



KUALA LINGGI INTERNATIONAL PORT

# STRATEGIC INVESTMENT OPPORTUNITY

## EXECUTIVE BRIEF OF KLIP

**Kuala Linggi International Port**

HQ : 35 & 135, Block 5, Laman Seri Business Park

Section 13, 40100 Shah Alam,

Selangor, MALAYSIA

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**1. LEADERSHIP TEAM**

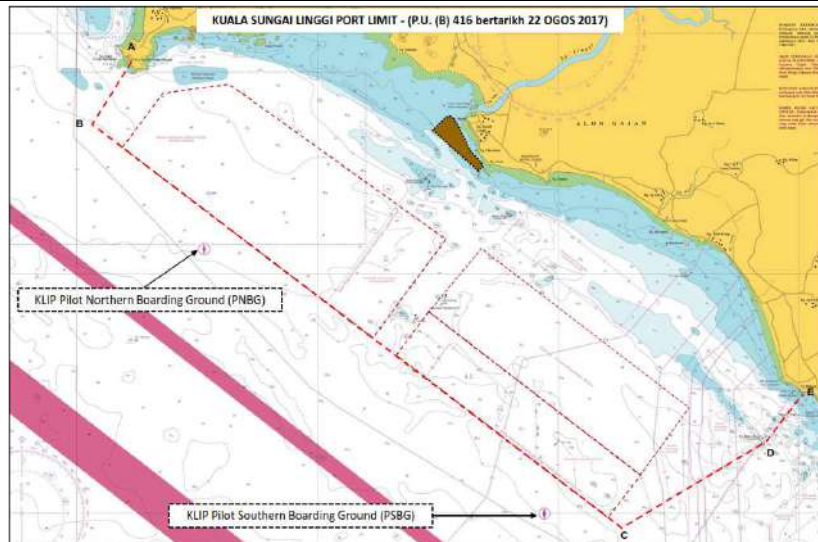
	<b>Name</b>	<b>Designation</b>	<b>Nationality</b>
1.	Tun Datuk Seri Utama Dr. Mohd Khalil Yaakob	Chairman	Malaysian
2.	Tan Sri Datuk Seri Dr. Noormustafa Kamal Bin Yahya	Executive Chairman & Managing Director	Malaysian
3.	Datuk Capt. Mohd Zanif Hashim	Executive Director	Malaysian
4.	Datuk Wira Muhammad Saifullah Noor	Director	Malaysian
5.	YM Raja Datuk Malik Saripulazan	Advisor	Malaysian
6.	Shaik Taufik Bin Shaik Yusoff	Chief Financial Officer	Malaysian
7.	Commander Ramli Bin Johari (Rtd)	Project Director	Malaysian

**2. OVERVIEW OF THE PROJECT**

This is a summary of the salient information of Kuala Linggi International Port (KLIP) for the purpose of providing comprehensive information to Strategic Investor/Partner(s) on the development of a **GREEN Global Industrial Hub for Energy Source, Port and Maritime Services** on a reclamation of 620 acres of land by **KUALA LINGGI INTERNATIONAL PORT (KLIP)** promoted by **LINGGI BASE SDN. BHD.** (“LBSB” or “**PROJECT PROPONENT**”) (herein referred to as “**the PROJECT**”).

The PROJECT is located entirely within the State of Malacca which is located at the river mouth of Sungai Linggi and border between the State of Malacca and Negeri Sembilan, and falls within the port limit as *gazetted and operated* under **T.A.G. MARINE SDN. BHD.** (“**TAG MARINE**”) by Ministry of Transport, Malaysia. Both TAG MARINE and LBSB are effectively owned by the main shareholder, namely, Tan Sri Datuk Seri Dr. Noormustafa Kamal Bin Yahya.

## EXECUTIVE BRIEF OF KLIP



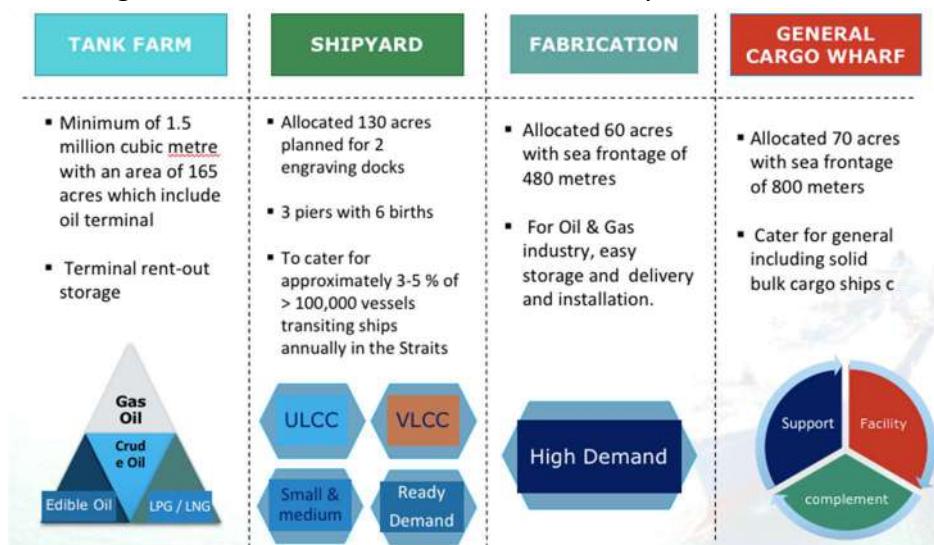
**TAG MARINE being the PORT OPERATOR of KLIP**, is an INDUSTRIAL PORT as marine service provider that offers range of seaport services, with a particular focus on CARGO TRANSSHIPMENT of ENERGY SOURCE, BUNKERING HUB and PORT OF REFUGE.

