

The Chartered
Institute of Logistics
and Transport

CILTM NEWSLETTER

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For Members Only

EDITORIAL TEAM

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Chairman & Advisor

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EXCLUSIVE MESSAGE FROM CILTM PRESIDENT

- HONOURING THE LEGACY OF OUR DEPARTED MEMBERS

Dear Members,

As we come together as a professional community, we take this solemn yet meaningful moment to honour and remember the esteemed members of our society who are no longer with us. Their dedication, contributions, and unwavering commitment to the logistics and transportation industry have left a lasting impact, shaping the progress we continue to build upon today.

Each of these individuals played a vital role in the advancement of our industry. Through their leadership, innovation, and expertise, they paved the way for many of the improvements and best practices we rely on today. Whether they were researchers, policymakers, industry pioneers, or dedicated professionals working behind the scenes to optimize logistics, transportation and supply chains networks, their efforts helped drive the industry forward.

Beyond their professional achievements, many of these individuals also embodied the values of mentorship, service, and collaboration. They dedicated their time and energy to guiding young professionals, fostering knowledge-sharing, and strengthening the bonds within our professional society. Their generosity in sharing insights, supporting colleagues, and championing ethical and sustainable practices serves as an example for all of us.

It is often said that an individual's true legacy is not only in what they accomplish but also in the lives they touch. Many of us have had the privilege of working alongside some of these individuals, learning from their wisdom, and witnessing firsthand their commitment to excellence. Their presence may no longer be with us, but their influence remains embedded in the culture, standards, and principles of our profession.

As we reflect on their contributions, let us also take this opportunity to reaffirm our own dedication to upholding the values and vision they championed. Their memory should inspire us to strive for continuous improvement, ethical leadership, and collaborative progress. By carrying forward their mission, we ensure that their hard work and passion continue to shape the future of logistics, transportation, and supply chain management.

Let us take a moment of remembrance for these individuals, expressing our deepest gratitude for their service and celebrating the legacy they have left behind. May we continue to honour them, not just in words, but through our actions, our dedication to the profession, and our commitment to building a stronger and more resilient industry.

With deepest respect,
Prof. Muhammad Zaly Shah FCILT
President
CILT Malaysia



**Prof Dr Muhammad Zaly
Shah FCILT
CILTM President**



FOREVER IN OUR HEARTS: A TRIBUTE TO DECEASED MEMBERS

No	M'ship No	Grade	Name
1	FCILT	F 0001	A Nallusamy FCILT
2	FCILT	F 0002	A Kandiah FCILT
3	FCILT	F 0011	Ir Hussein Bin Hj Mohamed FCILT
4	FCILT	F 0015	George L Rodrigo FCILT
5	FCILT	F 0016	R Raja Ratnam FCILT
6	FCILT	F 0025	Hamzah Bin Hj Mohd Dali FCILT
7	FCILT	F 0027	S Apputhurai FCILT
8	FCILT	F 0028	Raja Shahrudin Raja Hamzah FCILT
9	FCILT	F 0032	Dr Kanasen A/L Andy FCILT
10	FCILT	F 0033	Douglas Manasseh FCILT
11	FCILT	F 0034	Assoc Prof S Navaratnam FCILT
12	FCILT	F 0037	Tan Sri Abdul Aziz Abdul Rahman FCILT
13	FCILT	F 0039	Tan Sri Dato' Seri Utama Dr Hj Abu Hassan Bin Hj Omar FCILT
14	FCILT	F 0042	Dato' Ahmad Badri bin Mohamed Basir FCILT
15	FCILT	F 0043	Kol (B) Leng Chong Hooi FCILT
16	FCILT	F 0054	Hj Musa Lebai Mat Salleh FCILT
17	FCILT	F 0062	Tan Sri Zaleha Ismail FCILT
18	FCILT	F 0063	Tan Sri C Selvarajah FCILT

FOREVER IN OUR HEARTS: A TRIBUTE TO DECEASED MEMBERS

No	M'ship No	Grade	Name
19	FCILT	F 0068	Dato' Hj Shahrani bin Hj Abdullah FCILT
20	FCILT	F 0069	Assoc Prof Mohd Noor Awang FCILT
21	FCILT	F 0078	Mej (B) Chong Teik Min FCILT
22	FCILT	F 0091	Hj Ahmad bin Hj Moidin @ Ahamad bin Maidin FCILT
23	FCILT	F 0094	Christine Teh Bee Hong FCILT
24	FCILT	F 0109	Tan Sri Datuk G Gnanalingam FCILT
25	FCILT	F 0166	Dato' Muhammad Muhiyuddin Bin Abdullah FCILT
26	FCILT	F 0188	Pandiyan A/L Vadivelu FCILT
27	CMILT	M 0013	Wong Yew On CMILT
28	CMILT	M 0021	Mohd Mokhtar Abu Bakar CMILT
29	CMILT	M 0179	Jayaraj Lawrence Christy CMILT
30	CMILT	M 0202	Balasingam K Sundram CMILT
31	CMILT	M 0292	Hj Dahari Ujud CMILT
32	CMILT	M 0331	S Veerakathy CMILT
33	CMILT	M 0335	Mohamed Yusof Bin khatri Abdullah CMILT
34	CMILT	M 0374	Arbie Bin Zainuddin CMILT
35	CMILT	M 0394	V. Krishnanmoorthy Naidu CMILT
36	CMILT	M 0404	Chuah Chow Hee CMILT

FOREVER IN OUR HEARTS: A TRIBUTE TO DECEASED MEMBERS

No	M'ship No	Grade	Name
37	CMILT	M 0407	Prof Appa Rao Maradiah CMILT
38	CMILT	M 0408	Capt Mohd Suhaimi Samsuddin CMILT
39	CMILT	M 0443	Loi Hieng Leon CMILT
40	CMILT	M 0467	Dato' Syed Sidi Idid CMILT
41	CMILT	M 0469	Major Roslan Bin Kusip CMILT
42	CMILT	M 0493	Mohd Jamil Bin Ahmad CMILT
43	CMILT	M 0543	Ir Heng Aik Koon CMILT
44	CMILT	M 0645	Mej (B) Francis Lim Joo Hoe CMILT
45	CMILT	M 0800	Prof Dato' Dr Chandra Sekaran Muniratnam CMILT
46	CMILT	M 0927	T F Toon @ Md Nasrun Toon Abdullah CMILT
47	CMILT	M 0957	Tan Eng Huat CMILT
48	CMILT	M 1007	Lau Hieng Chuang CMILT
49	CMILT	M 1034	Rabiah Anak Balang CMILT
50	CMILT	M 1053	Tengku Abd Wasa Bin Tg Adnan CMILT
51	CMILT	M 1074	Dr Shahrin Bin Nasir CMILT
52	CMILT	M 1408	Irene Jintoni CMILT
53	CMILT	M 1464	Mohd Shafe'in Bin Ismail CMILT
54	CMILT	M 1800	Anwar Rizman Bin Ishak CMILT

FOREVER IN OUR HEARTS: A TRIBUTE TO DECEASED MEMBERS

No	M'ship No	Grade	Name
55	CMILT	M 1846	Likau Anak Undi CMILT
56	CMILT	M 1936	Shaliza Binti Sha'ari CMILT
57	CMILT	M 2018	Jamri Bin Ahmad CMILT
58	CMILT	M 2080	Dr Mohd Sharifuddin Bin Ahmad CMILT
59	CMILT	M 2084	Permal @ Perumal A/L Munusamy CMILT
60	CMILT	M 2094	Tan Yau Soon CMILT
61	CMILT	M 2104	Laksamana Muda Dato' Pahlawan Dr Zainal Abidin Hamdan CMILT
62	CMILT	M 2216	Kdr Noor Azhar bin Borhan CMILT
63	CMILT	M 2576	Corrina Voon Ling Ling CMILT
64	MILT	AM 0528	Lili Mariam Binti Abdul Manaf MILT
65	MILT	AM 0769	Maj Jamaluddin Bin Hj Abd Latiff MILT
66	MILT	AM 0755	Maj Jaslenda Bin Ahmad MILT
67	MILT	AM 0554	Maj Abdul Rahman Bin Abdullah MILT
68	MILT	AM 0433	Alias Bin Mohamed MILT
69	MILT	AM 0366	Mohd Khalid Bin Mahmood MILT
70	Affiliate	AS 0463	Ismail Uda Bin Abu Bakar
71	Affiliate	S 0850	Jason Choong Lip Yin
72	Affiliate	S 1016	Nazaruddin Bin Rahmat

FOREVER IN OUR HEARTS: A TRIBUTE TO DECEASED MEMBERS

No	M'ship No	Grade	Name
73	Affiliate	S 1636	Joshima Anak Minah
74	Affiliate	S 5210	Lee Yen Fong
75	Affiliate	S 5763	Norhana Binti Hanafi
76	Corporate	OM 0163	Dato' Aslah Bin Abdullah
77	Legal Advisor		Pn Jamilah Binti Mohd Radzi

MESSAGE FROM CILTM'S SECTION CHAIRMAN KUALA LUMPUR

Assalamua'laikum Warahmatullahi Wabarokatuh, Salam Sejahtera.

Greetings Dear Esteemed Members and Friends of CILTM,

The Federal Territory of Kuala Lumpur or KL has indeed always been a vibrant city , serving as the heart of Malaysia. Known for its rich culture, bustling streets , crisscrossing highways & rail systems alongside modern skyline and still growing. We all know that KL is not just the capital city but also the economic, political and cultural hub blending almost ALL races and people around making Malaysia truly Asia.

My childhood in Brickfields during the early 70's holds many fond memories of KL. The PINES food court was the place to be but it's sadly gone now. Where once The Shell's Road safety Children games park near Lorong Chan Ah Tong demolished for now stand massive Sentral Suite Apartments , the once KTM marshalling yard has been transformed into the modern , clean and environmentally friendly KL Sentral the transportation hub that effectively serves our nation.

Those were the days, when I could happily cycle from home at Customs quarters behind what is now The MIDValley to La Salle Brickfields, to Masjid Negara-Muzium Negara- Tasek Perdana the Lake Gardens and even as far as Bukit Bintang Weld Swimming pool.

History provides us with much to ponder and especially regarding our social moral upbringing and behavior.

Our President Prof Ts Dr.Muhammad Zaly Shah's views on the deteriorating CIVIC awareness in public transport resonated deeply with me.



**Hj Baharudin Bin Hj
Kamarudin FCILT**

MESSAGE FROM CILTM'S SECTION CHAIRMAN KUALA LUMPUR

The SUN 11Feb2025 quote “ Universiti Teknologi Malaysia Research Institute for Sustainable Environment Director Prof Dr Muhammad Zaly Shah said the conduct of Malaysians on public transport is not due to systemic failure but rather their inconsiderate actions” unquote.

