800780AB02	CP	CAB-81/2021	16/7/2021	Starter for portable compressor (20830) 141446	14.00	Upkeep Of Port Premises LMT SSD	7	2021	2	002K08
800780AB02	CP	CAB-81/2021	16/7/2021	Fittings for repair floaton water pump(21134) 2105-273	170.00	Upkeep Of Port Premises LMT SSD	7	2021	4	002K08
800780AB02	CP	CAB-81/2021	16/7/2021	Bear bearing for Forklift 0111 205191 17361	85.00	Upkeep Of Port Equipment LMT SSD	7	2021	6	002K08
800900AB02	CP	CAB-81/2021	16/7/2021	Plan for repair mobile gen set 66099	30.00	Maintenance-Tools & Spares LMT SSD	7	2021	8	002K08
800610AB02	CP	CAB-81/2021	16/7/2021	Fittings for repair portable compressor (20830) 142076	13.00	Maintenance-Consumables LMT SSD	7	2021	10	002K08
800480AB02	CP	CAB-81/2021	16/7/2021	MAF 4842 PVC	166.00	Upkeep Of Motor Vehicle LMT SSD	7	2021	12	002K08
800610AB02	CP	CAB-81/2021	16/7/2021	Screw for APV block cylinder 80761	18.00	Maintenance-Consumables LMT SSD	7	2021	14	002K08
800610AB02	CP	CAB-81/2021	16/7/2021	Fittings to repair carter's fresh water pump 66348	78.80	Maintenance-Consumables LMT SSD	7	2021	16	002K08
800610AB02	CP	CAB-81/2021	16/7/2021	Garbage bag 61225	7.50	Maintenance-Consumables LMT SSD	7	2021	18	002K08
800610AB02	CP	CAB-81/2021	16/7/2021	Fittings to repair public amenities toilet 61224	104.50	Maintenance-Consumables LMT SSD	7	2021	20	002K08
800610AB02	CP	CAB-81/2021	16/7/2021	Wrench and adapter for motor ammeter 10961 64777	130.00	Maintenance-Consumables LMT SSD	7	2021	22	002K08
800700AB02	CP	CAB-81/2021	16/7/2021	Seal for Dymonic-3 hydraulic motor leaking N135147	170.00	Upkeep Of Port Equipment LMT SSD	7	2021	24	002K08
800610AB02	CP	CAB-81/2021	16/7/2021	iPhone Full temperature bill 86084700	30.00	Maintenance-Consumables LMT SSD	7	2021	26	002K08
800610AB02	CP	CAB-82/2021	16/7/2021	Meng Kae Electric Co 21519	89.00	Maintenance-Consumables LMT SSD	7	2021	28	002K08
800610AB02	CP	CAB-83/2021	16/7/2021	ORIGINE HARPER ADAPTER 05089	80.00	Maintenance-Consumables LMT SSD	7	2021	30	002K08
800610AB02	CP	CAB-83/2021	16/7/2021	3"X10" X 1.5 CUP BRUSH CB0819	80.00	Maintenance-Consumables LMT SSD	7	2021	34	002K08
					1,206.40					
CAB-81/2021	SSD	AZMI			997.40					
CAB-82/2021	STORE	SALLEHAN			69.00					
CAB-83/2021	STORE	SALLEHAN			140.00					
Petty cash LMT		Total reimbursement			1,206.40					

Prepared by: Rival Bin Nasarudin
Date: 16/7/2021

PETTY CASH REPORT

LUMUT PORT **SOP** DOCUMENT ID: LMTSR/ FIN - 004

LUMUT MARITIME TERMINAL SDN BHD

FINANCE

SOP FOR ACCOUNT PAYABLES (TRADE)

REVISION NUMBER: 1
CONTROL NUMBER:
DISTRIBUTED TO:

SIGNATURE AND DATE	NAME	DESIGNATION
PREPARED BY: [Signature] DATE: 1 MARCH 2018	ROS AZMAN ADIZ	ASSISTANT MANAGER FINANCE
VERIFIED BY: [Signature] DATE: 2 MARCH 2018	MOHD HIDAYATULLAH MOHAMMED YUSOF	HEAD OF FINANCE
AUTHORIZED BY: [Signature] DATE: 1 MARCH 2018	MUBARAK ALI GULAM RASUL	CHIEF EXECUTIVE OFFICER

SOP OF ACCOUNT PAYABLE

5/20/2021

Bank : CIMB Malaysia Description : CIMB Main Account
Statement Summary as at: 28 May 2021 12:00

Current Bank Reconciliation

Current Bank Statement	Current Bank Statement	Current Bank Statement
Statement Ending: 28 May 2021	Statement Ending: 28 May 2021	Statement Ending: 28 May 2021
1,242,796.37 (RM) (28 May 2021)	1,242,796.37 (RM) (28 May 2021)	1,242,796.37 (RM) (28 May 2021)

Current Bank Reconciliation

Current Bank Statement	Current Bank Statement	Current Bank Statement
1,242,796.37 (RM) (28 May 2021)	1,242,796.37 (RM) (28 May 2021)	1,242,796.37 (RM) (28 May 2021)

RECONCILIATION REPORT

APPENDICES



Draft for discussion purposes
subject to changes

LUMUT MARITIME TERMINAL SDN. BHD.
(Registration no.: 198901003174 (180480-D))
(Incorporated in Malaysia)

STATEMENTS OF COMPREHENSIVE INCOME
FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2020

