



KUALA LINGGI INTERNATIONAL PORT

KUALA LINGGI INTERNATIONAL PORT

World-Class Hub for Energy Source and Maritime Services



AGENDA

01 - The Story

02 - Straits of Malacca

03 - The Challenges

04 - KLIP

05 - Vision and Mission

06 - Core Values

07 - Overseers

08 - Backed by Strength

09 - ESG

10 - ISO Certification

11 - 99-Year Lease Island

12 - The Big Idea

13 - We are GOOD to GO

14 - Contact



THE SUEZ CANAL

An aerial photograph of the Suez Canal in Egypt. A large container ship, the Ever Given, is stuck in the canal, wedged between the banks. The ship is covered in colorful containers and has 'EVERGREEN' written on its side. The canal water is a deep blue-green, and the surrounding land is sandy and brown. Other smaller vessels are visible in the canal, some appearing to be pushing or pulling the stuck ship.

23 March 2021

Ever Given, a 20,000 TEU container vessel, wedged itself in the Suez Canal - one of the world's most vital waterways.

For 6 days, the marine traffic was at a standstill. 400+ vessels could not pass. 8 additional days burned for those that were rerouted.

All eyes were on the Canal.



An aerial photograph of the Ever Given container ship, a massive vessel with a white hull and a multi-colored container stack, stuck in the Suez Canal. The ship is angled across the narrow waterway, with its bow pointing towards the left. The surrounding landscape is arid and sandy, with some industrial structures and roads visible on the left bank. The water is a deep blue-green color.

THE LOSS

\$14 - \$15 mil of estimated losses per day at the Canal
\$6 - \$10 bil of estimated losses per week to the global trade
0.2 - 0.4 percentage points of reduced annual trade growth¹

Even after Ever Given was freed, the damage lingered for months.

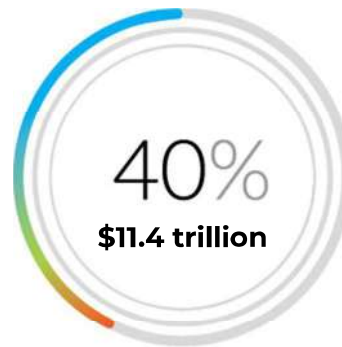
It is a sobering reminder...that a hiccup at any marine choke point can set back billions.

1. <https://www.bbc.com/news/>

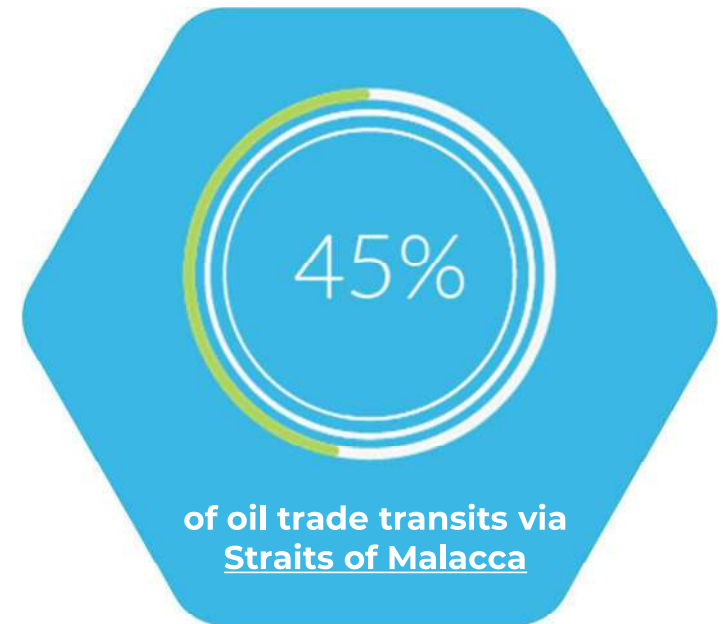
In 2021, Global Trade Hits Record High of **\$28.5 trillion**² Which:



of global trade by value are transported by sea³



of global trade are carried via Straits of Malacca⁴



According to UNCTAD's recent report, the value of global trade hit a record high of **\$7.7 trillion** in **Q1 2022**.⁵

At this rate, the world is on the way to **\$30.8 trillion** global trade.

2. <https://unctad.org/news/>

3. <https://unctad.org/webflyer/>.

4. <https://www.reuters.com/article/>

5. <https://unctad.org/news/>

STRAITS OF MALACCA

The Straits of Malacca (SOM) is a key passage to global trade.

Has **4X vessel** movements compared to the Suez Canal.

Nearly **100,000 vessels**⁶ pass through it annually.