CILTM KL SECTION takes these views seriously and this year, we will focus on Civic Awareness in Public Transport, emphasizing the importance of shared mobility ethics in the LRT, MRT, rail, and bus networks across Kuala Lumpur. We aim to create a series of integrated educational programs to engage the public and raise civic awareness with collaboration initiatives from our NEXT GEN - WILAT with the students from CILTM Accreditation program. Through workshops, talks, and advocacy campaigns, we will address key issues such as public transport etiquette, shared mobility practices, and environmental sustainability.

We plan to host an exciting WILAT - Next GEN “ Morning Fun Walk & Treasure Hunt” event Perdana Botanical Park, Tasik Perdana, Kuala Lumpur. This will be a collaborative effort with various student clubs from Kuala Lumpur-based CILTM Accredited Universities, providing an excellent opportunity for members to interact with the younger generation of transport professionals. The event will kick off with informative talks on Traffic Civic & Safety Awareness, followed by a fun-filled Treasure Hunt designed to promote teamwork and critical thinking.

KL section plan for AGM in April or May ,where we'll review the year's progress and set the direction for the future of CILTM. The exact venue and date will be announced soon, and we encourage all members to join us for this important event. Together, let's continue to advance the transport and logistics profession and make 2025 a year of positive change for our city and beyond.

As we enter the month of Ramadhan, I would like to extend my warmest wishes to all our members “Ramadhan Al Mubarak to you and your loved ones. May this blessed month bring peace, reflection, and unity to all, as we embrace the spirit of giving, kindness, and compassion”.

Warm regards , Wasallamualaikum Warahmatullahi Wabarokatuh.

Hj Baharudin bin Hj Kamarudin FCILT
Chairman
CILTM Kuala Lumpur Section.

GREET & MEET



BIM Delegation Meets Kuala Lumpur Mayor to Discuss Urban Development

On 13 February 2025, a delegation from Balai Ikhtisas Malaysia (BIM), led by Prof. ChM. Dr. Juan Joon Ching, President of BIM, met with YBhg. Dato' Seri TPr (Dr.) Maimunah bt. Mohd Sharif, the Mayor of Kuala Lumpur. CILTM as a member of BIM, also attended the meeting. The primary purpose was to introduce BIM to the Mayor and discuss its contributions to urban development, particularly through the Kuala Lumpur Structure Plan 2040 under the Innovative and Productive category. BIM expressed its intention to support the city's economic growth by empowering the professional services sector.

Networking Dinner in Conjunction with Intelli Supply 2025

On 19 February 2025, a Networking Dinner was held in conjunction with Intelli Supply 2025. During the event, Prof. ChM Dr. Juan Joon Ching, President of Balai Ikhtisas Malaysia (BIM), presented a token of appreciation to all supporting associations of the event.

Ts. Log Dr. Mohd Nasir Alias, FCILT, Secretary General of CILT Malaysia, delivered the welcoming remarks. Joanne Tham, Founder and Director of Synergy Connect Holdings, announced the upcoming FemForward Forum and Awards 2025, a prestigious event celebrating women. This event, organized by WiLAT Malaysia, CILT Malaysia, Wanita SAMENTA, and Synergy Connect Holdings, will take place on 29 April 2025, in conjunction with International Women's Day. The forum, with the tagline F – Fearless, E – Empowered, M – Marvellous, will have its pre-launch on 7 March 2025.



GREET & MEET



Intelli Supply 2025 Event in Johor Bahru

Synergy Connect, in collaboration with Women in Logistics and Transport (WiLAT), CILT Malaysia Johor Section, and NextGen Malaysia, proudly presented Intelli Supply 2025. The event, held on 19 February 2025 at the Persada Johor International Convention Centre, Johor Bahru, Malaysia, was officiated by The Honorable Dato' Sri Dr. Adham Baba, Chairman of Yayasan Makmur Majlis Daerah Kota Tinggi and Former Minister of MOSTI/Health, who also delivered the keynote address.

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GREET & MEET



2ND ASEAN OPERATIONAL EXCELLENCE & BUSINESS TRANSFORMATION SUMMIT

The 2nd ASEAN Operational Excellence & Business Transformation Summit took place on 18th-19th February 2025 at the Sheraton Imperial Kuala Lumpur Hotel. CILTM was well represented by Ts Dr. Hjh Zawiah Abdul Majid FCILT, Tn Hj Baharudin Kamarudin FCILT, Mr Mike Tay CMILT, and Ms Zohailiza Binti Ja'akhir CMILT from United Vision Academy (UVA). The summit brought together leading experts to dive into transformative solutions that are reshaping operations across industries. Attendees learned valuable strategies for optimizing resources, cutting operational costs, boosting employee engagement, and leveraging new technologies to increase productivity. Sustainable practices were also a key focus, offering actionable insights to help businesses stay ahead in a rapidly changing market. Plus, CILTM members received a 10% discount on registration. It was a fantastic opportunity for industry leaders to connect, exchange knowledge, and drive operational excellence forward.



CILTM PENANG SECTION ACTIVITIES



WiLAT Malaysia CILTM is pleased to announce that Log. Eunice Chang, CMILT, MLogM, Secretary of CILT Penang Section & Chairperson of WiLAT Penang, and Log. Ranni Selvaraju, CMILT, MLogM, Secretary of WiLAT Penang, have been invited by Han Chiang University College of Communication to deliver an Industrial Talk on Professional Practices in Logistics and Supply Chain.

We are excited that this discussion will offer valuable insights to the students and lecturers of Han Chiang University College, further strengthening the connection between academia and industry.



The training initiatives by the Department of Skills Development (JPK), Ministry of Human Resources (KESUMA) WITH JPK

On February 3, 2025, several representatives from CILTM Penang Section, including Dato' Log. Ts. Chang Kah Loon, Log. Ts. Amy Ooi, Log. Ranni Selvaraju, and Log. Eunice Chang Qi Ying, attended a briefing by the Department of Skills Development (JPK), Ministry of Human Resources (KESUMA). The session focused on industry-driven training initiatives, emphasizing the importance of aligning training programs with industry needs. It highlighted that in today's fast-evolving business environment, practical skills, hands-on experience, and technical expertise are crucial for workforce readiness, especially in Logistics and Supply Chain. These initiatives play a key role in developing a skilled workforce, fostering innovation, and enhancing industry competitiveness.



CILTM PENANG SECTION ACTIVITIES

CILT (Penang Section) and AK Academy celebrated Thaipusam with a unique activity, "Together Piak! Piak! Piak!", where participants broke coconuts as part of the festivities. The event, supported by CILT (Penang) Secretary, Log. Eunice Chang, CMILT, MLogM, was a memorable one that emphasized the cultural significance of Thaipusam while promoting camaraderie and team spirit. The enthusiasm and participation of everyone involved made the event a success.



Penang Port Sdn Bhd (PPSB) hosted a Chinese New Year (CNY) dinner for port users, contractors, vendors, and associates, with representatives from shipping lines, freight forwarders, hauliers, container depot operators, trade associations, and government agencies in attendance. Several professional logisticians, including CILT members like Dato' Log. Ts. Chang Kah Loon, Log. Ranni Selvaraju, Log. Eunice Chang Qi Ying, and Log. Wong Chee Keet, were present, alongside around 500 other attendees. It was a meaningful event that brought together industry practitioners to celebrate the festive occasion.



MCIL Group Hosts CNY Grand Dinner 2025 in Kuala Lumpur

Media Chinese International Ltd. (MCIL Group), the parent company of Sin Chew Daily, Guang Ming Daily, Nanyang Siang Pau, and China Press, hosted a CNY Grand Dinner 2025 in Kuala Lumpur. The event was attended by over 1,000 business leaders, representatives from trade, community, professional bodies, NGOs, news editors, and other guests. This celebration served as a significant networking platform for leaders across various sectors. Notably, Dato' Log. Ts. Chang Kah Loon, FCILT, FLogM, and Log. Ts. Amy Ooi, FCILT, FLogM, Treasurer General, were also invited and present at the event.









CILTM PENANG SECTION ACTIVITIES

INTELLI SUPPLY 2025: 20 FEB- OPENING KEYNOTE

Intelli Supply 2025 kicked off in Johor Bahru, Malaysia, with an engaging opening keynote by Dato' Log. Ts. Chang Kah Loon FCILT, is a renowned logistics expert and industry leader. Dato' Chang, who holds prominent positions such as President of The Society of Logisticians Malaysia, Chairman of CILT (Penang Section), and Director of AK Shipping, presented on "Maritime Logistics: The Core of Global Trade and Future Trends." His address focused on the vital role maritime logistics plays in global trade and the evolving trends shaping the future of the industry.



INTELLI SUPPLY Conference 2025	
20 FEB 2025 Thursday (Day 2)	
Time	Program Overview
08:30AM - 09:00AM	Delegates Registration & Networking
09:00AM - 09:30AM	Opening Keynote:  Dato' Log. Ts. Chang Kah Loon DSPN, D.J.N, P.K.T, P.J.M, FCILT, FLogM Professor of Practice (Logistics) President, The Society of Logisticians, Malaysia (LogM) Chairman, CILT (Penang Section) Director, AK Shipping (AK Ventures Berhad)
09:30AM - 11:00AM	Panel Discussion: "Smart Supply Chain Ecosystems: Integrating Data Centers, E-Commerce, and Last-Mile Innovations." Moderator:  Ms. Erica Glicerist Supply Chain Consultant Apex SCM Panelist:  Mr. Omer Hattmi Managing Director & Co-Founder Active Telematics Sdn Bhd Panelist:  Ms. Soh Yien Yee Chief Relationship Officer (ICRO) EasyStore Commercial Sdn Bhd Panelist:  Ms. Jane Teh Managing Director Lalamove Malaysia Sdn Bhd Panelist:  Ms. Eileen Tan Marketing Director Aqinajaya Sdn Bhd
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CILTM KUALA LUMPUR SECTION ACTIVITIES

MEETING WITH MINISTRY OF HIGHER EDUCATION

On February 10, 2025, Hj. Baharudin Kamarudin FCILT, Chairman of CILTM Kuala Lumpur Section, participated in an online meeting hosted by the BAHAGIAN KURIKULUM, JPPKK, KEMENTERIAN PENDIDIKAN TINGGI (MOHE). The meeting focused on the Logistics Service Certificate (SLK) program, with Baharudin contributing as a Curriculum Advisory Panel member to review and enhance the curriculum for the program offered at Kolej Komuniti.

The session included:

- A welcome address by Dr. Zamzam Walid, Director of JPPKK
- A presentation on JPPKK by Tuan Shazrin Sulaiman, Senior Assistant Director (also the moderator)
- Discussions on Programme Educational Objectives (PEOs), Programme Learning Outcomes (PLOs), Course Learning Outcomes (CLOs), syllabus content, and assessment methods.

Industry experts from Universiti Malaysia Kelantan (UMK), Universiti Kuala Lumpur (UniKL), DGM Malaysia, and Royal Malaysian Customs also contributed valuable insights. CILTM KL Section looks forward to further efforts in strengthening logistics education and enhancing industry-relevant competencies for future professionals.