**LBSB on the other hand, is the PROJECT PROPONENT AND PORT DEVELOPER**, is to integrate the existing offshore industrial port operations with the proposed onshore operations to transform Kuala Linggi into a **WORLD CLASS GREEN GLOBAL INDUSTRIAL HUB FOR ENERGY SOURCE, PORT AND MARITIME SERVICE INDUSTRY.**

### 3. PROJECT COMPONENT

The PROJECT comprises the following main components:

- strategic liquid AND/OR gas product, jetty terminal and tank farm;
- shipyard repair;
- fabrication yard;
- general cargo wharf and administration and ancillary facilities.



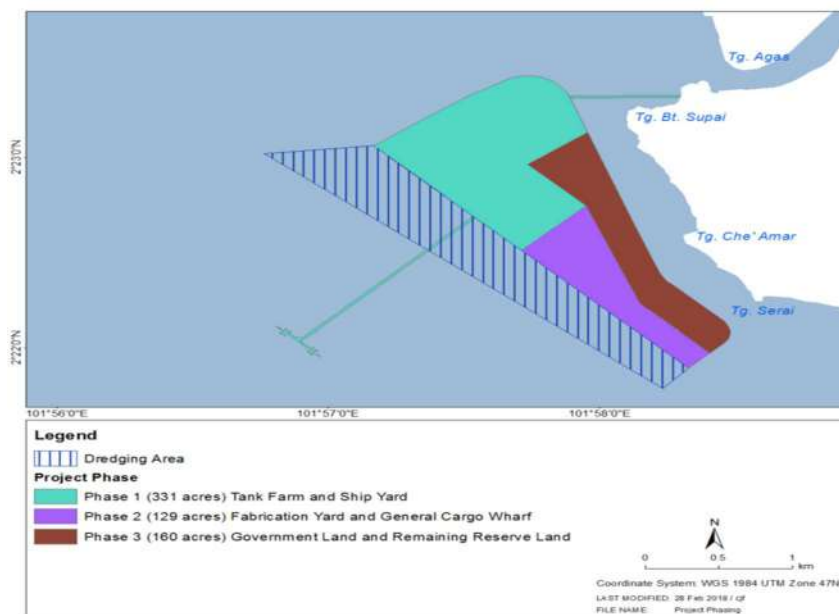
## EXECUTIVE BRIEF OF KLIP

For the optimal implementation strategy to balance capital costs against revenue generated, the land reclamation works are proposed to be carried out through three (3) phases, **preliminarily** as follows: -

**PHASE 1:** Reclamation of 331 acres of land for tank farm and shipyard, including oil jetty and access bridge

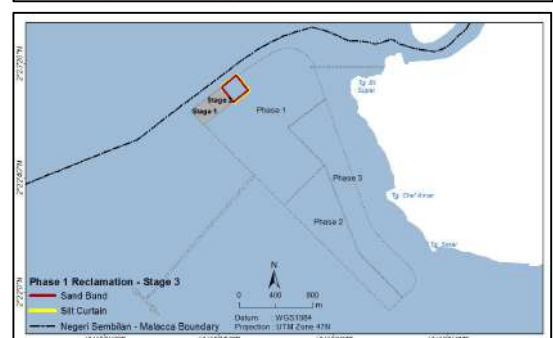
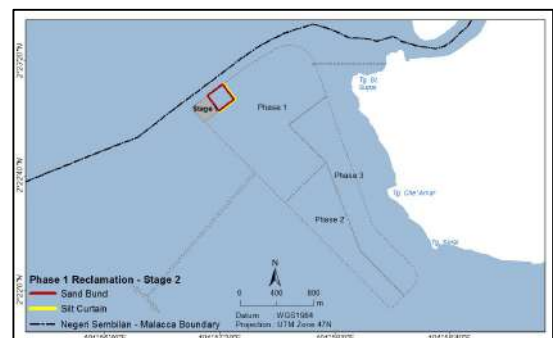
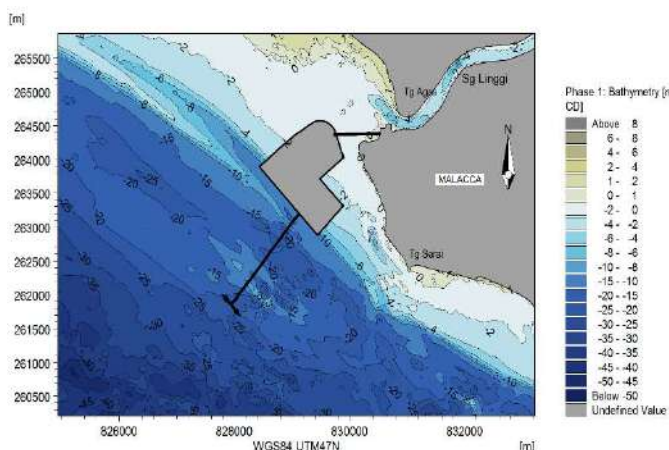
**PHASE 2:** Reclamation of 129 acres of land for fabrication yard and general cargo wharf