The narrowest point is between Tanjung Piai and Iyu Kecil, before western approaches of Singapore Straits and Philips Channel - **Primary Choke Point in the SOM**.⁷

If the Strait of Malacca were blocked, nearly half of the world's shipping fleet would be required to reroute around the Indonesian archipelago, such as through the Lombok Strait between the Indonesian islands of Bali and Lombok or through the Sunda Strait between the Indonesian islands of Java and Sumatra. Rerouting would tie up global shipping capacity, add to shipping costs, and potentially affect energy prices.

Today in Energy

6. <https://www.theatlantic.com/international/>

7. <https://www.eia.gov/>



STRAITS OF MALACCA

It accounts for

75-90% of energy shipments to north Asia⁹

25% of oil shipped between the Middle East and Asia¹⁰

50% of the world's containers¹¹

Traffic will

**Double over the next 10 years
(200,000 vessels annually)**¹²

in an already congested shipping lane.

9. <https://www.ispionline.it/en/pubblicazione/>

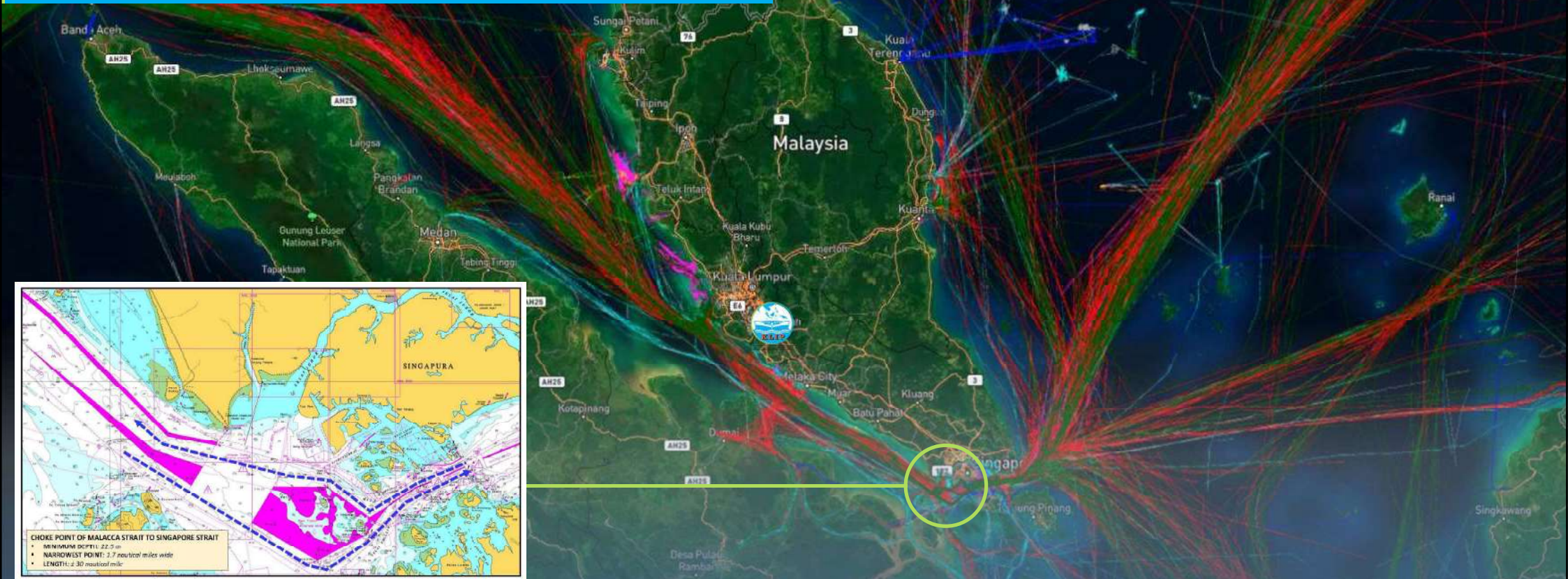
10. <https://www.theatlantic.com/international/>

11. <https://www.ispionline.it/en/pubblicazione/>

12. <https://www.straitstimes.com/singapore/>



With The Heavy Traffic Comes Demanding Challenges



WHAT DO YOU THINK CAN HAPPEN?



KUALA LINGGI INTERNATIONAL PORT

World-Class Hub for Energy Source and Maritime Services
Adjacent to International and Regional Routes

1
Gazetted in 2006
by the Government of Malaysia,
operated by private sector.
KLIP is **demand-driven,**
client-focused and provides
“bespoked” solutions
to clients

2
Extensive with
natural deep draft **up to 55 m.**
Port area of **255 km²**
(Largest in the Straits)

3
We accommodate
the largest vessels
plying through the SOM

4
KLIP is before the choke point.
It is the
best possible location
along the
Straits of Malacca





OUR VISION

A World Class Hub for Energy Source and Maritime Services in the best location along the Malacca Straits, that balances Planet, People and Profit.