CILTM JOHOR SECTION ACTIVITIES

MEETING WITH MMC'S HR DIVISION

On February 3, 2025, Lt. Col Mohd Ramzi Mohd Nor (Rtd) CMILT, Chairman of CILTM Johor, attended a discussion with the Human Resource team of Kontena Nasional Berhad in Petaling Jaya. The session, organized by MMC Group's HR Division, focused on collaborating with CILT to identify skill training programs to enhance warehouse management capabilities. Key participants included Ms. Nurul Asikin (HR Manager, MMC Group), Ms. Siti Soffa Osman (Head of HR, Kontena Nasional), and Mr. Syah Rizad Abd Manaf (Branch Manager, Kontena Nasional).



EXCELLENCE AWARD CEREMONY

Lt. Col Mohd Ramzi Mohd Nor (Rtd) CMILT, Chairman of the CILTM Johor Section, was honored with an invitation by Kolej Profesional MARA to officiate the Student Excellence Awards Ceremony at KPM Bandar Penawar, Johor, on May 2, 2025.

CILTM JOHOR SECTION ACTIVITIES

SEMINAR IN LOGISTICS AND TRANSPORTATION

The Continuous Learning Seminar in Logistics and Transportation, a collaboration between OUM Johor Bahru and CILT Johor Section, was held to emphasize the significance of continuous learning in boosting efficiency and innovation within the logistics and transportation sector. The event was officiated by Prof Log Ts Is Dr. Othman Bin Ibrahim FCILT, Vice President and Chairman of the Governance, Risk, and Compliance Committee at CILTM.

Program Details:

- Title: Continuous Learning Seminar in Logistics and Transportation
- Venue: Open University Malaysia Learning Centre, Johor Bahru
- Date: 15 February 2025 (Saturday)
- Time: 8:30 AM – 12:30 PM

The seminar aimed to provide valuable insights into the evolving trends and skills required in the logistics and transportation industry.



CILTM KEDAH & PERLIS SECTION ACTIVITIES



CILTM Kedah & Perlis branch had been establish as a new branches for 'The Chartered Institute of Logistics and Transport'. The aim is to become a reference center for Logistics, Transport and Supply Chain for Kedah and Perlis.

The Round Table Discussion (RTD) on "Strengthening Regional Connectivity and Operational Efficiency: Insights on the Integration of Ports, Logistics, and Cross-Border Operations in Malaysia" was successfully organized by the Asian Institute of International Affairs and Diplomacy, School of International Studies (SoIS), Centre for Logistics and Transport (CeLT), School of Technology Management and Logistics (STML), and the CILT Malaysia Terengganu, Kedah, and Perlis Sections.

- Date: 12 February 2025 (Wednesday)
- Time: 9.30am - 2.00pm
- Venue: Treaty Room, SoIS Building Complex, Universiti Utara Malaysia

The event, which offered free registration and merit/PBU, was open to all staff and students. It provided valuable insights on the integration of ports, logistics, and cross-border operations, contributing to a meaningful discussion on enhancing regional connectivity and operational efficiency.



CILTM KEDAH & PERLIS SECTION ACTIVITIES

WORKSHOP ACTION PLAN 2025 – 2026

The Chartered Institute of Logistics and Transport Malaysia (CILTM) Kedah and Perlis Division organized the Workshop Action Plan 2025 -2026. As a result of the discussion, it provided the following objectives:

- a. To develop a training center in collaboration with industry, government, NGOs and the Community.
- b. To strengthen networks among industry, government, NGOs and the Community.
- c. To provide professional experts in Logistics, Transport and Supply Chain for Kedah and Perlis



CILTM SELANGOR SECTION ACTIVITIES

CILTM Selangor Section Annual General Meeting 2025

The Annual General Meeting (AGM) of the CILTM Selangor Section was held on 15th February 2025 at MITRANS, UiTM, Shah Alam, from 10:00 AM to 1:00 PM. The meeting commenced with opening remarks from Section Chairman, Ts Hj Abi Sofian Abdul Hamid FCILT, who emphasized the importance of collaboration and collective commitment among members.

CILTM President, Prof Dr. Muhamad Zaly Shah FCILT, delivered an insightful keynote address, addressing key challenges and opportunities within the logistics and transportation industry. His speech underscored the need for adaptability to global trends and the importance of working together.

The minutes of the 2024 AGM were confirmed, and discussions were held on relevant matters arising since the previous meeting. The Secretary's and Treasurer's Reports for 2024/25 were presented, providing members with a comprehensive overview of the Section's activities and financial status.

A significant highlight of the AGM was the election of new Officer Bearers for the 2025/2027 term, with Ts Hj Abi Sofian re-elected as Chairman of the CILTM Selangor Section.

Additionally, a special session on Environmental, Social, and Governance (ESG) was conducted by MAPAN, offering valuable insights into the increasing role of sustainability and ethical practices within the logistics and transport sectors. The meeting concluded with a formal adjournment, marking the successful completion of the AGM.



CILTM PAHANG SECTION ACTIVITIES

CILTM Pahang Section Successfully Organizes Jelajah Logistik Kemanusiaan 2025: A Day of Empowerment and Collaboration in Pahang

On February 18, 2025, the CILTM Pahang Section successfully organized the Jelajah Logistik Kemanusiaan 2025: A Day of Empowerment and Collaboration at Kolej Komuniti Daerah Bera, Pahang. This impactful event saw the active participation of several key organizations, including CILTM, WiLAT Malaysia, NextGen, and the Majlis Kebajikan Masyarakat Negeri Pahang, all of whom contributed to the success of the program. The event focused on empowering participants and fostering collaboration in the field of humanitarian logistics, highlighting the vital role of logistics in supporting disaster relief efforts and community welfare.

This initiative reflects the commitment of CILTM Pahang Section to promote knowledge-sharing, capacity-building, and the strengthening of ties within the logistics and humanitarian sectors in Pahang.



CILTM PAHANG SECTION ACTIVITIES

INTELLI SUPPLY 2025 CONFERENCE

Blockchain Traceability in Halal Logistics : Ensuring Integrity, Transparency and Trust Across the Supply Chain

On 20th February 2025, Dr. Kamarazaman Yacob FCILT was invited to serve as the moderator for the session titled "Blockchain Traceability in Halal Logistics: Ensuring Integrity, Transparency, and Trust Across the Supply Chain" at Intelli Supply 2025. In his capacity as moderator, Dr. Kamarazaman brought invaluable expertise to the discussions, expertly guiding the conversation while leveraging his profound knowledge of the logistics sector to provide in-depth insights and facilitate a meaningful exchange of ideas.



Time	Program Overview
01:30PM - 03:00PM	<p>Panel Discussion: "Blockchain Traceability in Halal Logistics: Ensuring Integrity, Transparency, and Trust Across the Supply Chain."</p> <ul style="list-style-type: none"> • Ensure Product Integrity: Prevent contamination or fraud by providing a secure, verifiable record of each product's journey. • Enhance Transparency: Offer real-time access to supply chain data for consumers, regulators, and halal certification bodies. • Build Trust: Strengthen consumer confidence by proving adherence to halal standards through verifiable data. • Streamline Processes: Automate compliance checks and documentation to reduce costs and human error. • Facilitate Global Trade: Simplify cross-border verification, ensuring halal certification validity across different regions. <p>Moderator: Dr. Kamarazaman Yacob FCILT Chairman of CILT Malaysia Pahang Section & IKK The Chartered Institute of Logistics & Transport (CILT) Malaysia</p> <p>Panelist: Mr. Dean Chew Business Development Manager Allied Container Services Pte Ltd</p> <p>Panelist: Mr. Tham Kok Tong Chief Technology Officer (CTO) Achiuto Global Technologies Sdn Bhd</p> <p>Panelist: Mr. Rama Vignesh Supramaniam Regional Logistics Manager Mondelēz International Inc.</p> <p>Prof. Dr. Marco Tieman CEO LBB International & Board Member of Halal Products Development Company</p>



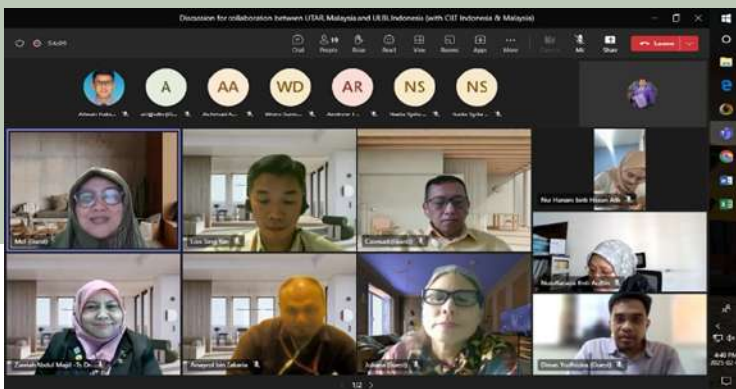
CILTM PERAK SECTION ACTIVITIES

Milestone in CILT Malaysia and Indonesia: Collaboration between UTAR and ULBI

Strength of The Chartered Institute of Logistics and Transport (CILT) is its networking among logistics professionals across the globe. Through the networking between CILT Malaysia and Indonesia Chapter, a collaboration has been established between two higher educational institutions (HEI) that conducted logistics programmes in both countries. An online meeting has been conducted between representatives from CILT Malaysia, CILT Indonesia, Universiti Tunku Abdul Rahman (UTAR) and Universitas Logistik dan Bisnis Internasional (ULBI) on 6th February 2025.

The discussion collaboration focuses on development of logistics programmes for both HEI as well as knowledge sharing between HEI and members of CILT in both countries. Some of the approaches that have been proposed consist of conducting online webinars, visitation to the logistics industry, research in areas related to logistics and mobility of logistics students from both HEI. Many thanks to Dr. Zawiah Majid and Ibu Juliana Sofhia Damu who have become the mediators for both HEI. This is one approach in developing competent professional logistics in Malaysia and Indonesia.

Prepared by
Dr. Mohd Azam Din, FCILT
Universiti Tunku Abdul Rahman (UTAR)
Chairman, CILTM Perak Section



Participant from CILT Malaysia, CILT Indonesia, UTAR and ULBI in meeting



CILTM PERAK SECTION ACTIVITIES

CILTM members from UTAR Visit Northport Malaysia

On 19 February 2025, the students and academic staff from the Bachelor of Science (Honours) Logistics and International Shipping programme from Universiti Tunku Abdul Rahman (UTAR), Kampar Campus has visited Northport Malaysia. The participant for this visit consists of thirty-six undergraduate logistics students who are also Affiliate Members of CILT Malaysia. Objective of this visit was to provide exposure these Affiliate Members on the maritime port functions and operations. Though the visit, participants able to participate with the port tour conducted by the representative of Northport.