**PHASE 3:** Reclamation of 160 acres to accommodate Government and KLIP reserve land requirement

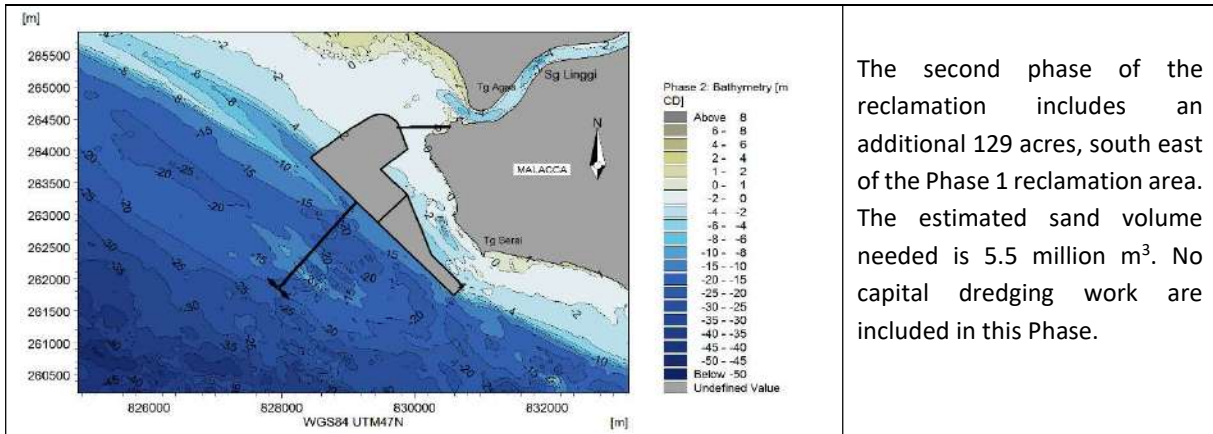


### PHASE 1 RECLAMATION

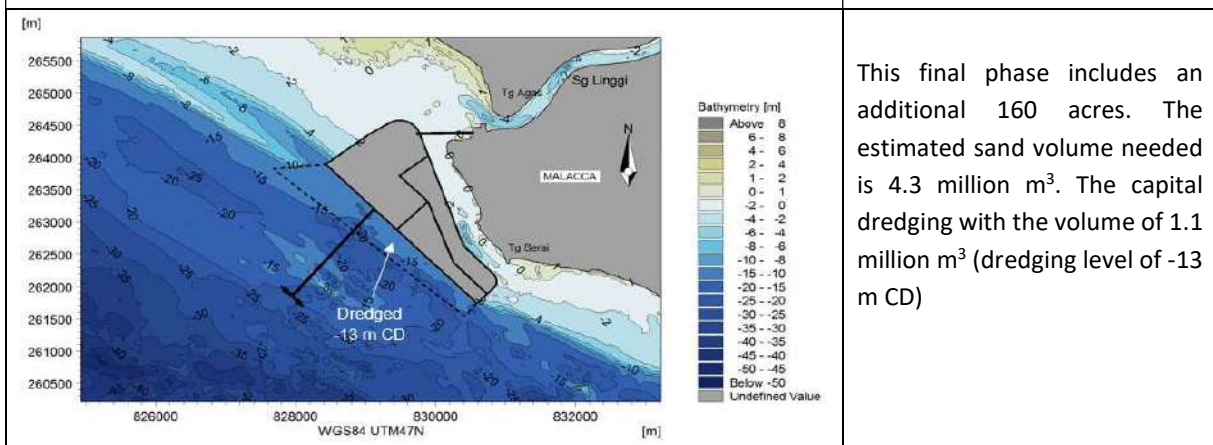
- Reclamation of 331 acres of land on the northern side of the project area, with an estimated sand volume of 10.4 million m<sup>3</sup> where the reclaimed level is set to +4 m CD
- Oil jetty connecting to the Phase 1 reclamation area
- An access bridge connecting Phase 1 to the mainland
- No capital dredging during Phase 1
- Method of reclamation as per the approval from Dept. of Irrigation & Drainage in compliance with EIA



