



The Chartered
Institute of Logistics
and Transport



2026
February

CILTM PULSE

FOR MEMBERS ONLY

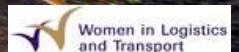


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UP COMING EVENT

STRONGER-TOGETHER

Congratulations!!



The Chartered
Institute of Logistics
and Transport

Congratulations!

On Your Appointment

future ready
proud moment



MR. DANIAL HAKIM MOHD RAMZI MILT
CHAIRPERSON
NEXT GENERATION REGIONAL
SOUTHEAST ASIA

Sincerely from:
Professor Ts ChLT Dr. Muhammad Zaly Shah FCILT
CILTM President
Management Council, Secretariat and Members

NEXT
GENERATION



Women in Logistics
and Transport

Congratulations!! - On Your Appointment
Mr. Danial Hakim Mohd Ramzi MILT
Chairperson
Next Generation Regional
Southeast Asia

Future ready ~ Proud moment

NEXT
GENERATION



CILTM PRESIDENT'S MESSAGE

**Assalamualaikum warahmatullahi wabarakatuh
dan Salam Sejahtera**



**Professor Ts ChLT Dr Muhammad Zaly Shah FCILT
President CILTM Malaysia and International
Vice President for South East Asia Region**

February has been a month of meaningful engagement for CILTM, marked by collaborations and initiatives that continue to strengthen our role in the logistics, transport, and supply chain ecosystem. Through partnerships with CILTM Corporate Member and Training Provider, PERHEBAT, JPK, and MOT, we can advance structured, industry-relevant learning while nurturing the next generation of professionals.

I would like to express my heartfelt thanks to all contributors who consistently share their knowledge and insights through CILTM Pulse. Your dedication ensures that our digital platform remains a rich source of professional learning, particularly for our younger members who are eager to gain knowledge from the wealth of experience offered by seasoned industry practitioners. Your contributions not only educate but also inspire mentorship, collaboration, and lifelong learning within our community.

As we face the opportunities and challenges ahead, I encourage all members to embrace the values of integrity, collaboration, and continuous learning. Let this holy month be a reminder to reflect, give back, and contribute positively, both to our professional community and to society at large.

On behalf of CILTM, I wish you a blessed and fulfilling Ramadan Kareem. May this sacred month inspire us all to grow, lead, and serve with renewed purpose and dedication.

Yours Truly,
Muhammad Zaly





EDITOR'S MESSAGE

Cdr Ts ChLT Shahrir bin Haji Ahmad RMN (R) FCILT
Editor-in-Chief, CILTM Pulse

**Assalamualaikum warahmatullahi
wabarakatuh dan Salam Sejahtera**

February 2026 marked a period of steady progress and meaningful engagement for CILT Malaysia, reflecting the Institute's growing influence and trusted role in supporting the development of the nation's logistics and transport ecosystem.

This edition of Pulse features a range of CILTM activities alongside insightful articles contributed by our members. These contributions highlight professional expertise, innovation, and practical perspectives that continue to enhance industry standards, while reaffirming the strength of our professional community and the importance of knowledge-sharing within CILTM.

In conjunction with the festive season earlier this year, CILTM extends its warmest wishes for a Happy Chinese New Year 2026 to all members, partners, and stakeholders who celebrated the occasion. May the Year bring prosperity, good health, harmony, and continued success in both personal and professional endeavours.

One of the key milestones for this month was the appointment of Kolej Profesional MARA Bandar Penawar (KPMBP) as a Logistics Learning Provider (LLP), a significant achievement that further strengthens the logistics education and professional development landscape. CILTM is honoured to support initiatives that advance structured, industry-relevant learning for both current practitioners and future professionals, in collaboration with strategic partners including The Armed Forces Veterans Affairs Corporation, Department of Skills Development and the Ministry of Transport.

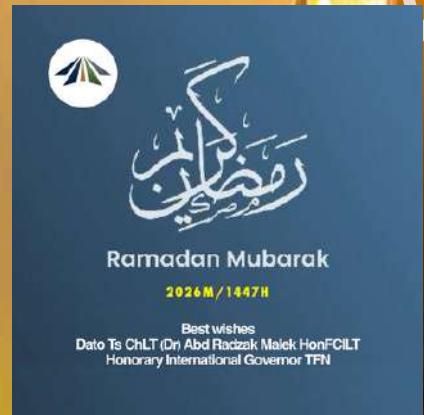
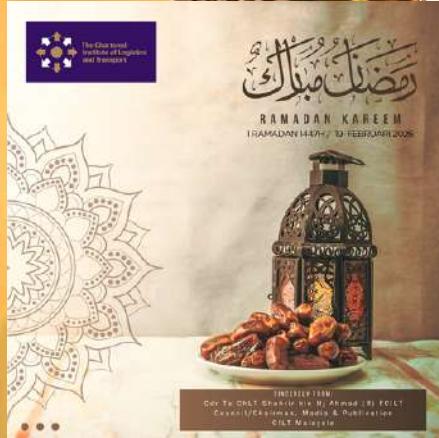
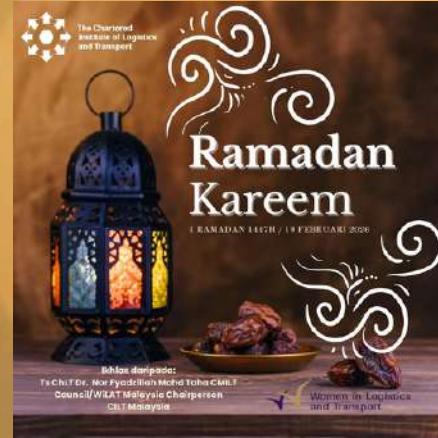
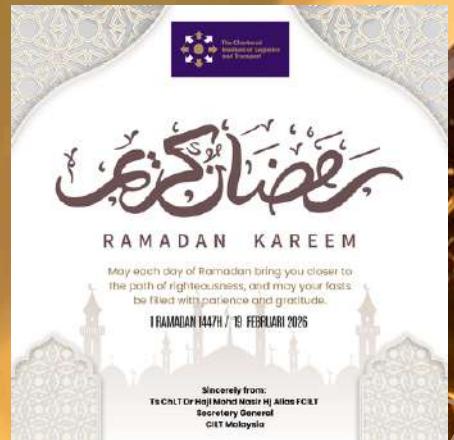
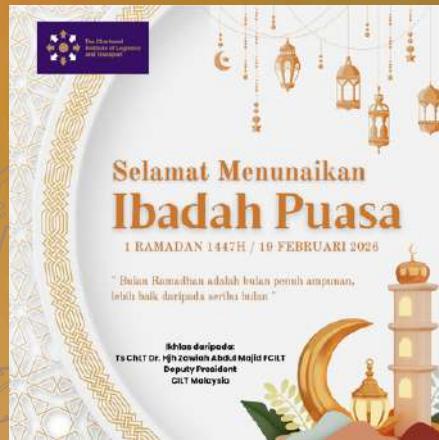
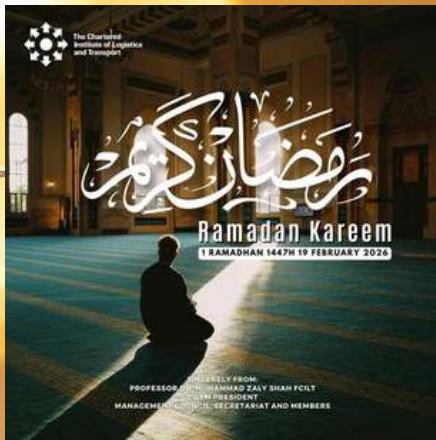
CILTM continues to be recognised as a trusted professional body, with the growing number of government and non-government agencies seeking advisory support and expressing interest in collaborating on professional programmes. This confidence reflects the Institute's strong governance, credibility, and clear strategic direction.

As we approach the blessed month of Ramadan, we extend our warmest wishes to all Muslim members of the Institute. May this holy month bring peace, reflection, and renewed strength, and may its values continue to inspire integrity, compassion, and excellence in our professional endeavours.

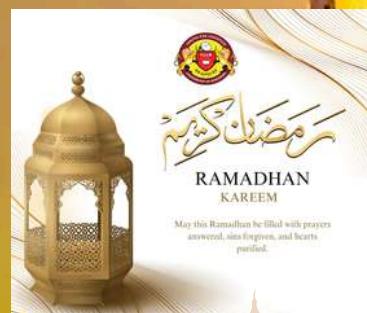
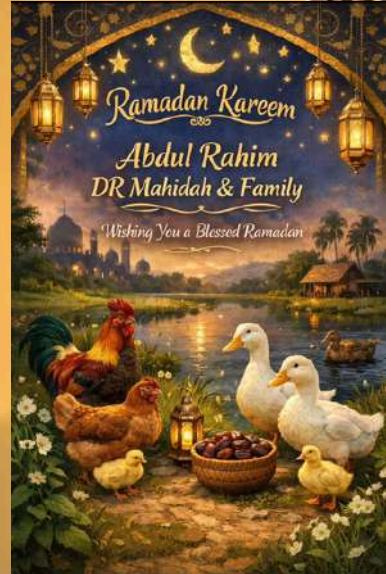
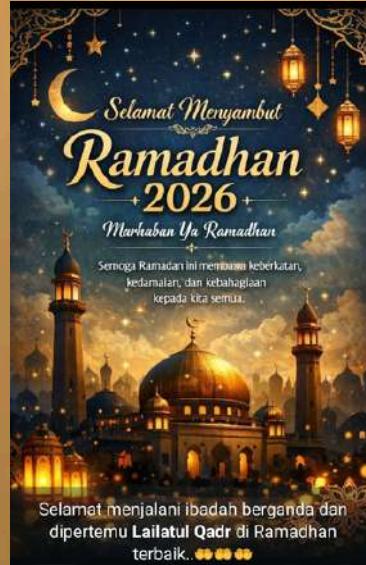
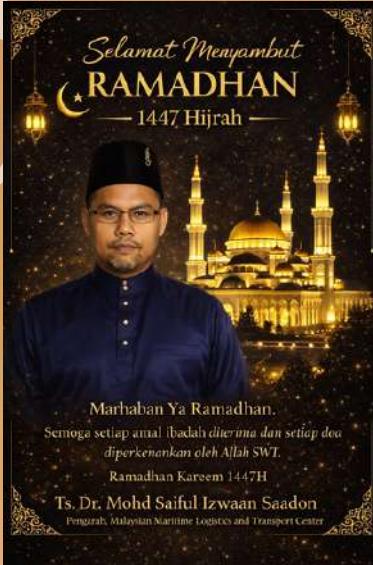
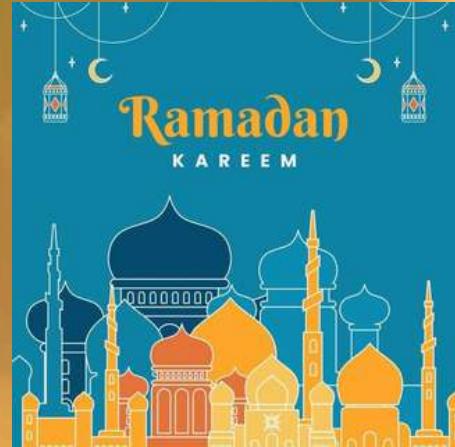
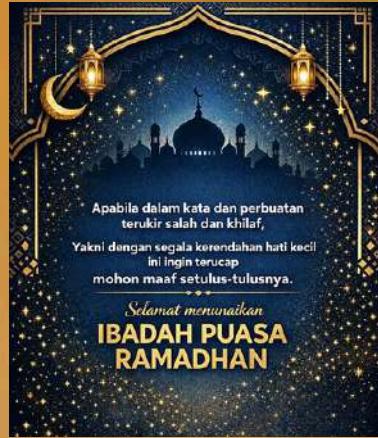
Thank you for your continued support and engagement. Together, we will continue to strengthen CILTM's role as a leading voice in logistics, transport, and professional development.

Stronger Together
Shahrir Ahmad

رمضان مبارك Ramadan Moments



رمضان مبارك Ramadan Moments



Milestones & Achievements

KPM Bandar Penawar Elevated as National Logistics Learning Provider, Strengthening Industry-Driven Education



Bandar Penawar | 4 February 2026 - MARA officially elevates Kolej Profesional MARA (KPM) Bandar Penawar as a Logistics Learning Provider (LLP), strengthening its role as a national hub for industry-driven logistics education. Officiated by YBhg Datuk Wira Dr Asyraf Wajdi bin Dato' Dusuki, Chairman of MARA, the initiative is driven by three strategic pillars, Networking, Knowledge and Opportunity, to enhance industry collaboration, professional competency and career pathways.

Established in July 2008, KPM Bandar Penawar is now positioned as MARA's Logistics Education Hub, offering industry-recognised programmes including the Diploma in Integrated Logistics Management, accredited by The Chartered Institute of Logistics and Transport in Malaysia (CILTMA) with dual professional certification. Today, the institution serves 737 students, with 279 students and graduates registered as logistics professionals since 2021. A Certificate of Appreciation was presented to the CILTMA President by the Director of KPM Bandar Penawar, witnessed by YBhg Datuk Wira Dr Asyraf Wajdi bin Dato' Dusuki, Chairman of MARA. Also present from CILTMA were the Deputy President, Acting Vice President, Secretary General, Acting Assistant Secretary General, WILAT Malaysia Chairperson, and the Secretariat team.



Milestones & Achievements

Meeting between CILTM and University of Technology Sarawak (UTS),
Date: Friday, 13 February 2026, 10.30am
Venue: CILTM Secretariat Office



The meeting commenced with opening remarks and introductions from both parties. This was followed by a presentation outlining the proposed programme, after which discussions were held on the Academic Recognition Pathway (ARG2). The meeting also focused on curriculum alignment with the requirements for the PQE programme, as well as deliberations on the proposed implementation timeline and the next steps forward.



Those present were Prof. Ts ChLT Dr. Muhammad Zaly Shah FCILT; Ts ChLT Dr. Hj Zahiah Abdul Majid FCILT; and Sharifah Salwa Abu Bakar CMILT, Head of Secretariat.

UTS was represented by Prof. Ir. Ts Dr. Mohammad Shahril Bin Osman, Deputy Vice-Chancellor; Mah Hoe Tiang, Deputy Dean, School of Engineering & Technology; and Assoc. Prof. Ts Dr. Ramli bin Rashidi.



Milestones & Achievements

Meeting between CILTM and MyCatalyz Youth Group

Date: Friday, 13 February 2026, 3.00 pm

Venue: CILTM Secretariat Office

Friday, 13 February, 3:00–5:00 pm: A meeting was held with the MyCatalyz Youth Group to explore potential collaboration on the CILTM Podcast programme.