This visit also was accompanied with four academic staffs from the programmed who are members of the institute. The academic staff lead with Dr. Mohd Azam Din, FCILT, Mr. Afwan Hakim Mahdzir, CMILT, Dr. Amayrol Zakaria, CMILT and Ms, Hanani Hassan Adli, MILT were given the opportunity to discuss for development in human capital between Northport and UTAR. Participants are required to observe safety regulations imposed all the time and had prepared themselves with personal protective equipment such as safety helmet and safety vest for this visit.



The Affiliate Members from Universiti Tunku Abdul Rahman (UTAR) participate in the visit to Northport Malaysia.



The academic staffs participated in the visit with Northport representative.

This visit achieved its objectives as the Affiliate Members able to gain exposure on the port operations. Added with briefing from Mr. Syazmir Suhaimi from the Northport Corporate Communication Department has provided information regarding the port operation. Many of them are still in year one from the bachelor degree programme and such visit give them an opportunity to interact with the representative from Northport in gaining exposure and them them to better understanding of the port operation.

Prepared by:

Ts. Dr. Mohd. Azam Din, FCILT

Head of Programme,

Bachelor of Science (Honours) Logistics and International Shipping,

Universiti Tunku Abdul Rahman.

Chairman, CILTM Perak Section



MEMBER'S ARTICLE

Consistent behavioural modelling and educational programmes required for cultural shift: MY Mobility Vision

As a leader of an organisation dedicated to transforming Malaysia's transport landscape, he said: "Passengers who are frustrated over poor services will be less mindful of social etiquette. While stricter penalties for antisocial behaviour on public transport could deter inconsiderate actions, they are not the ultimate solution."



Wan Md Hazlin Agyl Wan Hassan
Founder and CEO
MY Mobility Vision

PETALING JAYA: Commuters refusing to give up seats for the elderly, pregnant women and persons with disabilities on public transport could be linked in part to its unreliable connectivity, overcrowding and poor maintenance, said MY Mobility Vision founder and CEO Wan Md Hazlin Agyl Wan Hassan.



Professor Ts Dr Muhammad Zaly Shah FCILT
President, CILT Malaysia/
CILT International Vice President
Southeast Asia Region

One of the key viewpoints shared by Prof. Ts. Dr. Muhammad Zaly Shah FCILT, President of CILT Malaysia, can be explored further through this link: [https://lnkd.in/gUVyAxSm.](https://lnkd.in/gUVyAxSm)

Local

'Subpar services may cause poor mobility ethics'

Consistent behavioural modelling and [educational](#) programmes required for cultural shift: MY Mobility Vision

Qirana Nabilla Mohd
Rashidi

11-02-2025 09:53 AM



Consistent behavioural modelling and educational programmes required for cultural shift: MY Mobility Vision

He said educational and cultural gaps compound the issue, stressing that without consistent behavioural modelling or integrated educational programmes emphasising shared mobility ethics, the message of civic responsibility would fail to permeate society.

“Malaysia has undertaken several initiatives aimed at boosting civic awareness on public transport. For instance, the National Transport Policy 2019–2030 includes comprehensive programmes to promote public education on etiquette and low-carbon transport.

“However, significant challenges remain, particularly in the realm of enforcement and sustained behavioural change. These have not yet achieved the deep, cultural shift required to ensure consistently respectful behaviour across the board.”

He said while evidence suggests that visible and well-enforced fines could modify commuter behaviour, excessive penalties risk fostering resentment rather than genuine civic awareness.

“Issues such as queue-jumping, loud phone conversations and misuse of emergency buttons reveal that the problem extends to everyday commuter behaviour and illustrate a pervasive disregard for shared responsibilities.

“These issues are worsened by infrastructural limitations and inconsistent enforcement that foster an environment in which social responsibility is undervalued and public trust in the transport system is eroded.”

Wan Md Hazlin said without concurrent improvements in service quality and infrastructural enhancements, harsher penalties might only reinforce negative perceptions about the public transport system.

“A balanced approach that combines fair enforcement with penalties proportionate to an offence and initiatives to improve overall service quality and public education is more likely to result in sustained civic awareness and compliance.”

He urged public transport operators and local authorities to consider launching targeted, creative awareness campaigns that leverage social media and popular culture to highlight the importance of courteous behaviour.



Consistent behavioural modelling and educational programmes required for cultural shift: MY Mobility Vision

He said practical measures, including integrating technology such as RFID-based alerts to notify passengers when a priority seat is needed, could help remind users of their responsibilities in real time.

“Across the globe, several innovative strategies have fostered civic responsibility in public transport. In Bogota, Colombia the TransMilenio system integrates extensive staff training, community engagement and collaborative campaigns with NGOs to create a more inclusive environment.”

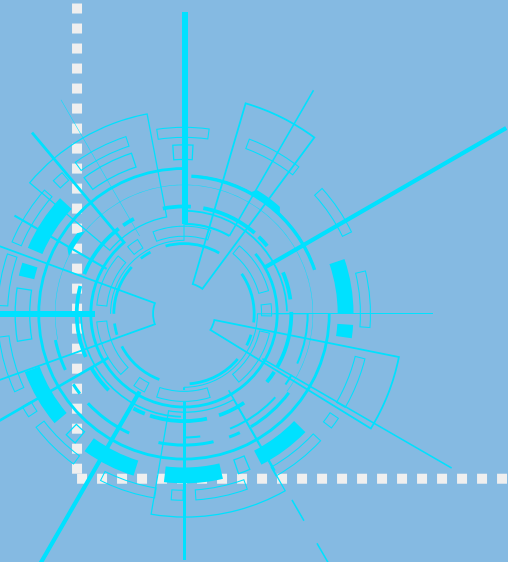
Universiti Teknologi Malaysia Research Institute for Sustainable Environment director Prof Dr Muhammad Zaly Shah said the conduct of Malaysians on public transport is not due to systemic failure but rather their inconsiderate actions.

“Education and awareness campaigns are the most effective ways to curb uncivilised commuter behaviour, with users playing an active role in discouraging such behaviour.

“This means setting a good example, speaking up when they witness inconsiderate actions and not turning a blind eye when it happens.”

He said more creative and strategically placed signage is needed to reinforce the importance of civic awareness among public transport users, adding that periodic announcements on trains could serve as reminders to discourage inconsiderate behaviour.

“It may be just a seat on the train but this is a symptom of a larger societal problem in which caring for the underprivileged is absent.”



A BLUEPRINT FOR SABAH'S ECONOMIC RENAISSANCE

The revitalisation of Forest City in Johor offers invaluable insights for Sabah as it envisions its economic future. Rather than directly imitating Forest City's strategies, Sabah can craft its own path by adapting creative approaches to suit its own unique strengths and challenges. This isn't about replication but about fostering fresh ideas for sustainable growth tailored to Sabah's needs.



Ts Hj Ramli Amir FCILT
Former CILTM President

Cultivating a Culture of Continuous Improvement

One of the most significant lessons from Forest City is the importance of fostering a mindset of constant evolution and adaptation. Sabah's leaders and the society at large should strive to regularly question existing economic practices, explore diverse perspectives, and embrace a willingness to learn from both successes and failures. By adopting this dynamic approach, Sabah can remain agile and responsive to changing economic conditions, ensuring its strategies remain relevant and effective.

Strategic Economic Zoning

Forest City's success is rooted in its designation as a Special Financial Zone, which has attracted significant investment and driven high-value growth. Sabah can draw inspiration from this strategy by creating specialised zones aligned with its natural strengths. A green technology hub could capitalise on Sabah's rich biodiversity and renewable energy resources, promoting sustainable innovations. Similarly, a marine economy zone could harness Sabah's extensive coastline for fisheries, maritime trade, and marine tourism. These tailored zones could help Sabah attract investment, create jobs, and unlock its economic potential.

Attracting High-Value Industries

Forest City's focus on knowledge-based industries provides a compelling model for Sabah. By targeting sectors like fintech, the digital economy, and advanced manufacturing, Sabah could position itself as a regional innovation hub. Establishing a strong tech ecosystem that supports start-ups, while encouraging the development of family offices and wealth management services, would diversify Sabah's economy beyond traditional sectors like agriculture and tourism. Collaborations with universities and global tech firms could also play a pivotal role in building a skilled workforce and attracting international businesses.

Building Infrastructure for Growth

Infrastructure development is the backbone of economic transformation, and Sabah could take cues from Forest City's strategic investments. Completing projects like the Pan Borneo Highway would significantly enhance connectivity across the region, benefitting both urban and rural communities. Expanding digital infrastructure would attract technology-driven industries and enable remote work opportunities. Upgrading port facilities would establish Sabah as a regional logistics hub, while investing in renewable energy solutions would support industries that require sustainable power sources. These measures are vital to creating a business-friendly environment and enhancing quality of life for Sabahans.

Targeted Incentives

Forest City's approach to provide business incentives is a valuable example for Sabah. Offering competitive tax rates, streamlined licensing processes, and special exemptions for relocating companies would create a more attractive environment for multinational corporations. Introducing tailored immigration policies for skilled workers and entrepreneurs could further enhance Sabah's appeal. Such measures would simplify operations for investors while ensuring a steady influx of talent and capital into the region.

A BLUEPRINT FOR SABAH'S ECONOMIC RENAISSANCE

Border Collaborations

Forest City has thrived by complementing neighbouring economic hubs rather than competing with them. Sabah could adopt a similar approach by fostering economic collaboration with nearby regions, including Brunei, Mindanao region and Kalimantan in Indonesia. Joint ventures in tourism, for instance, could position Borneo as a unified destination for global travellers. Cross-border trade agreements could boost market access for Sabah's products, while knowledge-sharing initiatives could enhance technology and sustainability efforts. These partnerships would allow Sabah to leverage its neighbours' strengths while creating mutually beneficial opportunities.

Focusing on Sustainable Development

Rapid economic growth should not come at the expense of the environment. Forest City's commitment to sustainability provides a valuable lesson. Sabah has the potential to become a global leader in eco-tourism by promoting its biodiversity. Supporting renewable energy projects, such as solar and hydropower, would align economic development with environmental preservation. By adopting Environmental, Social, and Governance (ESG) principles, Sabah can ensure that all growth is responsible and sustainable. This approach would not only protect its natural heritage but also differentiate Sabah as a forward-thinking economic player.

Developing Local Talent

No economic strategy can succeed without investing in human capital. Sabah must prioritise education and skills development to prepare its workforce for future industries. Aligning educational programmes with market demands would ensure a ready pool of talent for high-growth sectors. Upskilling and reskilling initiatives would equip the current workforce with the tools to thrive in emerging industries. Additionally, creating incentives to retain skilled Sabahans and attract returning professionals from abroad would strengthen the region's talent pool.