OUR MISSION

We build and operate a comprehensive facility, provide a wide range of services for the energy source, bulk sector, which is customer focused, of world class standard, and at the same time be mindful of our impact on Environment, Social and Governance.

KUALA LINGGI INTERNATIONAL PORT



OUR CORE VALUES

OWNERSHIP

Our people have a sense of ownership, both for our organisation as well as for our stakeholders. Taking ownership means we personally see to it that we create value for both our organisation and our stakeholders.

INTERDEPENDENCE

We work together within our organisation as well as with our stakeholders to achieve the desired results, in whatever we do.

WE BALANCE PLANET, PEOPLE & PROFIT

We seek to constantly and consistently do our part to ensure that we leave behind the planet that is in the best possible condition for the next generation and the generations after.

OVERSEERS

A group of special talent, handpicked for their deep knowledge of their trade, from Top Government Administrators, ocean faring Master Mariners, former sea and port regulators to corporate giants – these are people who oversee to the well-being of the port, from its strategic direction, customer-focused approach, as well as its impact to the Environment, Social and Governance.



**Tun Datuk Seri Utama
Dr. Mohd Khalil Bin Yaakob**

Chairman
TAG Marine Sdn Bhd
Former Governor of Melaka



**YM Raja Datuk Malik
Saripulazan**

Chairman
Linggi Base Sdn Bhd
Former Director General Marine Department
Malaysia



KUALA LUMPUR INTERNATIONAL PORT

OVERSEERS



**Tan Sri Datuk Seri Dr.
Noormustafa Kamal Bin Yahya**

Executive Chairman
KLIP Group of Companies
Master Mariner



**Datuk Capt.
Mohd Zanif Bin Hashim**

Executive Director
TAG Marine Sdn Bhd
Master Mariner



**Datuk Wira Muhammad Saifullah Noor
Bin Noormustafa Kamal**

Director
KLIP Group of Companies

OVERSEERS



Cdr Ramli Bin Johari (R)

Project Director
Linggi Base Sdn Bhd
Former Hydrographer and
Navy Commanding Officer



Shaik Taufik Bin Shaik Yusoff

Chief Financial Officer
KLIP Group of Companies



Teh Hooi Woon

Partner
Zul Rafique & Partners (ZRP)



KUALA LUMPUR INTERNATIONAL PORT

BACKED BY STRENGTH

“Client-driven” means we own and operate our assets to provide rapid and flexible response to clients’ needs.

Our assets are backed by vigorous renewal policy.



11 Harbour Tugs

- Owned and Operated
- Bollard Pull from 30-70 tons
- Schottel Propulsion
- FIFI (Firefighting) capabilities

9 Support Crafts

- Utility Barge
- Work Boat
- Launch Boat
- Shuttle Launchers

Lightering Equipment

- Jumbo Fenders
- Primary Fenders
- Secondary Fenders
- Sea-Flex Hoses
- Cryogenic LNG Hoses
- Full Sets LPG Equipment

Oil Spill Response Equipment

- Tier 1 - compliance to national response plan
- Capable of responding beyond port limit into the SOM
- Our own trained personnel

We are recognised as a “Port of Refuge” by the Government of Malaysia

We are the industrial port and bunkering hub to global players and service providers



SEKELANG INTERNATIONAL PORT

We are the industrial port and bunkering hub to global players and service providers



SEKELANG INTERNATIONAL POST

Our Core Values Necessitates a Robust ESG Policy



Environmental



Social



Governance

Balancing the PLANET, PEOPLE and PROFIT

KLIP Group: Environment, Social and Governance (ESG) Policy



On ENVIRONMENT

- At KLIP Group of Companies, we care for our planet
- As such, we seek to constantly and consistently do our part to ensure that we leave behind a planet that is in the best possible condition for the next generation and the generations after
- It is with this desire that we will undertake relevant and necessary studies or assessments, study its findings, before we embark on projects and thereafter ensure that we do our best possible in balancing PLANET, PEOPLE and PROFIT

On SOCIAL

- We believe in our ability to create a positive impact not only within our organisation but in the community we operate in
- We strive to create a meaningful ecosystem within our framework, with fair employment practises and business relationships which in turn, creates fair employment as well as fair trade opportunities

On GOVERNANCE

- KLIP subscribes to the belief that every business exists to create value for shareholders and stakeholders
- In our quest to create value, we adhere to the law of the land, are sensitive to cultural values and seek to take the balanced approach between shareholders and stakeholders
- We will continuously review our governance practices both internal and external to ensure that we remain in compliance to our beliefs

Tan Sri Datuk Seri Dr. Noormustafa Kamal Bin Yahya
Executive Chairman



ISO Certification

We operate with the necessary certification



KUALA LINGGI INTERNATIONAL PORT





Next Phase of
**WORLD-CLASS HUB FOR ENERGY
SOURCE AND MARITIME SERVICES**





Expanding onshore as the hub: **Industrial Port, Bunkering and Port of Refuge**



620 Acres Powered by **Renewable/ Sustainable Energy** Adjacent to International and Regional Routes

TANK FARM

- **170 acres** that can accommodate a minimum of **1.5 mil cubic metres** of energy source
- Terminal rent-out storage
- Berth that can accommodate VLCCs