The discussion focused on engaging youth audiences, developing content strategies, leveraging digital platforms, and using podcasts as a tool for thought leadership and industry advocacy. The collaboration is intended to strengthen youth engagement, raise professional awareness, and enhance CILTM's digital presence.



Key outcomes included the identification of podcast themes such as logistics careers, leadership, innovation, and sustainability, and clarification of respective roles in content planning, production, and promotion. It was agreed to produce a pilot episode as a proof of concept and to establish a small working group to manage content development, scheduling, and technical arrangements. Follow-up discussions will be scheduled to finalise the collaboration framework and implementation timeline.

Those present were:

Prof. Ts ChLT Dr. Muhammad Zaly Shah FCILT

Ts ChLT Dr. Hjh Zawiah Abdul Majid FCILT

ChLT Haji Baharudin Kamarudin FCILT

Dato (Dr) Ts ChLT Abd Radzak Abd Malek Hon FCILT

Cdr Ts ChLT Shahrir Hj Ahmad FCILT

Ts ChLT Dr. Nor Fyadzillah Mohd Taha CMILT

Mr Khairuddeen Shamsuddin CMILT

Pn Sharifah Salwa Abu Bakar CMILT

Milestones & Achievements

Media and Publication Committee Meeting with CILTM President

Date & Time: Friday, 13 February 2026 · 5:00pm

Venue: CILTM Secretariat Office



The meeting agenda covered opening remarks and introductions by the CILTM President, acknowledgment of committee members, key objectives, media and publication matters including ongoing initiatives, digital and print strategies, upcoming communications, and concluded with any other business, suggestions, and agreement on next steps and responsibilities.



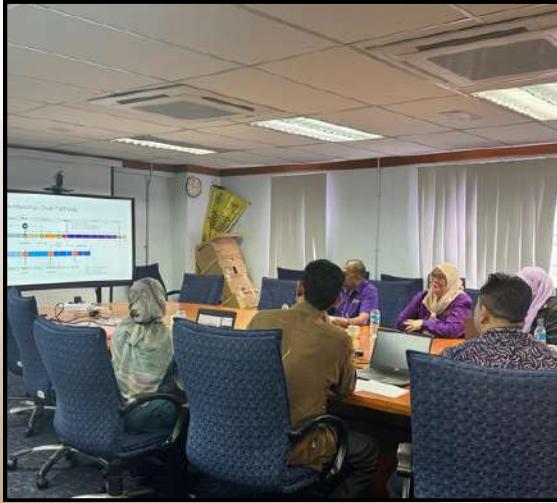
Those present were:

- Prof Ts ChLT Dr. Muhammad Zaly Shah FCILT
- Ts ChLT Dr. Hjh Zawiah Abdul Majid FCILT
- ChLT Haji Baharudin Kamarudin, FCILT
- Dato (Dr) Ts ChLT Abd Radzak Abd Malek Hon FCILT
- Cdr Ts ChLT Shahrir Hj Ahmad FCILT
- Ts ChLT Dr Nor Fyadzillah Mohd Taha CMILT (WiLAT)
- Mr Khairuddeen Shamshuddin CMILT
- Pn Sharifah Salwa Abu Bakar CMILT
- En Mohd Azlan Abu Bakar CMILT
- Mr Vivek Naidu MILT (NextGen)



Milestones & Achievements

Industry Lead Body : Strengthening Collaboration between CILTM and Jabatan Pembangunan Kemahiran (JPK)



CILTM in partnership with the Department of Skills Development (Jabatan Pembangunan Kemahiran, JPK) convened a strategic follow-up meeting on 12 February 2026 at the JPK Office in Cyberjaya. CILTM was represented by Ts ChLT Dr. Hjh Zawiah Abdul Majid FCILT, Mr ChLT Surendran Muniandy FCILT and Pn Sharifah Salwa CMILT, who engaged in in-depth discussions with JPK officials on dual pathway certification and the mapping of competencies, as well as the ongoing development and application of the National Occupational Skills Standards (NOSS).

The meeting explored practical implementation strategies, identified challenges and solutions, and deliberated on future opportunities for collaboration to strengthen skills development and professional certification within Malaysia's logistics and transport sector. This engagement highlights CILTM's commitment to driving industry standards, fostering workforce excellence, and reinforcing strategic partnerships with national regulatory bodies to build a future-ready logistics and transport ecosystem.



Milestones & Achievements

Industry Lead Body: NOSS Review Meeting

Date: Friday, 20 February 2026

Time: 10:00 am – 12:00 pm

Venue: CILTM Secretariat Office, Shah Alam, Selangor

Agenda: Review and enhancement of the National Occupational Skills Standard (NOSS)

The Industry Lead Body (ILB) Meeting on the Review of the National Occupational Skills Standard (NOSS) was held at the CILTM Secretariat Office, Shah Alam, Selangor, with the primary focus on strengthening and aligning industry competency standards within the logistics and supply chain sector.

This meeting was convened as a follow-up to the discussion session with Jabatan Pembangunan Kemahiran on 12 February 2026 in Cyberjaya. The follow-up reflects CILTM's continued commitment to ensuring that the competency framework developed remains aligned with current industry requirements, labour market demands, and national human capital development aspirations.

Representatives from the ILB team in attendance were Ts ChLT Dr. Zawiah Abdul Majid FCILT; Mr ChLT Surendran A/L Muniandy FCILT; Ir. Haji Abdul Naser Wahab FCILT; and Pn Sharifah Salwa CMILT.

The discussion emphasised a comprehensive review of the existing NOSS structure, proposed enhancements to competency content, and efforts to strengthen alignment between skills standards and actual industry needs. This initiative highlights CILTM's strategic role as an Industry Lead Body in driving sustainable talent development and reinforcing professional certification pathways within Malaysia's logistics and supply chain ecosystem.



Milestones & Achievements

2nd Follow-Up Meeting on Dual Certification Mapping Between CILT Professional Certification Programme and Malaysian Skills Certification (SKM) & Iftar Gathering

Date: Friday, 27 February 2026, Time: 4.30pm

Venue: CILTM Secretariat Office, Shah Alam, Selangor

The 2nd Follow Up Meeting on the mapping of Dual Certification between the professional certification programmes by Chartered Institute of Logistics and Transport Malaysia (CILT Malaysia) and the Malaysian Skills Certification (SKM) framework under Jabatan Pembangunan Kemahiran (JPK) was successfully convened in a spirit of strategic collaboration and shared commitment to industry excellence. The session was subsequently followed by a meaningful Berbuka Puasa gathering. This follow-up meeting marked a significant step forward in aligning professional qualifications with the National Occupational Skills Standards (NOSS), reinforcing a structured and industry-recognised pathway for practitioners within Malaysia's logistics and transport sector. The discussion focused on competency mapping, equivalency benchmarking, quality assurance mechanisms, and potential progression routes between CILT professional certifications and SKM levels.

Both parties deliberated on ensuring that the dual certification initiative:

- Enhances graduate and practitioner mobility within the industry
- Strengthens recognition of prior learning and industry experience
- Aligns academic, professional, and skills-based qualifications
- Supports Malaysia's aspiration towards a highly competent and globally competitive logistics workforce

The engagement reflects a strategic partnership approach—bridging professional body standards with national skills certification frameworks—to provide inclusive and flexible career pathways for industry players at various competency levels.



Delegation from Jabatan Pembangunan Kemahiran (JPK):

- Pn Puan Rosnoizam binti Abd. Majid
- Pengarah, Bahagian Hubungan Industri dan Kerjasama Strategik (BHIKS)
- En Nadzron bin Abd Hamid
- Ketua Penolong Pengarah, Unit Pengiktirafan Kemahiran
- En Norazmi bin Mokni
- Penolong Kanan Pengarah, Unit Pengurusan ILB
- Pn Zuriyati Binti Abu Hassan
- Penolong Kanan Pengarah, Unit Pengiktirafan Kemahiran

Delegation from CILT Malaysia:

Ts ChLT Dr HjH Zawiah Abdul Majid FCILT Deputy President, Mr ChLT Surendran Muniandy FCILT Chairman of ILB, Tn Haji Ir Naser Abdul Wahab FCILT Vice Chairman of ILB, Dato Ts ChLT (Dr) Abd Radzak Abd Malek FCILT, Council of Trustee, Mdm ChLT Carol Wong FCILT Acting Sec Gen, Pn Sharifah Salwa Abu Bakar CMILT Head of Secretariat, CILTM and Ms Ida Syarmila Mat Noor, Senior Executive (Administration & CPD), CILTM

CILTM IN ACTION: PENANG SECTION

Chinese New Year Wishes from CILT (Penang Section)

**CILT (Penang Section) extends its warmest wishes to all members, partners, and stakeholders. May this festive season bring you prosperity, good health, happiness, and continued success in all your endeavours.
Gong Xi Fa Cai! 🍀**

The Chairman of CILTM (Penang Section), Dato' Log. Ts Chang Kah Loon FCILT, was invited to attend the Chinese New Year Open House hosted by Penang Port Commission at Swettenham Pier Cruise Terminal on 14 February 2026. The event, hosted by Penang Port Commission (PPC) Chairman brought together distinguished guests including ambassadors and consuls general, Members of Parliament, State Legislative Assembly members, the Mayor and Penang Island City Council (MBPP), representatives from government agencies, trade associations, and community leaders.



The Chairman of CILT (Penang Section), Dato' Log. Ts Chang Kah Loon FCILT, together with the Section Secretary, Ms Eunice Chang CMILT, attended the Chinese New Year dinner hosted by Penang Port Sdn Bhd at the Eastern & Oriental Hotel on 11 February 2026. The event brought together a wide cross-section of industry leaders, professionals, and practitioners from the maritime, logistics, manufacturing, trading, and related sectors, providing a meaningful platform for networking and festive celebration in the spirit of the Chinese New Year.



CILTM IN ACTION: PENANG SECTION



The Association of Malaysian Hauliers (Northern Region) hosted a Chinese New Year gathering on 9 February 2026, bringing together its leadership, government authorities, and industry stakeholders. The event was attended by representatives from key agencies and industry organisations, including Penang Port Commission, APAD, JPJ, MPC, LogM, PCCC, Penang Port Sdn Bhd, and CLA.

CILT (Penang Section) was represented by its Chairman, Dato' Log. Ts Dr. Chang Kah Loon FCILT and Log. Ts Amy Ooi FCILT. The gathering provided a valuable opportunity for industry practitioners and professional logisticians to network and strengthen collaboration while celebrating the festive season together.

Dato' Log. Ts Dr. Chang Kah Loon, Chairman of CILT (Penang Section), attended a roundtable discussion titled "US-Malaysia Economic Bilateral Relationship" with Edgard D. Kagan at Penang Institute on 6 February 2026.

The session brought together leaders from key Penang agencies and industry bodies, providing a platform for strategic dialogue on economic cooperation between the United States and Malaysia.



Dato' Log. Ts Dr. Chang Kah Loon, Chairman of CILT (Penang Section), attended the Chinese New Year reception hosted by the Consulate General of the People's Republic of China in Penang on 5 February 2026.

The event was attended by the Penang Chief Minister, state leaders, diplomats, and over 500 representatives from government, industry, professional bodies, and institutions, providing a valuable platform for festive celebration and networking.



CILTM IN ACTION: PENANG SECTION

The Chairman of CILT (Penang Section), Dato' Log. Ts Dr. Chang Kah Loon, PhD (USM), FCILT, FLogM, was cordially invited to attend the Chinese New Year Open House hosted by the Chief Minister of Penang, on the first day of Chinese New Year, 17 February 2026 (Tuesday).

The event brought together a distinguished gathering of respected Ministers, Deputy Ministers, State EXCO members, Members of Parliament, Members of the State Legislative Assembly, Ambassadors and Consuls from various countries, City Mayors, City Councillors, professionals, association representatives, community leaders, and other notable guests. With more than a thousand attendees present, the open house provided an excellent platform for meaningful engagement and networking with leaders from diverse sectors, while celebrating the festive spirit of Chinese New Year.



Log. Jasmine Chang, MBA (USM), CMILT, MLogM, a seasoned logistics professional with more than three decades of practical experience in logistics and global logistics business management, was invited to deliver a talk titled “Career Prospects in Logistics and Supply Chain Industry” at Han Chiang University College of Communication, Penang, on 29 January 2026 (Thursday).



She participated in the session in her capacities as a Committee Member of CILT (Penang Section), Chairman of LogM Women Logistics Council, and Industry Advisor to Han Chiang University College of Communication. The talk attracted strong participation from logistics lecturers and students, who gathered to gain insights and inspiration from her professional journey and perspectives as a dedicated and accomplished woman leader in the logistics and supply chain industry.



CILTM IN ACTION: PENANG SECTION

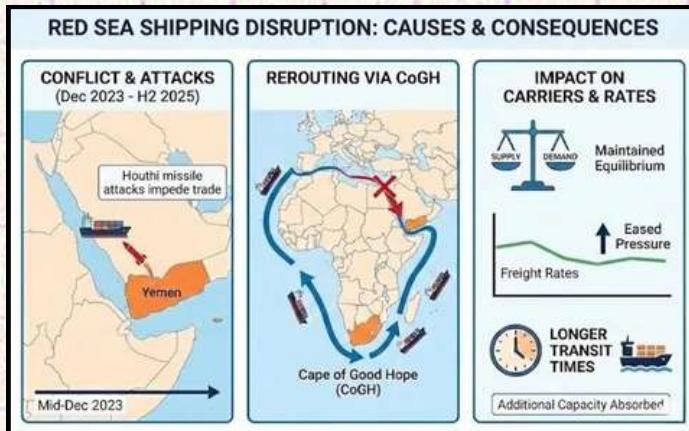
Inspirational by Dato' Log. Ts Dr. Chang Kah Loon,
PhD (USM), FCILT, FLogM

Maritime logistics has been the core area of practice for more than three decades—a journey marked by unforgettable experiences, meaningful achievements, and numerous challenges that shaped professional growth. Along the way, it has become evident that many long-serving practitioners in the industry remain uncertain about critical aspects such as contracts of affreightment, industry terminologies, shipping terms, policies, areas of responsibility, and the respective roles of each party involved.

This gap in knowledge is understandable, as many practitioners are primarily trained to focus on sales performance and increasing cargo volumes, rather than the technical and contractual foundations of maritime logistics.

