



The Chartered  
Institute of Logistics  
and Transport



# CILTM

## NEWSLETTER

APRIL 2025



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# • From the Editor's Desk

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# MESSAGE FROM THE CILTM SECTION CHAIRMAN – PENANG



**As the Chairman of CILT in Malaysia (Penang Section), I would like to congratulate the editorial board of CILT in Malaysia for having this CILT Malaysia newsletter possible. We all acknowledge your commitment, consistency and persistence.**

**Indeed, you serve with actions and results!**

**DATO' TS. DR. CHANG KAH LOON, PHD  
(MARITIME LOGISTICS) (USM), FCILT  
CHAIRMAN, CILT IN MALAYSIA  
(PENANG SECTION)**

I learnt more about the CILT in 1998–1999 when I enrolled in its ADLM (PQE) programme of studies. I was admitted to the CILT (then CIT) in 2001 as an MCIT (now CMILT) upon completion of studies. Honestly, "MCIT" was a mark of integration of theories and practices in logistics and transport and was sought after as an "industry dictionary" by the logistics and transport practitioners.

As a well-respected global professional body of more than a century in age, of course, we're gearing ourselves to promote the art and science of logistics and transport and have the responsibility to increase the number of members of all grades, but at the same time, we have to uphold our high standards and would never compromise on admission requirements to be in line with the practices of other chartered institutions like shipbrokers, accountants, arbitrators, and engineers.

We either directly or indirectly subscribe to CPD, which enables us to serve on various advisory committees or councils related to government, trade, industry, and social issues. At times, when certain national policies are announced and implemented, we may be required to provide our professional answers or opinions immediately, without prior notice.

Yes, every one of us, including you and me, must always be proud of and love our CILT. Let's continue to work together to uplift the presence of our CILT globally in general and Malaysia in particular!

My respected FCILT, CMILT, and MILT, start right where you are if we want to make our CILT world a better place, with love in our hearts, and be firm in our actions and results for our CILT!

Warm Regards,

Dato' Ts. Dr. Chang Kah Loon, PhD (Maritime Logistics) (USM), FCILT  
Chairman, CILT in Malaysia (Penang Section)

# Strengthening Ties, Celebrating Unity

## CILTM Council Meeting and Jamuan Hari Raya 2025

The CILTM Management Council Meeting for the first session of 2025 was successfully held on 19 April 2025, followed by the Jamuan Hari Raya CILTM 2025 in the afternoon. The meeting, chaired by Professor Ts Dr Muhammad Zaly Shah FCILT, focused on a range of critical issues that formed the key agenda for the council's discussions. The session provided valuable insights into ongoing initiatives and future strategies aimed at enhancing management and operational effectiveness, further strengthening its role for CILTM.



CILTM extends its sincere appreciation to all members and esteemed guests who graciously attended the CILTM Hari Raya Celebration 2025. The event was graced by the presence of over 120 attendees. We were especially honored to welcome the children of Pertubuhan Pengurusan Rumah Safiyyah. This celebration also served as a meaningful occasion to share the joy and spirit of Hari Raya with the orphans from that organization, in line with CILTM's values of compassion, inclusivity, and social responsibility.





# Strengthening Ties, Celebrating Unity

## Jamuan Hari Raya 2025 and April Babies Celebration

The CILTM Hari Raya Celebration 2025 was made even more special with a heartfelt celebration for the April babies, including members, guests, and children from Pertubuhan Pengurusan Rumah Safiyyah who share April birthdays. The cheerful atmosphere was filled with joy and laughter as birthday wishes were shared, and smiles lit up their faces. This thoughtful gesture added a personal and memorable touch to the event, reflecting CILTM's commitment to inclusivity, compassion, and meaningful community engagement.





# Strengthening Ties, Celebrating Unity

## Jamuan Hari Raya Aidilfitri 2025 The Prime School of Integrated Logistics Saito University College

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Date: Monday, 28 April 2025

Time: 3:00 PM – 5:00 PM

Venue: Event Hall, Cheras Campus

Dress Code: Traditional Attire

In conjunction with the Hari Raya Aidilfitri celebrations, The Prime School of Integrated Logistics is honored to host Jamuan Hari Raya Aidilfitri 2025, bringing together students, faculty, and esteemed guests in unity and festivity. The event features a series of cultural and celebratory highlights, including captivating Zapin and Ngajat performances, a traditional Raya feast, and a Busana Raya competition that celebrates the richness of Malaysian heritage attire. More than a festive occasion, the gathering serves as a platform to strengthen relationships, foster cultural appreciation, and promote inclusivity within the campus community. The celebration truly embodies the essence of “Raya Ceria, Raya Bersama”. Cheerful and united in togetherness.



# Strengthening Ties, Celebrating Unity

## Celebrating Syawal with HAWA Malaysia

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WiLAT Malaysia CILTM is honoured to have participated in this meaningful event that reflects the spirit of Syawal, unity, and sisterhood. We value this opportunity for engagement and look forward to strengthening our collaboration in advancing the empowerment of women across all sectors.





# WELCOME AND CONNECT

## CILTM and Kontena National

A discussion on the Warehouse Skill Group (WSKG) was held on 14 April 2025 at the Board Room, Level 1, Kontena Nasional Berhad, Batu 9 Jalan Klang Lama, 46000 Seri Setia, Petaling Jaya, Selangor. The session was attended by the CILTM President and representatives from the CILTM Johor Section. The key agenda items discussed included:

- Introduction to the Warehouse Skill Group (WSKG) at Kontena Nasional Berhad
- Proposal for a training catalogue based on the warehouse dictionary

CILTM is privileged to collaborate with Kontena Nasional Berhad in the development of comprehensive training and skill development programs. We are confident that this partnership will contribute to enhancing the competency of human capital within our industry.





# WELCOME AND CONNECT

## Industry-Academia 1.0 – The Future of Lifelong Learning

Originally planned as a Civil Engineering-focused session, the seminar expanded into a broader initiative titled "Industry-Academia 1.0: The Future of Lifelong Learning", thanks to strong support from academic and industry partners. It marked the start of a collaborative seminar series involving 9 universities and 4 industry players, with 254 total participants.

Key Guests:

- Ms. Aida Ismail (HADID International Services)
- Prof. Ts. Dr. Muhammad Zaly Shah (CILT Malaysia)

Panellists:

- Ts. Dr. Hj. Zawiah Abdul Majid (UniKL MITEC)
- Ir. Dr. B. M. A. S Anaconda Bangkara (President University Jakarta)
- Ir. Ts. Dr. Salmaliza Salleh (UTP)
- Ts. Dr. Salmia Bedu (UNITEN)

Moderator:

- Ir. Dr. Lee Siong Wee (UiTM Pasir Gudang)

The seminar emphasized the importance of resilience in academic and professional success, equipping attendees with strategies to overcome challenges. Student volunteers from President University supported the event's smooth execution.



# WELCOME AND CONNECT

Professional Logistics Conference 2025 at POLISAS, Pahang

Theme: Women in Logistics Industry Talk – Empowering Women in Digitalisation and Industry

As part of the Professional Logistics Conference 2025 held at Politeknik Sultan Haji Ahmad Shah (POLISAS), Pahang, the Women in Logistics Industry Talk focused on empowering women in the logistics sector, particularly in the context of digitalisation and industry innovation. The session explored the pivotal role that women play in shaping the future of logistics, especially as digital tools and technologies are transforming the industry.

The session was inaugurated by a distinguished keynote address delivered by the CILTM President, alongside the WiLAT Malaysia Chairperson and the NextGen Chairperson. Together, they provided insightful perspectives on the challenges and opportunities women face in the evolving logistics landscape.



**The CILTM President, WiLAT Malaysia Chairperson, and NextGen Chairperson shared their vision for creating a more inclusive, innovative, and digitally proficient workforce in the logistics industry. Their collective leadership was pivotal in reinforcing the importance of empowering women and fostering diversity in the sector.**

**This empowering session not only provided valuable knowledge but also created a platform for networking, collaboration, and the sharing of ideas, helping to pave the way for greater female participation and leadership in the future of logistics.**



# WELCOME AND CONNECT

## The Malaysian Security Industry Association (PIKM) Hari Raya Aidilfitri Celebration

On 24 April 2025, the Malaysian Security Industry Association (PIKM) successfully hosted its Hari Raya Aidilfitri Celebration, bringing together members, industry partners, government agencies, and distinguished guests. The event was not only a joyful occasion but also a meaningful one, fostering stronger bonds within the security community and creating a platform for collaboration and camaraderie.

Assoc. Prof. Ts. Dr. Jessica Ong FCILT, Chairperson of WiLAT CILTM and Lecturer at UPM, shared her thoughts, stating, "It was also a wonderful opportunity for great networking and meaningful engagement among key players in the security industry." We extend our heartfelt gratitude to PIKM for organizing this successful celebration, which truly strengthened the ties within our industry.



A productive discussion took place on 25 April 2025 to explore potential collaborative programs between Saito University College, WiLAT Malaysia, and Next Gen CILTM. The aim of this meeting was to strengthen the engagement between industry and academia, with a focus on empowering youth within the logistics and transport sectors.

A special thanks to Assoc. Prof. Lim Tou Boon, Deputy Vice Chancellor II of Saito University College, for his invaluable support and insightful contributions during the session. His involvement plays a key role in advancing the efforts to bridge the gap between academic learning and industry practice.

# Highlights from CILTM

## Section : Penang

### Education Talk:

The recent Education Talk addressed the impact of revised US tariffs, which are causing uncertainty for traders and manufacturers, while US consumers may face rising costs. Industry experts, including government officials and professional logisticians, are exploring how multimodal logistics might offer more resilience than traditional intermodal methods. The session also highlighted the growing importance of logistics professionals and suggested that pursuing tertiary education in logistics could be a valuable career path. For students unsure of their next step after SPM/UEC/STPM, primarily due to academic results or cost concerns, the talk encouraged exploring logistics as a future-forward option.



### Expanding Horizons: Leveraging Global Logistics Beyond the US Market:

While the United States remains an important market for many Malaysian traders, other strong trading partners — such as China, ASEAN, Europe, and regions across Asia and the Middle East — continue to offer significant opportunities. According to Dato' Dr. Logistician Chang Kah Loon, this is an opportune time to deepen our understanding of multimodal logistics, global logistics networks, transshipment patterns, and international business strategies. Although trade tariffs are beyond our control, businesses can still enhance cost efficiency, strengthen competitiveness, and expand their global reach by leveraging strategic approaches within the global logistics ecosystem.





# Highlights from CILTM

## Section : Penang

### HARI RAYA CELEBRATION:

In conjunction with the festive season, CILT (Penang Section) Chairman, Dato' Dr. Logistician Chang Kah Loon, PhD (USM), FCILT, FLogM, together with CILT (Penang Section) Treasurer and WiLAT Malaysia Immediate Past Chairperson, Log. Ts. Amy Ooi, FCILT, FLogM, attended a series of Hari Raya Open Houses hosted by distinguished figures in the logistics sector. These included Dato' Seri Log. Syed Mohamad Bin Syed Murtaza, FLogM (Hon. Advisor of LogM / Chairman of Penang Port Sdn Bhd), and Log. Ts. Dr. Adam Mohd Saifudin, DBA (UUM), FLogM, CMILT (Deputy President of LogM), among others. The gatherings were marked by a warm and festive atmosphere, providing an excellent opportunity to engage with fellow leaders from the logistics industry, business community, and NGOs.