Leveraging Sabah's Unique Strengths

Sabah's economic strategy should focus on maximizing its unique advantages. Its rich biodiversity can serve as the foundation for eco-tourism and green innovations. Its strategic location makes it ideal for trade and logistics, positioning Sabah as a gateway to Southeast Asia. Furthermore, Sabah's cultural diversity and traditional knowledge provide valuable resources for developing niche industries and enriching its tourism offerings. By building on these strengths, Sabah can carve out a distinct identity in the global economy.

Addressing Persistent Challenges

To unlock its full potential, Sabah must address long-standing issues that hinder progress. High unemployment rates and the dominance of the informal economy require urgent action.

Sabah has a notably high unemployment rate compared to other Malaysian states. In the third quarter of 2024, the Department of Statistics Malaysia (DOSM) reported that Sabah's unemployment rate stood at 7.9%, the highest in the country. This figure is significantly above the national average, which was 3.2% during the same period. High unemployment rate in Sabah highlights ongoing economic challenges, including limited job opportunities and a reliance on traditional industries. Addressing these issues is crucial for the state's economic development and the well-being of its residents.

The informal economy encompasses economic activities that occur outside formal, regulated systems. These activities are not monitored, taxed, or governed by official authorities and often operate without permits, contracts, or legal oversight. It typically includes businesses and workers who are not registered with the government, do not pay taxes on their income, and are not subject to labour regulations. This means there is no official tracking or governance over their operations.

A BLUEPRINT FOR SABAH'S ECONOMIC RENAISSANCE

Common examples of informal economy activities include street vending, home-based businesses such as tailoring or baking, small-scale agricultural work on unregistered farms, freelance services without formal invoicing, and unregistered construction work. These activities often involve cash-based transactions, making them harder for authorities to monitor.

The informal economy has both positive and negative implications. On the positive side, it provides income and employment opportunities, particularly for vulnerable populations and in areas where formal jobs are scarce. It can also encourage entrepreneurial activity and foster resourcefulness. However, there are significant downsides. Workers in the informal economy often lack legal protections, exposing them to exploitation and poor working conditions. Governments also miss out on tax revenue that could support public services, and businesses operating legally face unfair competition.

To address the challenges posed by the informal economy, policies can focus on incentivising formalisation. This might involve simplifying the process of business registration, offering tax benefits, and providing safeguards for workers transitioning from informal to formal employment.

Improving infrastructure, especially in rural areas, is essential to ensure equitable development. Diversifying the economy beyond primary sectors such as agriculture and forestry sectors is critical to reducing vulnerability to global market fluctuations. By tackling these challenges head-on, Sabah can create a more inclusive and resilient economy.

Embracing Innovation and Sustainability

Sabah's future lies in striking a balance between economic growth and environmental sustainability. Exploring the blue economy, with its focus on fisheries, aquaculture, and ocean-based energy, could unlock new revenue streams. Investing in green technology and sustainable agriculture would support long-term development without depleting natural resources. Strengthening human capital through continuous education and innovation would ensure Sabah remains competitive in an ever-evolving global landscape.

Sabah's path to prosperity is not about copying Forest City or any other economic model. Instead, it is about embracing critical thinking, innovation, and a commitment to playing to Sabah's strengths. By fostering a culture of continuous improvement and prioritising sustainable practices, Sabah can establish itself as a thriving and inclusive economic hub. With a bold vision and careful execution, Sabah can achieve lasting prosperity and become a model for other regions to follow.



Dr Pola Singh CMILT
Former CILTM Secretary General,
Former Exco Member of Transparency
International, Malaysia

14 Views



YOUR OPINION

THE STAR, THURSDAY 13 FEBRUARY 2025

MALAYSIA'S 2024 Corruption Perceptions Index (CPI) ranking remains unchanged from 2023 at 57 with a score of 50. While the country saw a marginal improvement from 2022, when it ranked 61 with a score of 47, this progress is far from satisfactory.

Transparency International Malaysia has attributed this stagnation to the slow pace of reforms and the alarming trend of high-profile Discharge Not Amounting to Acquittal (DNAA) cases. These factors continue to erode public confidence in the government's commitment to eradicating corruption.

The government has set an ambitious target to improve Malaysia's ranking from 57 to the top 25 by 2033 under the National Anti-Corruption Strategy (NACS). This vision, championed by both the Prime Minister and the Chief Secretary to the Government, is commendable.

However, grand strategies and well-crafted rhetoric will not drive Malaysia forward unless tangible, measurable and swift actions are implemented. If the past two years have shown anything, it is that commitments without delivery do not inspire confidence.

No compromise in fighting corruption

Institutional reforms have been painfully slow. The government must foster continuous and collective cooperation among all stakeholders – politicians, public institutions, the private sector, and civil society – to accelerate meaningful change.

The rhetoric of reform must translate into concrete and swift action. Timely progress reports must be forthcoming.

Corruption thrives where there is inefficiency and lack of oversight. Malaysia's system continues to bleed due to rampant leakages and entrenched rent-seeking behaviours among the well-connected. These issues must be addressed with immediate and uncompromising measures, including stricter enforcement, harsher penalties, and unwavering political will.

The alarming number of DNAA cases involving high-profile indi-

viduals gives the impression that Malaysia is moving away from good governance rather than towards it.

Justice must not only be done but must also be seen to be done. The government must ensure that legal loopholes are closed, and high-profile cases are prosecuted transparently and fairly.

There can be no compromise in institutionalising good governance, integrity and anti-corruption efforts within the government machinery. If Malaysia is serious about its 2033 CPI target, incremental improvements must begin now.

Expecting a dramatic jump in the future without steady progress is unrealistic. The government must not only make promises but also ensure consistent and transparent execution to rebuild trust and credibility.

In launching the NACS, Prime

Minister Datuk Seri Anwar Ibrahim rightly stated: "The rakyat, whom we are accountable to, are closely watching, and the onus is on us to prove that this strategy goes beyond mere rhetoric."

It is time for these words to be backed by resolute action. The government must take the bull by the horns and deliver real, measurable results. The fight against corruption cannot be about optics; it must be about concrete change that restores public confidence and upholds the integrity of Malaysia's institutions.

The time for rhetoric is over; now is the time for action.

DR POLA SINGH
Kuala Lumpur

(The writer is a former exco member of Transparency International, Malaysia.)

DIGITALIZATION AND ARTIFICIAL INTELLIGENCE (AI) IN MANAGING AIRLINE CATERING WASTE

Digitalization and AI play a crucial role in managing airline catering waste by enhancing operational efficiency and promoting sustainability. The integration of these technologies allows airlines to monitor waste generation, optimize resource allocation, and implement effective waste management strategies. Food waste is a growing global crisis, with millions of tonnes discarded annually across food service, retail, and households. One-third of all food produced is lost, leading to significant economic losses in both industrialized and developing nations. In response, the United Nations has set ambitious goals to cut food waste in half by 2030, emphasizing responsible consumption and production. To drive accountability, global initiatives such as the Food Waste Index and Food Loss Index have been established, urging industries, including aviation, to implement effective waste management strategies.



**Assoc Prof Ts Dr Nor Aida
Abdul Rahman CMILT
Universiti Kuala Lumpur
(Malaysian Institute of
Aviation Technology)**

The aviation sector plays a critical role in reducing food waste through technological advancements. Airlines are increasingly utilizing AI-powered tools and IoT devices to monitor waste in real-time, allowing for more efficient inventory management and waste reduction. Machine learning algorithms help predict waste patterns, enabling airlines to adjust catering services and minimize excess food production. By adopting data-driven strategies, airlines can significantly cut down on unnecessary waste while improving operational efficiency. Beyond technology, airlines are embracing circular economy initiatives to further enhance sustainability. Waste segregation and recycling programs ensure proper disposal and repurposing of in-flight waste, reducing environmental impact. Some airlines have also committed to reducing single-use plastics by incorporating biodegradable materials into their catering services. These efforts align with broader sustainability goals, fostering a more responsible approach to waste management in aviation.

While digitalization and AI offer immense potential in reducing catering waste in the aviation industry, maximizing their impact requires collaborative efforts from all stakeholders. Effective implementation depends on seamless data integration across airline supply chains, catering providers, airport operators, and regulatory bodies. To enhance efficiency, industry-wide efforts should focus on establishing standardized data-sharing protocols that enable interoperability among different systems. A unified approach to digital waste management will ensure consistent tracking, reporting, and analysis, allowing airlines to optimize food provisioning and minimize waste effectively.

Aviation industry leaders, regulatory bodies, and technology providers are already making strides in advancing AI-driven waste management solutions. However, greater collaboration is needed to establish globally recognized standards for digital waste tracking and reporting. By streamlining policies and ensuring industry-wide compliance, airlines can seamlessly integrate digital waste management strategies, enhancing operational efficiency and sustainability.

A key step forward is to invest in capacity building and workforce training programs that equip catering and operations staff with the necessary digital skills. As AI-powered tools and IoT solutions become integral to waste reduction efforts, ensuring that employees can effectively utilize these technologies is essential. Airlines can also establish partnerships with technology firms and sustainability experts to develop innovative AI-driven solutions tailored to the unique challenges of airline catering. By fostering a culture of digital innovation, the industry can unlock new opportunities for efficiency and waste reduction.

**DIGITALIZATION AND ARTIFICIAL INTELLIGENCE
(AI) IN MANAGING AIRLINE CATERING WASTE**

Beyond technological advancements, sustainability must remain at the core of airline operations. Collaborative initiatives such as multi-stakeholder sustainability commitments, best-practice sharing forums, and research-driven innovations can further accelerate progress. With collective action from airlines, regulators, technology providers, and consumers, the aviation sector can successfully leverage digitalization and AI to achieve meaningful reductions in catering waste, setting a new standard for environmental responsibility and operational excellence.

Author profile

Dr. Nor Aida Abdul Rahman is an Associate Professor of Supply Chain and Strategy at Universiti Kuala Lumpur's Malaysian Institute of Aviation Technology (UniKL MIAT). Her academic leadership extends to fellowships at the National University of Malaysia and visiting professorships at ITL Trisakti Jakarta. With a robust academic and industry background, Dr. Rahman's research focuses on marketing logistics, strategic management, aviation, Halal logistics, and supply chain performance. Her scholarly contributions are evidenced by publications in leading academic journals.

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INTRODUCTION TO MARINE INSURANCE

1. Introduction

The intention of this articles is to discuss the knowledge of marine insurance. Discussion in this topic begins with the definition of the concept of marine insurance, types of marine insurance policy, perils at seas, cargo insurance, hull and machinery insurance, and Protection & Indemnity (P&I) Club.

2. What is marine insurance?

Marine insurance is a contract of indemnity formed when the insurer agrees to indemnify the assured - a ship owner or a cargo owner, for the loss which is specified in the policy in consideration of a premium paid. For example, a marine insurance contract covering loss by barratry^[1] as actual occurs, which causes loss to the assured, can be claim against the underwriter.