As aptly observed:

👉 “Some individuals may think that simply having been onboard a ferry or barge qualifies them as experts in shipping.” 🙄🧑🏻🧑🏻♂️



The key takeaway is clear—experience alone is not enough. Embracing the spirit of lifelong learning is essential. By pursuing structured training and professional development, practitioners can bridge knowledge gaps, strengthen their competencies, and remain relevant in an increasingly complex industry. The shared article serves as a timely and relevant reflection of current practices and reinforces the importance of continuous learning in maritime logistics.

Inspirational Reflection

Education and continuous training remain vital for sustainable professional growth, even amid rapid global changes and the rise of AI. On 12 February 2026, a Chinese New Year celebration hosted by the Junior Logisticians Club was held at AK Academy bringing together enthusiastic and energetic logistics students.

The event was also attended by industry leaders Ts Amy Ooi, FCILT, FLogM, and Ms EuNice Chang Qi Ying, CMILT, MLogM. Students were encouraged to build confidence in public speaking and presentation skills—essential competencies for professional life—and were reminded that AK Academy provides the right platform, facilitators, and coaches to support their holistic development as future logisticians.



CILTM IN ACTION: PERAK SECTION

Tourism Logistics & Transportation: Trains ride to Hat Yai, Southern Thailand : ChLT Dr. Mohd. Azam Din FCILT

Introduction

Hat Yai is one of the travel destination for Malaysian who is looking to escape from their normal bustling life. The city is located at Southern Peninsular of Thailand which is considered fifth-largest city with urban population of 406,513 in the district of Amphoe Hat Yai. This city is part of the Hat Yai-Songkhla Metropolitan Area which include 2 big districts consisting of Hat Yai and Mueang Songkhla. In fact, Songkhla is the capital and center of administration while Hat Yai is the business center.

The Hat Yai is well known for shopping destination for Thais and foreigners (in particular Malaysian and Indonesian) with several departmental stores, shopping malls, markets and street vendors. The wet market of the city located near Hat Yai Junction Railway Station and the Kim Yong market which is know for its local produce located at Supasarn Rungsan road. As a vibrant city in the Southern Thailand, its night markets, scenic religious monuments and street food become the best attraction for tourist. Some of the attractions to include Hat Yai Municipal Park, the 35-meter reclining Buddha at Wat Hat Yai Nai, shopping at Greenway Night Market, and the stunning Songkhla Central Mosque.

In this article, the author elaborate the concept of tourism logistics and transport in context of railway services. The tourism logistics and transport is the “invisible backbone” of the travel industry. Mainstream focuses on the destination of the tourism but there still areas need to further study which is the approach to get tourist to their destination and support need when arrived destination. Study of tourism logistics and transport focuses on physical movement of people, the flow of information (in supporting the movement) and the management of supply chains that make so-called “tourist experience” possible.

This article begin by describing the types of train services provided by Keretapi Tanah Melayu Berhad (KTMB), the available train to travel from Malaysia cities to Hat Yai, Thailand and the author experience of taking the train from Ipoh to Hat Yai. It is hope that the article able to guide members of CILT Malaysia for travelling to Hat Yai either for leisure or business visit.

Literature review: Concept of Tourism Logistics and Transport

The concept of tourism logistics and transport focuses on the experience of tourist in movement from one place to another. Concept of tourism logistics represent the space- and time-related transformation of material, people, information, energy, waste, knowledge and capital aiming to provide quality tourism services at lowest cost. It is a complex systems providing dynamic phenomena of varying spatial coverage and displaying a pronounced openness towards the environment (Mrnjavac and Ivanovic, 2007). The definition indicate the tourism logistics consist of complex transformation in providing quality tourism services.

According to Samsomporn, Chantanaphant, et al. (2024), main objectives of touring a tourist area such as Koh Raet were the experience of relaxation, sightseeing, dining and photography. Many of the tourist travels with families and their level of experience for tourism logistics management focuses on financial flow, physical flow and information flow. In research by Chen and Xue (2022) on tourism logistics; the researcher has found that tourism cities able to improve its logistics services though system optimisation as well as tourism operators satisfaction. Their research shows that tourism logistics service quality and its dimensions have a positive impact on the satisfaction of tourism destination operators, and consumer emotions.

CILTM IN ACTION: PERAK SECTION

Tourism Logistics & Transportation: Trains ride to Hat Yai, Southern Thailand : ChLT Dr. Mohd. Azam Din FCILT

Infrastructure affect the tourist experience on logistics and transportation services. Aleksandr and Tsvetkov (2024) research on arctic tourism found that logistics of Arctic tourism as method of transporting tourists on ice routes for sea and river cruises. Their research is based on infrastructure and sea transportation mode used in the arctic in the Russian sector. The problems of water transport use in arctic consist of ageing of ocean vessels, the safety of passenger, short navigation period and shallow waterways. Infrastructure also affect the tourist experience in travelling. Such infrastructure which encompasses accommodation, transportation, services, attraction and amenities, are important for tourist pleasant stay. The tourism infrastructure significantly influence the tourist experience (Qiyad and Zerouali, 2025). The infrastructure of tourism logistics did affect the experience of tourist in visiting places for tourism purposes.

In relation to tourism, logistics approach contributed to the sustainable development of the tourism industry. This is done through efficient use of resources allowing management bodies to monitor the market, implementing innovative technologies and use feedback from custors for improvements. It is seen in a country whereby to develop the railways and road in supporting transportation (Nefedova, Nikolaieva, et al., 2025). The rail transport is the most promising and vital approach in improving urban transportation and logistics infrastructure in supporting tourism sector. Implementing intelligent transport system in urban areas which include public transport, logistics flows, tourist flows, parking and road traffic control affect urban flows (Sushchenko, Zapara, et al., 2023). Many countries provides the rail and road infrastructure in supporting their tourism sector.

Train services from KTMB

The Keretapi Tanah Melayu Berhad (KTMB) is the main railway operator in Peninsular Malaysia. Services of KTMB dated back to the time of British colonialisation era for transportation of tin. The company is now wholly owned by the Government of Malaysia. Modernisation of the Malaysian railways occurs in the 1990s with the proposal of electrification and double-track of the West Coast Line from Padang Besar (at Northern Peninsular) to Johor Bahru (at Southern Peninsular boarder to Singapore). Along the route existing station were renovated or rebuild and new stations were built. Completion of double-track in year 2025 allows KTMB to provide direct train services from Padang Besar to Johor Bahru connecting Thailand to Singapore via western Peninsular of Malaysia.

The company operated rail-based transportation services consisting of West Coast Line and East Coast Line. The West Coast Line connecting the Malaysia-Thailand border at Pandang Besar to Woodlands Train Checkpoint in Singapore. Train passes several cities though this line consisting Arau, Sungai Petani, Butterworth, Bukit Mertajam, Taiping, Ipoh, Tanjung Malim, Rawang, Kuala Lumpur, Seremban, Gemas, Johor Bahru and Woodlands. Padang Besar train station become the connectivity between State Railway of Thailand (SRT) and KTMB. The Diagram 1 indicate the railway route within Peninsular of Malaysia.



Diagram 1: The Peninsular Malaysia's Train Line

CILTM IN ACTION: PERAK SECTION

Tourism Logistics & Transportation: Trains ride to Hat Yai, Southern Thailand : ChLT Dr. Mohd. Azam Din FCILT

The East Coast Line connecting from Tumpat, Kelantan to Gemas (which is part of the West Coast Line) serving two main states in Malaysia consisting of Kelantan and Pahang. This train services provide services through the interior of Peninsular Malaysia which earn the nickname of Jungle Railway. Furthermore, KTMB passenger services consisting of KTM Intercity, KTM Electric Train Services, and KTM Komuter that support movement of people within Peninsular of Malaysia. These several types of trains from KTMB shown in Picture 1.



Picture 1: Trains of KTMB

Trains to Hat Yai

KTMB operates limited-run special train services between Kuala Lumpur Sentral (KL Sentral) to Hat Yai. One of this limited-run train services is known as “MySawasdee”. This train services only available for selected travel dates. It usually operated in selected weekends and holidays throughout the year offering a convenient and scenic-crods border journey for travellers heading north to Thailand. The train depart from KL Sentral to Hat Yai Junction with stopping several statins along the route consisting Sungai Buloh, Ipoh, Taiping, and Padang Besar. Traveller is advised to have a valid passport prior to booking the train services.

For the year 2026, KTMB has released “MySawasdee” schedule for the public. This train services provides seat and sleeping coaches for travellers with ticket pricing ranging from MYR95 to RM120 for one-way movement. It departs from KL Sentral at 10.30 pm (Malaysian Time) and expected to arrive Hat Yai Sentral at 08.50 am (Thailand Time) as in Table 1.

Table 1: The time of departure/arrival KL Sentral - Hat Yai

Train (Departure Station)	Departure	Arrival
MySawasdee (KL)	10.30 pm	08.50 am

Train (Departure Station)	Departure	Arrival
Sentral)		

read more about the
article...



CILTM IN ACTION: PERAK SECTION

Launching of Littoral Combat Ship No. 3 at Lumut Naval Shipyard

The Malaysian maritime and defense logistics sector marked a significant milestone on February 10, 2026, with the successful launching of the nation's third Littoral Combat Ship (LCS 3) at the Lumut Naval Shipyard (Lunas) in Perak. This event represents a critical step forward in the Royal Malaysian Navy's (RMN) fleet modernization program, reflecting the growing capabilities of Malaysia's domestic shipbuilding and heavy engineering industries.

Named Sharif Mashor—after the legendary Sarawakian warrior who resisted colonial occupation in the mid-19th century—the vessel was officially graced by Toh Puan Datuk Patinggi Fauziah binti Mohd Sanusi, the wife of Tun Pehin Sri Dr Hj Wan Junaidi Tuanku Jaafar. The naming of the ship after a Sarawakian hero underscores a deep sense of national unity and honors the state of Sarawak's contribution to the federation.



PICTURE 1: LSC 3 SHARIF MASHOR



PICTURE 2: GS. TS. IR. NOORHAFIZE AND DR. MOHD AZAM AT THE LAUNCHING

For professionals in logistics and transport, the success of the LCS 3 project is a testament to the importance of high-level technical expertise and project management. The Chartered Institute of Logistics and Transport Malaysia (CILTM), specifically the Perak Section, has noted the vital role played by its members in this complex engineering feat. The contributions of Ts. Gs. Ir. Noorhafize Noordin, CMILT, and Pn. Sarimah Isa, CMILT, at Lunas highlight the indispensable value that CILTM professionals bring to large-scale defense procurement and maritime infrastructure projects.

Lunas Shipyard continues to cement its position as a cornerstone of the State of Perak's industrial landscape. By providing comprehensive shipbuilding and repair services, the facility ensures that the RMN's operational demands are met with precision. This synergy between the Ministry of Defense (MOD), the RMN, and Lunas demonstrates a robust supply chain and technical ecosystem capable of handling sophisticated naval architecture.

The successful launch of the Sharif Mashor serves as a reminder that the future of Malaysian logistics lies in the intersection of professional excellence, industrial capacity, and national strategic interests. CILTM extends its congratulations to all stakeholders for this achievement in maritime logistics and defense.

CILTM IN ACTION: JOHOR SECTION

Quality and Innovation Day and KPMBP Staff Day (SKIN) 2025 Celebration

Wednesday | 11 February 2026 – The Quality and Innovation Day and KPMBP Staff Day (SKIN) 2025 celebration was successfully and meaningfully held at Lecture Hall A (DKA), Kolej Profesional MARA Bandar Penawar. The event brought together all staff members in a spirit of enthusiasm and appreciation, celebrating continuous efforts to enhance service delivery quality and institutional excellence.

Organised by the Staff Development Unit (UPS) under the theme “Moving Forward, Creating Impact,” the programme clearly reflected the collective commitment of KPMBP personnel to progress with a high-performance, innovative, and integrity-driven work culture. The theme also emphasised the importance of competitiveness, creativity, and continuous improvement in addressing current educational challenges and industry demands. The celebration served not only as a platform to recognise staff dedication and contributions, but also to strengthen unity, collaboration, and professionalism among employees. It is hoped that the recognition accorded will further inspire and motivate staff to continue contributing excellently towards the institution’s development.

More proudly, nine (9) members of CILTM, who are also lecturers of the Diploma in Integrated Logistics Management (DLM) programme, received awards during the ceremony in recognition of their excellence and commitment in academia and student development. Heartfelt congratulations on this outstanding achievement. May you continue to excel and inspire the entire KPMBP community.



CILTM IN ACTION: JOHOR SECTION

Cake Decoration Challenge with CILT Malaysia



The Cake Decoration Challenge with CILT Malaysia was held concurrently with the Official Launch of KPM as a Logistics Learning Provider (LLP) on 4 February 2026, at Café KPMBP, commencing at 2.30 p.m. The event attracted 150 participants, comprising students from Kolej Profesional MARA, UniKL MITEC, and representatives from the industry. Participants competed in a creative cake decoration challenge and were divided into five groups; each assigned a distinct logistics-related theme. A total of 21 cakes were decorated by the five groups within a strict time limit of one hour. Congratulations to all participants for successfully completing the challenge within the allocated time.

Competition Themes

- Group 1: Green Transport, Safe Journeys
- Group 2: Logistics: Moving the World Forward
- Group 3: Sustainability & Ecology
- Group 4: Inventory Management
- Group 5: Delivery of Convenience

The organising committee invited Puan Sharifah Salwa CMILT, Head of CILTM Secretariat, to serve as the Facilitator for the event. The distinguished Panel of Judges comprised the CILTM President, Deputy President, and Chairperson of WiLAT Malaysia. Also present in celebrating the Cake Decoration Challenge were representatives from CILTM, including the Acting Vice President, Secretary General, Acting Assistant Secretary General and members of the CILTM Secretariat team.

In addition to the cake decoration competition, the event was further enlivened by the participation of the Pengarah KPMBP together with Puan Siti Aminah binti Abdul Kadir, Pengarah BPT MARA, who also took part in decorating cakes on the day. A decorated donut activity was also conducted, adding further excitement to the programme. This vibrant and engaging event not only enhanced participants' communication skills particularly in Logistics, Transport, and Supply Chain but also fostered strong camaraderie, teamwork, and collaboration between CILTM as a professional body, training providers, and the industry.

This initiative is in line with the message delivered by YBhg Datuk Wira Dr Asyraf Wajdi bin Dato' Dusuki, Chairman of MARA, who emphasised: **"ANDA SEMUA MEMPUNYAI TANGGUNGJAWAB BESAR KEPADA UMMAH... Menjadi manusia yang bermanfaat dan manusia yang mampu memanusiaikan manusia."**



Women in Logistics and Transport (WiLAT Malaysia)

We promote the status of women in logistics and transport, to bring together those who support talent and career development of women and to provide a support network and mentoring opportunities for women in the sector.