CARGO WHARF

- **70 acres** with **800 metres** of sea frontage
- can accommodate hard standing for open storage and warehousing for close storage.
- Distribution park

FABRICATION

- **60 acres** with **480 metres** of sea frontage
- Close vicinity to International and Regional routes
- Opportunity for ship construction


SHIPYARD


- **131 acres** planned for 2 engraving docks
- 3 finger jetties with 6 berths designed to be used with fixed or crawler crane
- Ample room to accommodate floating repairs



TANK FARM (ONSHORE AND OFFSHORE)



Medium-sized vessels from the East - pass through choke point for break-bulk and redistribution with  as the hub

Very large ships from West - reach  and transfer into tank farms, then return to avoid critical choke point in the south

Value adding activities including blending, conducted in 

- Onshore storage for crude oil, fuel oil, white oil (diesel) and condensates
- Value adding including blending according to the needs of the clients
- Room within port limits to accommodate floaters for offshore storage, redistribution and value adding such as blending
- Storage and redistribution of product oil
- Green field - We can facilitate customisation

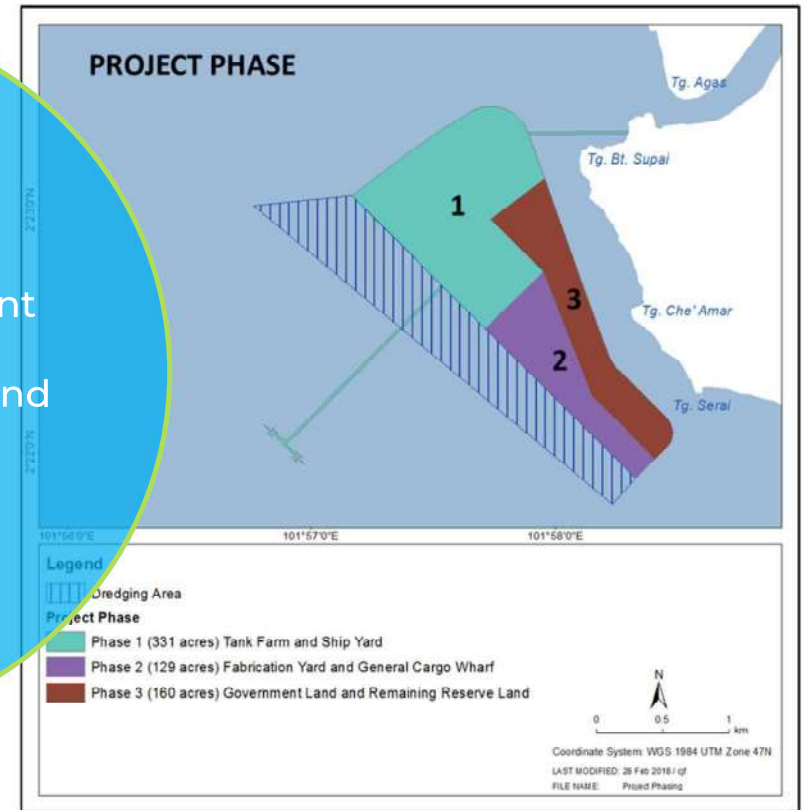
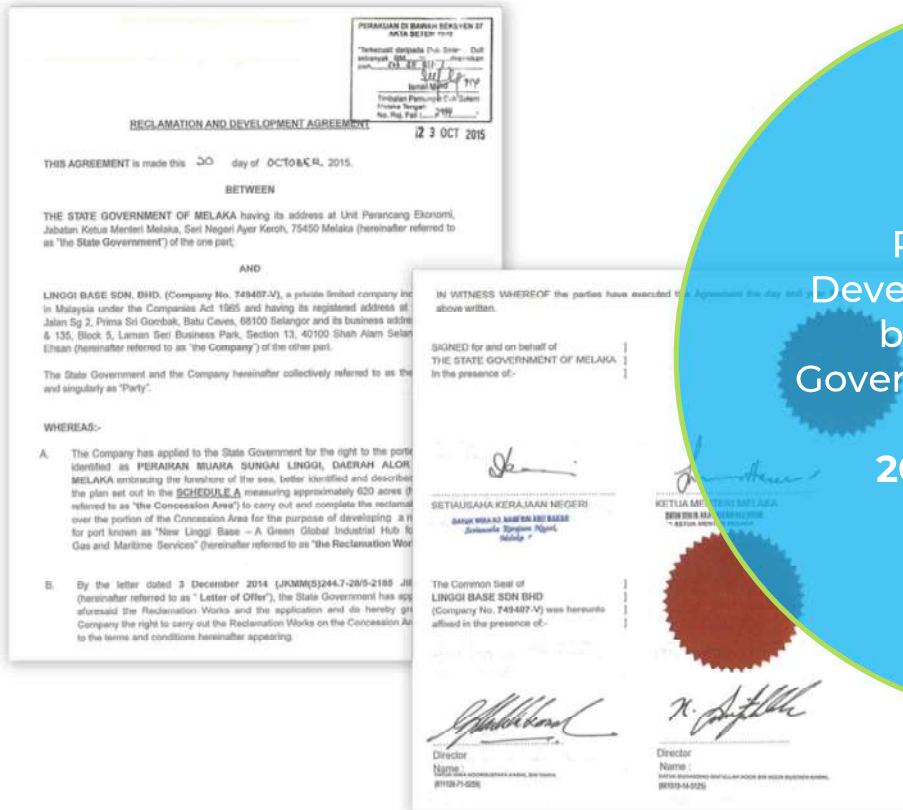
SHIP REPAIR YARD with Fabrication Yard for Ship and Module Construction