The English Marine Insurance Act 1906 defines marine insurance contract as:

"A contract of marine insurance is a contract whereby the insurer undertakes to indemnify the assured, in a manner and to the extent thereby agreed, against marine losses, that is to say, the losses incident to marine adventure."

Contract of marine insurance theoretically is a contract of indemnity. The important criteria of marine insurance is the cover of losses that are incidental to marine adventure. Scope of the risks covered by a marine policy confined to certain specific perils that are specifically termed as "maritime perils".

The definition of maritime perils as defined by Marine Insurance Act 1906 as:

[1] The term barratry refers to an unlawful act of fraudulent breach of duty by a master of a ship or by the seafarers contribute to the injury of the owner of ship or the cargo onboard the ship.

"Maritime perils means the perils consequences on, or accidental to, the navigation of the sea, that is to say, perils of the seas, fire, war perils, pirates, rovers, thieves, captures, seizure, restraints, and detentions of prince and people, jettison, barratry, and any other perils, either of the like kind or which may be designated the policy."

2.1. Insurable interest

Insurable interest as define by Marine Insurance Act 1906 as:

"In particular a person is interested in marine adventure where he stands in any legal or equitable relation to the adventure or to any insurable property at risk therein, in a consequence of which he may benefits by the safety or due arrival of insurable property, or may be prejudiced by its loss, or by damage thereto, or by detention thereof, or may incur in respect thereof."

Persons having insurable interests include every person in a maritime adventure, legally or equitably, as long as his interest is put at risk by such marine adventure.

2.2. Subject matter insured

The subject of insured is generally described very concisely as being much "on ship", "on good", "on freight", "on profit on goods" and so on. This showed a limitless range of insurable interest attachable to various subject matters in maritime insurance policy.

Ship is the most common insurable interest. Ownership is the common and simplest form of insurable interest whereby a ship owner is entitled to insure his ship.. The term ship as :



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INTRODUCTION TO MARINE INSURANCE

"The term "ship" includes the hull, materials, and outfit, stores and provision for the officers and crews, and, in the case of vessel engaged in a special trade, the ordinary fitting requisite for the trade, and also, in the case of steamship, the machinery, boilers, and coals and engine stores, if owned by the assured."

The goods must be those used as means of trade in order to have insurable interest under marine insurance policy. The supply of food and fuel as well as other goods which are not appropriate for voyage are considered as not insurable interest. - *Marine Insurance Act 1906*

The term good[1] as: "The term "goods" means goods in the nature of merchandise, and does not include personal effects or provisions and stores for use on board."

Ownership of cargo could be the seller or a buyer, thus ownership of cargo depends on the terms of contract sale of goods as well as on the stage at which property in the goods sold passes from seller to the buyer. A buyer cannot be said as having an insurable interest if the property (i.e. cargoes on board the ship) has not been pass to him even though at the time affecting the insurance over the goods at the time of loss, has already have the possession of the goods.

The seller should insure the cargo as it is rightful and lawful even though the property of the goods has yet to be passed to the buyer.

Freight is commonly understood as the profit earned by a ship owner for the service he renders in carrying the goods (on board of his ship). Freight obtained from transporting other person's goods or his own goods. The term freight is employed in context of:

(i) Ordinary freight - the reward payable to the ship owner. This may include a charterer who chartered a ship from an actual ship owner, in return for services in carrying goods on board his ship to the port of delivery.

(ii) Chartered freight - sum of money payable to the ship owner by the charterer for the use of the entire ship for a certain voyage or a particular period of time. The payment can be made by a lump sum or at specific rates for the cargo carried by the charterer on board of the ship or at specified rate for a period of time.

(iii) Owner trading freight - the freight is charged by the ship owner in addition to the cost of his goods, which he carries on board of his ship.

3.Types of marine policy

There are several types of marine policy consisting of voyage policy, time policy, construction policy, port risk policy, valued policy, unvalued policy, floating policy, open covers policy, and blanket policy. Details of the policy are discussed below:

3.1.Voyage policy

The ship is insured "at and from" the name of port for commencement of the insurance until "moored at anchor twenty-four hours in good safety" at the name port of destination. There is no precise time of attachment of insurance is specifically mentioned. Thus, when a voyage policy on a ship is executed, the parties must specifically mention such time.

3.2.Time policy

There is no statutory limit to the duration of time policy leaving parties to freely agree on the duration of such policy. Inserting the period of coverage in time policy become essential to specify the date of commencement as well as date of termination of the policy. However in practice, the hull and machinery insurance and other ship owner's interest are normally issued for a period of twelve months only.

INTRODUCTION TO MARINE INSURANCE

3.3. Construction policy

This policy is also known as “builders policy”. This policy covers risks that are incidental to the construction or building a ship.

3.4. Port risk policy

This type of policy covers a vessel for a duration during which it is moored at Port. Basically, this policy is a time policy that covers a ship for a period of time (ordinarily terminates at the specific expiry date). However, if the ship continues her voyages and leaves port before the specific date; then the policy ceases to cover her.

3.5. Value policy

The value policy specifies the value of the subject matter insured as agreed by the parties to the insurance contract. This agreed value between underwriter and the assured is the value of the subject matter at the time the insurance is affected but it need not necessarily be the actual value.

3.6. Unvalued policy

Unvalued policy is a policy which does not specify the value of the subject matter insured, but, subject to the limit of sum assured, leaves the insurable value to be subsequently ascertained, in the manner hereinbefore specified.

3.7. Floating policy

This is the popular type of marine policy that is preferred because of the convenience it offers. This policy is also referred to as an “open” or “declaration” policy. It is used in insurance relating to cargoes where the assured can be rest assured knowing that all the shipments are automatically covered provided that they all come within the term of the policy and declarations are duly and properly made.

3.8. Open covers policy

This policy is very popular in international trade where the underwriters undertake to subsequently issue the duly executed floating policy within the terms of the cover. It is another method of affecting general insurance for recurring ships where no details are available at the time affecting the insurance contract.

3.9. Blanket policy

This policy is useful in cases when a trader, with a series of shipments, may find it difficult to make declarations of individual shipment as required under both floating and open covers policy. Under this policy, one needs not declare or disclose the details of every shipment to be made where a lump sum premium paid shall cover all the shipments.

4. Perils of the sea

Risk or perils is an important part of marine insurance. The concept of insured perils is the central issue where the assured's property or profit is put at risk by maritime perils. Thus, insurers agree to indemnify them against any loss caused by those perils. In practice, the extent of covered risk has been determined by the agreement of the parties.

There are two important points to be pondered:

- (a) Which maritime perils are insured against and which are not insured against; and
- (b) The duration of when the insurer accepts the risk of loss from those perils.

The perspective of perils of the sea by understanding the concept of fortuitous and accidental. “Fortuitous” means something that is not planned or happening by chance. It is something that is unintentional and inevitable. A fortuitous loss must not be one not caused intentionally and also not a result of inevitable deterioration generated by the ordinary action of the wind and waves.

“Accident” or “casualty” refers to something that happens unexpectedly and unintentionally that leads to damage or injury. Accidents take place in extraordinary manners and there is no way for accidents to operate ordinarily. Something that is an ordinary and natural consequence act does not accidentally happen.

INTRODUCTION TO MARINE INSURANCE

3. Cargo Insurance

The marine cargo insurance covers all movement of goods using different modes of transportation including transport of goods by ship, road, rail, and air. Goods transported fall within these four categories - (i) bulk cargoes, (ii) manufactured goods, (iii) foods, and (iv) industrial equipment.

The concept of insurable interest applies to cargo insurance. The problem is that the buyer frequently has little or zero knowledge as to when he or she will become the owner of the goods (i.e. when the title of ownership passes from the seller to the buyer). Cargo owners need to have insurable interest in the cargoes at time of the loss and once the loss has occurred, insurable interest cannot be transferred. Therefore, INCOTERM created by the International Chamber of Commerce (ICC) became the reference in determining the transfer of ownership.

The marine cargo policies are freely assignable. Some countries have legislation that makes it a crime for goods to be procured on Cost, Insurance and Freight (CIF) basis. This makes the final procurement contract to be on "delivered" terms. In such cases, the seller is responsible for the goods from the time it leaves the seller's premises until the time it arrives at the buyer's premise. This requires the seller to procure cargo insurance throughout the cargo journeys.

Thus, the purpose of cargo insurance is to provide financial protection to the owner of the cargo while the goods are in transit (and to some extent storage of the goods in transit).

6. Hull and machinery insurance : There are many types of hull policies under the London insurance market. Some types of hull insurance consist of:

6.1.Voyage policies : The policies cover ship for one specific voyage or group of voyage. This policy expressly describes the voyage to be covered.

6.2 .Time policies : In time policies, the period of cover is specified which is normally a year. The Marine Insurance Act of 1906 states in Section 25 that a policy of marine insurance is either a voyage policy or a time policy. Prior to the repeal in 1959 of the Stamp Act of 1891, marine insurers were precluded from issuing policies for longer than 12 months. There are cases where ship may be at perils but because the time policy may expire, there is a Continuation Clause that allows the policy to be extended at the insured's option (subject to prior advice to underwriters, such advice must be given before the expiry of the existing policy) at a pro rata premium until the vessel is made safe.

6.3.Construction policies : These policies cover against damage while the ship is under construction. It can cover both the vessel under construction at the builders, and machinery while under construction at the sub-contractors. It ceases when the ship is delivered to the owners. Sometimes a policy may be effected to cover a ship while it is undergoing extensive repairs.

6.4. Port policies : When a vessel is laid up in port there is less risk of loss or damage than when it is at sea. Insurers will normally allow a return of premium on the time policy, but if the lay-up is going to be prolonged, it is often possible to arrange a port-risks policy.

6.5. Interest policies : The term 'interest' denotes financial interest. These may be such ancillary financial interests as disbursements, but they are not often used now other than mortgagees' interest.

6.6 Fleet policies : Such policies cover more than one vessel operating under the same ownership or management. In fleet policies, each vessel is deemed to be a separate insurance.

6.7 Hull underwriting: In considering any risk, the underwriter will always bear in mind the costs of repair in that part of the world where the vessel trades. It would be more expensive to repair an older vessel, because repair yards are never sure when quoting for repair what additional repair work might be needed after the commencement of the contracted job. A low valuation might produce a constructive total loss following a major casualty, because the cost of repairs are based on current materials and labor costs, not the costs in force when the ship was constructed.

INTRODUCTION TO MARINE INSURANCE

When highly valued modern vessels are involved in a major casualty, it is less likely that a constructive total loss will result. However, the costs of repair may well result in a very heavy particular average (partial loss) payment. In any event, extremely low or extremely high valuations of vessels, when compared with other vessels of a similar kind, would pose a question of moral hazard, and this should be considered.

The underwriter will require a bulk premium to cover the risks involved in partial loss, together with a margin of profit. Partial loss rate will vary according to the particular trade; for example, if the vessel under consideration is a tanker, an explosion or fire in the engine room could, apart from any particular average claim, produce a very large salvage expense resulting from the towage of the vessel to a safe port, with the possibility of a subsequent tow to the most suitable available repair port. If the vessel is a ferry, the high frequency of docking and undocking can lead to regular average claims; additionally, the exposure to collision with other vessels is also higher.