Leadership



Mentorship



Entrepreneurship



Empowerment



Corporate Social Responsibility



FROM THE DESK OF THE CHAIRPERSON WiLAT MALAYSIA

Women Leading the AI Transformation in Logistics and Military Operations

By: Ts ChLT Dr Nor Fyadzillah Mohd Taha CMILT

Artificial Intelligence (AI) is no longer optional; it is essential. Across global logistics networks and military operations, AI is transforming how decisions are made, resources are deployed, and missions are sustained. The question is no longer whether AI will shape the future of logistics and defence, but who will lead this transformation.

Women must be among those leaders.

In Malaysia, the integration of AI aligns closely with national priorities under digital transformation initiatives and defence modernisation efforts. Within logistics and military environments, including the Malaysian Armed Forces (ATM), AI is strengthening operational readiness through predictive maintenance, intelligent inventory systems, autonomous vehicles, and real-time situational awareness. These technologies enhance efficiency, reduce operational risks, and ensure faster, more accurate decision-making in both civilian and defence logistics.



This shift marks an important turning point. Traditional logistics roles that once emphasised physical capability are evolving into roles centred on data intelligence, systems integration, and strategic analysis. AI is creating space for women to contribute more significantly; not only as participants, but as innovators, analysts, engineers, and decision-makers.

Women bring critical strengths essential to AI-enabled logistics systems: adaptability, analytical thinking, resilience, and collaborative leadership. These qualities are especially valuable in military logistics, where precision, reliability, and rapid response are vital. Diverse perspectives also ensure that AI systems are implemented ethically, responsibly, and effectively.

At WiLAT Malaysia, empowering women to lead in this digital era remains a core priority. We continue to support capacity-building through professional development programmes, leadership platforms, industry engagement, and knowledge-sharing initiatives. Through WiLAT forums, webinars, and collaborations with industry and academic partners, we actively encourage women to develop competencies in emerging technologies, including AI, digital logistics, and smart supply chain systems.

Our members are increasingly contributing to AI-related research, digital transformation initiatives, and technology-driven logistics solutions across academia, industry, and defence-related sectors. These contributions demonstrate that women are not only adapting to change; but actively driving innovation.

As logistics and military systems become more intelligent and interconnected, the role of women becomes even more critical. The future will require leaders who understand both technology and strategy, who can navigate complexity, and who can shape resilient and sustainable logistics ecosystems.

AI is not replacing human leadership; it is elevating the importance of inclusive leadership.

WiLAT Malaysia remains committed to ensuring women are prepared, empowered, and visible in shaping the future of logistics and defence. Together, we will continue to inspire, support, and lead, building a stronger, smarter, and more inclusive logistics community for Malaysia and beyond.

Ts ChLT Dr. Nor Fyadzillah Mohd Taha CMILT
Chairperson
Women in Logistics and Transport (WiLAT) Malaysia

Thank you for reading! 



NextGen Malaysia

To provide a forum where students and next generation professionals can expand their sector knowledge, start building their professional networks, learn and practise presentational, collaborative, strategic and leadership skills, and move on to become successful professionals and highly effective participants in CILT branches, territories and international leadership.

EMPOWERING THE NEXT GENERATION: A NEW CHAPTER OF LEADERSHIP FOR CILTM

February marks a meaningful milestone for CILT Malaysia as we extend our heartfelt congratulations to our newly appointed Next Generation (Next Gen) leadership team, led by Mr Vivek A/L Appalanaidu MILT together with his dedicated committee members. Your appointment reflects the confidence placed in you and signals a progressive step forward in strengthening youth leadership within our institution.

For the first time in the Malaysia Section, the Next Gen Chairman is a young professional below the age of 30 who holds the status of Member (MILT) and represents an institution accredited by CILTM. This milestone aligns closely with the international direction of CILT, which emphasises structured youth engagement to ensure leadership continuity and long-term industry sustainability. It is a clear testament to our commitment to nurturing emerging professionals and empowering the next generation of industry leaders.

We also take great pride in congratulating Mr. Danial Hakim Mohd Ramzi, MILT, on his appointment as Next Generation Regional Chairperson for South East Asia, representing Malaysia. His appointment to the regional platform enhances Malaysia's presence within the global CILT network spanning more than 40 countries and reinforces our growing contribution at the international level.



Ts. ChLT. Dr. Hj. Mohd Nasir Hj. Alias
FCILT, FLogM
Secretary General, CILT Malaysia

At the national level, the Next Gen platform plays an important role as a connector, bringing together members from universities, logistics organisations, transport operators, technology providers, government-linked agencies, and start-ups. With over 30 public and private institutions offering logistics-related programmes, alongside a wide spectrum of professionals across ports, aviation, rail, warehousing, and supply chain sectors, there is strong potential for structured collaboration. Initiatives such as youth forums, cross-institution dialogues, digital engagement platforms, and joint innovation projects can further strengthen this ecosystem.

NextGen Malaysia

EMPOWERING THE NEXT GENERATION: A NEW CHAPTER OF LEADERSHIP FOR CILTM

Two guiding principles should shape our journey ahead: engagement and communication. By reinforcing these pillars, we cultivate a cohesive professional community built on collaboration rather than fragmentation. Our senior members will continue to provide mentorship, strategic guidance, and institutional wisdom, while Next Gen contributes energy, adaptability, innovation, and digital agility.

With strategic direction and collective support, Next Gen can position Malaysia not only as an active participant, but as a regional reference point in logistics and transport excellence—anchored in talent development, industry collaboration, and strong professional standards under CILTM. I am confident that this dynamic leadership team will carry forward the values of professionalism, integrity, and service, shaping the next chapter of our industry in Malaysia and beyond.

Let us continue to support and guide them as they grow into capable and visionary leaders who will safeguard our legacy and strengthen the standing of our profession for generations to come.

Yours faithfully,

Ts. ChLT. Dr. Hj. Mohd Nasir Hj. Alias FCILT, FLogM

Secretary General

CILT Malaysia

NextGen Malaysia

TRANSFORMING THE FUTURE: AI IN NEXT-GENERATION LOGISTICS

Efficiency & Automation ⚡

Artificial Intelligence is revolutionizing logistics by automating critical processes such as route optimization, warehouse management, and demand forecasting. These capabilities reduce operational costs, minimize human error, and accelerate delivery times. By streamlining repetitive tasks, AI frees up human talent to focus on strategic decision-making, making supply chains leaner and more responsive to market changes.

Predictive Intelligence 🧠

AI's ability to process and analyze massive datasets allows logistics providers to anticipate challenges before they occur. From forecasting demand spikes to identifying potential supply chain bottlenecks, predictive analytics shift operations from reactive problem-solving to proactive planning. This resilience is vital in today's volatile environment, where disruptions from geopolitical tensions, climate events, or economic shifts can severely impact global trade. Companies that harness predictive intelligence gain a competitive edge by staying ahead of risks.

Customer-Centric Service 🍷

Beyond efficiency, AI is transforming the customer experience. Real-time tracking, personalized delivery options, and predictive logistics models provide the transparency and reliability that customers increasingly expect. By tailoring services to individual needs and ensuring faster, more accurate deliveries, logistics companies strengthen customer trust and loyalty. In a competitive market, this customer-centric approach is not just an advantage — it is a necessity for sustainable growth and long-term success.

INTRODUCE THE VICE CHAIRPERSON CILT NEXT GEN MALAYSIA

Danial Hakim Bin Mohd Ramzi, MILT a lecturer and postgraduate scholar specializing in Industrial Logistics and Supply Chain Management. My academic background includes a Bachelor's degree in Industrial Logistics and current pursuit of a Master's degree in Supply Chain Management at Universiti Kuala Lumpur, where I have consistently achieved Dean's List recognition. My teaching focuses on the principles of warehouse operations, encompassing inventory control, material handling, layout design, safety practices, and the integration of Warehouse Management Systems (WMS). Through structured coursework and applied learning, I aim to cultivate analytical and practical competencies among students, preparing them to excel in logistics and operations management.

In addition to my academic responsibilities, I actively engage in international exchange programs and leadership initiatives that broaden my perspective and strengthen my professional development. These experiences have enhanced my skills in communication, organization, and project management, while also fostering a global outlook on logistics practices. With proficiency in English and Malay, alongside intermediate German, I bring both regional expertise and international insight to the discipline. My commitment lies in advancing knowledge within the field of logistics and supply chain management, while contributing to the academic and professional growth of future industry practitioners.



DANIAL HAKIM MOHD RAMZI MILT
VICE CHAIRPERSON
NEXT GEN CILTM

NextGen Malaysia

ELIGIBILITY CRITERIA FOR CILT NEXT GENERATION

Age: 35 years old or below

Applicants must be 35 years old or younger at the time of submission. This age requirement ensures that the opportunity is targeted toward early- to mid-career professionals who are emerging leaders in their fields. Proof of age, such as a government-issued ID, birth certificate, or passport, may be requested to verify eligibility.

Membership Post-nominal: MILT or Affiliate

To be considered, applicants must hold the post-nominal designation MILT (Member of the Institute of Leadership & Technology) or have an Affiliate membership. This ensures that candidates are officially recognized within the professional community and have demonstrated a commitment to their field. Applicants should be able to provide valid documentation confirming their MILT or Affiliate status.

Membership Duration: Five years or less

Only applicants who have held their MILT or Affiliate membership for five years or less will be eligible. This requirement is designed to encourage participation from newer members who are actively building their careers and engaging with the organization. Membership duration is calculated from the official start date, and applicants must maintain active membership at the time of application.

Additional Considerations

Applicants should note that all submitted information will be verified for accuracy. Supporting documents for age, membership status, and membership duration may be requested during the evaluation process. The criteria are structured to ensure a fair and transparent selection process while encouraging engagement from young professionals who are contributing meaningfully to the field.

NEXTGEN MALAYSIA COMMITTEE MEMBER 2026

- **Advisor – Prof. Ts. Dr. Muhammad Zaly Shah FCILT (President CILT Malaysia)**
- **Immediate Past Chairperson – Dr. Hazariah Binti Mohd Noh CMILT**
- **Ex-Officio – Sharifah Salwa Abu Bakar CMILT (Head of Secretariat, CILT Malaysia)**
- **Chairperson – Vivek A/L Appalanaidu MILT**
- **Vice Chairperson – Danial Hakim Bin Mohd Ramzi MILT**
- **Secretary - Nur Fathihah Binti Mohamad Sholahudin**
- **Assistant Secretary - Yuvanatciyar A/P Mahendre Selven**
- **Treasurer – Deenesha Murugan MILT**
- **Assistant Treasurer - Ieman Bin Badrul Saman MILT**
- **Education & Learning Programmes – Tan Ding Hong (Noel)**
- **Industry Engagement – Vanessa Lois Ghadung Simpson**
- **Media & Communications – Muhammad Imran El-Qamari Bin Mohd Azhari**
- **Strategy & Special Projects – Puteri Alesya Maisarah Bt Abd Rahim**

NextGen Malaysia

NEXTGEN MALAYSIA COMMITTEE MEMBER 2026

The Chartered Institute of Logistics and Transport

CILT NEXTGEN COMMITTEE 2026

Shaping Future Logistics Leaders

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Immediate-Past Chairperson
Deputy Advisor
- Prof. Ts Dr Muhammad Zaly Shah, FCILT
President of CILT Malaysia
Advisor
- Madam Sharifah Salwa Abu Bakar, CMILT
Head of Secretariat, CILT Malaysia
Ex-Officio

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Industry Engagement
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Media & Communications
- Puteri Alesya Malsarah Bt Abd Rahim
Wital Liaison & Special Projects

NEXT GENERATION

SECURING THE NEXT GENERATION OF LOGISTICS TALENT

Bajic, A. (2025, July 23). Securing the next generation of logistics talent. Project Cargo Journal. https://www.projectcargojournal.com/policy_regulation/2025/07/22/securing-the-next-generation-of-logistics-talent/?gdpr=deny&gdpr=deny

The Talent Gap

Project cargo is a complex field, and expertise takes years to develop. Today, the workforce is aging, and many experienced professionals are retiring, leaving a gap that younger talent is not filling quickly enough. Although the industry offers exciting opportunities with small teams, early responsibility, and fast career growth, many newcomers leave due to burnout, lack of visibility, or limited career progression.

What Young Professionals Want

Emerging professionals seek clear paths to growth, the ability to make decisions, work-life balance, and meaningful connections at work. They value supportive and inclusive leaders and a culture based on trust rather than rigid hierarchies. Mentorships, rotational training, and investments in both technical and soft skills are essential to develop talent at all levels.



Elisabeth Cosmatos

NextGen Malaysia

Preparing for the Future

To address the talent gap, the industry must embrace diversity in age, gender, ethnicity, and background, and promote inclusivity in recruitment, culture, and everyday work. Technology, AI, and sustainability are reshaping logistics, making digital literacy essential. Future professionals need to combine engineering, software, planning, and coordination skills. Programs like The Heavy Lift Group's NEXTGEN connect young professionals with mentors, internships, and hands-on experience

This opinion piece is written by Elisabeth Cosmatos, CEO of the Cosmatos Group and the President of The Heavy Lift Group. Elisabeth is also one of the panellists in the upcoming Project Cargo Summit, tackling the issue of attracting and retaining young talent in the project cargo sector.



Don't hesitate to be part of this program. You can click the link below to show your interest!


<https://forms.gle/UVq4nR9fiDrZaYTS9>

Stay connected and never miss any updates, activities, or opportunities by following us here:



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Your support matters! Please follow, like, and share with your network so we can grow together as the Next Generation of logistics and transport leaders.

#CILTNextGen #CILTMalaysia #LogisticsLeadership
#TransportInnovation

Professional Reflections

Acrophobia + Claustrophobia and Driving in Kuala Lumpur

On a normal road, most drivers use the edge of the carriageway, roadside objects, and the horizon to judge speed and position. Put that road 8 to 10 storeys up (think SUKE, DUKE), stack it in layers, and you remove many of those cues triggering fear of height (acrophobia) and fear of tight spaces (claustrophobia).