**PHASE 2 RECLAMATION**



**PHASE 3 – FINAL DEVELOPMENT**



PHASE	RECLAMATION LAND AREA		ESTIMATED SAND VOLUME	ESTIMATED RECLAMATION DURATION
	Acres	Hectares	Million m <sup>3</sup>	Months
1	331	134	10.4	24 months – up to 36 months
2	129	52	5.5	
3	160	65	4.3	
TOTAL	620	251	20.2	

**4. APPROVAL FROM RELEVANT AUTHORITIES**

The PROJECT is subject to various approvals and supports by both State and Federal Government. The key requirement for the environmental approval process is that the proposed reclamation has been endorsed by the National Physical Plan Committee (NPC) (Majlis Perancang Fizikal Negara – MPFN) and approved Development Order from Jabatan Perancangan Bandar dan Desa (JPBD) (Town Planning), Melaka. The PROJECT, has insofar, undergone various scrutiny surveys and assessment from all respective Government Agencies and Ministries which have received approvals as follows: -

<b>A.</b>	Signing of Reclamation and Development Agreement between the State Government of Melaka and Linggi Base Sdn. Bhd. (LBSB) on 20 Oct 2015
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<b>No.</b>	<b>SURVEY / ASSESSMENT</b>	<b>APPROVAL STATUS</b>
1.	Hydraulic Study	Approved by “JPS Malaysia” (Dept. of Irrigation & Drainage) on 29 Jun 2018.
2.	National Physical Plan Committee (NPC)	Endorsed KLIP Project on 24 Oct 2019.
3.	Traffic Impact Assessment (TIA)	“TIADA HALANGAN” (PROCEED) from JKR (Public Work Dept) Melaka on 26 Feb 2020.
4.	Social Impact Assessment (SIA)	Approval from “JPBD” (Town Planning) Malaysia on 9 Nov 2020.
5.	Fishery Impact Assessment (FIA)	“TIADA HALANGAN” (PROCEED) from Fishery Dept., Melaka on 5 Nov 2020.
6.	Heritage Impact Assessment (HIA)	“TIADA HALANGAN” (PROCEED) from National Heritage Dept. (Malaysia) on 7 May 2021.
7.	Environmental Impact Assessment (EIA)	Approval from Department of Environment (“DOE”) on 29 June 2021.
8.	Development Order	Approval from “JPBD” (Town Planning) Melaka on 13 Aug 2021. (PROCEED with reclamation)

5. LIST OF COMPLETED SURVEY / ASSESSMENT

	SURVEY / ASSESSMENT		SURVEY / ASSESSMENT
(i)	Preliminary Site Assessment	(viii)	Soil Investigation Study & Sampling
(ii)	Initial Environmental & Coastal Assessment	(ix)	Preliminary Cost Review Report
(iii)	Market Study Review	(x)	Geotechnical Interpretive Report
(iv)	Social and Economic Review Report	(xi)	Socio-Economic Impact Assessment
(v)	Preliminary Master Plan	(xii)	Hydraulic Study
(vi)	Ship Repair Market Study	(xiii)	Environmental Impact Assessment Report
(vii)	Hydrographic Survey & Geophysical Survey		<ul style="list-style-type: none"> <li>▪ Social Impact Assessment</li> <li>▪ Heritage Impact Assessment</li> <li>▪ Fishery Impact Assessment</li> <li>▪ Traffic Impact Assessment</li> </ul>

6. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The current coastline fronting the project is actively eroding and it is concluded that the reclamation footprint will reverse the erosional process and facilitate the restoration of the beach. Apart from that, it is proposed that beach nourishment be carried out for the beach area fronting the project area, as a mitigating measure to address potential erosion in this area during the course of the project construction.

The EIA study has established that, with the incorporation of the recommended mitigation measures and implementation of the Environmental Management Plan (EMP), the PROJECT can be implemented with acceptable environmental impacts and risk and overall positive outcome. The creation of the reclaimed island, located distance of 500 meters from Kuala Linggi will reduce the problems of erosion and act as barrier for Kuala Linggi against strong winds and tides. **The reclamation island will help protect and conserve Kuala Linggi, the flora and fauna and most importantly the chalet development and settlements in the coastal areas.**

## 7. SOCIAL AND ECONOMIC REVIEW

The PROJECT constitutes a massive opportunity to foster economic development. It also provides proposed mitigation measures to avoid or minimize adverse impacts, where applicable, and maximize positive impacts. The Socio-Economic impacts have been viewed in terms of their significance, duration and the stage within the project life cycle.