The underwriter will want to vary the size of deductible according to the size, age, trade and claims experience of the vessel. The deductible serves to eliminate the small claims that inevitably occur, and to give the owner a financial interest in the safe outcome of any voyage. Insurers refer to this as risk improvement; in reality, it reduces the claims made against them. Some shipowners, however, prefer to accept higher deductibles to obtain a reduction in the amount of premium paid. The underwriting results of any vessel or fleet of vessels can be considerably influenced by the deductible(s) imposed.

7. Protection and Indemnity (P&I) : The P&I club is a mutual insurance society, whereby the members of that society spread the risk of loss or claim among themselves – in other words, throughout the whole of the society's membership. Origin of P&I began with the concept of mutual insurance association. A mutual insurance association has three major features that distinguish it from a proprietary insurer:

- (i) It is an association of individuals with a common interest.
- (ii) It is owned by the members.
- (iii) It provides insurance at cost (almost).

Many present-day practices of P&I clubs owe their origins to the ideas, systems and practices developed 300 years ago by these hull clubs. P&I clubs were founded as friendly associations for the mutual insurance of their ships, and were abundant in the north-east of England, especially in those ports where coal transport predominated. However, by the end of the 18th century and the middle of the 19th century, there was a substantial reduction in the number of clubs in the north-east and an increase in the clubs in London, with some specialising in sailing vessels, iron ships, coasters and various worldwide trades.

The club intended to insure a shipowner while his vessel was at sea, whether carrying cargo or ballast. When a vessel was at sea it required stores and other provisions, and the cost of providing these was a subtraction from the freight that the ship was earning. Today's shipowners have to pay a fairly substantial sum of money when they join the P&I club. This advance payment is known as a call. It is based partly on the risks covered, the loss record, and the tonnage of the ship involved. This call provides the funds from which losses and running costs are paid. The club may be managed in one of two ways, either by a separate firm of professional managers, or by people employed directly by the club itself. The normal functions of the club managers are as follows:

- (i) Claims handling
- (ii) Underwriting
- (iii) Investment
- (iv) Records
- (v) Correspondence
- (vi) Amendment of the club's rules

INTRODUCTION TO MARINE INSURANCE

It must be borne in mind that P&I clubs, although appearing to be commercial insurers, are in fact mutual organisations. Unlike propitiatory insurance companies where any profit is paid into reserves, or paid as a dividend to the shareholders, and any losses are made up from reserves or by issuing new shares, within a mutual organisation the members receive back the profits made by the club. If there are any underwriting losses, then the members must make this up from their own funds. So the insurance risk of any one member is transferred to the group as a whole. Upon joining a club, the managers of P&I Club will want to know the following details from ship owner:

- (i) Hull and machinery cover.
- (ii) Extend of the P&I cover required.
- (iii) Type, size and age of vessel (enter to the underwriting)
- (iv) Type of cargo carried
- (v) Geographical area where the vessel trades
- (vi) Nature of the management of vessels.
- (vii) Nationality of the crew
- (viii) Vessel's past loss record
- (ix) The flag of the vessel

Within the P&I club, not all shipowners face or choose to have the same liability coverages. As a result of this there has developed a system of surcharges or rebates so that owners are only charged for the coverage actually taken out. The call is applied to the gross registered tonnage of the vessel entered into the club, then the standard rate of premium is applied to this contributing tonnage. The various coverage by P&I club consist:

- (i) Loss of life, personal injury, illness of crew members.
- (ii) Personal injury or loss of life of stevedores and persons other than seaman.
- (iii) Personal injury, illness or loss of life to passengers
- (iv) Loss of personal effects of crew and passengers
- (v) Ship expenses incurred in diversion to land sick or injured persons, stowaways, or refugees
- (vi) Life salvage
- (vii) Collision liability
- (viii) Damage to docks, piers, and other floating objects, other than ships.
- (ix) Damage to ships without contact (ie. caused by wash)
- (x) Pollution by oil or other substances escaping from the ship
- (xi) Removal of wreck charges
- (xii) Liabilities arising under towage contracts
- (xiii) Loss or damage to cargo carried by ship
- (xiv) Fines

3.Conclusion : The marine insurance provides protection for risk that may occur during transportation of goods at seas. Objective of marine insurance to protect either cargo owners, charterers and ship owners regarding risk from maritime operations. Cargo owners are best to obtain cargo insurance in order to protect their cargoes during sea-voyages. Shipowners require marine policy related to hull and machinery in protecting their ship. The hull policy gives protection for risk occurring during chartering contracts (between shipowners and charterers) and during operations at port as well as repairs from collision at sea. Last protection to shipowners is under a society known as Protection and Indemnity (P&I) club. Members of the P&I spread the risk of loss or claims among their members. Though marine insurance, cargoes owners, charterers and ship owners able to have better protection from financial loss in maritime operations.

MEMBER'S ARTICLE

AN ELDERLY FRIENDLY SUPPLY CHAIN FOR MALAYSIA'S SILVER ECONOMY

By 2030, Malaysia is expected to become an ageing nation, with citizens aged 60 and above making up 15 per cent of the total population. This demographic shift will mark the rise of the silver economy, a term used to describe economic activities associated with an ageing society. As the number of elderly citizens grows, Malaysia must proactively adapt its supply chain ecosystem to meet their evolving needs.



**Dr. Yusrizal Sufardi Bin
Mohd Yunan FCILT**
Vice Chairman CILTM Kedah
& Perlis Section

The silver economy presents both challenges and opportunities. While an ageing population increases demand for healthcare, consumer goods, and specialised services, it also requires businesses and policymakers to rethink how products, services, and infrastructure are designed. The supply chain ecosystem need to be restructured to support this new economic reality, ensuring that Malaysia's elderly population can continue to contribute to and benefit from the economy.

The silver economy brings both opportunities and challenges. As the ageing population drives greater demand for healthcare, consumer goods, and specialised services, businesses and policymakers must rethink how they design products, services, and infrastructure. To accommodate this economic shift, the supply chain ecosystem needs to be restructured, ensuring that Malaysia's elderly population remains actively engaged in and benefits from the economy.

The Need for an Adapted Supply Chain

The increasing number of senior citizens in Malaysia will act as a driving force behind the restructuring of the country's supply chain ecosystem. This adaptation is critical to ensuring that elderly-friendly services and products are not only available but also actively developed as part of Malaysia's broader economic strategy.

A well-prepared silver economy supply chain will:

- Ensure the continued economic participation of senior citizens
- Sustain consumer demand by catering to elderly-specific needs
- Strengthen Malaysia's social safety net and welfare system
- Create new job opportunities in industries serving the elderly
-

Conversely, if the supply chain ecosystem is not adequately prepared, the country risks overlooking a key economic sector. An unresponsive supply chain would fail to capitalise on the substantial spending power of Malaysia's elderly population, weakening overall economic growth.

The Purchasing Power of Malaysia's Elderly Population

Contrary to common perceptions, senior citizens in Malaysia have significant purchasing power. Many retirees receive monthly pensions or have accumulated substantial savings in the Employees Provident Fund (EPF). The government currently allocates approximately RM 31 billion annually for pension payments to about 900,000 retired civil servants. This sizeable economic resource if properly channelled, can significantly contribute to national economic growth.

However, without the necessary supply chain adaptations, much of this wealth could remain unspent in savings accounts rather than circulating in the economy. If elderly citizens do not find suitable products, services, or investment opportunities that cater to their needs, their financial resources may be under utilised.

To fully unlock the potential of the silver economy, the national supply chain ecosystem must evolve to accommodate the preferences, habits, and requirements of senior citizens.

Key Sectors in the Silver Economy Supply Chain

1. Healthcare and Medical Services

As people age, demand for healthcare and medical services naturally rises. Malaysia's healthcare sector must expand and innovate to accommodate the growing needs of elderly citizens. This includes:

AN ELDERLY FRIENDLY SUPPLY CHAIN FOR MALAYSIA'S SILVER ECONOMY

- Primary healthcare and specialist medical services – Increased demand for geriatric care, chronic disease management, and preventive healthcare
- Long-term care facilities – Nursing homes, assisted living centres, and at-home care services
- Rehabilitation and therapy services – Physiotherapy, occupational therapy, and mobility support
- Pharmaceuticals and medical devices – Affordable and accessible medication, along with assistive devices such as hearing aids and mobility aids
- Elderly day care centres – Facilities offering social activities, cognitive therapy, and medical support

To meet these demands, manufacturers must ensure a steady supply of high-quality healthcare products. Meanwhile, higher education institutions and vocational training centres must focus on producing a skilled workforce capable of providing professional elderly care services.

2. Consumer Goods and Daily Essentials

The consumer goods sector will also need to adapt to the shifting demographics. As Malaysia's elderly population grows, there will be increased demand for products specifically designed for senior citizens, including:

- Comfortable and functional clothing – Easy to wear designs with adaptive features
- Home essentials and safety-enhancing products – Anti-slip flooring, adjustable furniture, and smart home devices tailored for elderly use
- Nutritional supplements and diet-specific food products – Low sugar, high-fibre, and easily digestible options catering to elderly dietary needs
- Assistive technology and mobility aids – Walking aids, voice-activated devices, and simplified communication tools

Additionally, businesses must ensure that their products are not only available but also accessible. Retailers should adopt elderly friendly shopping experiences, such as:

- Larger fonts and clear labels on packaging
- Simplified digital shopping platforms with easy navigation
- Personalised customer service for elderly shoppers

3. Infrastructure, Transport, and Tourism

Public spaces, transport systems, and tourist destinations must also evolve to be more inclusive of senior citizens. Key considerations include:

- Improved accessibility in shopping malls, transport hubs, and public areas – Installation of lifts, escalators, and wheelchair-friendly pathways
- Elderly-friendly public transport options – Lower vehicle steps, reserved seating, and priority boarding facilities
- Senior-friendly tourism initiatives – Hotels and attractions that provide easy access, wellness-focused travel packages, and age-inclusive activities

Failure to address these infrastructure concerns could result in businesses losing a valuable segment of the market, as elderly consumers may avoid locations that are difficult for them to navigate.

Ensuring a Successful Transition to the Silver Economy

To successfully transition into the silver economy, Malaysia's businesses, policymakers, and industry leaders must take proactive steps to realign the national supply chain ecosystem. Key areas of focus include:

- Business model adjustments – Companies should prioritise elderly consumers as a target market, designing products and services accordingly
- Production line enhancements – Manufacturers must innovate to create elderly-friendly goods with improved functionality and accessibility
- Workforce development – Universities, vocational training centres, and healthcare institutions must equip workers with the skills necessary to serve an ageing population
- Technological adaptation – Digital platforms, e-commerce applications, and online services should be optimised for senior citizens with simple interfaces and clear instructions

AN ELDERLY FRIENDLY SUPPLY CHAIN FOR MALAYSIA'S SILVER ECONOMY

- Investment in elderly-friendly infrastructure – Governments and private developers should ensure that public spaces, transport networks, and healthcare facilities are designed with accessibility in mind.