- “Green field” open for customisation to accommodate advanced technology in ship repair and construction
- Able to accommodate largest vessels plying through the Straits of Malacca
- 131 acres planned for 2 engraving docks to accommodate up to ULCC and VLCC size of vessels
- Can include the provision of finger jetties which can cater to clients berthing needs including lifting gears
- Ample offshore space to accommodate floating repairs

Agreement with the State Government of Melaka Signed in 2015

Reclamation and Development Agreement between the State Government of Melaka and LBSB signed on 20th October 2015



We Commissioned Royal Haskoning DHV Preliminary Studies and Preliminary Masterplan

World renowned expert for Project Development and Viability Studies Completed

150
Countries

100
Offices

€600M
Turnover



A leading independent,
international project
management and engineering
consultancy with world leading
maritime presence

We Engaged DHI for Environmental and Hydro Studies

World Expert in Water Environment on Technical Assessment

A leading independent, international project consultant on Coastal Marine Engineering and Environment with world leading maritime presence

Established office over **20 years** in Malaysia

Established in **30** countries

50 years dedicated research

STUDIES COMPLETED

Environmental Impact Assessment

Bathymetry Data Verification

Coastal Marine Offshore Assessment

Hydraulic Study

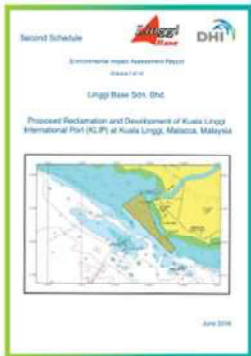
Fisheries Impact Assessment

Wildlife Management Plan

Marine Ecosystem Offset



EIA Approved, Studies and Activities Conducted



Environmental Impact Assessment Report



Geophysical Survey Report



Geotechnical Interpretative Report



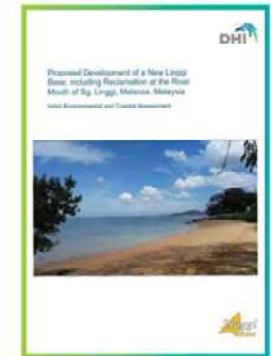
Hydrographic Survey Report



Market Study Review



Preliminary Cost Review



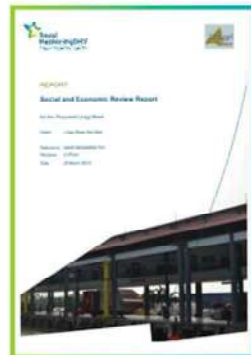
Initial Environmental and Coastal Assessment



Preliminary Master Plan



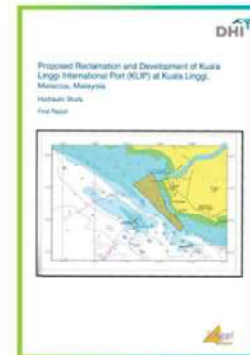
Ship Repair Market Study



Social and Economic Review



Terms of Reference For EIA



Hydraulic Study



Marine Traffic and Navigation Safety Study



Traffic Impact Assessment

Assessment Undertaken (Federal & State Government)