### BUSINESS NETWORKING:

The Chartered Institute of Logistics and Transport (CILT), Penang Section, was honoured to be represented by its WiLAT Committee at the Business Networking: Penang Business Meeting held on Tuesday, 25 March 2025. The event, organised by BNI, was officiated by the Consul General of Indonesia in Penang, and served as a valuable platform for fostering cross-border business connections and strengthening regional collaboration.

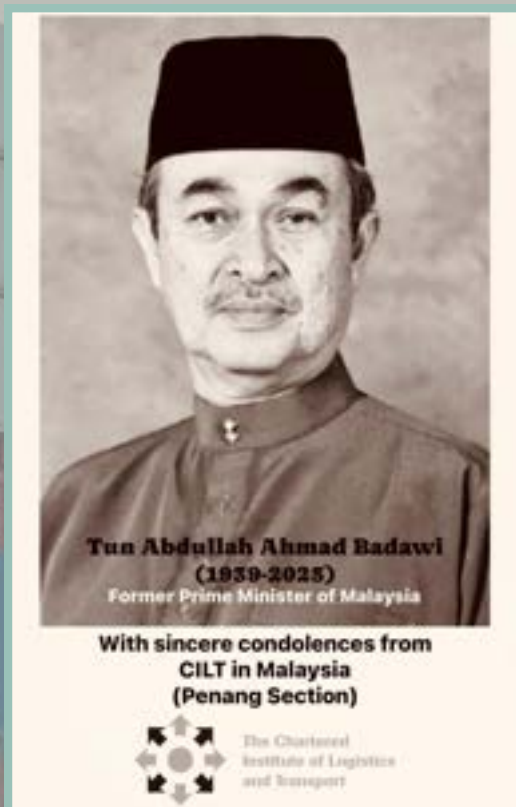




# Highlights from CILTM Section : Penang

## CONGRATULATIONS AND CELEBRATIONS!

A special congratulations to Dato' Dr. Chang Kah Loon, FCILT, FLogM, Chairman of CILTM Penang Section, on receiving the DSPN (Dato'ship) and successfully completing his PhD in Maritime Logistics from Universiti Sains Malaysia (USM). Your achievements inspire us all!



CILT Malaysia (Penang Section) extends heartfelt condolences on the passing of former Malaysian Prime Minister, Tun Dato' Seri Utama Abdullah Ahmad Badawi (1939–2025). May he rest in peace.

## KEMPEN DERMA DARAH:

A life-saving initiative in collaboration with Penang General Hospital, St John Ambulance of Malaysia AK Academy Corps, AK Academy, AK Shipping, and The Society of Logisticians Malaysia (LogM). We invite #CILT, #WiLAT members, partners, and the public to join us in this mission. Just one pint of blood can save up to three lives — your contribution truly makes a difference. Together, let's strengthen our commitment to community service and humanitarian values.





# Highlights from CILTM

## Section : Penang

### HARI RAYA GATHERING AT SHAH ALAM

On 19 April 2025 (Saturday), CILT Malaysia hosted its Hari Raya Gathering in Shah Alam, Selangor, immediately following the National Management Council meeting. The event saw the attendance of approximately 150 guests, including CILT members and representatives from various professional bodies, universities, training providers, and industries. Among those present were Dato' Dr. Logistician Chang Kah Loon, FCILT, Chairman of the CILT Penang Section, and Log. Ts. Amy Ooi, FCILT. The gathering was filled with warmth and camaraderie, creating a delightful atmosphere that brought members together in the spirit of celebration and unity.





# Highlights from CILTM

## Section : Penang



### INDUSTRY TALK AT CHUNG HWA CONFUCIAN HIGH SCHOOL

On 10 April 2025  
(Thursday), Log. Eunice  
Chang Qi Ying, PMBA  
(UTM), CMILT, MLogM,  
Secretary of CILT Penang  
Section, delivered an  
insightful presentation  
on "A Career in Logistics  
and Its Perspectives as a  
Professional Logistician:  
Let's Find Your Future!"  
at Chung Hwa Confucian  
High School, Penang.  
The presentation was  
well-received by  
students, offering  
valuable insights into the  
logistics industry and  
professional growth  
opportunities. Well done,  
Eunice!





# Highlights from CILTM Section : Kuala Lumpur



The Chairman of CILTM Kuala Lumpur Section, Tn Haji Baharudin Kamarudin FCILT, graciously accepted the invitation to attend the Hari Raya Gathering hosted by MARA. The event also provided a valuable opportunity for networking and engagement with fellow professionals, strengthening ties between CILTM and key stakeholders in the industry.





# Highlights from CILTM

## Section : Perak

### Autonomous Shipping Lecture at UTAR Kampar.

The Faculty of Science at Universiti Tunku Abdul Rahman (UTAR) and The Chartered Institute of Logistics and Transport in Malaysia (Perak Section) conducted a lecture on autonomous shipping at its Kampar Campus. This lecture successfully took place on 14 April 2025, at UTAR Kampar Campus. It aimed to inform the logistics community, particularly those studying logistics, about the future of maritime transportation technology, especially the concept of autonomous shipping. Cdr. (R) Ang Chin Hup, a researcher in the area of autonomous vessels, shared his research on autonomous ships from a Malaysian perspective. The event attracted 25 participants interested in the topic, consisting of students and academic staff.

**Maritime Logistics Technology Lecture**

**The United Nations' Study on Autonomous Shipping in Asia Pacific: Improving the Safety of Navigation & Sustainability of Shipping through the Autonomous Ship in Malaysia**

**Date:** 14 April 2025  
**Time:** 1400—1500 hrs  
**Venue:** DDK4

**Guest Lecturer**  
**Cdr. (R) Ang Chin Hup**

The speaker is a well known figure in Malaysia maritime sector. He is a maritime consultant/ researcher with past experience with Maritime Institute of Malaysia (MIMA) and Royal Malaysian Navy (RMN). Obtained his first degree from RMIT, MSc from Warwick as well as Britannia Royal Naval College.

**Moderator**  
**Dr. Amayrol Zakaria, CMILT**  
FSc, UTAR Kampar

Further Information/Contact  
By: Dr. Mohd Azam bin, FScLT  
(azam@utar.edu.my)





# Highlights from CILTM

## Section : Johor

### CILTM CONVOCATION 2025: INSPIRING FUTURE LOGISTICS PROFESSIONALS AT KPM BANDAR PENAWAR

On 11 April 2025, the Business Management Department of Kolej Profesional MARA Bandar Penawar proudly hosted the CILTM Convocation 2025, carrying the inspiring theme “Embracing Excellence with KPM Bandar Penawar: Your Journey in Logistics Begins Here with CILTM.” The event brought together students from Semester 4, 5, and 6 of the Diploma in Integrated Logistics Management (DLM) programme, with the aim of introducing them to the value of professional certification and the exciting career opportunities within the logistics and transport industry.

Ts Dr Hj Mohd Nasir Bin Haji Alias FCILT, Secretary General of CILTM, delivered an insightful and motivational session, supported by Pn. Sharifah Salwa CMILT, Head of the CILTM Secretariat. Key takeaways included the pivotal role of CILTM in the industry, the importance of becoming a certified professional, benefits of student membership, and a look into the future of logistics careers and industry networking. The session served as both a knowledge-sharing platform and an inspiring moment for students as they begin their journey towards becoming the next generation of logistics professionals.





# Highlights from CILTM

## Section : Johor

### UPCOMING INDUSTRIAL TALK AT UNIKL MITEC PASIR GUDANG

On 9 May 2025, UniKL MITEC will host an industry talk themed “Embracing Excellence: Your Professional Journey Begins with CILTM,” featuring Professor Ts Dr Muhammad Zaly Shah FCILT, President of CILT Malaysia/CILT International Vice President for Southeast Asia. The session will introduce students to the role of CILTM, the value of professional membership, and explore career opportunities within the logistics and transport sector. This event offers students valuable exposure to industry insights and professional development pathways.





# Highlights from CILTM

## Section : Johor

### FACILITIES AUDIT VISIT UNITED VISION ACADEMY SDN BHD (UVA) 12-13 APRIL 2025

United Vision Academy Sdn. Bhd. (UVA) has been offering The Chartered Institute of Logistics and Transport Malaysia (CILTM) Professional Qualifying Examination (PQE) programme since its initial accreditation, following the audit conducted on 22-23 February 2020. As the programme approaches the end of its five-year accreditation cycle, a reaccreditation audit was scheduled in accordance with CILTM's quality assurance framework. In line with this, a site visit was conducted at UVA's training centre located at No. 22-01, 20-01 & 20-02, Jalan Pertama 1, Pusat Perdagangan Danga Utama, 81300 Skudai, Johor Bahru, Johor. The objective of the visit was to evaluate the programme's continued compliance with CILTM's accreditation standards. Since 2020, UVA has successfully sent a total of 62 students to participate in the Professional Qualifying Examination (PQE) 4+1 programme. This initiative includes briefing sessions and paper presentations, fulfilling key requirements for professional certification in the logistics and transport industry.





# Highlights from CILTM

## Section : Pahang

### Professional Logistics Conference 2025

Kuantan, 21 April 2025 – The Chartered Institute of Logistics and Transport (CILT) Malaysia proudly hosted the Professional Logistics Conference 2025, welcoming over 300 participants to Dewan Seri Mahkota, POLISAS, Pahang. Held in collaboration with WiLAT Malaysia, NextGen Malaysia, CILT Malaysia Pahang Section, POLISAS, and DRB-HICOM University of Automotive Malaysia (DRBHU), the conference united professionals, academics, students, and industry leaders in advancing the themes of gender inclusion and digital empowerment in logistics.

The event also featured an inspiring session led by the Chairman of CILTM Pahang Section, aimed at motivating and empowering the next generation of logistics professionals.





# Highlights from CILTM

## Section : Selangor

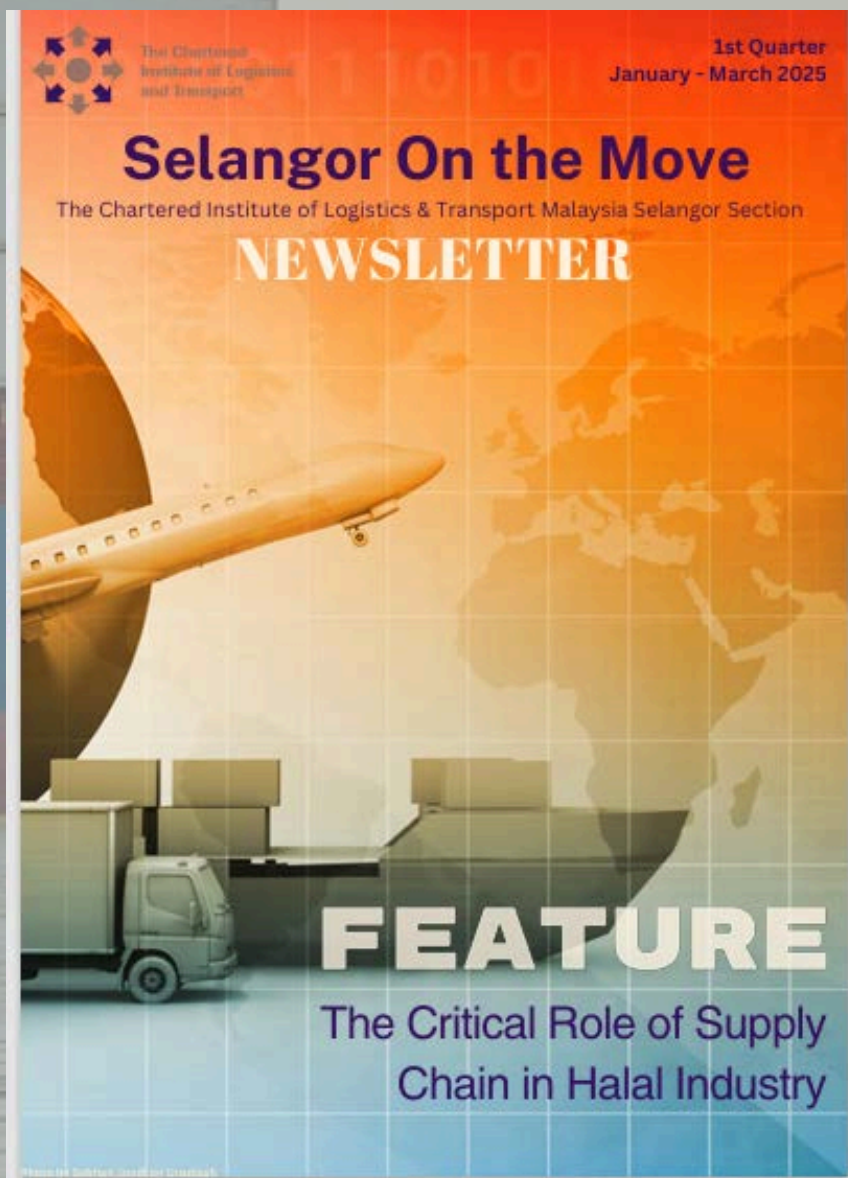


## NEWSLETTER

### 1st Quarter

### January -

### March 2025



# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## THE IMPACT OF INCREASING TARIFF IN GLOBAL SUPPLY CHAIN

Norzianis Rezali @ Abdul Sukor FCILT

Main Lecturer, Department of Commerce, Politeknik Tuanku Syed Sirajuddin  
norzianis\_rezali@ptss.edu.my