A More Inclusive and Sustainable Future

As Malaysia approaches 2030, the nation's preparedness for the silver economy will determine its ability to maintain economic growth while ensuring the well-being of its ageing population. By making the necessary adjustments to the supply chain ecosystem, Malaysia can:

- Strengthen its economy through increased elderly consumer participation
- Enhance the quality of life for senior citizens
- Create new job opportunities in elderly-focused industries
- Ensure economic sustainability by addressing demographic changes

In line with the Malaysia Madani vision, fostering a well-developed silver economy will not only boost the country's financial prosperity but also promote a more compassionate, inclusive, and forward-thinking society. By investing in elderly-friendly policies, products, and services, Malaysia can establish itself as a model nation in the era of the silver economy.

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Vice Chairman CILTM Kedah & Perlis Section

THE HIDDEN ROLE OF WOMEN IN HOUSEHOLD SUPPLY CHAIN MANAGEMENT

Supply Chain Management is a network of facilities that create raw materials, process them into intermediate items, and finally deliver the products to customers via a distribution system. The primary goal of supply chain management is to optimize efficiency by adding as much value as possible at the lowest possible cost. In other words, it aims to unite all supply chain agents to collaborate within the organization, maximizing productivity and providing the greatest benefits to all involved parties.

When we think of supply chain management, we often associate it with businesses. However, supply chain management principles are equally relevant in everyday life, particularly in household management. Just as companies ensure efficiency in procurement, inventory control, and distribution, households must carefully plan and allocate resources such as food, utilities, and finances to sustain daily life. Household supply chain management involves a series of interconnected processes, including budgeting, purchasing, storing, and distributing essential resources to meet the needs of family members. Managing household logistics requires strategic planning, decision-making, and adaptability—just like corporate organizations, where companies aim to minimize costs, reduce waste, and ensure the timely delivery of goods and services.

Women often take charge of budgeting, purchasing, and organizing essentials, optimizing costs while minimizing waste. Their choices impact sustainability, as they frequently prioritize eco-friendly products and support local businesses. Beyond shopping, they also manage time, coordinate family needs, and adapt to economic changes, making them essential to household stability. Today, household responsibilities are becoming more balanced, with men increasingly participating in resource management. Technology has also revolutionized household management, with online shopping, grocery delivery, and budgeting apps making expense management and procurement more efficient, thereby easing the burden on individuals. Additionally, apps for meal planning, bill payments, and home maintenance scheduling empower women to optimize resources and reduce time-consuming manual tasks. By embracing technology, women can make informed decisions, improve household logistics, and ensure a smoother, more organized home environment.

Women need to understand supply chain activities in managing household affairs, as this knowledge helps streamline daily tasks and enhances efficiency. Understanding how goods and services move from sourcing groceries and household essentials to budgeting, storage, and consumption enables women to make informed decisions, reduce waste, and optimize resources. This knowledge also facilitates better planning, cost-saving strategies, and adaptability to market fluctuations. By applying supply chain principles at home, women can create a more organized, sustainable, and well-managed household.

In conclusion, the hidden role of women in household supply chain management is vital for maintaining an efficient, organized, and sustainable home. By understanding supply chain principles and leveraging technology, women can optimize resources, reduce waste, and streamline daily operations. Their ability to manage sourcing, budgeting, and logistics ensures the smooth functioning of the household, ultimately contributing to the well-being of their families. Recognizing and empowering women in this role is essential, as their skills and knowledge play a crucial part in creating a balanced and well-managed home environment.



**Ts Dr. Nuur Fathin
Roslan CMILT**
Senior Lecturer , UniKL MITEC

INTELLI SUPPLY 2025 CONFERENCE - CLOSING KEYNOTE

The Power of Communication in Global Supply Chain

Associate Prof Dr Jessica Ong FCILT was privileged to deliver the closing keynote address at the INTELLI SUPPLY 2025 Conference. In her presentation, titled 'The Power of Communication in Global Supply Chain,' Dr. Jessica Ong explored the integral role of communication in enhancing the efficiency and resilience of global supply chains. Drawing on her extensive expertise, she provided critical insights into how strategic communication fosters collaboration, mitigates risks, and drives operational excellence within the global supply chain ecosystem



Thanks are also extended to Kolej Professional MARA and the CILTM Secretariat team for their unwavering support throughout the duration of this event. Together, we demonstrate the power of collaboration."



JELAJAH LOGISTIK KEMANUSIAAN 2025: A DAY OF EMPOWERMENT AND COLLABORATION IN PAHANG

On February 18, 2025 the Humanitarian Logistics Tour 2025 made its way to Bera District Community College, uniting several organizations dedicated to enhancing skills, well-being, and community support. Organized by CILTM, WiLAT Malaysia, NextGen CILTM, and the Pahang State Welfare Council, the event showcased the power of collaboration in driving impactful societal change. Kicking off at 8:30 AM with registration and a light breakfast, the atmosphere was lively and filled with anticipation as single mothers eagerly participated in the day's activities.



From Farm To Your Table

By 9:00 AM, the session began with an engaging introduction to CILTM and WiLAT Malaysia, setting an energizing tone for the day ahead. WiLAT Malaysia Inspire Kitchen (WMIK) then took the stage, leading a hands-on entrepreneurship workshop centered around baking skills. Participants were given the chance to learn practical techniques for creating mouthwatering baked goods, including pastries. The session was met with great enthusiasm, with many participants expressing their excitement about the potential to turn these skills into future income opportunities. The feedback we received was truly inspiring, reflecting how motivated and empowered they felt to pursue new ventures.



A special thank you to President CILTM Prof Ts Dr Muhammad Zaly Shah FCILT for his continuous support and encouragement towards WiLAT Malaysia in carrying out our programs.



JELAJAH LOGISTIK KEMANUSIAAN 2025: A DAY OF EMPOWERMENT AND COLLABORATION IN PAHANG

A Special Visit from Tuan Khairul Azmee and Dr. Maziidah

While YB Dato Hajah Sabariah bt. Saidan was unable to attend due to an unavoidable commitment, the event was still honored by the presence of Tuan Khairul Azmee bin Bukhari, Penghulu Mukim Triang 1, and Dr. Maziidah binti Ab Rahman, Timbalan Pengarah Kolej Komuniti Bera, as well as representatives from the office YB Dato Hajah Sabariah bt. Saidan and Kolej Komuniti Bera. Their presence highlighted the continued support for initiatives that benefit the Pahang community. After a formal introduction, the Negaraku was sung, followed by a prayer. Dr. Kamarazaman Yacob FCILT, the Chairman of CILTM Pahang Section, delivered his welcoming speech, emphasizing the importance of humanitarian logistics and collaboration.



The afternoon sessions continued with digital marketing skills, where participants learned strategies to promote their businesses in an increasingly digital world. This was followed by a unique mental well-being session, "Luah Rasa", focusing on emotional expression and community support. This session was particularly important in light of the stresses many face today, and it provided participants with the tools to manage and share their feelings in a supportive environment. As the day came to a close, participants were treated to a networking session and refreshments, allowing them to connect with like-minded individuals and discuss the day's learnings in a more informal setting.



A heartfelt thank you to YB Dato Hajah Sabariah bt. Saidan for generously providing the funding for this workshop. We also extend our gratitude to Kolej Komuniti Bera for kindly allowing us to use their culinary facilities, which played a crucial role in making this event a success.

Not to forget the CILTM Pahang Section, WiLAT Malaysia, NextGen and WiLAT Malaysia Inspire Kitchen teams, whose dedication and collaboration were key to this program's success. **THE POWER OF TOGETHER.**


WILAT MALAYSIA: GONG XI FA CAI YEE SANG CEREMONY AND CSR DONATION EVENT

Congratulations to Datin Dr. Shameem Abdul Jalil, Chairperson of Persatuan Kebajikan dan Amal Wasatiyyah IMAN Kuala Lumpur, and Mr. Thomas from Tomcare for successfully organizing the third annual Gong Xi Fa Cai Yee Sang Ceremony and CSR Donation event. The event included contributions like laptops and essential items for Hospital Kuala Lumpur (HKL). A special thanks to Tan Sri Shahrizat Abdul Jalil, Chairperson of HAWA Malaysia, for providing Assoc. Prof. Ts. Dr. Jessica Ong FCILT, Chairperson of WILAT Malaysia, the opportunity to contribute to HKL. WILAT Malaysia is proud to be part of this meaningful program in honor of the dedication and selflessness of HKL staff. Gong Xi Fa Chai!



Upcoming Session: WILAT Malaysia Strategic Plan Online Session (by invitation)

WILAT Malaysia will be hosting the Strategic Plan Online Session, led by Assoc. Prof. Dr. Rohafiz Sabar, Vice Chairperson of WILAT Malaysia. The event details are as follows:

 **Date: Sunday, 23 February 2025**

 **Time: 9:00 AM – 1:00 PM (Kuala Lumpur Time)**

We look forward to your participation in this session.

WILAT Malaysia CILTM Strategic Plan Workshop 2025/2026

Date: 23 February 2025
Time: 9:00 AM – 1:00 PM
Platform: Zoom

MEET OUR TEAM
WILAT MALAYSIA 2025

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WMIK **Women in Logistics and Transport**

UP COMING EVENT

JEMPUTAN KE MAJLIS PELUNCURAN PROGRAM TAULIAH INDUSTRI DAN PROFESIONAL KEMENTERIAN PENDIDIKAN TINGGI (KPTiP)

The President of CILTM has been invited to this event. The Ministry of Higher Education (KPT), through the 12th Malaysia Plan (RMKe-12), has launched the Professional and Industrial Credential Programme (KPTiP), targeting competency training and professional certification for third- and final-year students at Public Higher Education Institutions (IPTA). This programme, funded by a matching grant with PTPTN, includes industry-led knowledge and skills training to meet current market demands. CILTM is one of the organizations that will be signing the Memorandum of Understanding (MoU) with the Ministry of Higher Education (KPT).

The invitation is extended to attend the KPTiP Programme Launch with the following details:

- **Date:** 25 February 2025 (Tuesday)
- **Time:** 2:00 PM – 4:00 PM
- **Venue:** Grand Ballroom, Level 9, Sunway Putra Hotel, 100 Jalan Putra, 50350 W.P Kuala Lumpur
- **Dress Code:** Official Attire



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ACCREDITED ACADEMIC PROGRAMS

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, future-proof graduates that are competent in the field and in the office.

NEXT GENERATION

- Peer to Peer connections
- Mentored by Industry Leaders
- Career Fair and Job Opportunities