With mitigation measures, negative impacts will be minimized and turned into opportunities; and the PROJECT will ensure benefits not only to the local community but also to the nation.

The PROJECT is expected to transform Kuala Linggi into an International **WORLD CLASS 'GREEN' GLOBAL INDUSTRIAL HUB FOR ENERGY SOURCE, PORT AND MARITIME SERVICE INDUSTRY** which undoubtedly meets the planning policies and guidelines at all levels and follows the terms and conditions of Integrated Shoreline Management Protection (ISMP) Melaka and National Physical Plan – Coastal Zone (NPP-CZ).

The PROJECT has considered all physical factors relating to the site and most importantly conforming to the conditions for approval from Alor Gajah Municipal Council, Economic Planning Unit Melaka (UPEN), and other related technical agencies including Federal Government jurisdiction. Projects of this nature will have an impact on the socio-economic environment of the local people.

The establishment of the proposed Project will bring significant socio-economic benefits to the local and national economies. The benefits will accrue not only to the Project Owner but extend to include other stakeholders and enlarged socio-economic sectors of the population.

## 8. PROJECT TIMELINE & COST

The plan **to commence** the reclamation, starting with phase one, is in quarter two (Q2) of 2024 with a target completion of between 30 months – upto 42 months.

*(the **total completion for the entire island reclamation and the infrastructure for 620 acres** is targeted within 8-10 years).*

The estimated capital costs for **the entire completed development of the reclamation with all components and infrastructure** is estimated at RM15 Billion (approximate of USD 3.5 Billion subject to currency conversion (on median range as estimated by Messrs Royal Haskoning DHV (“Haskoning”), being the appointed Consultant whom has had various experienced in providing technical and operational reference in various ports such as Ras Laffan in Qatar, Saudi Arabia, Singapore, etc. Upon completion, Haskoning estimates the Gross Development Value (“GDV”) of the port will be over RM100.0 billion (> USD 24.0 Billion)



## **9. FINANCING MODEL**

KLIP has been utilizing its internal generated fund for the project development and in realising the entire PROJECT, KLIP will finalise with STRATEGIC INVESTOR/PARTNER(S) (“SI”) on a LEASED CONCESSION by way of financing, building and operating each component of the infrastructure facilities over a concession period in EACH of the PHASE DEVELOPMENT.

KLIP will determine the investment on infrastructure component based upon commercial proposition and potential off-takers over the concession tenure. Income derived from this will determine the expected Return on Investment (“ROI”) to “SI” over the concession period, possibly 20 years and/or more to be discussed and agreed upon.

Note:

*Strategic Investor “SI” would be any party that is financially capable with strong expertise in the field of port development or operation, Oil Majors, Fleet Owners, and related.*

*Any composition of the tank farm requirement, i.e portion of Crude Oil, Fuel Oil, Edible Oil, LPG or LNG or any other composition, will need to suit the Operator and Off-takers’ requirement; which define specification to the construction needs, hence identifying the contractor for the right specification will be part of the entire/comprehensive scheme.*

## **10. COMPANY BACKGROUND AND PRINCIPAL ACTIVITIES**

**KLIP** was established by its founder and main promoter, Tan Sri Datuk Seri Dr. Noormustafa Kamal bin Yahya (TSNMK) as Master Mariner with more than 20 years of Ship Captain sailing into global shipping route to various ports in the world and in-depth experienced as business entrepreneur in Malaysia and regional. Having all the necessary expertise and looking at growing business opportunity in this sector, TSNMK is foresighted to envisage and realize by establishing the port limit of Kuala Sungai Linggi and developed as PORT OPERATOR, tapping into business opportunities made available in shipping and maritime industry in Malacca Straits.

From a humble beginning of operating the liquid cargo transshipment within the designated port limit, KLIP has transformed to become an established and well-known port in this far east region and located strategically in one of the world’s busiest shipping lanes in the middle of Malacca Straits which serves as a key waterway linking Asian and European trade where more than 120,000 vessels plying through annually. The designated port limit is also having a natural depth (30 m – 55 m) which allow for Ultra Large Crude Carrier (ULCC) and Very Large Crude Carrier (VLCC) size of ships to pass through and anchor, benign wave condition.



## EXECUTIVE BRIEF OF KLIP

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**KLIP** is focused on seaport services particularly on liquid cargo transshipment services to cater and to provide convenient and cost-effective alternative to ship owners, charterers and traders to transfer liquid cargo. Insofar, KLIP has cumulatively clocked in more than **950 million barrels volume of liquid bulk cargo transferred with more than 8,700 vessel calls**. KLIP has a wide range of marine services including, amongst others, providing Pilotage services, Equipment Charter, Tugboat & Vessel Charter, Mooring Services, Port of Refuge, Bunkering Hub, Layup as well as Anchorage services.