When roads go vertical, there will be psychological and behavioural impacts on certain drivers:

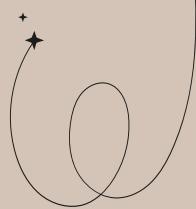
1. Visual depth and “open edge” exposure. Even with barriers, drivers can still see long drops through gaps, over parapets, or at curves and merges. Depth perception becomes part of the experience, not just scenery. For someone with fear of heights, that can trigger threat response.
2. Narrower perceived space. Elevated structures often feel tighter because of higher walls, closer barriers, and continuous concrete surfaces. The lane may be standard width, but it can feel narrower. That pushes some drivers to over-correct, hug a lane line, or slow sharply.
3. Wind, vibration, and motion cues. At height, wind gusts and structural vibration are more noticeable. Most drivers adapt. For a height-anxious driver, these cues can feel like instability, even when the structure is safe.
4. Complex merges, ramps, and decision pressure. Stacked networks have more weaving, steeper grades, tighter curves, and shorter decision windows. Anxiety reduces spare attention. That is when late braking, sudden lane changes, and missed exits rise.
5. A predictable safety pattern. This is not about people “panicking” every day. It is about small degradations in control and judgement: lower speed consistency, larger speed differences between lanes, more hesitation at merges, and more rear-end and sideswipe risk in the short term while drivers adapt.



**Professor Ts ChLT Dr Muhammad Zaly Shah FCILT
President CILT Malaysia and International Vice
President for South East Asia Region**



**Have you experienced these anxiety
episodes while driving on these vertical
highways?**



Stay inspired.
Never stop creating.

Professional Reflections

LAJU PUNCA UTAMA KEMALANGAN MAUT:

Presiden Institut Logistik dan Pengangkutan Bertauliah (CILT) Malaysia, Prof Ts Dr Muhammad Zaly Shah Muhammad Hussein. , berkata pemanduan laju kekal sebagai punca utama kemalangan maut di Malaysia.

FOR MORE PLEASE CLICK THE LINK. THANK YOU

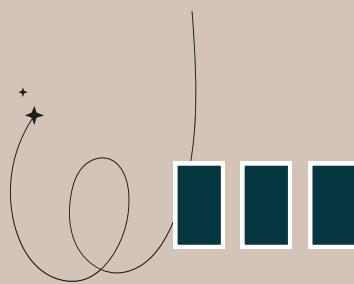


Laju punca utama kemalangan maut

Kuala Lumpur: Hampir 80 peratus kemalangan jalan raya di negara ini berpunca daripada faktor manusia, terutama disebabkan pengurusan kelajuan yang lemah serta kemahiran memandu yang tidak memuaskan.

Harian Metro | Aug 11, 2025

https://www.hmetro.com.my/mutakhir/2025/08/1250874/laju-punca-utama-kemalangan-maut?fbclid=IwY2xjawQIqpxleHRuA2FlbQIxMQBicmlkETJlVXF5WGntNjRYZmg3VFowc3J0YwZhcHBfaWQ_QMjlyMDM5MTc4ODlwMDg5MgABHkzKTFCtdne9YqQGM64RZd8ynKGwVblJw-iT64zuuiFXsFjTjmFyOkhWLY8e_aem_IJ7-lk_G8ChNLZbuxXWgNQ



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Professional Reflections

A Malaysian Perspective on Logistics Leadership By Capt. James Foong FNI FCILT FCMI

In Malaysia, logistics is not an abstract concept. It is something we live with every day—at ports, in offices, on highways, in warehouses, and at sea. From raw materials arriving for factories to food on family tables, logistics quietly supports the rhythm of national life.

Those working in this field understand one thing well: when logistics works, nobody notices. When it doesn't, everyone feels it.

“No Shipping = No Shopping”

Logistics professionals in Malaysia operate in an environment that is demanding and constantly changing. Commercial pressure, sustainability targets, regulatory requirements, digital transformation, and global uncertainty are now part of daily work. Efficient logistics performance is widely recognised as a key enabler of national competitiveness and market access (World Bank, Logistics Performance Index 2023, p. 1).

From a mariner's point of view, this shared responsibility is very clear.

Every ship that calls at Port Klang, Penang, Tanjung Pelepas, or Bintulu carries more than cargo. It carries the outcomes of decisions made ashore—network planning, procurement strategies, cost models, customer commitments, and risk assessments. What happens at sea is not separate from logistics strategy; it is where that strategy meets reality.

“Logistics is not about location. It is about connection — between planning and execution, sea and shore.”

A ship is often described as “just transport”, but those working in logistics know it is more than that. It is a moving link within a carefully designed system. Schedules, inventory planning, emissions targets, and service levels all depend on how well that link performs. Maritime transport remains the backbone of international trade, carrying more than 80 per cent of global trade by volume (UNCTAD, Review of Maritime Transport 2023, p. xiii).

This is why mutual understanding between sea and shore matters.

Logisticians sitting in corporate offices deal with forecasting, contracts, customer expectations, and compliance. These decisions shape how vessels operate long before lines are let go. At the same time, the realities faced at sea — weather, port congestion, equipment limitations, and regulatory inspections — feed back into planning and strategy, often in ways that no spreadsheet can fully capture.

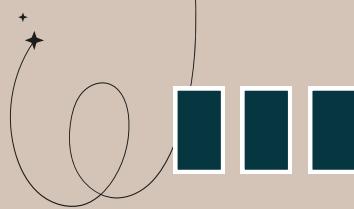
Neither side operates in isolation.

The COVID-19 pandemic reminded Malaysians of this interdependence. When shipping schedules were disrupted, factories slowed, imports were delayed, and supply chains came under strain. The response did not come from one function alone. It required coordinated action across planning, operations, port management, and shipboard execution, reflecting the integrated nature of modern logistics systems (World Bank, LPI 2023, p. 3).

As Malaysia looks ahead, the logistics conversation has shifted towards resilience, sustainability, and digitalisation. These are not new ideas to those in the profession. Sustainability, in particular, depends not only on technology but on operational decisions made daily by competent professionals (IMO, GHG Reduction Strategy, 2023, Section 4.3).

Logistics professionals understand that there are no perfect solutions; only balanced ones.

At sea, these trade-offs are experienced physically. Ashore, they are framed strategically. Both perspectives matter. A sustainability target set in the boardroom depends on execution at the operational level. A risk framework developed by management must reflect what is feasible on the ground — or on the water.



Stay inspired.
Never stop creating.

Professional Reflections

A Malaysian Perspective on Logistics Leadership By Capt. James Foong FNI FCILT FCMI

This is where Malaysia has an opportunity.

Malaysia is a trading nation with deep maritime roots, strategically positioned along major global sea lanes. National policy recognises the importance of integrating transport modes, logistics services, and human capital development to support economic growth (Ministry of Transport Malaysia, National Transport Policy 2019–2030, p. 23).

Professional bodies such as “CILT Malaysia” play an important role in reinforcing this integration. Logistics leadership develops most effectively when professionals across transport and supply chain functions understand each other’s constraints and responsibilities (CILT, Professional Competency Framework, 2022, p. 6).

From a mariner’s perspective, there is confidence in knowing that voyages support carefully considered strategies. From a corporate perspective, there is reassurance in knowing that plans are executed by competent professionals in challenging environments. This mutual trust is what keeps supply chains stable.

Logistics does not start in one place and end in another. It flows from planning to execution, from sea to shore, from strategy to delivery.

As Malaysians working in logistics, we share common ground. We manage risk. We balance competing priorities. We make decisions under pressure. And often, we do it quietly, without recognition.

That quiet competence is something worth being proud of.

When logistics professionals across Malaysia see themselves as part of one connected system—rather than separate roles—the industry moves forward.

Not louder. Not flashier. Just stronger.

CILTM members should look beyond their immediate roles and actively seek exposure to the realities on either side of the logistics interface. Planners should spend time understanding operational constraints; operators should engage more deeply with strategic intent.

Professional development should move beyond technical competence to include judgement, systems thinking, and cross-functional understanding. Within CILTM, this means supporting structured dialogue between modes, mentoring across disciplines, and treating logistics not as a collection of jobs, but as one connected profession.

When CILTM members invest in understanding the full system; from planning to execution, from sea to shore – the industry becomes not louder or more complex, but more resilient, credible, and trusted.

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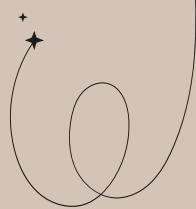
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Professional Reflections

A Malaysian Perspective on Logistics Leadership
By Capt. James Foong FNI FCILT FCMI

Chartered Institute of Logistics and Transport (CILT)

Professional Competency Framework, 2022.

Logistics and transport as integrated systems requiring professional judgment and cross-functional understanding (p. 6).

Ministry of Transport Malaysia

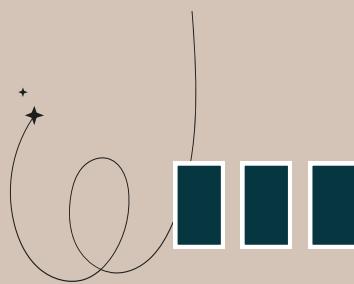
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Integration of transport modes, logistics services, and human capital development as national priorities (p. 23).

ABOUT THE AUTHOR

Capt. James Foong FNI FCILT FCMI is a proud Malaysian Master Mariner operating at the intersection of global maritime operations, logistics strategy, and board-level governance. A product of Malaysia's maritime education system through Akademi Laut Malaysia, a full sponsored cadet by MISC Berhad, he later earned his Master Mariner Certificate in New Zealand and an MBA in Shipping and Logistics from the United Kingdom.

Actively sailing on container vessels worldwide, he brings first-mile operational insight into logistics risk, resilience, and governance. He is also a respected Malaysian thought leader on LinkedIn with over 40,000 followers, where he writes on leadership, decision-making, and the people behind global supply chains.



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Professional Reflections

Asean+3 Is Now the World's Largest Market – And the Global Economy Is Quietly Rewiring

By Datuk Ts Dr Hj Ramli Amir FCILT
CILTM Past President



Asean+3 (ASEAN plus China, Japan and South Korea) now anchors the world's largest demand base in terms of population, a rising middle class, and its contribution to global growth, quietly rewiring trade, investment, and risk flows across the global economy.

What “largest market” really means

- Asean+3 represents around 2.28 billion people, with a combined nominal GDP of about US\$29.3 trillion, roughly 26% of global GDP.
- Over the past decade, nearly 45% of global economic growth has come from Asean+3, making it the largest source of incremental demand worldwide.
- ASEAN alone is home to hundreds of millions of middle-income consumers, with about 245 million middle-income and 85 million upper-middle-income consumers estimated in 2024, and this base is still expanding.

In contrast, the US remains richer on a per-capita basis but is a mature market with slower, more cyclical consumption growth, while Asia's consumption is still in the “catch-up” phase, driven by urbanisation, digitalisation and rising wages.

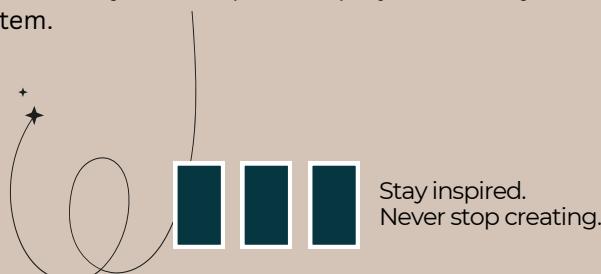
How global demand and shocks are shifting

- Domestic demand is now the main growth engine for Asean+3, with the region projected to grow in the mid-4% range thanks to resilient private consumption, improving labour markets and recovering tourism.
- China's and ASEAN's cycles increasingly shape global outcomes: a slowdown in China or a tech downcycle in East Asia now quickly affects commodity exporters, manufacturers and electronics supply chains worldwide.
- Maritime and logistics disruptions in Asian lanes (for example, in the South China Sea or at key regional ports) transmit directly into global shipping costs and inflation, because so much global trade volume is now routed through or near Asean+3.

The world no longer waits for a US recession or a Wall Street shock as the primary triggers; demand, confidence, and supply chain shocks originating in Asia now spread globally through trade, finance, and production networks.

ASEAN's new responsibilities and bottlenecks

- ASEAN's integration into a core part of the world's largest market bloc exposes long-standing gaps: port congestion, customs delays, infrastructure deficits and fragmented regulations can now become global bottlenecks rather than purely domestic issues.
- When border procedures are slow, or port infrastructure is suboptimal, lead times lengthen, and logistics costs rise, ultimately resulting in higher prices and reduced reliability for firms and consumers far beyond Southeast Asia.
- Regional initiatives, from customs digitalisation to greater standards harmonisation and infrastructure corridors, are therefore not merely “development” projects but system-critical upgrades for the global trading and production system.



Professional Reflections

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In other words, ASEAN cannot realise the benefits of scale without institutional maturity: coordination, standardisation and execution capacity now have global consequences.

What this means for Malaysia and Sabah

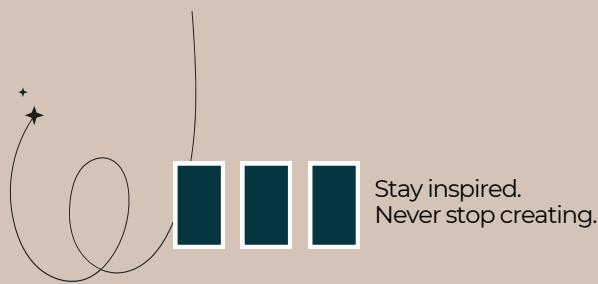
- Malaysia is deeply embedded in Asean+3 value chains across electronics, commodities and services, and operates as a “small open economy” within, not outside, the world’s main demand engine.
- Sabah’s location at the northern tip of Borneo places it on key international shipping routes in the South China Sea, making it a natural transshipment and logistics hub bridging ASEAN and global markets.
- Deep-water facilities such as Sapangar Bay Container Port (SBCP) are being positioned as regional hubs to improve connectivity and reduce transit times, while East Coast ports such as Sandakan and Tawau already serve trade flows to the Southern Philippines, Mindanao, North Kalimantan and Sulawesi.

However, limited container shipping connectivity and infrastructure constraints on Sabah’s east coast currently lengthen lead times and raise logistics costs, dampening its ability to fully capture nearby growth in the BIMP-EAGA (Brunei-Indonesia-Malaysia-Philippines East ASEAN Growth Area). Geography gives Sabah a structural advantage, but skills, governance quality, infrastructure execution and policy clarity will determine whether it becomes a true regional hub or remains underutilised.

A reordered, multi-polar demand world

- Asean+3 has become a central pillar of global growth, contributing more than 40% of world GDP growth and holding a share of world output that is steadily catching up with its share of population.
- The United States remains a technological leader, a financial anchor and a geopolitical heavyweight, but it now operates in a world where power is more distributed, and Asia’s role is structurally larger.
- The global economy is moving towards a multipolar, regionally anchored, demand-driven configuration, with ASEAN+3 as a core engine and ASEAN (including Malaysia and Sabah) no longer at the periphery but at the centre of how goods, services and risks flow.