### 1.0 Introduction

Tariffs are taxes imposed on imported goods. They have long been used as a trade policy tool to protect domestic industries, generate government revenue, and influence international trade dynamics. Today, the global economy imposes tariffs with wide-ranging implications, particularly on complex global supply chain networks. For example, multinational corporations (MNCs) use source materials, spare parts, and services from multiple countries. The effects of tariffs disrupt not only direct trade between countries but also the internal operations of firms across borders. This paper explores the multidimensional impact of tariffs on global supply chains, focusing on production costs, trade flows, supply chain reconfiguration, and long-term economic implications. The paper also provides recommendations for addressing increasing tariffs in the global economy.

### 2.0 The impact of increasing tariff in global supply chain

#### 2.1 Rising Production Costs

The immediate effects of tariffs is the increase in production costs. When a country imposes tariffs on imported goods or intermediate products, the direct cost of these goods increases for domestic firms. In global supply chains, where raw materials or semi-finished components are imported from various countries, this can lead to a significant escalation in the cost of production. For example, the U.S.-China trade war saw the U.S. implement tariffs on billions of dollars' worth of Chinese imports, which in turn affected American manufacturers that relied on Chinese parts. A report by the Federal Reserve Bank (2019) found that U.S. manufacturing firms experienced a 1-3% increase in input costs due to tariffs, which profit margins or translated into higher prices for consumers.

Moreover, increased production costs often cannot be easily absorbed by firms. In competitive markets, this cost is either passed on to consumers through price hikes, resulting in demand contractions, or absorbed internally, leading to lower profitability and reduced investment capacity. Over time, persistent high costs can erode a country's industrial competitiveness and push firms to relocate or re-strategize their operations.

#### 2.2 Disruption of Trade Flows and Supply Chain Networks

Tariffs disrupt established trade flows by altering the economic incentives that global production systems. MNCs typically organize their supply chains based on cost-efficiency, availability of skilled labour, and logistical considerations. Tariffs disfigure these dynamics by artificially altering the relative costs of production in different regions. Thus, companies may be forced to reconsider



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their supplier base and restructure supply routes. As a result, it increases the expense for the companies. For example, in sectors such as automotive and electronics, which depend heavily on a just--time (JIT) manufacturing model, even minor disruptions caused by tariffs can lead to significant operational delays. The 2018 tariffs on steel and aluminium imposed by the United States affected not only foreign suppliers but also domestic downstream industries such as automotive manufacturing, where these metals are critical inputs. Firms found themselves caught in a dilemma: absorb higher input costs or seek alternative suppliers, often from less efficient or more distant markets.

Furthermore, retaliatory tariffs—imposed by countries in response to incoming tariffs—exacerbate the problem. These countermeasures can restrict market access, reduce export competitiveness, and strain long-standing trade relationships. For example, after the U.S. imposed tariffs on Chinese goods, China retaliated with its own set of tariffs targeting U.S. agricultural exports, severely impacting American farmers and prompting government subsidies to mitigate the damage.

### 2.3 Strategic Reconfiguration of Supply Chains

In response to tariff-related uncertainties, companies are increasingly reconfiguring their global supply chains. This process involves reshoring (bringing production back to the home country), nearshoring (moving operations closer to the final market), or diversification of supplier bases to reduce dependency on any single region. Even though, reconfigurations can enhance supply chain resilience, it often come at a high short-term cost. For example, several U.S. companies began relocating parts of their operations out of China during the trade tensions to avoid tariffs, opting instead for countries such as Vietnam, Mexico, or India. While these countries offer lower-cost manufacturing alternatives, it may lack the infrastructure, labour skillsets, or scale that China provides, thereby introducing new risks into the supply chain. Moreover, shifting production locations requires significant capital investment, regulatory navigation, and logistical realignment.

Additionally, trade policy uncertainty—where firms are unsure if tariffs will persist or change—compounds decision-making complexity. Research from the Peterson Institute for International Economics (2020) indicates that uncertainty around trade policy leads firms to delay investment and hiring, further slowing economic growth and innovation in global trade systems.

# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## THE IMPACT OF INCREASING TARIFF IN GLOBAL SUPPLY CHAIN

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### 2.4 Long-Term Economic and Structural Implications

In the long run, persistent tariff regimes can contribute to the fragmentation of global trade and the emergence of regional trading blocs. As firms realign their supply chains around tariff-safe zones, global trade may increasingly be segmented into politically aligned clusters. For instance, the Regional Comprehensive Economic Partnership (RCEP) in Asia or the United States-Mexico-Canada Agreement (USMCA) represent efforts by countries to establish tariff-free zones that encourage regional supply chain integration.

While such blocs may foster trade among members, they can also reduce the gains of a truly global supply chain model. Fragmented supply chains may increase redundancies, reduce economies of scale, and elevate coordination costs. Finally, small and medium-sized enterprises (SMEs), which lack the financial and logistical capabilities of large MNCs, are disproportionately affected by tariffs. With limited bargaining power and smaller operational footprints, SMEs find it more difficult to absorb increased costs or reorient their supply chains, potentially leading to reduced competitiveness or market exit.

### 3.0 Conclusion

The benefits of tariff are to protect domestic industries or rebalance trade deficits and have far-reaching consequences in the interconnected landscape of global supply chains. It increases production costs, disrupt trade flows, and force costly supply chain reconfigurations. It can lead to structural shifts in global trade architecture, promoting regionalism at the expense of global integration. Thus, policymakers must consider the short-term benefits of tariffs against their long-term impact on economic efficiency, supply chain resilience, and international cooperation. Therefore, to solving the issue of tariffs disrupting the global supply chain requires a multifaceted approach involving governments, multinational corporations (MNCs), and international institutions. Based on the Figure 1, policy level (negotiated trade agreements, World Trade Organization (WTO) reform and targeted industrial policy), corporate-level strategies (diversification of supply source, reshoring and nearshoring supply chain risk management, digitalization and automation), international cooperation and support mechanisms (global trade forums and support for developing countries) and long term strategic shifts the best way to deal with the issue of tariff increases on the global supply chain is proposed.





# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## THE IMPACT OF INCREASING TARIFF IN GLOBAL SUPPLY CHAIN

Norzianis Rezali @ Abdul Sukor FCILT

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**Figure 1**  
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# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## REVERSE LOGISTICS AS A STRATEGIC TOOL FOR ENVIRONMENTAL CONSERVATION

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

Reverse logistics, as a strategic tool for environmental conservation, plays a crucial role in promoting sustainability within supply chains. While traditional logistics focuses on the forward movement of goods or people from one point to another, reverse logistics involves the backward flow of products, materials, or waste from the end user back to the origin for purposes such as recycling, reuse, refurbishment, or proper disposal. This reverse process minimizes environmental harm by reducing landfill waste and conserving natural resources, and enhances corporate responsibility and compliance with environmental regulations.

Reverse logistics helps protect the environment by reducing waste, saving resources, and reducing pollution. Unlike regular logistics, which moves goods from one place to another, reverse logistics brings used or unwanted products back for reuse, repair, or recycling. This process keeps a lot of waste out of landfills and helps recycle materials like electronics, batteries, and plastics. By reusing these materials instead of using new ones, companies can reduce the need to extract raw materials, which also lowers pollution and saves energy.

Another big benefit of reverse logistics is that it helps products last longer. For example, repairing or refurbishing a used phone instead of throwing it away can reduce its environmental impact. It also makes transportation more efficient by organizing returns better, which lowers fuel use and carbon emissions. Overall, reverse logistics supports a circular economy by keeping products in use for as long as possible. This not only helps businesses save money but also supports a cleaner, more sustainable future.

Individuals and society can actively participate in reverse logistics by adopting sustainable consumption habits, properly sorting and returning used products, and supporting businesses that implement take-back or recycling programs. Consumers can return items like electronics, batteries, packaging, and used clothing to designated collection points, ensuring that these materials are reused, refurbished, or recycled instead of ending up in landfills. Communities can promote reverse logistics by organizing recycling drives, establishing local collection centres, and educating citizens on the environmental benefits of responsible disposal. By working together, individuals and society help reduce waste, conserve resources, and support a circular economy. In conclusion, reverse logistics is not just a logistical necessity but a strategic approach that supports environmental conservation and sustainability. By encouraging the return, reuse, and recycling of products helps reduce waste, save natural resources, and minimize pollution. Businesses, individuals, and communities all play a vital role in making reverse logistics effective, whether through responsible product design, sustainable consumption habits, or participation in recycling programs. Embracing reverse logistics is a step toward a circular economy and a cleaner, more responsible future for our planet.

**TS DR. NUUR FATHIN ROSLAN CMILT  
SENIOR LECTURER , UNIKL MITEC**



# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## STRATEGIC MANAGEMENT OF THE NATIONAL SUPPLY CHAIN AS A DRIVER FOR THE SUSTAINABILITY OF THE ELECTRIC VEHICLE (EV) INDUSTRY

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

The global electric vehicle (EV) industry is experiencing unprecedented growth, and Malaysia is not being left behind. A variety of EV brands are already entering the local market. Notably, Proton's announcement to build its first EV assembly plant at the Automotive High Technology Valley (AHTV) has become a major catalyst for the development of the national EV industry. This promising development in the automotive sector has the potential to transform Malaysia's economic model from one dependent on low cost labor to a knowledge and skill intensive, technology driven economy.

Simultaneously, such investments are in line with the nation's ambition to foster sustainable industrial growth through the lens of the Fourth Industrial Revolution (IR4.0). These initiatives support the broader goals of Malaysia Madani, particularly the pillar of economic well-being, which seeks to ensure shared prosperity for the people and the nation.



### STRENGTHENING THE NATIONAL EV SUPPLY CHAIN ECOSYSTEM

To sustain and scale this growth, Malaysia must prepare a robust and integrated national supply chain ecosystem that meets the specific requirements of the EV manufacturing sector. A well prepared EV supply chain ecosystem will not only ensure the industry's long term sustainability but also enhance Malaysia's position as a regional hub for EV production.



# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## STRATEGIC MANAGEMENT OF THE NATIONAL SUPPLY CHAIN AS A DRIVER FOR THE SUSTAINABILITY OF THE ELECTRIC VEHICLE (EV) INDUSTRY

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Vice Chairman CILTM Kedah  
& Perlis Section

The development of this ecosystem requires the active participation of multiple stakeholders, including industry players involved in EV related manufacturing and higher education institutions. Key sectors such as EV battery production, EV component manufacturing, tire production, charging infrastructure providers, body assembly, maintenance services, and more must be strategically developed to create a high-performance, competitive, and high quality EV supply chain.

Moreover, institutions of higher learning will play a vital and strategic role in supplying the industry with the skilled human capital it needs.

### KEY PILLARS OF A SUSTAINABLE EV SUPPLY CHAIN ECOSYSTEM

#### 1. Industrial Readiness and Technological Capability

The first critical aspect involves ensuring the readiness of the industrial sector to provide the necessary infrastructure, advanced machinery, and facilities that are compatible with the requirements of EV manufacturers. At the same time, Malaysia must actively promote knowledge and technology transfer to ensure that local industry players are equipped with the technical capabilities needed to support global EV production standards.

#### 2. Skilled Human Capital Development

The second pillar concerns the availability of highly skilled, technically proficient human capital. The technologies used in EV manufacturing are sophisticated and complex, requiring workers with advanced technical skills. Meeting this need will require a concerted effort by Malaysia's higher education ecosystem including universities, polytechnics, community colleges, and technical institutes to align their curriculum and training with industry requirements.

Higher education providers must begin implementing actionable plans to ensure their graduates possess the competencies needed by the EV sector. This aligns with the "creativity" pillar of the Malaysia Madani framework, which emphasizes human capital empowerment and innovation as the foundation for national progress.

# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## STRATEGIC MANAGEMENT OF THE NATIONAL SUPPLY CHAIN AS A DRIVER FOR THE SUSTAINABILITY OF THE ELECTRIC VEHICLE (EV) INDUSTRY

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Vice Chairman CILTM Kedah  
& Perlis Section

### A GREEN ECONOMIC HUB FOR EV INVESTMENT

In support of the EV industry's growth, the government is encouraged to establish a green economic hub specifically designed to attract and facilitate EV-related investments. This could begin with the development of a dedicated industrial park focused on housing companies within the EV supply chain. Malaysia's past success with halal industrial parks designed to position the country as a regional and global halal hub can serve as a model for this initiative.

This green industrial park must be managed and operated to meet the unique needs of EV manufacturers, and local EV producers should be incentivized to utilize its facilities. As the EV industry is increasingly viewed as a vital green sector for the future, Malaysia must take proactive and strategic steps to build a complete, competitive, and future-ready EV supply chain.

### CONCLUSION

To become a regional and potentially global leader in the EV industry, Malaysia must adopt a strategic, coordinated approach to supply chain management. By investing in infrastructure, empowering local industries, and developing a skilled workforce, the country can position itself as a premier hub for EV manufacturing. This vision not only supports economic transformation but also contributes to a sustainable, innovative, and prosperous future for Malaysia.

**DR. YUSRIZAL SUFARDI BIN MOHD YUNAN FCILT  
VICE CHAIRMAN  
CILTM KEDAH & PERLIS SECTION**



# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

Dr. Mohd Azam Din, FCILT  
Chairman of CILTM Perak Section

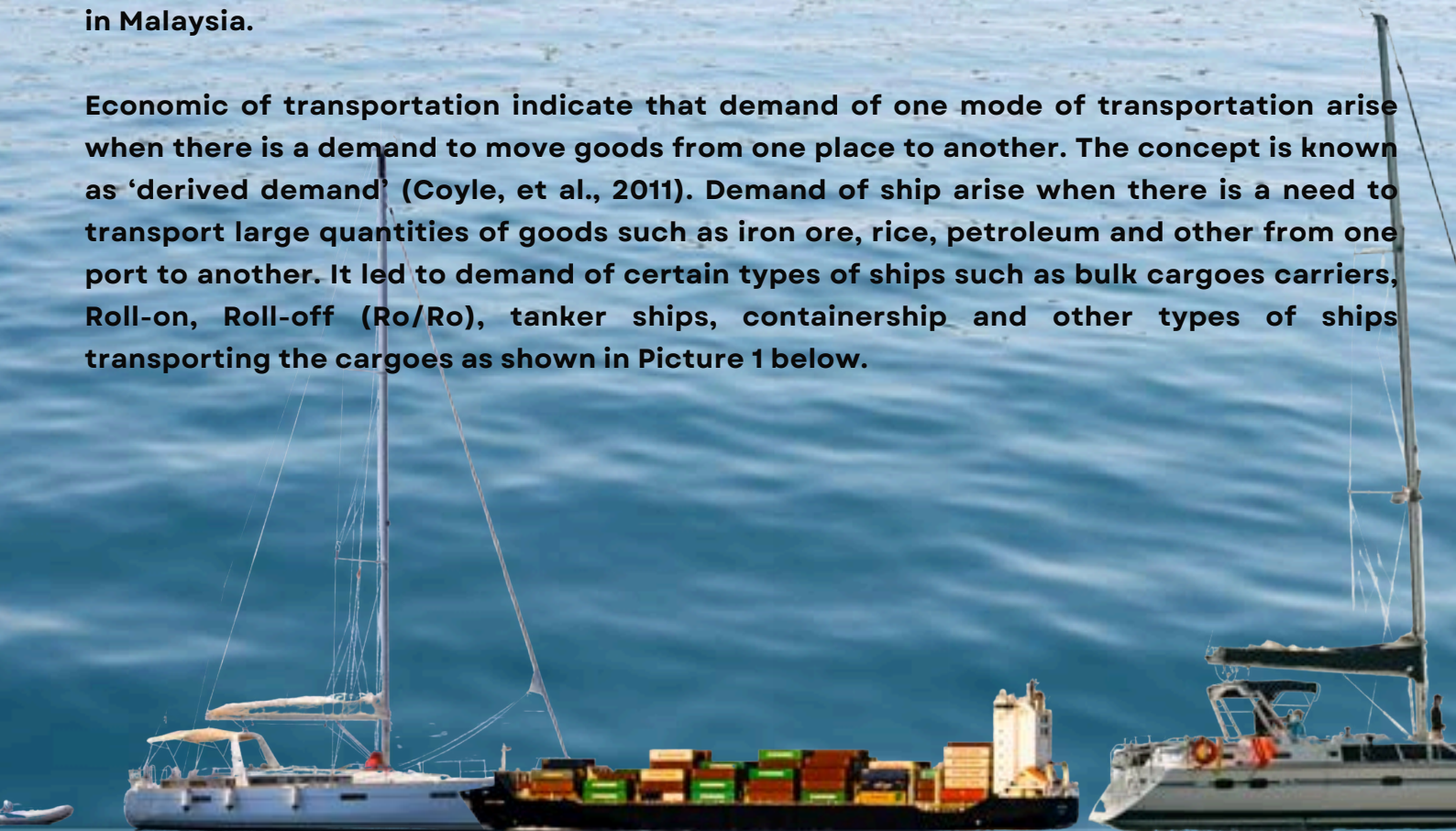
Nicholous Ngai, MILT

### INTRODUCTION

Ocean transportation remain the main mode of transportation in moving global cargoes. Approximately 90 per cent of global trade cargoes are being carried by ships that making it the backbone of modern lifestyle and globalisation (Zul Keppli, 2023). The growth of economic development and international trade expected to increase even with minor disruption such as Covid-19 pandemics. The signing of Regional Comprehensive Economic Partnership between Asean, East Asia and Oceania countries able to increase trade between these regions leading to increment of cargo throughput and shipping will become busier (Othman, 2021).

Malaysia as a country surrounded by sea rely on shipping to support its economic development. Its maritime port such as Port Klang and Port of Tanjung Pelepas (PTP) has made into the top twenty of leading container globally and the country also ranked in number 24<sup>th</sup> in number of ships built by country (Ang, 2021). Such indication shows that Malaysia has the capacity and capability in the maritime transportation sector. Abundance of natural resources and manufacturing sectors pushed the demand of ships in Malaysia.

Economic of transportation indicate that demand of one mode of transportation arise when there is a demand to move goods from one place to another. The concept is known as 'derived demand' (Coyle, et al., 2011). Demand of ship arise when there is a need to transport large quantities of goods such as iron ore, rice, petroleum and other from one port to another. It led to demand of certain types of ships such as bulk cargoes carriers, Roll-on, Roll-off (Ro/Ro), tanker ships, containership and other types of ships transporting the cargoes as shown in Picture 1 below.



# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

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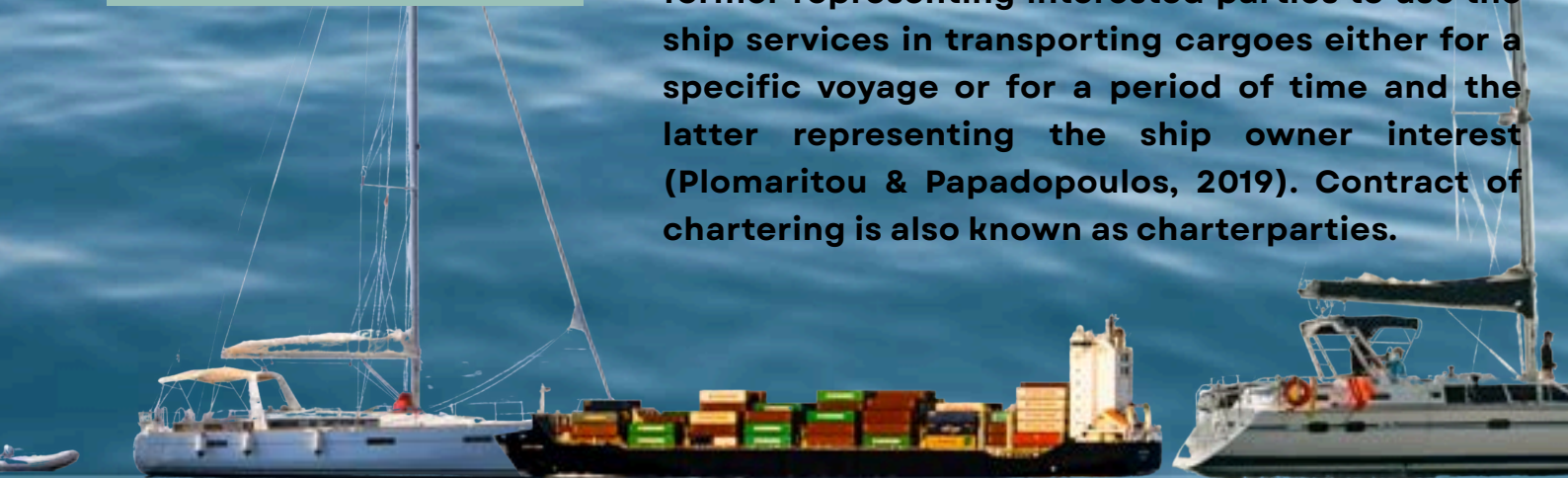


In understanding the characteristic of each of these cargoes, a logistics professional able to match with suitable mode of ship in transporting the goods. Thus, the intention of this article is to introduce concept of ship chartering, the documentation involved in ship chartering and conditions in relation to charter a ship.