Having 17 years of business and operation experiences, KLIP has been recognized by the international oil majors and gained the industry confidence as the preferred service provider. KLIP has over 100 solid existing clientele base comprising of multinational such as Shell, BP, Vitol, Exxon, Chemchina, EuroNav, Glencore, etc, to name a few.

All resources are strategically located at the port to ensure optimum operation readiness, fast response and provide added value service for commercial needs with a state of readiness to response to ad-hoc requirement of the client.

KLIP is also the owner and operator of oil spill response equipment in compliance to Tier One of the National Oil Spill Response Action Plan (deployment within the port limit), which is also capable for Tier Two (deployment outside port limit) response level. KLIP is capable of undertaking emergency transfer armed with trained firefighting personnel, supported with tugs equipped with firefighting capability.

All crew and human resources are competent, skilled and trained as we are committed in delivering distinguished services in compliance and accepted by International Marine Standards (“IMS”). In this aspect, KLIP is capable to response to customers’ needs and support their complex global and regional operations with the combination of extensive resources and capabilities to deliver market-driven marine services.

With years of cumulative experience, continuing international exposure and in-depth industry expertise, **KLIP continues to demonstrate its commitment towards efficient and reliable energy source facilities, port and maritime services in compliance with IMS as well as its associate business and operational auditing.**

**11. A DIFFERENT KIND OF PORT**

KLIP envision is to be a PREFERRED HUB FOR ENERGY SOURCE, PORT AND MARITIME SERVICES INDUSTRIES which is **A DIFFERENT KIND OF PORT.**

	<b>KUALA LINGGI INTERNATIONAL PORT</b>	<b>OTHER PORTS ALONG MALACCA STRAITS</b>
PORT TYPE	Industrial Port, Bunkering Hub and Port of Refuge	Container port / Conventional port / Passenger port
ACTIVITIES	Port and marine support services for ship-to-ship transfer of gas and liquid-bulk cargo, liquid-bulk cargo storage, ship maintenance and repair, and energy infrastructure fabrication.	Port services for loading and unloading of containerized, break-bulk, dry-bulk, liquid-bulk and general cargo; and the embarkation and disembarkation of passengers
LOCATION OF PORT OPERATION	Designated cargo transfer area at sea and proposed terminals and yards on man-made island 500 meters offshore	Terminals on land. Typically, with dedicated terminals for different cargo types
FACILITIES	Offshore: 45 sq NM cargo transfer area  FUTURE : Onshore reclaimed island of Tank farm, energy source jetty, workshop, Shipyard and dry dock (for ship repair), fabrication yard and ancillary infrastructure. Responding to contingencies: <ul style="list-style-type: none"> <li>▪ Oil spill response equipment</li> <li>▪ Work boats</li> <li>▪ Fire fighting</li> <li>▪ Trained manpower</li> </ul>	Berths and Storage yards on land. Typically, container berths, break-bulk berths, dry-bulk berths, liquid-bulk berths, general cargo berths, with their respective storage yards/areas and passenger terminals
CARGO TYPE	<ul style="list-style-type: none"> <li>▪ Liquid bulk e.g. crude oil, fuel oil, palm oil</li> <li>▪ LPG</li> <li>▪ LNG</li> </ul>	<ul style="list-style-type: none"> <li>▪ Containers</li> <li>▪ Break bulk e.g iron and steel packages, wood moldings, rice, iron and steel billets, machineries and components, asbestos products</li> <li>▪ Dry bulk e.g. fertilizers, grains, sugar</li> <li>▪ Liquid bulk e.g. vegetables oils, crude palm oils, crude palm oil, crude palm kernel oil and refined palm oil</li> </ul>

	<b>KUALA LINGGI INTERNATIONAL PORT</b>	<b>OTHER PORTS ALONG MALACCA STRAITS</b>
<b>EQUIPMENT</b>	Support equipment for STS operations: <ul style="list-style-type: none"> <li>▪ Jumbo, primary &amp; secondary pneumatic fenders</li> <li>▪ Sea-flex hoses for liquid cargo</li> <li>▪ Cryogenic high-pressure LPG hoses</li> <li>▪ Cryogenic LNG hoses</li> </ul> Support vessels: <ul style="list-style-type: none"> <li>▪ 12 harbour tugs</li> <li>▪ 4 supply and work barges</li> <li>▪ Full set of Tier 1 oil spill response equipment (capable to TIER 2)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Quay cranes</li> <li>▪ Shore cranes</li> <li>▪ Rubber tyred gantries</li> <li>▪ Stackers</li> <li>▪ Prime movers and trailers</li> </ul>
<b>SHIP TYPE &amp; SIZES</b>	Oil tankers: <ol style="list-style-type: none"> <li>i. Aframax (245m, 80,000 dwt - 120,000 dwt)</li> <li>ii. Suezmax (285m, 80,000 dwt - 160,000 dwt)</li> <li>iii. VLCC (330m, 160,000 dwt - 320,000 dwt)</li> <li>iv. ULCC (415m, 320,000 dwt - 550,000 dwt)</li> </ol> LNG tankers size: (Maximum size that could transit Malacca Straits)	Container ship: <p>Panamax (&lt;300m, 3,000 - 8,000 TEU)</p> <p>Triple E (400m, &gt;18,000 TEU)</p> <p>Westport, Pelabuhan Tanjung Pelepas</p> Bulk carriers: <p>Panamax (60,000dwt - 80,000dwt)</p> <p>Tanjung Bruas port accommodates ships &lt;160m, &lt;15,000dwt and barges</p>
<b>CLIENTELE</b>	Shipowners, charterers and traders in the energy sector <p>Clientele principally foreign/international</p>	Container trade: Main lines and feeder lines <p>Others: Private dry/liquid bulk terminals</p>