	GROUP		COMPANY		
	Note	2020 RM	2019 RM	2020 RM	2019 RM
REVENUE	5	115,557,382	119,412,440	115,557,382	119,412,440
COST OF SALES		(42,850,706)	(44,944,442)	(42,850,706)	(44,944,442)
GROSS PROFIT		72,706,676	74,467,998	72,706,676	74,467,998
Administrative expenses		(29,769,476)	(28,724,775)	(29,784,767)	(28,715,984)
Impairment losses on receivables		(794,449)	0	(794,449)	0
Other income		956,474	780,259	956,474	780,259
Other expenses		(19,893)	0	(19,893)	0
OPERATING PROFIT	6	43,079,332	46,523,482	43,064,041	46,532,273
Finance costs	9	(81,570)	(155,948)	(81,570)	(155,948)
PROFIT BEFORE TAX		42,997,762	46,367,534	42,982,471	46,376,325
Tax expense	10	(10,123,827)	(11,815,394)	(10,123,827)	(11,815,394)
NET PROFIT FOR THE FINANCIAL YEAR		32,873,935	34,552,140	32,858,644	34,560,931
OTHER COMPREHENSIVE INCOME FOR THE FINANCIAL YEAR, NET OF TAX		0	0	0	0
TOTAL COMPREHENSIVE INCOME FOR THE FINANCIAL YEAR		32,873,935	34,552,140	32,858,644	34,560,931
NET PROFIT/TOTAL COMPREHENSIVE INCOME FOR THE FINANCIAL YEAR ATTRIBUTABLE TO:					
Owners of the Company		32,873,935	34,552,140	32,858,644	34,560,931

The accompanying notes form an integral part of these financial statements.

10

180480-D

Lumut Maritime Terminal Sdn. Bhd.
(Incorporated in Malaysia)

Statements of comprehensive income
For the financial year ended 31 December 2018

	Note	Group		Company	
		2018 RM	2017 RM	2018 RM	2017 RM
Revenue	4	127,303,421	105,314,215	127,303,421	105,314,215
Cost of sales		(49,158,085)	(40,542,740)	(49,158,085)	(40,542,740)
Gross profit		78,145,336	64,771,475	78,145,336	64,771,475
Other items of income					
Interest income		88,817	317,116	88,817	317,116
Other income		383,028	260,312	383,028	260,312
Other items of expense					
Administrative expenses		(28,032,730)	(23,935,223)	(28,027,730)	(23,931,723)
Finance costs	5	(303,316)	(40,435)	(303,316)	(40,435)
Profit before taxation	6	50,281,135	41,373,245	50,286,135	41,376,745
Income tax expense	8	(13,565,505)	(9,609,189)	(13,565,505)	(9,609,189)
Net profit for the year, representing total comprehensive income for the year		36,715,630	31,764,056	36,720,630	31,767,556
Profit attributable to: Owners of the Company		36,715,630	31,764,056	36,720,630	31,767,556

The accompanying accounting policies and explanatory notes form an integral part of the financial statements.

11

180480-D

Lumut Maritime Terminal Sdn. Bhd.
(Incorporated in Malaysia)

Statements of comprehensive income
For the financial year ended 31 December 2017

	Note	Group		Company	
		2017 RM	2016 RM	2017 RM	2016 RM
Revenue	4	105,314,215	97,988,604	105,314,215	97,988,604
Cost of sales		(40,542,740)	(34,836,063)	(40,542,740)	(34,836,063)
Gross profit		64,771,475	63,152,541	64,771,475	63,152,541
Other items of income					
Interest income		317,116	1,122,253	317,116	1,122,253
Other income		260,312	495,187	260,312	495,187
Other items of expense					
Administrative expenses		(23,935,223)	(21,215,213)	(23,931,723)	(21,214,213)
Finance costs	5	(40,435)	(932,510)	(40,435)	(932,510)
Profit before taxation	6	41,373,245	42,622,258	41,376,745	42,623,258
Income tax expense	8	(9,609,189)	(10,421,998)	(9,609,189)	(10,421,998)
Net profit for the year, representing total comprehensive income for the year		31,764,056	32,200,260	31,767,556	32,201,260
Profit attributable to: Owners of the Company		31,764,056	32,200,260	31,767,556	32,201,260

The accompanying accounting policies and explanatory notes form an integral part of the financial statements.

11

Company No: 180480-D

LUMUT MARITIME TERMINAL SDN BHD
(Incorporated in Malaysia)

AND ITS SUBSIDIARY

STATEMENTS OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2016

	Note	GROUP		COMPANY	
		2016 RM	2015 RM (Restated)	2016 RM	2015 RM (Restated)
Revenue	16	97,988,604	96,517,087	97,988,604	96,517,087
Cost of sales		(34,836,063)	(34,562,888)	(34,836,063)	(34,562,888)
Gross profit		63,152,541	61,954,199	63,152,541	61,954,199
Other income		495,187	549,689	495,187	549,689
Administrative expenses		(21,215,213)	(16,444,529)	(21,214,213)	(16,444,379)
Results from operating activities		42,432,515	46,059,359	42,433,515	46,059,509
Interest income		1,122,253	1,577,815	1,122,253	1,577,815
Finance costs	17	(932,510)	(1,813,001)	(932,510)	(1,813,001)
Profit before tax	18	42,622,258	45,824,173	42,623,258	45,824,323
Tax expense	20	(10,421,998)	(13,081,511)	(10,421,998)	(13,081,511)
Profit for the year		32,200,260	32,742,662	32,201,260	32,742,812
Other comprehensive income		-	-	-	-
Total comprehensive income for the year		32,200,260	32,742,662	32,201,260	32,742,812

The notes on pages 11 to 43 are an integral part of these financial statements.



APPENDICES

INDUSTRIAL TRAINING REPORT

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