For policymakers and businesses in ASEAN, the choice is no longer whether to engage with this shift; the real decision is whether to plan and act as system players in the world economy or remain trapped in a “small, open, spectator” mindset.

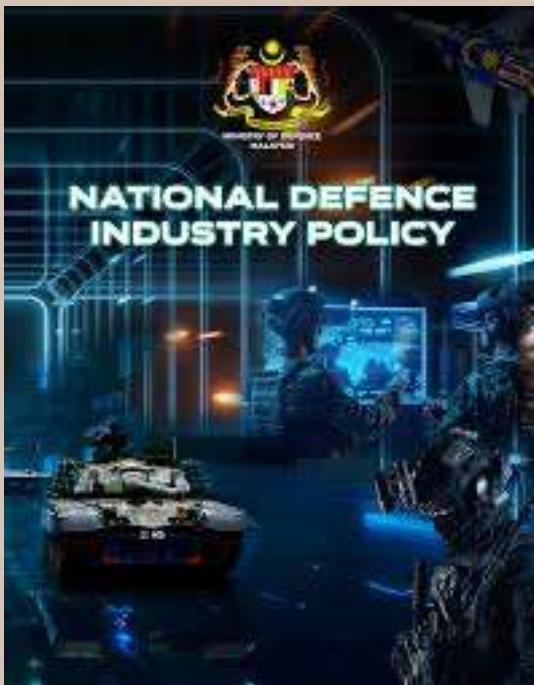


Professional Reflections

LEVERAGING DEFENCE INDUSTRIAL GROWTH: THE STRATEGIC ROLE OF LOGISTICS AND TRANSPORTATION IN MALAYSIA'S NATIONAL DEFENCE INDUSTRY POLICY (NDIP)

By First Admiral Ts Dr Shaftdean Lufty bin Rusland CMLT

Malaysia's National Defence Industry Policy (NDIP) was recently launched to establish a platform in strengthening defence capabilities as a whole and to encourage local or self-reliant defence industry. Although the main long-term aim is for the NDI producing indigenous defence products and the Malaysian Armed Forces (MAF) becoming self-sustaining in defence perspective, its effects extend beyond defence ecosystem where national logistics and transportation can leverage and gain significantly by supporting the evolvement. Apart from strengthening self-reliance, the NDIP is also carefully structured to promote innovation and in building the NDI technology capability.



The objective of NDIP is to safeguard national interest by focusing on defence industry that is globally competitive. In realising the objective, close cooperation and collaboration between the Ministry of Defence (MINDEF), the MAF, defence industry players, other ministries and agencies, and research and development (R&D) entities are paramount. Every entity has its roles to play where cooperation and collaboration in managing resources regardless monetary or human capital, will lead to positive NDI growth.

On the other hand, strategic procurement reforms were introduced to consolidate. The plan of mandating a minimum of 30% domestic involvement in maintenance, repair and overhaul (MRO) and other contents in defence contract is a wise plan and to be seen as the steppingstone and way forward for self-sustenance in our defence industry. These moves in cooperation, collaboration and procurement procedure directly open up the opportunities for the logistics and transportation entities to be crucial partners in promoting the growth of our NDI.

Opportunities such as supply chain support for military logistics will allow logistics firms to position themselves accordingly. Those logistics players with advanced or specialised freight services, with expertise in data-driven supply chain management that able to monitor and digitally tracking goods, and secure warehouses that comply to defence standards will have the upper hands because they are the key elements and concerns for contemporary armed forces.



Another aspect that could potentially leveraged by transportation players, which contributed by the NDI growth, is the logistics infrastructure such as airports and ports that are designed with specialised freight handling and secure transportation hubs. These facilities upgrades or expansions could also benefit the non-defence freight movement that will be taking off simultaneously in an elevated and enhanced standards for freight and overall transport safety to cater or adhere to defence strict requirement.



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The NDIP is looking into a comprehensive and way forward of strengthening national security while contributing to national's economic growth. The policy does not only enhance the capability of the MAF operational readiness but also encouraging the growth of domestic defence industry which includes local logistics and transport players. On top of that, it emphasises on cooperation and collaboration among the government entities, defence industry and R&D institutions to ensure sustainable capability development. The spillover certainly will benefit the logisticians and transporters as the NDIP will serve as a strategic catalyst to national resilience, defence industrial competitiveness and the growth of national economy beyond the defence ecosystem.



First Admiral Ts Dr Shaftdean Lufty Rusland CMILT is a Naval Aviator and Warfare Officer by specialisations in the Royal Malaysian Navy and currently holding a post of Senior Director Comprehensive Security in Malaysian Institute of Defence and Security (MiDAS), Ministry of Defence, Malaysia



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Professional Reflections

Logistics Never Sleeps – But People Must Planning, Preparedness and Professional Clarity In Subsea EPCI Logistics

By Amnurrasyid bin Rasedin, FCILT
Manager Logistics and Trade Compliance,
Mcdermott International



Not long ago, I received a brief WhatsApp message from a former boss:

“What are you busy with now?”

It was a simple question. Yet it made me pause

My answer was equally straightforward. I have been busy managing live subsea projects while simultaneously supporting bid proposal teams. A potential new project location in Cyprus has required fresh assessments of customs regimes, VAT structures, port capabilities, marine access constraints and regulatory exposure. Each new geography introduces a new layer of complexity.

After sending that reply, one thought remained with me:

Project logistics will never sleep. But I, as a human being, must.

That reflection is not unique to me. It resonates across the logistics profession, particularly in subsea SURF, SPS, GEP and broader EPCI environments where operations are continuous, stakes are high and margin for error is minimal. The system may run around the clock but sustainable excellence depends on something deeper than constant activity. It depends on structured planning, disciplined coordination and the ability to make decisions with clarity of mind.

The Nature of Subsea EPCI Logistics

Subsea and offshore EPCI projects represent one of the most technically and commercially demanding logistics environments in our industry. Installation schedules are driven by vessel laycans, offshore weather windows, fabrication completion milestones and contractual delivery dates. A single day of vessel standby can translate into substantial cost exposure. Equipment such as subsea trees, manifolds, umbilicals, risers and linepipe moves across continents before reaching the offshore field.

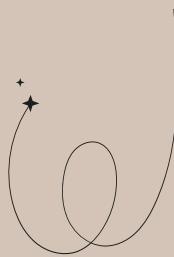
In SURF scopes, spoolbase coordination, linepipe storage, coating sequences and phased load-outs must align precisely with offshore pipelay campaigns. In SPS scopes, high-value and technically sensitive equipment requires careful transportation planning and regulatory clarity. In GEP developments, large pipe volumes demand long-term yard strategies and synchronised marine mobilisation.

At every stage, logistics intersects with engineering, procurement, marine operations, finance and trade compliance. A delay in customs clearance may affect vessel loading. A change in engineering specification may alter shipment dimensions. A misunderstanding of VAT treatment may create financial exposure. In this environment, logistics is not merely transportation; it is risk management.

And risk, unlike cargo, does not wait for movement to begin.

When Bids Are as Demanding as Live Projects

Supporting bid proposals often demands as much strategic thinking as managing live execution. During bidding, logistics must answer questions that determine commercial feasibility. Is the port infrastructure sufficient? Can temporary importation regimes accommodate installation spreads? What are the implications of European Union customs rules in a new geography such as Cyprus? How will VAT be treated for offshore construction activities? Are there cabotage limitations affecting marine support vessels?



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Professional Reflections

Logistics Never Sleeps – But People Must Planning, Preparedness and Professional Clarity In Subsea EPCI Logistics By Amnurrasyid bin Rasedin, FCILT Manager Logistics and Trade Compliance, Mcdermott International

These questions arise long before equipment is fabricated or mobilised. Yet the answers shape cost estimates, execution methodology and contractual confidence. If logistics input is superficial during bidding, risk is embedded into the project from the outset.

This is why planning must begin from the very beginning. Logistics cannot be treated as a downstream activity. It is a strategic discipline that defines the stability of the entire project framework.

Logistics Never Sleeps but Risk Also Never Sleeps

The phrase “logistics never sleeps” is often used to describe the 24-hour movement of vessels and cargo. In reality, it also describes the constant presence of exposure. Regulatory interpretation evolves. Geopolitical landscapes shift. Port congestion fluctuates. Weather patterns disrupt schedules. Engineering revisions alter shipment requirements.

In reactive environments, these realities generate urgency. Permit applications are rushed. Documentation is corrected at the last minute. Transport schedules are compressed. Teams respond across time zones under mounting fatigue. Decision-making becomes transactional rather than analytical.

From experience across subsea EPCI projects, many execution stage crises are not entirely unexpected. They are the result of optimistic assumptions or delayed engagement. A regulatory clarification that could have been sought during early planning becomes a critical escalation during vessel mobilisation. A yard capacity limitation that could have been assessed months earlier becomes an operational bottleneck.

The difference between chaos and control often lies in the discipline applied at the beginning.

Expect the Worst, Prepare the Best

Professional logistics planning requires a mindset that anticipates complexity rather than assuming smooth progression. Expecting the worst-case scenario is not pessimism; it is prudence.

Regulatory approvals may take longer than expected. Port infrastructure may present unanticipated limitations. Marine access may be constrained by draft or lifting capacity. Engineering deliverables may shift shipment timing. Documentation may contain discrepancies.

When these realities are acknowledged early, teams can prepare multiple viable alternatives. Alternative ports can be evaluated. Backup storage arrangements can be negotiated. Contingency routing options can be priced. Early discussions with customs authorities can clarify procedural expectations. Risks can be recorded and mitigation measures assigned ownership.

By preparing multiple options, logistics professionals create space for measured decision-making. When disruption occurs, response becomes execution of a prepared pathway rather than improvisation under pressure.

The Human Dimension of High-Stakes Logistics

Subsea EPCI logistics demands technical competence and regulatory awareness. But it also demands sound judgement. Decisions frequently involve financial exposure, contractual implications and safety considerations. Such decisions require mental clarity.

Fatigue reduces analytical depth. Stress narrows perspective. Continuous urgency diminishes the capacity to weigh alternatives objectively. In a regulatory environment that is increasingly scrutinised and globally interconnected, compromised judgement carries significant consequences.

The WhatsApp question from my former boss was simple, yet it reflected a common professional reality. Being busy is expected. Supporting live projects while evaluating new geographies is part of the role. The system does not slow down simply because workloads increase.



Professional Reflections

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However, busy-ness should not become synonymous with exhaustion. When planning is structured, when risk is mapped early and when coordination frameworks are clear, the intensity of execution becomes manageable. Professionals can complete their responsibilities knowing that exposure has been assessed and alternatives exist.

Leadership and Structured Preparedness

Leadership within subsea logistics environments involves more than ensuring that cargo moves. It requires fostering a culture of preparedness. This includes establishing comprehensive Logistics Execution Plans, defining importation strategies clearly, aligning with marine execution plans and ensuring that trade compliance pathways are validated early.

It also involves reinforcing disciplined communication across engineering, procurement and marine teams. When interfaces are managed proactively, surprises decrease. When accountability is defined, escalation reduces.

Structured preparedness transforms logistics from a reactive function into a stabilising force within EPCI projects. It reduces dependency on individual heroics and replaces urgency with clarity.

Clear Minds in a Complex World

Today's logistics landscape is more complex than ever. Global trade regulations evolve rapidly. Geopolitical considerations influence routing and sourcing decisions. Compliance frameworks tighten. Stakeholders demand transparency and accountability.

Within this complexity, the quality of decision making determines project success. Clear judgement enables professionals to interpret regulatory requirements accurately, assess marine constraints realistically and communicate risks transparently to stakeholders.

Clarity of judgement depends on clarity of mind.

Logistics as a system may operate without pause. Subsea SURF, SPS and GEP projects will continue to demand coordination across continents and time zones. New project locations, such as Cyprus, will introduce fresh regulatory and operational considerations.

Yet logistics professionals are not continuous systems.

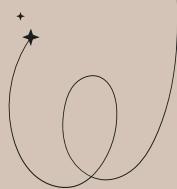
Good sleep is not a luxury in this profession. It is a professional necessity. Rest strengthens analytical thinking. It improves risk assessment. It enhances communication and leadership presence. It allows complex information to be evaluated with perspective rather than urgency.

When planning is embedded from the earliest stage, when worst case scenarios are anticipated and when multiple viable options are prepared, logistics professionals can rest with confidence. They return not only ready to respond but ready to decide.

Logistics may never sleep. But in an increasingly complex subsea EPCI environment, professionals must. Because better decisions are made by those who are prepared, disciplined and clear-minded in a world that never stops moving.

Author Biography

Amnurrasyid bin Rasedin, FCILT, is Manager, Logistics and Trade Compliance for Subsea and Floating Facilities in the Asia Pacific region, supporting complex SURF, SPS, GEP and EPCI projects. With over 15 years of experience in international project logistics, marine coordination and regulatory compliance, he has led cross-border logistics strategies across Southeast Asia, Australasia, Africa and Europe. A Chartered Fellow of the Chartered Institute of Logistics and Transport (CILT), he contributes regularly to professional discourse on logistics governance, risk management and sustainable leadership in complex project environments.



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Professional Reflections

Smart Warehouse Revolution: Are TVET Higher Education Institutions Ready to Produce Logistics 4.0 Technicians?

By: Dr. Yusrizal Sufardi Bin Mohd Yunan FCILT

When we speak of the Fourth Industrial Revolution (IR 4.0), the images that often spring to mind are robots in car assembly plants or Artificial Intelligence (AI) writing computer code. However, one critical sector undergoing aggressive digital transformation—yet often overlooked—is the warehouse management sector.

The post-pandemic e-commerce boom has forced the logistics sector to evolve from manual operations reliant on physical labour and paperwork into 'Smart Warehousing' driven by data, automation, and the Internet of Things (IoT). The issue arising is not merely focused on the existence of sophisticated smart warehouse technology, but rather the readiness of the nation's TVET higher education institutions to produce human capital capable of managing these complex smart warehouse ecosystems.

From 'Storekeeper' to Logistics Technologist

Public perception of warehouse careers is often limited to 3D jobs that refer to dirty, dangerous and difficult, such as lifting heavy boxes in hot and dusty environments. This inaccurate perception must be discarded immediately.

Modern smart warehouse operations see the task of heavy lifting taken over by Automated Guided Vehicles (AGVs) and robotic arms. Inventory is no longer counted manually using clipboards; instead, it is tracked in real-time using RFID technology and IoT sensors.