NO	COMPLETE SURVEY / ASSESSMENT	STATUS	REMARKS
1	Reclamation & Development Agreement	Reclamation and Development Agreement between the State Government of Melaka and Linggi Base Sdn . Bhd. (LBSB).	Ditandatangani pada 20 Oktober 2015.
2	Hydraulic Study	DILULUSKAN oleh JPS Malaysia.	i. (1) dlm PPS.14/M65 bertarikh 29 Jun 2018. ii. (10) dlm PPS.14/7/M65 Jld.2 bth 30 Okt 2020.
3	Pengesahan oleh MPFN	Projek KLIP disahkan di dalam Mesyuarat Majlis Perancang Fizikal Negara (MPFN).	Minit Mesyuarat MPFN ke-33 (Bil.3/2019) – SULIT
4	Traffic Impact Assessment (TIA)	TIADA HALANGAN oleh JKR Melaka.	(9) JKRM.J.020/228/17/2/20 bth 25 Feb 2020.
5	Social Impact Assessment (SIA)	DILULUSKAN oleh PLANMalaysia Putrajaya.	JPBD(IP)185/535/066/1 Jld.18 (41) bth 18 Mac 2021.
6	Fishery Impact Assessment (FIA)	TIADA HALANGAN oleh Jab Perikanan Negeri Melaka.	Prk.Mik.04/2/49 Jld.11 (41) bth 5 Nov 2020.
7	Heritage Impact Assessment (HIA)	TIADA HALANGAN oleh Jabatan Warisan Negara.	JWN.DW.600-1/1/2 Jld.4 (46) bth 7 Mei 2021.
8	Env Impact Assessment (EIA)	DILULUSKAN oleh Jabatan Alam Sekitar Putrajaya.	JAS.600-2/7/6 Jld.6 (6) bth 29 Jun 2021.
9	Kebenaran Merancang (KM)	DILULUSKAN oleh PLANMalaysia Negeri Melaka.	UPKL200/3/3/1 Jld.3 (15) bth 13 Ogos 2021.
10	Kerja Tanah & Pelan	DILULUSKAN oleh MPAG, Melaka.	MPAG-KT20220418-002 (Mesyuarat OSC Bil.9/2022).
11	Marine Ecological Mgt Plan (MEMP)	TIADA HALANGAN oleh Jab Perikanan Negeri Melaka.	Prk.Mik.04/2/49 Jld.13 (38) bth 17 Disember 2021.
12	Wildlife Management Plan (WMP)	DILULUSKAN oleh Jabatan Perhilitan Malaysia.	JPHLTN.600-3/19/15(18) bth 6 Disember 2021.
13	Env Management Plan (EMP)	DILULUSKAN oleh JAB Alam Sekitar Melaka.	ASMK (B)50/103/402/104 Jld.3 (17) bth 21 Apr 2022.
14	Marine Risk Assessment (MRA)	DILULUSKAN oleh Jabatan Laut Malaysia (IPL).	(1) dlm.IPL.2740-A. Jld.27 bth 10 Ogos 2022.

We are GOOD to GO



JADUAL PERTAMA
KAEDAH-KAEDAH PENGAWALAN PERANCANGAN (AM)
(NEGERI MELAKA) 2007

BORANG C(1)
KEBENARAN MERANCANG
[subkeadah 9(1)]

mengikut
subseksyen 22(3) Akta Perancangan Bandar dan Desa 1976

Rujukan Kami : JPBDM.UPKI.200/3/3/1.Jld.3(15)
Rujukan Pelan : JPBDM.UPKI.200/3/3/1-01/2021(KM)

KEBENARAN MERANCANG adalah dengan ini diberikan kepada :

Nama Pemohon : TETUAN LINGGI BASE SDN. BHD.

Beralamat : G35 & 135, Laman Seri Business Park, Section 13,
40100 Shah Alam, Selangor Darul Ehsan

Bagi maksud : PERMOHONAN KEBENARAN MERANCANG DI BAWAH
SUBSEKSYEN 21(1) AKTA PERANCANGAN BANDAR DAN
DESA 1976 [AKTA 172] UNTUK CADANGAN PEMBANGUNAN
PELABUHAN ANTARABANGSA KUALA LINGGI SECARA
TAMBAK LAUT SELUAS 620 EKAR DI PERAIRAN MUARA
SUNGAI LINGGI, DAERAH ALOR GAJAH, MELAKA

Sebagaimana yang ditunjukkan di dalam pelan MKUD/LINGGI-BASE/07-2021/001/LULUS di
atas :

No. Lot : -
Mukim : Kuala Linggi
Daerah : Alor Gajah

Tempoh sah bagi Kebenaran Merancang adalah 12 bulan dari Tarikh perakuan Majlis
Mesyuarat Kerajaan Negeri (MMKN). Kelulusan Kebenaran Merancang adalah tertakluk
seperti syarat-syarat di Lampiran 'A'.

Tarikh : 13/4/2021

Meterai :

TPJ NORJAFNI BIN ZAINUDDIN
PENGARAH
Jabatan Perancangan Bandar dan Desa
Negeri Melaka

Nota:
Mengikuti peruntukan perancangan 23(1)(a) Akta Perancangan Bandar dan Desa 1976 tuan berhak membuat rayuan di atas
keputusan yang dibuat oleh Pihak Berkuasa Perancang Tempatan dalam tempoh kah. bulan dari tarikh nota ini Rayuan
hendaklah ditakikan di Pejabat Lembaga Rayuan Negeri Melaka.