## 12. CONCLUSION

### Accessibility

The infrastructure and maritime services from the proposed reclaimed island are **EASILY ACCESSIBLE** without needing to deviate from the active shipping lanes within the Straits of Malacca, saving time and costs and facilitates clients business with much efficient. The PROJECT is expected to enhance KLIP as a port of refuge and contribute to improve safety and navigation as well as capturing the huge potential market of energy trading, ship repairs and fabrication. It also opens the opportunity of attracting the market out of more than 120,000 ships transiting Malacca Straits annually. It is also forecasted that by 2030, there will be more than 150,000 ships will be plying through Malacca Straits being amongst the busiest shipping lane globally.

### Approved Survey & Assessment and Market Study

KLIP has undertaken all surveys and assessment as required by the authorities and have obtained all the necessary approvals which constitute paramount importance to the development of the PROJECT, hence the acceptance to the International Shipping Fraternity as well as the potential strategic investors and financiers.


KLIP has undertaken an environmental and coastal assessment by Messrs DHI Waters & Environment which substantiate positive feasibility for the PROJECT. Preliminary master plan by Messrs Royal Haskoning DHV (“Haskoning”) had also been done, based on the existing operation and the potential to develop the PROJECT which confirm that the PROJECT is physically and environmentally sound, taking into consideration of the layout plan, supporting building, facilities and infrastructure required.

Haskoning had also been commissioned to undertake the social and economic review which are on positive notes to all stakeholders concerned. Further to that, the market study undertaken by Haskoning showed that the volume of vessels movement and trade activities have been on an incremental trend over last 10 years in Malacca Straits, having more super tankers actively deployed over the region. It is noted that Malacca Straits being amongst the busiest straits in the world, the needs for marine services, bunkering and repairs would be naturally crucial to support the growing demand of this sectors.

Despite these facts, the vessel repair yard and supporting facilities along the Malacca Straits especially for supertankers has been lacking and warrants for such PROJECT to be developed in KLIP. The facility and the infrastructure made available at KLIP would generate ship repair expertise and market amongst shipowners, given the existing relationship with KLIP, under its current operation.

In short, it is concluded that overall studies clearly demonstrate the viability of the PROJECT which has huge potential to develop and become a major destination for shipping and trade with value added services mentioned.

## Recognition by International Shipping & Oil Majors



**WQA Certificate of Registration**

**T.A.G MARINE SDN BHD**

G35 & 135 Block 5, Laman Seri Business Park, Section 13, 40000 Shah Alam, Selangor, Malaysia

Operate a management system that complies with the requirements of  
**ISO 9001:2015**

With the scope :  
General Management of Marine and Coastal Related Activities

EA Code : 31

Certificate No : QS 5184

Originally Registered : 26<sup>th</sup> February 2014

Registered by WQA : 28<sup>th</sup> February 2014

Re-Certification : 25<sup>th</sup> August 2021

Latest Issue : 18<sup>th</sup> March 2021

*WQA*  
Signed on behalf of WQA

Validity of this certificate can be checked by contacting:  
Worldwide Quality Assurance Ltd  
Seven House,  
Mandale Business Park,  
DH1 1TH  
www.worldwideqa.com

This certificate remains the property of Worldwide Quality Assurance Ltd must be returned on request.  
WQA 14D, Issue 8

With relentless commitment and deliverable over the years, KLIP has demonstrated successfully with bulk oil and gas cargo transfers involving more than 7,500 of VLCCs and ULCCs with more than 100 major clientele across the globe over the 15 years of operation, in compliance to its quality assurance standard ISO9001:2015 within its Port Operation business under T.A.G. Marine Sdn Bhd which is phenomenal and respectable achievement recognised by oil majors within the international fraternity.