## WHAT IS CHARTERING?

The concept of chartering deals with proper matching of cargoes with suitable ship. Parties that involved in the chartering transaction firstly consisting of cargoes' owner who had contract in sale of goods (which arise from business transactions between seller and buyer) that could be either buyer or seller based on International Commercial Terms (Incoterms) applied in the contract. Second party consist of ship owner. The ship owners are entities either individual or business entities that owned ships and providing services to transport cargoes using their ships. Chartering is a legal binding contract between "charterers" and "ship owner"; the former representing interested parties to use the ship services in transporting cargoes either for a specific voyage or for a period of time and the latter representing the ship owner interest (Plomaritou & Papadopoulos, 2019). Contract of chartering is also known as charterparties.





# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

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In chartering, shipbroker plays an important role in fixing the charterparties. Both the charterer and ship owner shall instruct their shipbroker who know much about the current trend of chartering market to act on their behalf. The brokers are specialise in different types of ships such as general cargoes or oil tankers (Baatz, et al., 2014). According to Plomaritou and Papadopoulos (2019), there are four major types of chartering contract or known as charterparties among the shipbroking and chartering communities consisting of:

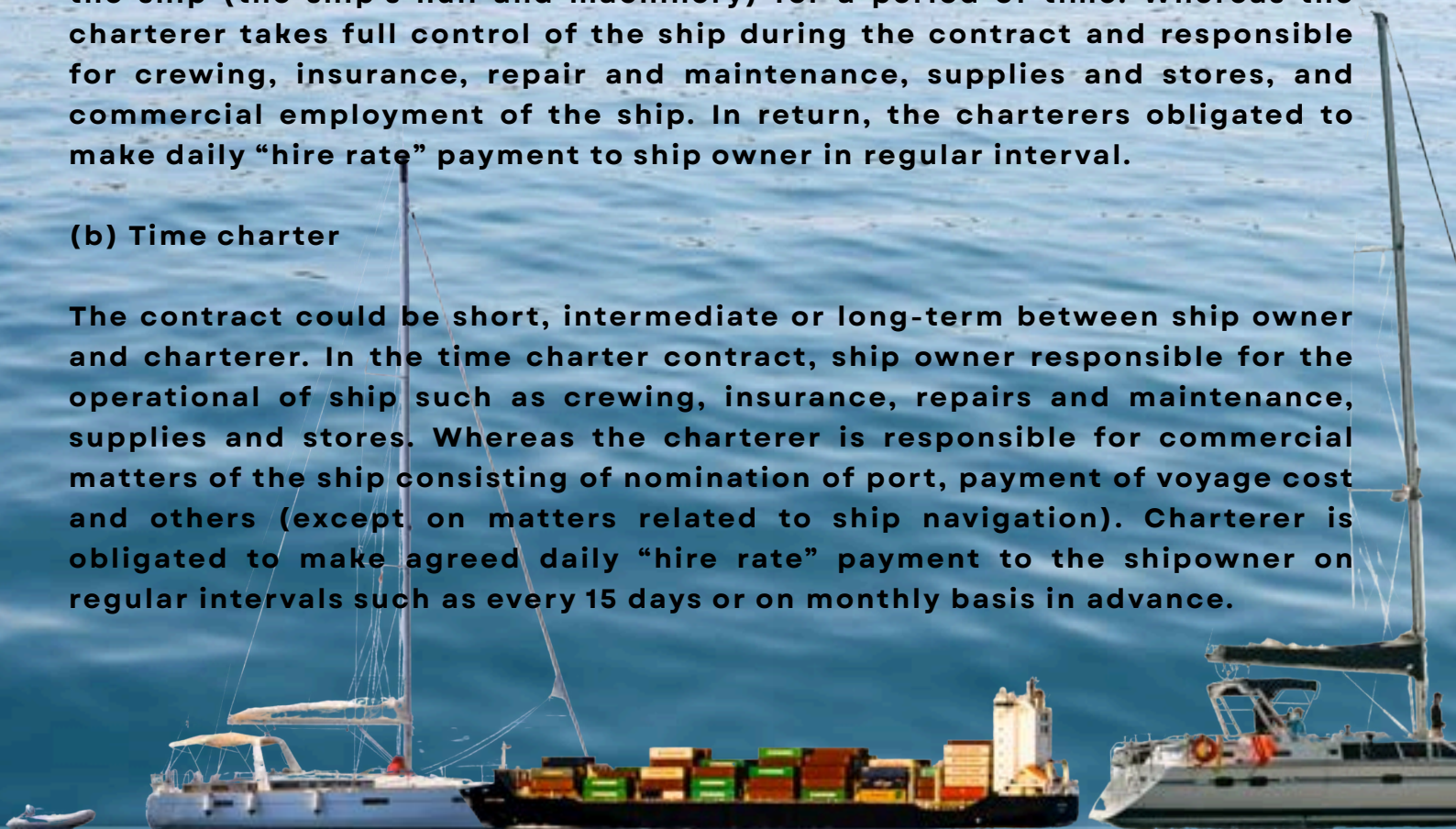


### (a) Demise charter

This type of contract is also known as Bareboat Charter. A demise charter is a long-term contract between ship owner and charterer. Ship owner charter the ship (the ship's hull and machinery) for a period of time. Whereas the charterer takes full control of the ship during the contract and responsible for crewing, insurance, repair and maintenance, supplies and stores, and commercial employment of the ship. In return, the charterers obligated to make daily "hire rate" payment to ship owner in regular interval.

### (b) Time charter

The contract could be short, intermediate or long-term between ship owner and charterer. In the time charter contract, ship owner responsible for the operational of ship such as crewing, insurance, repairs and maintenance, supplies and stores. Whereas the charterer is responsible for commercial matters of the ship consisting of nomination of port, payment of voyage cost and others (except on matters related to ship navigation). Charterer is obligated to make agreed daily "hire rate" payment to the shipowner on regular intervals such as every 15 days or on monthly basis in advance.



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## SHIP CHARTERING: AN INTRODUCTION

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### **(a) Voyage charter**

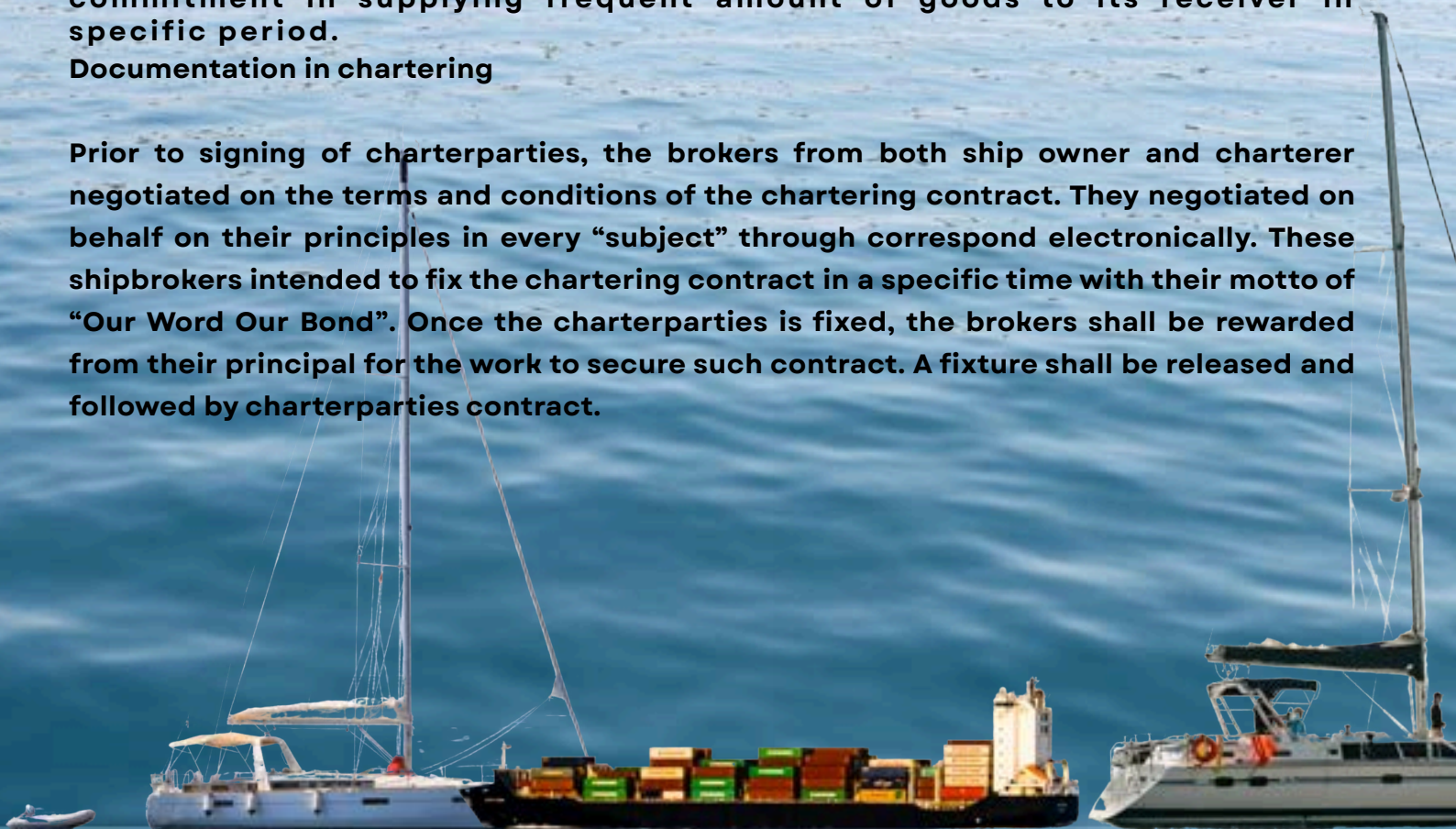
The voyage charter is a short-term charterparties contract. In this contract, ship owner agrees to transport a specific cargo onboard his ship between specific port. It is basically to transport the cargo in a single voyage. Shipowner responsible for the commercial and operational matters of the ship during the voyage and charterer is responsible to load and unload the cargo at port. In return for the services render, charterer obligated to make “freight rate” payment to the shipowner.

### **(b) Contract of Affreightment (CoA)**

It is hybrid approach on charterparties that varies between medium to long-term. In the CoA, shipowner agrees to serve the needs of charterer by carrying specific quantity of homogenous cargo, in specific dates and within an agreed period of time, in specific voyages, with no pre-determine ship (e.g. two shiploads of coal from Dumai, Indonesia to Lumut, Malaysia each month for one year). Such approach also known as “Consecutive Voyage Charter” (CVA). Charterer pays the “freight rate” in USD per tonne of cargo carried in each consecutive voyages. CoA is suitable to support cargo owners that have specific contract that requires commitment in supplying frequent amount of goods to its receiver in specific period.

#### **Documentation in chartering**

Prior to signing of charterparties, the brokers from both ship owner and charterer negotiated on the terms and conditions of the chartering contract. They negotiated on behalf on their principles in every “subject” through correspond electronically. These shipbrokers intended to fix the chartering contract in a specific time with their motto of “Our Word Our Bond”. Once the charterparties is fixed, the brokers shall be rewarded from their principal for the work to secure such contract. A fixture shall be released and followed by charterparties contract.