مجلس برندنر الور كاجه

MAJLIS PERBANDARAN ALOR GAJAH
Jalan Dato' Dol Saib
78000, Alor Gajah, Melaka, Malaysia
Tel: 06-5561018, 5562575, 5561600 Fax: 06-5564909
Email: mpag@mpag.gov.my

OHGD : 806-333 8328
Faks : 806-558 4306
Laman Web : www.mpag.gov.my
Email : mpag@mpag.gov.my

SERAHAN TANGAN

Ruj. Kami : MPAG 431/06/535()
Tarikh : 7 Jun, 2022
Zuikaedah. 1443H

Megaconsult Sdn. Bhd.

26-1 & 26-2, Jalan Wangsa Delima 6,
Seksyen 5, Kuala Lumpur Suburban Centre (KLSC)
Pusat Dandar Wangsa Meju, 53300 Kuala Lumpur.

Tuan,

CADANGAN KERJA PENAMBAHAN TANAH BAGI CADANGAN PEMBANGUNAN
PELABUHAN ANTARABANGSA KUALA LINGGI SELUAS 620 EKAR DI PERAIRAN MUARA
SUNGAI LINGGI, DAERAH ALOR GAJAH, MELAKA.
- Permohonan Kelulusan Pelan Kerja Tanah -

Dengan hormatnya merujuk kepada perkara tersebut di atas.

2. Adalah dimaklumkan bahawa permohonan kelulusan Pelan Kerja pihak tuan telah
DILULUSKAN oleh Majlis Perbandaran Alor Gajah dalam Mesyuarat Pusat Setempat (OSC)
Bil. 09/2022 bertarikh 10 Mei 2022.

3. Dengan ini pihak tuan hendaklah hadir ke Pejabat Majlis Perbandaran Alor Gajah untuk
mengambil pelan kelulusan bagi tindakan pihak tuan selanjutnya. Sila bawa surat
kebenaran/wakil untuk mengambil pelan. Perhatian dan kerjasama pihak tuan kami dahului
dengan ribuan terima kasih.

Sekian,

"MELAKAKU MAJU JAYA, RAKYAT BAHAGIA, MENGGAMIT DUNIA"
"WAWASAN KEMAKMURAN BERSAMA 2030"
"ALOR GAJAH BANDAR SEJAHTERA, MAJU DAN DINAMIK"

Saya yang menjalankan apd'naah,

DATUK SAI FAH BIN MOHD DOM
Setiausaha
b.p. Yang Dipertua
Majlis Perbandaran Alor Gajah

s.k. Faii Timbul
S.M.P.C./mas'ad@suratdndora@viva



SEKUTU BANGSA BERSAMA SAMA

ROYAL HASKONING DHV REPORT – GDC VS GDV

Estimated GDC for reclamation of 620 acres including infrastructure is RM1.3 Billion