## Creation of Energy Source, Port and Maritime Service Industry in Malaysia

The PROJECT is also able to create an area for Energy Source, Port and Maritime Service Industry complete with quality facilities to meet the needs of the industry. The proposed industrial hub will place multi-national companies, multi firm supply services, oil refinery, petrochemical producers, utilities suppliers, maintenance and integrated engineering services suppliers with synergized commercial networks. The synergistic integration will enable KLIP and its strategic partners to perform its role and benefit financially and benefit users by providing excellent services. The biggest opportunity and potentials for Malaysia is to receive more international flows of crude oil, refined oil and natural gas and to add value to the flows received as well as related energy source. The PROJECT will benefit positively from the spill-over effects for Kuala Linggi and within 100 km radius including that of the Straits of Melaka.

### Commitment from KLIP

KLIP has invested substantial amount over 17 years of its offshore and onshore development which is categorised as Direct Domestic Investment (DDI) and the potential of Foreign Direct Investment (FDI) into Malaysia for this project would generate economic benefits and spin-off downstream business activities, resulting into an international maritime industrial hub with a high-income society.

### Foreign Investment

Malaysia is a business-friendly country and welcome various foreign investors especially in the area of port services, shipping, maritime services & infrastructure including logistic which are key economic sector and categorised as essential services within the promoted sectors covered by Ministry of International Trade and Industry (MITI). Backed by strategic location of international shipping lane and Malaysia being located in the heart of ASEAN, the investment opportunity would offer a gateway to various oil majors globally, with immense business opportunities to stakeholders across region.

The Government continues pledging favourable policies for promising business environment and investment with good infrastructure and connectivity locally and internationally. The easy access to capital market, established legal framework and development of productive work force and resources, would suggest for conducive business environment and compelling for foreign investment especially in the energy sectors which are of great importance to global needs.

Backed by these positive attributes and economic fundamental and prospect of KLIP being **Green Global Industrial Hub for Energy Source, Port and Maritime Services Industry**, it should generate the next economic growth within the sectors with multiplier gross development value to be created especially for KLIP, its strategic investors/partners.

### Job Creation & Socio-Economic Benefits

The establishment of the PROJECT will bring significant socio-economic benefits, such that the anticipated development will stimulate the growth and development of the construction and manufacturing sector that produces materials used in construction of the port. The PROJECT helps to expand the capability and the capacity of supporting industries and the growth of small and medium sized vendors which are the backbone of the economy. With proper business and mitigation measures, KLIP will be able to secure international ties and local businesses, vendors, contractors and service companies. This will increase business development as a direct result of the PROJECT.

With the advent of the marine industrial development on the reclamation island, Haskoning has indicated a similar project at Ras Laffan, Qatar which had engaged **more than 115,000 workers** during its construction period. Following the completion of the project, it is expected upto **10,000 jobs** comprising 60% skilled workers and 40% technical management workers will be created.

### Resource Development

Malaysia emphasizes for educational importance and the presence of many tertiary education institutions will significantly raise the prospect for higher academic linkages to the industry. College, Marine Academy and Universities regionally would benefit from the PROJECT in terms of student and staff attachment and employment.

KLIP will naturally collaborate with international stakeholders which would significantly benefit the parties by way of transfer of knowledge, skills and community building. There will be continuous training and development in this industry, realising the growth potential for KLIP whilst creating value for multiple vendors communities, benefiting all stakeholders, strategic investors and supporting the International Maritime & Shipping Industry along the Malacca Straits.

### Income Stream to Stakeholders

The PROJECT development **adds value to the real estate and provides economic and socio-economic benefits** generally by creating an area for energy industry and maritime hub. It will naturally contribute income stream to stakeholders having to benefit from the ready captive market of various business activities which will be driven by volume and putting KLIP as the international hub for energy source transshipment and marine services.

### SUMMARY

KLIP has complied all surveys and compliance processes with necessary approvals which are of importance to the acceptance of International Shipping Fraternity as well as the strategic investors and financiers. The lack of industrial port infrastructure and maritime facilities within the Malacca Straits especially catered for ULCC/VLCC and of supertankers, warrants a significant attention and create HUGE Opportunity towards its realisation.

Backed by business-friendly environment and committed Proponent and Management, KLIP is poised to attract multiple interest from international energy source community and related, serving commercial business partners, ship-owners, traders, charterers, others and most importantly the strategic investors.

The PROJECT has huge prospect to create healthy socio-economy to the communities, entrepreneurs and job creations, a sustainable income stream over time to stakeholders, which definitely form as a catalyst **in transforming KLIP as the GREEN GLOBAL INDUSTRIAL HUB FOR ENERGY SOURCE, PORT AND MARITIME SERVICES INDUSTRY.** It can be concluded that the PROJECT is expected to result in significant benefits to stakeholders with multiplier GDV, creating an incremental value to nation economy as well as the international shipping and oil majors fraternity.