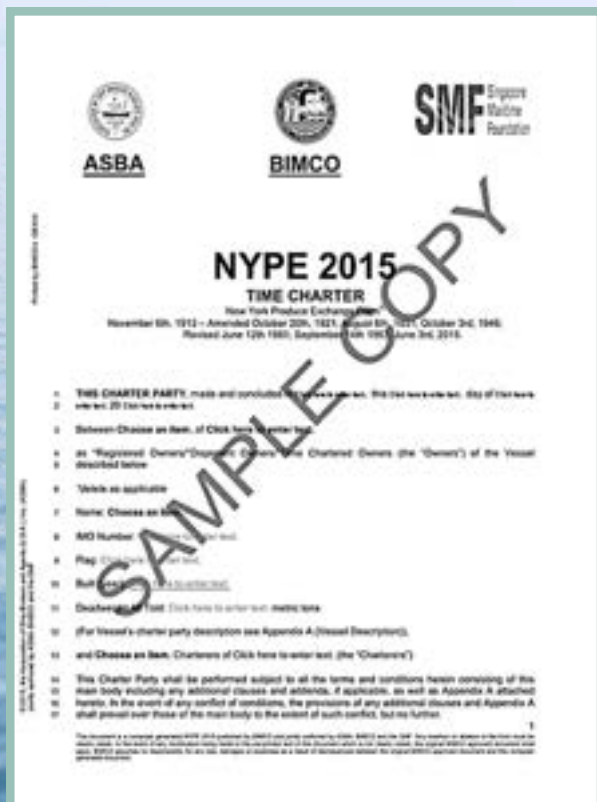
# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

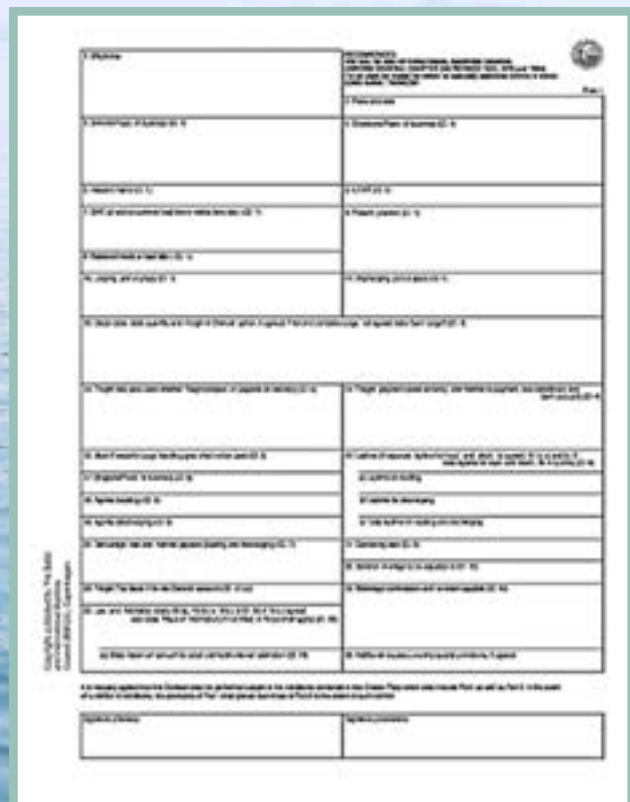
Dr. Mohd Azam Din, FCILT  
Chairman of CILTM Perak Section

Nicholous Ngai, MILT

There are numerous standard forms of charterparties contract available for time charter and voyage charter. Each of these forms are different for specific types of cargoes. For example, in time charterparties in transporting general cargoes requires New York Produce Exchange (NYPE) form is commonly used. Meanwhile in carriage of oil requires specialise form such as Shelltime shall be used in time charterparties. Whereas in voyage charterparties, the Gencon 1994 is been used for general cargoes and Asbatankvoy and Shellvoy form are used for transporting oil (Baatz, et al., 2014).The Picture 2 show sample of charterparty form.



The image shows the cover page of the NYPE 2015 Time Charter form. It features logos for ASBA, BIMCO, and SMF (Seamless Maritime Foundation). The title "NYPE 2015 TIME CHARTER" is prominently displayed, followed by "New York Produce Exchange" and a list of revision dates: November 8th, 1912; Amended October 20th, 1921; August 8th, 1921; October 3rd, 1945; Revised June 12th 1950; September 1st 1954; June 3rd, 2015. A large diagonal watermark "SAMPLE COPY" is overlaid on the page. Below the title, there is a list of instructions for users, including how to fill in the form, how to use the "Click here to enter text" fields, and how to use the "Click here to enter text" fields. The form is designed for time charter parties, covering details like vessel name, charter party number, and charter party description.



The image shows the cover page of the Gencon 1994 form. It features a large diagonal watermark "SAMPLE COPY". The form is designed for voyage charter parties, covering details like vessel name, charter party number, and charter party description. It includes a table with columns for "Particulars" and "Remarks". The form is designed for voyage charter parties, covering details like vessel name, charter party number, and charter party description.

PICTURE 2: CHARTERPARTY FORM

# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

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In managing the cargoes, a logistics professional should know the difference between charterparties contract with the Bill of Lading (B/L). A bill of lading (B/L) is a legal document issued by the carrier to shipper or consignor in confirming that the goods have been received by the carrier for delivery. The B/L stated terms and conditions of the goods received by the carrier as per contract of carriage. It is also a negotiable instrument that allows goods carries by carriers to be surrender to holders on B/L upon arrival at a port. It allows either the shipper or consignor to sell the goods on board the ship during the voyage to another interested parties. Thus, the person who shows the B/L to the ship captain indicate that he or she entitle for the good (Zul Kepli, 2023).

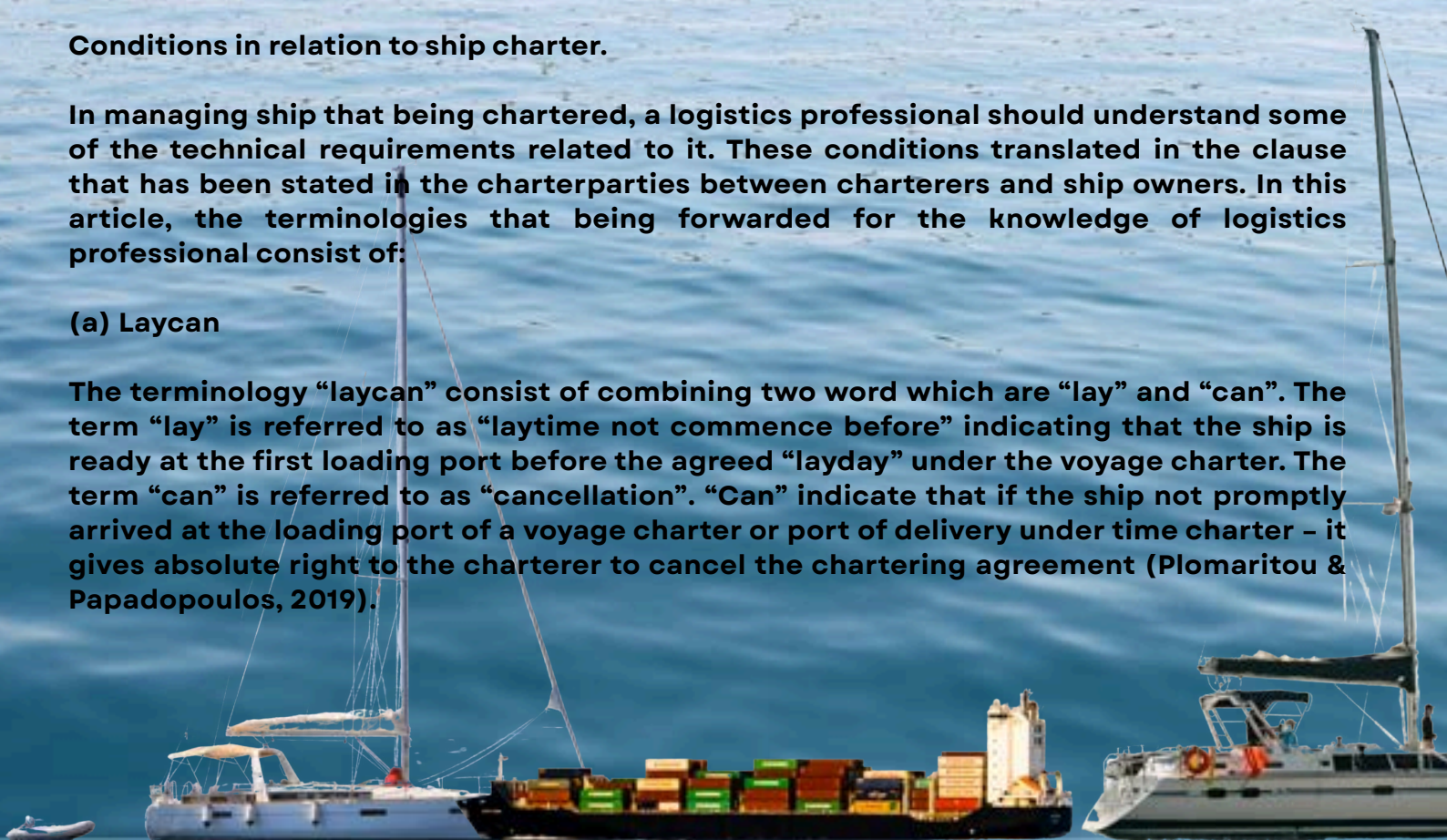
Another document that logistics professionals should know are the mate's receipt and sea waybill. The prior document is issued and signed by the Chief Officer of the ship (who is known as Chief Mate). This document is released after the cargo has counted, tallied and indicating apparent conditions of the cargo on board the ship (House, 2024). The charterparties clause requires mater to sign the B/L in accordance with the mate's receipt. Whereas the sea waybill is a document of evidence in transporting goods onboard a ship as per contract of carriage. It is not a document of title and non-negotiable form on B/L where delivery is made to the name of consignee in the document (Plomaritou & Papadopoulos, 2019).

### Conditions in relation to ship charter.

In managing ship that being chartered, a logistics professional should understand some of the technical requirements related to it. These conditions translated in the clause that has been stated in the charterparties between charterers and ship owners. In this article, the terminologies that being forwarded for the knowledge of logistics professional consist of:

#### (a) Laycan

The terminology "laycan" consist of combining two word which are "lay" and "can". The term "lay" is referred to as "laytime not commence before" indicating that the ship is ready at the first loading port before the agreed "layday" under the voyage charter. The term "can" is referred to as "cancellation". "Can" indicate that if the ship not promptly arrived at the loading port of a voyage charter or port of delivery under time charter – it gives absolute right to the charterer to cancel the chartering agreement (Plomaritou & Papadopoulos, 2019).





# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

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### (a) Laydays

In relation to time charter, the terminology “laydays” referred to agreed number of days allocated to the charterer for completion of loading and discharging of the ship. In determining “laydays” ship owner evaluate the efficiency of loading and discharging port in determining number of days for the ship to stays at one port of loading and one port for discharging the cargoes (Plomaritou & Papadopoulos, 2019).