LBSB RECLAMATION PROJECT

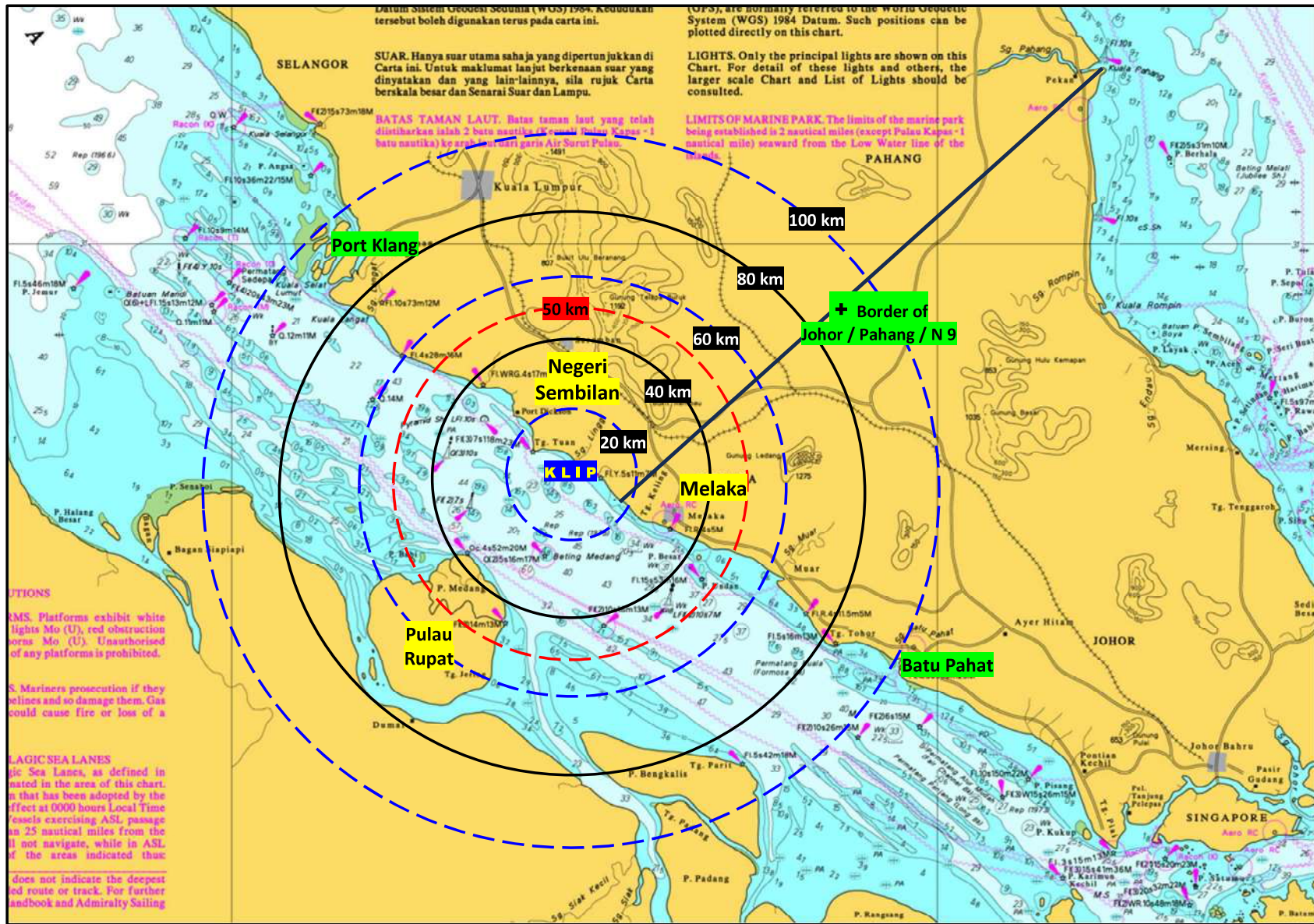


IMPACTS TO THE COUNTRY

- 100,000 workforce during the 7 years of top site construction
- 6,000 – 10,000 direct jobs at various levels when island is fully operating, which in turn, will spawn various employment opportunities within eco-system
- Tank farms, shipyard and other facilities will double the vendors from our existing pool, which will consequently create more employment needs
- Increase in all various types of revenues to Federal, State and Municipal Authorities (e.g. Light Dues and Port Charges, various taxes and fees)
- Forex gain for the country (we invoice in USD & SGD)
- Multiplier effect coming out from enlarged ecosystem
- Economic Impact Zone of 100 km radius

ADVANTAGES OF LBSB

- Strategic location, adjacent to Traffic Separation Scheme (TSS) of Straits of Malacca
- Nearly 100,000 vessels past through Malacca straits annually
- One of the world's busiest straits, the transit point for merchant ships from west to east
- Most strategic, economically and politically significant maritime waterways in the world
- Provide alternative Shipping & Maritimes Services to high demand
- Natural depth and able to accommodate largest vessels



Datuk Sistem Geodesi Soudina (WGS) 1984. Keubukaan tersebut boleh digunakan terus pada carta ini.

(WGS), are normally referred to the World Geodetic System (WGS) 1984 Datum. Such positions can be plotted directly on this chart.

SUAR. Hanya suar utama sahaja yang dipertunjukkan di Carta ini. Untuk maklumat lanjut berkenaan suar yang dinyatakan dan yang lain-lainnya, sila rujuk Carta berskala besar dan Senarai Suar dan Lampu.

LIGHTS. Only the principal lights are shown on this Chart. For detail of these lights and others, the larger scale Chart and List of Lights should be consulted.

BATAS TAMAN LAUT. Batas taman laut yang telah diistiharkan ialah 2 batu nautika (3.7 km) dari Palau Kapas - 1 batu nautika ke arah Laut dari garis Air Surut Pulus.

LIMITS OF MARINE PARK. The limits of the marine park being established is 2 nautical miles (except Palau Kapas - 1 nautical mile) seaward from the Low Water line of the islands.

NOTATIONS
RMS. Platforms exhibit white lights Mo (U), red obstruction lights Mo (U). Unauthorised of any platforms is prohibited.

S. Mariners prosecution if they belines and so damage them. Gas could cause fire or loss of a

LAGIC SEA LANES
The Sea Lanes, as defined in the area of this chart, in that has been adopted by the effect at 0000 hours Local Time vessels exercising ASL passage in 25 nautical miles from the shall not navigate, while in ASL of the areas indicated thus

does not indicate the deepest depth or track. For further information and Admiralty Sailing



THANK YOU



KUALA LINGGI INTERNATIONAL PORT