Consequently, higher education institutions and professional logistics bodies can no longer simply produce 'warehouse workers', but must instead be prepared to produce 'Logistics Technologists'. These individuals must not only know how to organise inventories but must also be proficient in reading data analytics dashboards, programming AGV robot paths, and troubleshooting technical issues when a Warehouse Management System (WMS) experiences a disruption.

Curriculum Challenges: Chasing the Speed of Technology

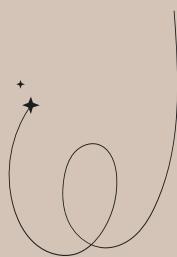
The primary challenge for TVET higher education institutions is ensuring the curriculum remains relevant. Logistics technology changes rapidly and a curriculum drafted three years ago may already be obsolete today.

Institutions must be bold enough to overhaul traditional syllabi. Basic inventory management modules must be infused with digitalisation elements. Students should be exposed to actual Enterprise Resource Planning (ERP) software, rather than just textbook theory. Mastery of Big Data Analytics should also become a compulsory subject, as decisions in a smart warehouse such as stock forecasting and space optimisation, must be made based on data, not random guesswork.

Furthermore, skills in preventive maintenance for automated equipment are critical. If a sorting robot breaks down in a warehouse, it could paralyse the processing of thousands of orders. This is where highly skilled TVET graduates are needed to diagnose and repair faults swiftly.

Infrastructure: Labs are More Than Just Classrooms

To produce competent human capital, the learning environment must reflect industrial reality. Students can no longer be expected to grasp the concept of a 'smart warehouse' if college labs still use wooden shelves and manual filing systems.



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Investing in 'Teaching Factories' or a simulated warehouse on campus is an urgent necessity. While the cost of purchasing actual industrial robots is high, simulation technologies like Augmented Reality (AR) and Virtual Reality (VR) can serve as cost-effective alternatives to train students in virtual warehouse operations. This allows students to understand warehouse traffic flow and safety protocols without the risk of physical accidents.

Industry-Academia Symbiosis: The Key to Success

However, educational institutions cannot move alone. Strategic collaboration with logistics industry giants is a necessity, not an option. The Work-Based Learning (WBL) model or apprenticeship systems must be expanded.

Through this approach, students do not just spend time in lecture halls. Instead, they are placed in actual automated distribution centres for one or two semesters. Here, they learn to use the latest technology that their colleges may not yet be able to afford. For the industry, this is an opportunity to train future employees according to their own requirements and work cultures, reducing retraining costs when those graduates eventually begin their careers.

Industry players must also step forward to contribute equipment, software, or the expertise of guest instructors to TVET institutions. The skills gap can only be bridged if the industry tells academia "what is needed today and tomorrow".

Human Intelligence in an Automated World

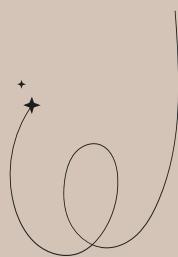
Despite the talk of automation, the human element remains relevant. Technical institutions must instil soft skills that AI cannot replicate such as critical thinking, complex problem-solving, and leadership.

In a smart warehouse environment, machines may perform routine tasks, but humans must make strategic decisions when unforeseen crises occur, such as global supply chain disruptions or natural disasters. The ability to adapt and learn new technologies quickly or agility is a TVET graduate's most valuable asset.

Conclusion

In conclusion, Malaysia's aspiration to become a regional logistics hub and drive the digital economy will not be achieved simply by building large warehouse structures. It requires "smart brains" to manage them.

Technical institutions bear a significant responsibility in transforming the nation's workforce. By integrating smart technology into the curriculum, upgrading training facilities, and strengthening industry networks, the nation can produce a new generation of logistics professionals who are not only highly skilled but also sustainable in the future needs. The warehouse of the future is smart, and our workforce must be as well.



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CONSTRUCTION 4.0 READINESS AND PROJECT DELIVERY
PERFORMANCE IN MALAYSIA : ROLES OF DIGITAL SKILLS AND TOP
MANAGEMENT SUPPORT IN THE CONSTRUCTION SUPPLY CHAIN

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Abstract

This study wanted to find out how Construction 4.0 readiness—operationalised as Digital Skills Readiness (DSR) and Top Management Support (TMS) —influences Project Delivery Performance (PDP) in Malaysia's construction supply chain. Grounded in national digitalisation agendas, the study tested the two-predictor model, using project-level survey data from G6–G7 contractors consultants, and key Tier-1 suppliers, coupled with auditable KPIs (cost variance, schedule variance, and handover quality). Using variance-based structural modelling, the study evaluated measurement reliability/validity and estimated the effects of DSR and TMS on PDP while controlling for project complexity, project type, firm size and procurement mode. The findings revealed that readiness levers most strongly improved delivery outcomes and must be translated into policy aspirations on talent and leadership into measurable project-level payoffs. Managerially, the results could guide prioritisation between upskilling programmes and leadership system, to reduce delays, cost overruns and defects across the construction supply chain in Malaysia.

Keywords : Construction 4.0, Digital skills, Top management support, Project delivery performance, Construction supply chain, Malaysia

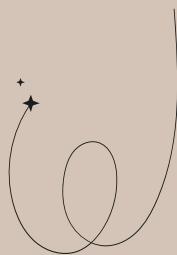
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Professional Reflections

Driving the Future with Trust, Honesty and Integrity
By Ts Dr. Nuur Fathin Roslan CMILT
Senior Lecturer, UniKL MITEC, PASIR GUDANG, JOHOR



Ramadan Mubarak to all our Muslim colleagues and partners in the transportation sector. As we embrace this blessed month, it is a meaningful time for reflection, self-improvement, and strengthening our values. As Muslims, we believe that every task we undertake is a form of worship (‘ibadah) when performed with sincere intention and responsibility. Islam teaches us that work must be carried out with honesty, trustworthiness (amanah), and integrity. These values are not only spiritual obligations but also professional principles that guide us in building a safe, reliable, and ethical transportation system for our communities.

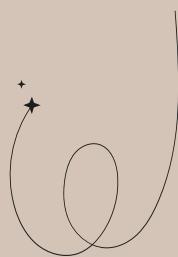
In the transportation industry, trust, honesty, and integrity are not merely moral values, but they are critical foundations of safety, reliability, and public confidence. Every decision made by drivers, operators, planners, engineers, enforcement officers, and policymakers directly affects the lives of passengers and road users. When integrity guides our actions, maintenance is conducted responsibly, safety procedures are followed strictly, reports are prepared transparently, and policies are implemented fairly. Trust strengthens teamwork within organizations and builds public confidence in transport services, while honesty reduces negligence, misconduct, and unethical practices that may compromise safety and service quality.

To strengthen these values within our industry, organizations should continuously promote ethical awareness and accountability at all levels. Clear codes of conduct, transparent reporting systems, and regular ethics and safety training should be reinforced. Leadership must lead by example, demonstrating integrity in decision-making and fairness in management practices. Additionally, cultivating a culture where employees feel responsible and empowered to speak up against unsafe or unethical practices will help ensure that trust and honesty are embedded in daily operations, not just written in policies.

Embedding trust, honesty, and integrity into our transportation ecosystem today will shape a more sustainable and resilient industry for the future. As transportation systems become more advanced with digitalization, smart mobility, and data-driven operations, ethical responsibility becomes even more critical. Integrity ensures that technology is used responsibly, public resources are managed wisely, and safety remains the top priority. A transport sector grounded in strong moral values will attract greater public trust, investor confidence, and long-term stability, ultimately contributing to national development and societal well-being.

As we reflect during this blessed month of Ramadan, let us renew our commitment to work with sincerity, accountability, and professionalism. May our daily responsibilities in the transportation sector be carried out not only with technical competence but also with strong moral character. By driving the future with trust, honesty, and integrity, we are not only fulfilling our professional duties but also honouring our responsibility as individuals who strive to serve society with excellence.

Ts Dr. Nuur Fathin Roslan CMILT
Senior Lecturer , UniKL MITEC, PASIR GUDANG, JOHOR



Stay inspired.
Never stop creating.

Professional Reflections

An Island, a Bridge, and the Cost of Standing Still

By : Ts ChLT Daniel Doughty FCILT, APR

Chairman CILTM Sabah Section

Chairman Labuan Chamber of Commerce



Every time a bridge is proposed to connect an island to a mainland, the same fear appears.

That the island will be hollowed out.
That people and capital will leave.
That connection will erase identity.

The debate surrounding the proposed bridge linking Labuan, a small Malaysian island off the coast of Borneo, to the state of Sabah follows this familiar script. Yet the data emerging from the recent feasibility studies present at a workshop tells a more telling, and far more pragmatic, story.

The real constraint is not distance. It is friction.

Today, Labuan's primary physical link to Sabah depends on ferries. That dependence is already showing strain.

Traffic studies conducted for the bridge project show that multiple key roads and junctions in Labuan and Menumbok are already operating at poor levels of service, with several corridors at Levels D to F during peak hours, the threshold at which congestion becomes structurally embedded rather than episodic.

Under the so called do nothing scenario, the modelling is blunt. Vehicle kilometres travelled increase, average speeds fall, and total vehicle hours travelled rise sharply over time. In plain terms, the system becomes slower, more expensive, and less reliable even without a bridge. This matters because logistics systems do not fail loudly. They fail quietly by becoming less competitive year after year.

Growth is already planned. Connectivity is not optional.

One uncomfortable fact often missing from the public debate is that the bridge is already embedded in multiple national and state development plans. It appears alongside port expansion, industrial zones, airport upgrades, and logistics corridors in long term spatial plans for both Labuan and Sabah.

In other words, policymakers are already planning for economic growth that assumes stronger physical integration between Labuan and Sabah. Arguing against the bridge while endorsing these developments is not caution. It is contradiction.

Land use data reinforces this point. Built up areas across Labuan already account for nearly fifty seven percent of total land use and are projected to rise to almost sixty three percent under future zoning, with significant expansion in industrial, transport, and institutional land.

You cannot densify industry, ports, and logistics activity on both sides of a narrow channel and expect ferry based movement to absorb the load indefinitely.

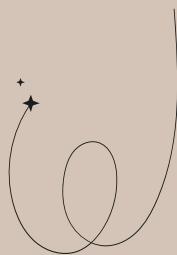
Bridges do not cause decline. Weak positioning does.

Opponents of the bridge sometime invoke international examples where island economies stagnated after being connected.

But the data suggests a different lesson.

Connectivity does not remove economic value. It reveals whether value was defensible to begin with.

If Labuan's competitiveness depends on the inconvenience of leaving, on people and goods staying because alternatives are hard, then the economy is already fragile. A bridge does not create that weakness, it exposes it.



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From a logistics standpoint, the feasibility studies show that all build scenarios improve overall network performance relative to doing nothing, despite longer total travel distances. The reason is simple. Network reliability improves when movement becomes predictable.

In logistics, certainty beats speed.

Environmental risk is real and manageable.

Environmental concerns are legitimate. But here again, the data complicates the narrative. Environmental screening undertaken for the project shows that no permanent reserved forests intersect the proposed alignments, and that key marine parks, aquaculture zones, and sensitive habitats lie several kilometres away from the bridge corridor. Baseline marine water quality in most monitored stations is classified as good to excellent, providing a workable foundation for mitigation and monitoring rather than outright rejection.

The studies also make clear that environmental and social impacts vary by alignment, meaning risk can be reduced through design rather than avoided through paralysis.

Avoiding infrastructure because it requires discipline is not environmental stewardship. It is abdication.

The hidden cost of delay

What the bridge debate often overlooks is the cost of inaction.

The feasibility studies show that without structural change, congestion worsens, logistics costs rise, and Labuan's role in regional supply chains becomes less competitive over time. These losses arrive incrementally, too quietly to spark protest and too slowly to trigger urgency until they become irreversible.

Supply chains do not argue. They reroute.

Connectivity does not decide the future. Leadership does.

The proposed bridge will not determine Labuan's fate on its own. Infrastructure never does.

What matters is what follows. Industrial strategy, regulatory governance, land use discipline, and whether Labuan captures value instead of exporting it by default.

But one thing is already clear from the data.
Standing still is not neutral.

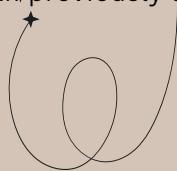
It is a decision, and an expensive one.

The most dangerous mistake islands make is confusing hesitation with wisdom and delay with protection. History suggests that when connectivity finally arrives, as it almost always does, those who waited too long are rarely ready.

The bridge will not destroy Labuan.
But refusing to prepare for connection just might.

Labuan bridge is "VIABLE".

With updated alignment options and refined engineering design, the project can be delivered at a significantly lower cost than figures cited in earlier public discussions or publication. By optimising the crossing length, reducing navigational spans, and improving constructability, the current data concludes that revised designs demonstrate that the bridge is not only technically and economically viable, but also more financially efficient than previously assumed.



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Learning & Development Corner



Reflections: Life Lessons From a Fulfilled Journey

Publisher: Dr Pola Singh

Author: Dr Pola Singh

ISBN: 978-967-143-80-2-2

No of Pages: 265

Synopsis - This quietly powerful book is more than a memoir—it is a mirror held up to the soul. This book invites readers to pause, breathe, and look inward at their own unfinished journeys.

Drawing from humble beginnings, family values, decades of public service, and a lifetime of community engagement, Dr. Pola shares honest, relatable stories that resonate across generations. His words carry warmth, humility, and wisdom, offering both a roadmap for the young seeking direction and reassurance for seniors who long to know that life's best chapters are still being written.

With a unique blend of wit and sincerity, this book is not just a compilation of experiences—it is an invitation to savour life's moments, big and small. Each reflection is a gentle reminder that gratitude, resilience, and purposeful ageing can enrich our lives immeasurably.

For loyal readers who have journeyed with Dr. Singh through his earlier works, this latest offering continues his celebrated tradition of writing that uplifts, inspires, and connects. It is a book to be read slowly, cherished deeply, and returned to often—because within its pages lies the mirror our souls need.

Reading this book feels like sitting down with an old friend who has the gift of turning ordinary moments into extraordinary life lessons. Dr Pola Singh's writing is simple yet profound, infused with warmth and sincerity. His reflections speak to all Malaysians, regardless of age or background, reminding us of the importance of family, health, and contributing to our communities. It's a book that will make you laugh, nod in agreement, and reflect on your life's own journey. He walks tall in the woods of Bukit Kiara, knows all the trails... he is my guide.