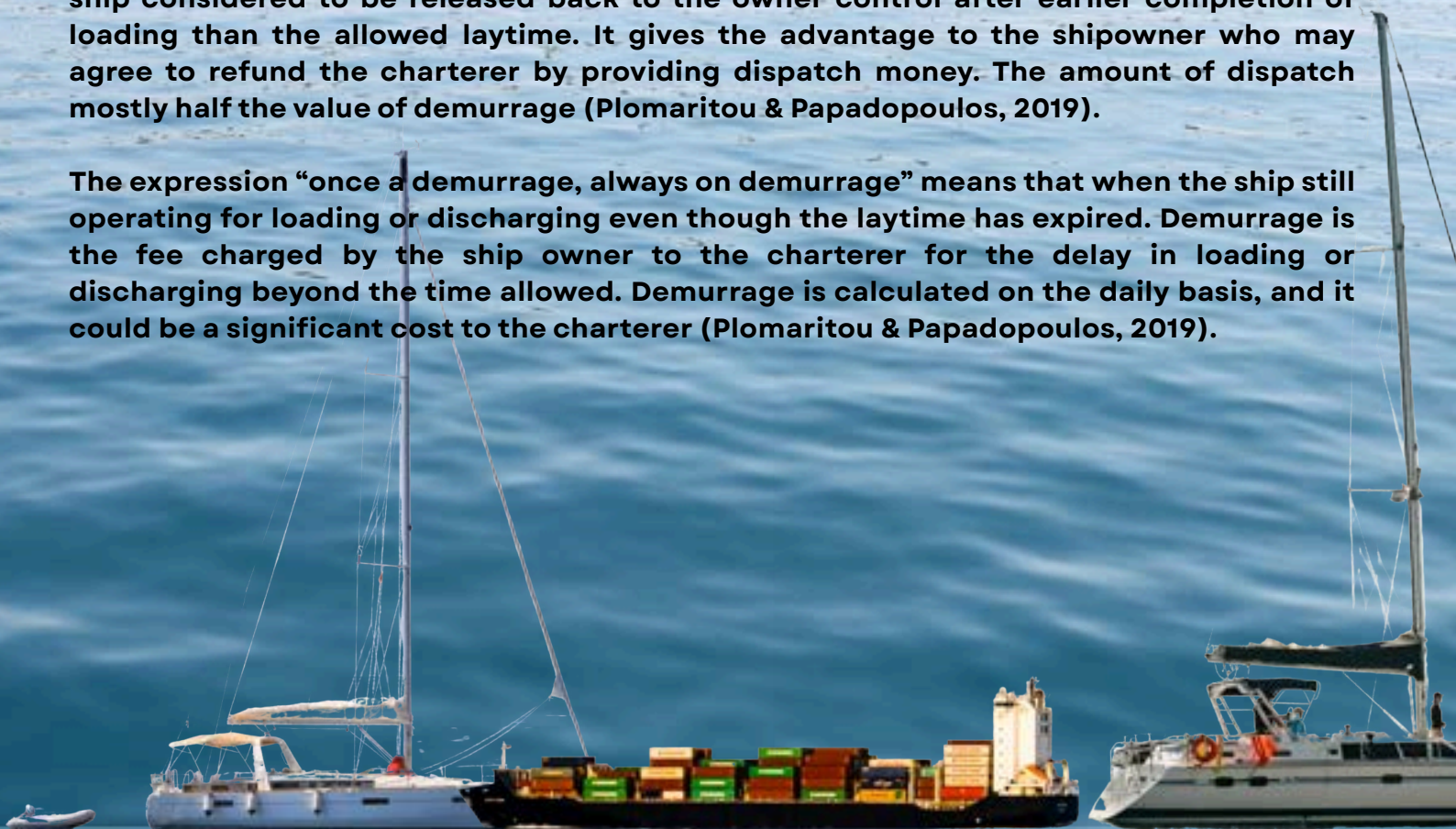
### (b) Notice of Readiness

The terminology Notice of Readiness (NoR) referred to the notice that been given to the charterer indicating the ship has arrived port. This information conveys the message that the ship is ready for the loading or discharging of the cargoes. It recommended that the master to tender NoR at each port where laytime counting shall take place in order to avoid any future disputes (Plomaritou & Papadopoulos, 2019).

### (c) Demurrage and dispatch

The clause of dispatch half demurrage (DHD) is allocated in the charterparties form. The ship considered to be released back to the owner control after earlier completion of loading than the allowed laytime. It gives the advantage to the shipowner who may agree to refund the charterer by providing dispatch money. The amount of dispatch mostly half the value of demurrage (Plomaritou & Papadopoulos, 2019).

The expression “once a demurrage, always on demurrage” means that when the ship still operating for loading or discharging even though the laytime has expired. Demurrage is the fee charged by the ship owner to the charterer for the delay in loading or discharging beyond the time allowed. Demurrage is calculated on the daily basis, and it could be a significant cost to the charterer (Plomaritou & Papadopoulos, 2019).



# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

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### (a) Statemen of Fact (SOF)

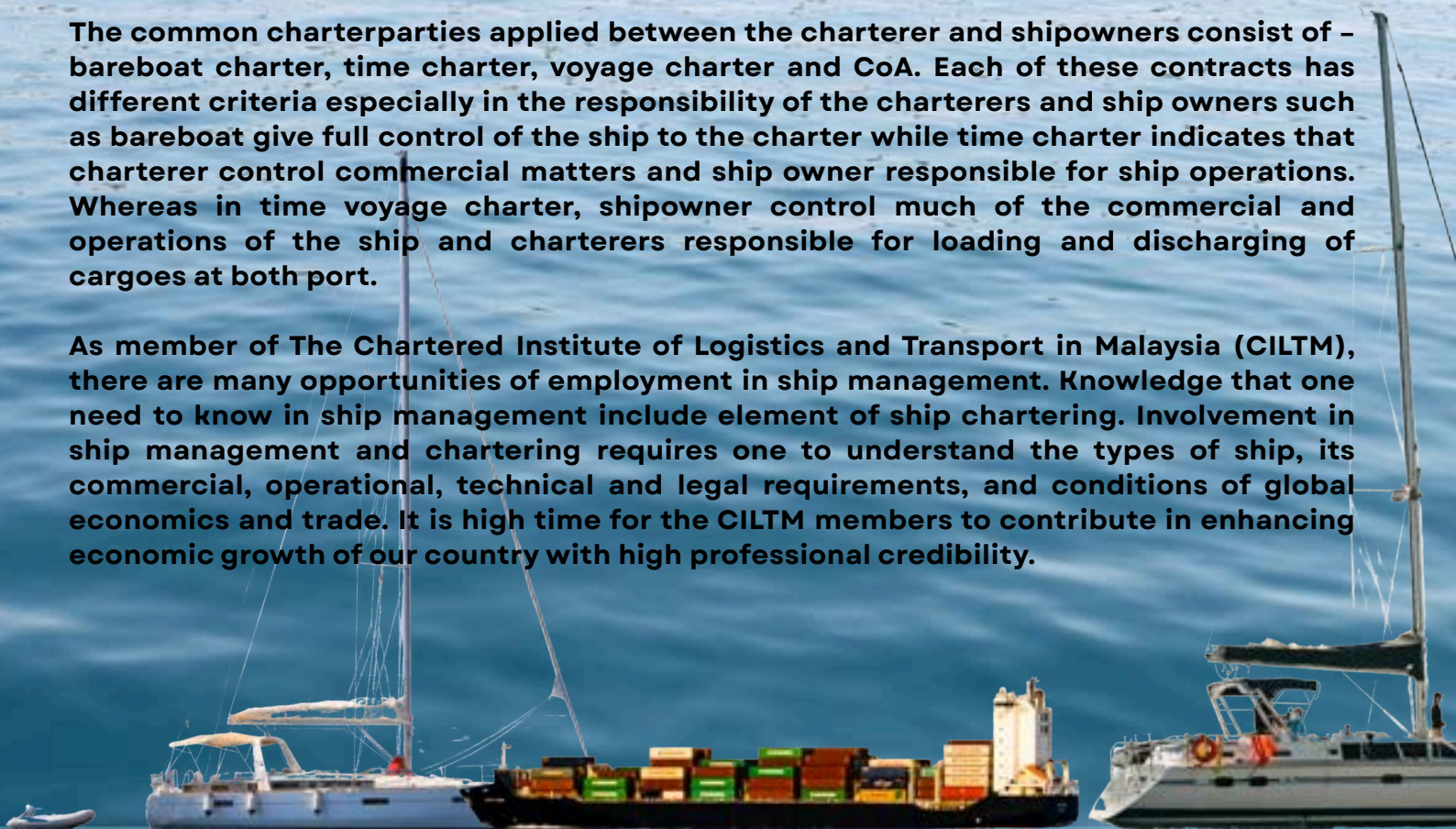
The SOF is a statement prepared by the ship's agent at the loading and discharging port indicating the date and time of arrival of the ship and the commencement as well as completion in loading and discharging of cargo. It detailed out the number of quantity cargo loaded or discharged each day, number of hours works, number of hours stop with reason for such stoppages such as weather, equipment breakdown or stevedores' strike (Plomaritou & Papadopoulos, 2019).

### Conclusion

In managing maritime logistics especially related to utilisation of ship in transporting cargoes, one need to understand on the concept of chartering. As logistics professional, one should know the task that need to be executed either representing the cargo owners or ship owners. This article intended to provide introduction on the concept of chartering to the readers. It provides an introductory perspective to logistics professional on chartering – the types of chartering contracts, different types of documentation in relation to chartering and ocean transportation, and conditions of chartering that affecting operations (as well as the financial elements which could reduce business bottom line).

The common charterparties applied between the charterer and shipowners consist of – bareboat charter, time charter, voyage charter and CoA. Each of these contracts has different criteria especially in the responsibility of the charterers and ship owners such as bareboat give full control of the ship to the charter while time charter indicates that charterer control commercial matters and ship owner responsible for ship operations. Whereas in time voyage charter, shipowner control much of the commercial and operations of the ship and charterers responsible for loading and discharging of cargoes at both port.

As member of The Chartered Institute of Logistics and Transport in Malaysia (CILTM), there are many opportunities of employment in ship management. Knowledge that one need to know in ship management include element of ship chartering. Involvement in ship management and chartering requires one to understand the types of ship, its commercial, operational, technical and legal requirements, and conditions of global economics and trade. It is high time for the CILTM members to contribute in enhancing economic growth of our country with high professional credibility.





# EXPERT CONTRIBUTIONS: MEMBER ARTICLE

## SHIP CHARTERING: AN INTRODUCTION

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**DR. MOHD AZAM DIN FCILT  
CHAIRMAN OF CILTM PERAK SECTION**

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Women in Logistics  
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### Announcing FemForward 2025

We are pleased to announce FemForward 2025, an exclusive event celebrating the achievements of women leaders and changemakers across industries.

#### Guest of Honour:

**The Honourable Tan Sri Shahrizat Abdul Jalil**  
Former Minister of Women, Family and Community Development

Chairperson, HAWA Malaysia

Chairperson, WITI (MITI)

Date: May 7, 2025, 8.30am - 1.00pm

Venue: M World Hotel, Petaling Jaya



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Women in Logistics  
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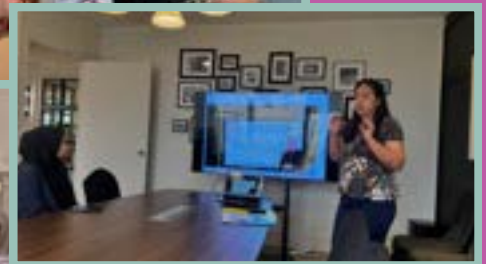
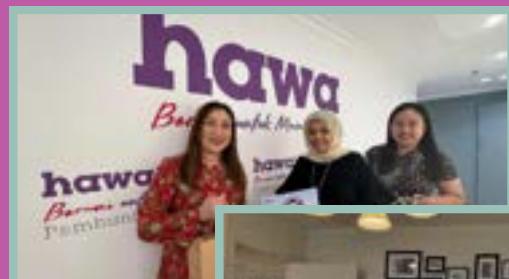
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**"THANK YOU FOR MAKING FEMFORWARD 2025 UNFORGETTABLE –  
AND FOR CELEBRATING TOGETHERNESS WITH US!"**

We sincerely thank the outstanding WiLAT Malaysia and NextGen CILT Malaysia committees for their unwavering dedication and invaluable contributions to the success of FemForward: International Women's Forum and Awards 2025. Your commitment is truly appreciated. Additionally, we are thankful for the opportunity to come together to celebrate Raya Aidilfitri and a special birthday, creating a meaningful occasion for bonding, unity, and a shared commitment to empowering future leaders.