Tan Sri Mohamed Jawhar Hassan
Former Chairman & Chief Executive
of ISIS Malaysia

This book is a delightful collection that captures the essence of what it means to live with purpose and heart. Dr Pola Singh's thoughtful commentary on everyday life and larger societal issues reflects a deep understanding of human nature and a genuine love for his country. Whether he is writing about personal experiences, advocating for change, or sharing light-hearted anecdotes, his words have a way of connecting with readers. It is not just a book; it is a mirror that reflects every Malaysian's hopes, challenges, and dreams.

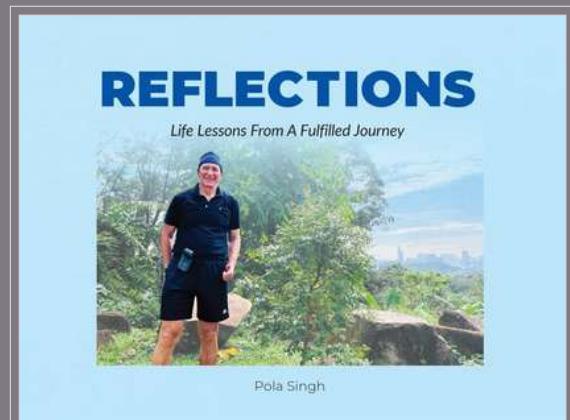
His Excellency Vanu Gopala Menon
Singapore High Commissioner
to Malaysia

Dr Pola Singh's book is a treasure trove of wisdom and lived experiences. Each article and letter is a window into the life of a man who has seen the world change yet stayed true to the values of compassion, resilience, and community. What makes this book truly special is its relatability – whether you're reflecting on family, pondering societal issues, or simply seeking inspiration, you'll find something that resonates. A must-read for anyone who values thoughtful insights and heartfelt storytelling.

Philip Mathews
Former Editor
New Straits Times



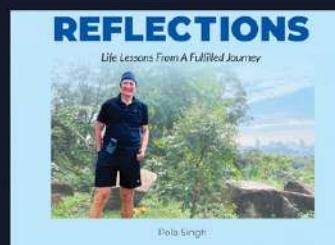
A passionate social activist, writer extraordinaire and environmentalist, 76-year-old Dr Pola Singh continues to play his part in contributing to a better Malaysia. There is no slowing down for this former Director-General of the Maritime Institute of Malaysia. He keeps himself busy with his boundless energy and enthusiasm. As co-founder of NGO 'Friends of Bukit Kiara', he continues to protect green lungs, such as Bukit Kiara, for future generations. He strives to be a voice for the voiceless. He holds speaking engagements on ageing gracefully and conducts writing clinics for aspiring writers, doing his service (sewa) at the Nanak Community Kitchen, and continues to spread kindness. He served NGOs such as Transparency International Malaysia, the Taman Tun Dr Ismail Residents' Association and the Heart Foundation of Malaysia (2023-25). He is the only male Board Director at the Women's Institute of Management Education Board.



CONGRATULATIONS

POLA SINGH

On the publication of
your third book:
**Reflections- Life lessons
from a fulfilled journey**



Learning & Development Corner



CLLB SDN BHD

Advancing Professional Standards in Logistics & Transport

Established in 2003, CLLB Sdn Bhd (Center for Logistics Leadership in Business) is an Approved Training Provider of CILT Malaysia and CILT International. For over two decades, CLLB has delivered industry-focused programmes that strengthen operational competence, regulatory compliance, and professional credibility across Malaysia's logistics and transport sector. Our training portfolio spans Dangerous Goods compliance (IMDG Code, IATA DGR, ADR-aligned DG by Road), warehousing and distribution, international trade (INCOTERMS® 2020, Letters of Credit, border compliance), ESG and sustainability in logistics, cold chain operations, and sector-specific programmes including oil & gas supply chain management.

A KEY MILESTONE HAS BEEN THE INTRODUCTION OF MALAYSIA'S FIRST CERTIFICATE OF PROFESSIONAL COMPETENCY FOR DANGEROUS GOODS TRUCK DRIVERS, CERTIFIED BY CILT MALAYSIA – CREATING A STRUCTURED PROFESSIONAL PATHWAY FOR MALAYSIAN TRUCK DRIVERS AND RAISING SAFETY STANDARDS WITHIN ROAD TRANSPORT OPERATIONS.

An advertisement for a training program. It features a photo of a smiling male truck driver in an orange and blue uniform and a white hard hat, standing next to a white truck. The truck has a license plate '33 1203' and a 'DANGER' sign. The text on the ad includes: '18th & 25th April 2026', 'Malaysia's 1st Ever Professionally Certified Dangerous Goods (DG) Truck Driver's Training', 'This programme is an approved programme of CILT Malaysia. For the 1st time in Malaysia, the Chartered Institute of Logistics & Transport, is providing a professional pathway for Malaysian Truck Drivers. Become a PRODRIVE Professional DG Truck Driver.', 'Fully Claimable through HRD Corp', 'Introductory Rate RM 800 PER PAX', and contact information: 'Contact Us For More Information', 'sales@cllb.com.my', '803-3372-7993', and 'www.cllb.com.my'. There are also logos for CILT Malaysia and HRD Corp.

UPCOMING PUBLIC PROGRAMMES MARCH & APRIL 2026

March 2026

- IMDG Code (General Awareness & Function Specific)
- IATA DGR (Initial & Recurrent)
- DG by Road – Transport Personnel
- ESG for Logistics & GHG Accounting

April 2026

- IMDG Code (Online & Klang Valley)
- DG Driver Training (CPC pathway)
- Executing International Trade: Incoterms & LCs
- ESG Strategy & Generative AI for ESG

Programmes are HRD Corp claimable and delivered via in-person and online formats.



Learning & Development Corner



CLLB SDN BHD

Advancing Professional Standards in Logistics & Transport

CLLB remains committed to supporting CILT's mission of professionalising logistics and transport through practical, compliance-driven and internationally aligned training.

Incoterms 2020 by the International Chamber of Commerce (ICC)

Controlling Cost, Risk & Liability in International Trade
Strategic Application for Sales, Procurement & Logistics Professionals

- Control your costs and liability by mastering how INCOTERMS® 2020 allocate risk, freight charges, insurance responsibility, and tariff exposure.
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RM 700 PER PAX | **24 APRIL 2026** | **9:00AM - 5:00 PM**

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sales@cldb.com.my
www.cldb.com.my

Carriage of Dangerous Goods by Road - For Transport Personnel 30th-31st March, 2026

This 2-Day Online Programme equips transport personnel with the knowledge, confidence, and regulatory understanding to safely manage dangerous goods by road — from classification and documentation to emergency response.

9am-5pm ONLINE: ZOOM
RM1100/PAX
HRD CLAIMABLE

Aligned with ADR standards and Malaysian regulations, the programme strengthens compliance, reduces operational risk, and enhances career progression. Successful participants may also opt to apply for CILT Malaysia membership, unlocking access to a recognised professional pathway in the logistics industry.

Train smart. Stay compliant. Build your professional future.

Learning Objectives

- Identify and classify dangerous goods correctly under DG by Road (ADR) principles.
- Interpret key transport documents, markings, and placards.
- Apply safe loading, securing, and carriage practices.
- Respond appropriately to dangerous goods incidents.
- Understand their legal responsibilities and professional obligations.

Brief Outline

- Introduction to ADR framework and Malaysian regulatory context
- Dangerous goods classification (9 classes, UN numbers, packing groups)
- Documentation, marking, labelling, and placarding requirements
- Safe loading, segregation, securing, and carriage practices
- Vehicle requirements and mandatory safety equipment
- Emergency response procedures and incident reporting
- Legal responsibilities and professional standards
- Case studies and practical scenario discussions

LEARN MORE | Email: sales@cldb.com.my | Call Phone: 603-3372-7993

ESG in Action Today
Practical Steps for Logistics Professionals

ESG is no longer optional in logistics. This practical session will show how logistics professionals can take simple, effective steps to reduce environmental impact, improve worker safety, and strengthen governance practices.

DATE: 09th March, 2026
10-11.30 am GMT
Online: Zoom Platform

Click below to Register

What You Will Learn

- Simple carbon and energy reduction actions
- Practical green warehousing and transport examples
- Social responsibility in logistics operations
- Governance practices that build trust
- A simple roadmap to start ESG in your company



For more information please Contact:

E: sales@cldb.com.my ; www.cldb.com.my ☎ +603-3372 7993

Learning & Development Corner



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Day 3 - 20th April 2026 (Monday)

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RM900 per pax/day ONLY

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- Face-to-face Interaction with Industry Practitioners with 30 Years of Experience in the Field
- Food & Beverages (lunch & tea breaks)

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VENUE: KAMPAR, PERAK

Contact: Mr. Shan
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vtcsb55@gmail.com

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Day 3 - 20th April 2026 (Monday)

Limited availability – register now!

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Benefits:

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Contact: Mr. Shan
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vtcsb55@gmail.com

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3 Days Professional Certification Program
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Day 2 - 19th April 2026 (Sunday)
Day 3 - 20th April 2026 (Monday)

Limited availability – register now!

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3 Days Professional Certificate Program

28th February 2026 (Saturday)
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07th March 2026 (Saturday)

Benefits:

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- Free Membership with the Professional Body
- Comprehensive PowerPoint Presentation with PDF Notes
- Real-life Simulation
- Face-to-face Interaction with Industry Practitioners with 30 Years of Experience in the Field
- Food & Beverages (lunch & tea breaks)
- Free visit to the port (applicable only if the number of participants reaches 20 or more)

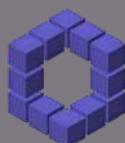
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VENUE: KAMPAR, PERAK

Contact: Roslinda
017-455 4272
mktgvtcsb@gmail.com



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For further information, please contact the relevant party as stated in the poster.

Learning & Development Corner



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Date/Time: 04 & 05 March 2026 / 9AM - 5PM / ONLINE

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- BUILD PRACTICAL SKILLS IN INVENTORY, WAREHOUSING, AND MATERIAL HANDLING
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DATE / TIME : 11TH & 12TH MARCH 2026 / 9AM - 5PM / ONLINE

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PROGRAMME NO. 10601639066



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- ✓ Thesis & Viva Presentation (No Exam)
- ✓ Convocation Ceremony
- ✓ Installment Plan
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Entry Requirements

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- ✓ Diploma + 7 Years Working Experience

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- +60 11-5866 0268 (Mr Aaron)
- +60 11-5965 9055 (Mr Mike)

Up Coming Event

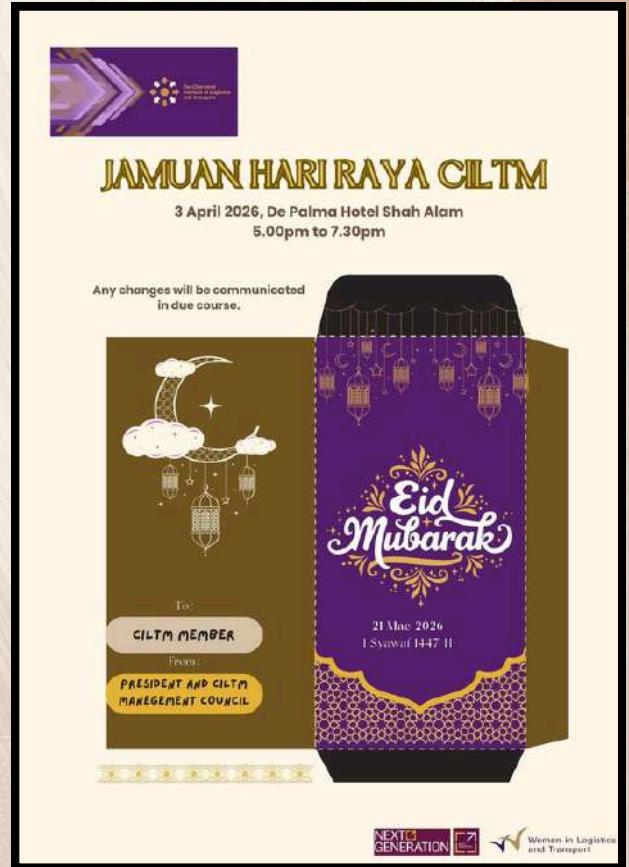
JAMUAN HARI RAYA CILTM

3 April 2026

De Palma Hotel Shah Alam

5.00pm to 7.30pm

Any changes will be communicated
in due course.



6th Annual Special Economic Zones, Johor Bahru, Malaysia

15 – 16 July 2026 | Renaissance Johor Bahru Hotel, Malaysia

Event Brochure: https://drive.google.com/file/d/1UO3QvIKFTWwUoW62V1y9X8pM-_s1fU_/view?usp=sharing

ASEAN's Special Economic Zones are powering the region's next growth wave. 🚀

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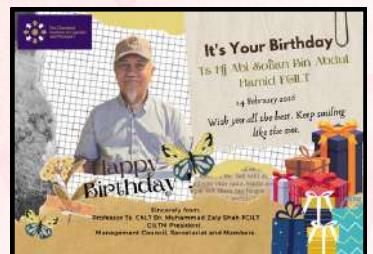
📄 Event brochure: https://drive.google.com/file/d/1UO3QvIKFTWwUoW62V1y9X8pM-_s1fU_/view?usp=sharing

#Trueventus #CILTM #SpecialEconomicZones #SEZ #IndustrialEstate #EconomicDevelopment #FreeZones #JS-SEZ #Investment #FDI #Manufacturing #Port #Logistic #Energy



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February Celebrations



2026
February 

Sun	Mon	Tue	Wed	Thu	Fri	Sat
01	02	03	04	05	06	07
08	09	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

You are awesome! 



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STRONGER together

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representing the logistics and
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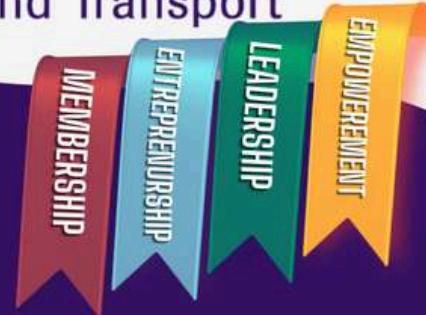
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CILTM SECTION



Women in Logistics and Transport



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partners which are global logistic
providers and transportation
operators. Together we support
the nation's agenda to be globally
recognized industrial economy



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CILT Malaysia's Accredited Academic Program is a
stamp of quality given to academic programs in the
fields of logistics, transport and supply chain. The
academic programs that received our accreditation
have passed a stringent recognition assessment to
ensure the programs produced industry-relevant,
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