9 April 2025 – We extend our heartfelt appreciation to Tan Sri Shahrizat Abdul Jalil, Chairperson of HAWA Malaysia, for the warm welcome we received during our visit to the HAWA Malaysia office. It is a great honour to have Tan Sri as the Guest of Honour for FemForward: International Women's Forum and Awards 2025. Her steadfast support, invaluable mentorship, and inspiring leadership continue to empower and guide our efforts. Our sincere thanks also go to HAWA Malaysia for their gracious hospitality and unwavering commitment to advancing women.





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and Transport

## WE INSPIRE - WE IMPACT

**National Unity Tested, Humanity Remains United - 21 April 2025 | By Assoc. Prof. Ts. Dr. Jessica Ong FCILT - Lecturer, UPM & Chairperson, WiLAT Malaysia CILTM**

In times of crisis, our shared humanity transcends boundaries. Assoc. Prof. Ts. Dr. Jessica Ong reflects on how disasters, while challenging, bring out the best in us—unifying communities across all walks of life.

Read the full article:

National Unity Tested, Humanity Remains United

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### STRENGTHENING LEADERSHIP AND COLLABORATION: WILAT CILT MALAYSIA MEET & GREET AT UUM

On 11 April 2025, Universiti Utara Malaysia (UUM) graciously hosted a Meet and Greet session with Assoc. Prof. Ts. Dr. Jessica Ong FCILT, Chairperson of WiLAT Malaysia, and Assoc. Prof. Dr. Rohafiz Sabar, Chairperson of CILTM Kedah & Perlis Section and Vice Chairperson of WiLAT Malaysia. This engaging event provided a valuable platform for exchanging ideas, fostering professional connections, and highlighting upcoming initiatives—including WiLAT and CILTM's participation in LIMA'25 and the 1st International Conference on Sustainable Logistics, Transport and Supply Chain. It was a meaningful step in advancing female leadership and collaboration in the logistics and transport sectors.



### Fostering Respect in a Changing Society

18 April 2025 | By Assoc. Prof. Ts. Dr. Jessica Ong FCILT

Chairperson, WiLAT Malaysia CILTM

As societal norms shift, concerns over declining manners and mutual respect are increasingly evident. In this thought-provoking article, Assoc. Prof. Ts. Dr. Jessica Ong explores the crucial role parents and adults play in nurturing values of respect across all levels of society.

Read more

Source: Utusan Malaysia



# NEXT-GENERATION Malaysia



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

## Next Generation Malaysia to Champion Aerospace and Maritime Innovation at LIMA'25

Next Generation Malaysia is proud to announce its active participation in the upcoming Aerospace Talent Challenge at the 17th Langkawi International Maritime and Aerospace Exhibition (LIMA'25), taking place from 20–24 May 2025 at the Mahsuri International Exhibition Centre, Langkawi.



As part of the International Design & Innovation Competition, Next Generation Malaysia will empower students and young professionals to showcase their creativity, technical skills, and forward-thinking innovations in aerospace. This initiative reflects our ongoing mission to foster talent development, strengthen youth involvement, and create meaningful pathways for emerging leaders, especially women in the aviation and logistics sectors.

Through this platform, Next Gen aims to build a strong network of aspiring professionals, provide mentorship, and inspire excellence among the next generation. Together with strategic partners like NAICO, Malaysia Young Aviators, and other key collaborators, Next Gen at CILT Malaysia is committed to nurturing future leaders who will shape the aerospace and maritime industry of tomorrow.



# NEXT-GENERATION Malaysia



## Next Generation CILT Malaysia: Your 5-Step Roadmap to CMILT



During this month's CILT Talks and engagement in POLISAS with DRB HICOM, University, Pahang, Next Gen CILT Malaysia proudly shared its structured 5-Step Roadmap designed to guide young talents from entry-level involvement all the way to becoming a Chartered Member (CMILT).

This roadmap is rooted in our mission to nurture professional growth and Next Gen vision to inspire the next generation in logistics, transport, and supply chain.

### Step 1: Awareness & Engagement

Begin your journey as an Affiliate Member by attending events and talks to explore the industry and understand your potential in it.

### Step 2: Skill Building & Collaboration

As a Student or Youth Member, grow your competencies through collaborative activities, projects, and leadership workshops.

### Step 3: Mentorship & Career Integration

Graduate Members are encouraged to pair with mentors, engage in career-focused programs, and connect with professionals.

### Step 4: Professional Recognition & Contribution

Becoming a MILT marks your readiness to contribute, speak, and lead initiatives within CILT.

### Step 5: Leadership & Advocacy

Achieve CMILT status, take charge of national or international projects, and mentor the next wave of professionals.

Whether you're a student or a young working professional, Next Gen CILT is your launchpad to a rewarding career in the industry. Let's grow, lead, and shape the future—together!



# NEXT-GENERATION Malaysia



## The Journey MILT to CMILT



The Chartered  
Institute of Logistics  
and Transport

### NEXT GENERATION MALAYSIA ROADMAP-

1

#### AWARENESS & ENGAGEMENT (AFFILIATE MEMBER)

**Objective:** Introduce CILT's values and mission to students and young professionals.  
**Focus:** Participation in events, talks, and basic training to build sector awareness and ignite interest in logistics, transport, and supply chain.

2

#### SKILL BUILDING & COLLABORATION (STUDENT/ MEMBER)

**Objective:** Develop key competencies through active learning and exposure.  
**Focus:** Involvement in projects, presentations, and networking sessions to nurture leadership, communication, and collaboration skills.

4

#### PROFESSIONAL RECOGNITION & CONTRIBUTION (MEMBER – MILT)

**Objective:** Recognize professional competency and encourage contribution to the institute.  
**Focus:** Active involvement in CILT programs, strategic initiatives, and contributing to knowledge sharing through talks, writings, or panels.

5

#### LEADERSHIP & ADVOCACY (CHARTERED MEMBER – CMILT)

**Objective:** Achieve full professional status with leadership responsibilities.  
**Focus:** Leading chapters, mentoring new members, shaping policy and direction within the industry, and representing CILT at national and international levels.

3

#### MENTORSHIP & CAREER INTEGRATION (GRADUATE MEMBER)

**Objective:** Transition into professional practice with guided mentorship.  
**Focus:** Pairing with industry mentors, career development activities, and participation in sector-specific initiatives to apply knowledge practically.

trust your  
**JOURNEY**





## NEXT GEN INSIGHTS

**NUR FATHIAH BINTI MOHAMAD  
SHOLAHUDIN**

**Assistant Treasurer,  
NextGen Malaysia, CILTM**

### **Empowering the Next Generation: Women in Aviation at the Forefront**

Next Generation Malaysia has played a pivotal role in creating a dynamic platform for students and emerging aviation professionals, especially women, to engage meaningfully with the aviation industry. Through forums, workshops, and collaborative initiatives, the organization has provided avenues for young talents to deepen their exposure, build impactful professional networks, and acquire essential skills in presentation, collaboration, strategic thinking, and leadership.

As the President of the Women in Aviation Chapter at Universiti Kuala Lumpur Malaysian Institute of Aviation Technology (UniKL MIAT), I have experienced firsthand how CILT's Next Generation initiative fosters empowerment together with WiLAT. It has been a catalyst for growth, offering a unique blend of global industry insights, mentorship opportunities, and international exposure. These experiences not only strengthen our understanding of the aviation ecosystem but also equip us with the confidence and competence to lead in a traditionally male-dominated field.

Through CILT's support, I have been able to amplify the voices of aspiring female aviators, drive awareness on gender inclusivity, and represent a generation of young women who are passionate about shaping the future of aviation. The forum provided by Next Generation Malaysia is not merely an opportunity for engagement—it is a transformative space where future leaders are nurtured, ideas are exchanged, and leadership potential is unlocked. Looking ahead, the continued collaboration between academic institutions, industry stakeholders, and professional organizations like CILT will be vital in sustaining momentum. Together, we can inspire more young women to dream boldly, lead fearlessly, and leave a lasting impact on the global aviation landscape.



The Chartered  
Institute of Logistics  
and Transport

Next Generation

# Meet the Team



**NUR FATHIHAH BINTI  
MOHAMAD SHOLAHUDIN**

Assistant Treasurer

## SHORT BIO

Nur Fathihah is currently a student under the CILTM-accredited program Bachelor of Aviation Management (Hons) at UniKL MIAT. She is highly passionate about aviation and event management. She has volunteered for prestigious events such as MotoGP 2023 & 2024 and the Selangor Aviation Show (SAS), gaining hands-on experience in organizing large-scale events.

Additionally, she served as media for MSAF, contributing to event coverage and promotion as a VIP Ambassador at Defence Services Asia (DSA) 2024 and Cyber DSA 2024, where she was assigned to the Chief of Navy from Cambodia and Thailand. She further enhanced the leadership and communication skills through series of activities with Next Gen CILT Malaysia.



# UPCOMING EVENTS

## SAVE THE DATE



Taking place on 17–18 June 2025 at the Sheraton Imperial Kuala Lumpur, APIS25 will bring together leading industry figures, innovators, and policymakers to share actionable insights aimed at enhancing procurement efficiency, resilience, and sustainability.

<https://www.aseanprocurementsummit.com/request>

**ASEAN Ports and Logistics 2025**  
**Date:** Tuesday, 1 July – Thursday, 3 July 2025  
**Location:** Jakarta

**Borneo International Maritime Week 2025**  
**Date:** Tuesday, 28 October – Thursday, 30 October 2025

For more details, visit:  
[www.transportevents.com](http://www.transportevents.com)



**Langkawi International Maritime and Aerospace Exhibition (LIMA 2025)**  
**Location:** Langkawi, Malaysia  
 A Premier Event for Maritime & Aerospace Innovations  
 Join us for the largest gathering of industry leaders, innovators, and professionals in the maritime and aerospace sectors.

**WOMEN ARE RISING TO THE FOREFRONT OF THE DEFENCE, AEROSPACE, AND MARITIME SECTORS – AND WE'RE HERE TO CELEBRATE IT!**



**FEMFORWARD 2025**  
**International Women's Forum and Awards**  
**Empowering Women. Celebrating Achievements.**  
 Join us for a transformative event recognizing the accomplishments of women across various industries, while fostering discussions on leadership, innovation, and equality.





# Salam Takziah

إِنَّا لِلّٰهِ وَإِنَّا إِلَيْهِ رَاجِعُونَ

"Sesungguhnya kami adalah kepunyaan Allah dan kepada Allah jualah kami kembali."



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and Transport

إِنَّا لِلّٰهِ وَإِنَّا إِلَيْهِ رَاجِعُونَ

**TUN ABDULLAH AHMAD BADAWI**  
MANTAN PERDANA MENTERI KE-5

**AL - FATIHAH**

**Ikhlas daripada**

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

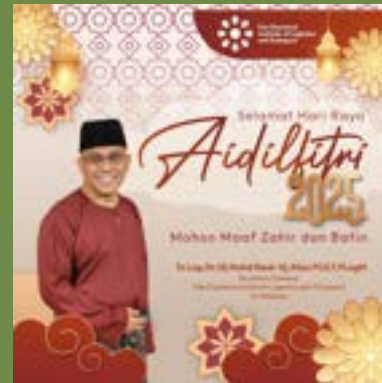


Semoga rohnya dicucuri rahmat oleh Allah  
SWT dan ditempatkan di kalangan  
golongan orang-orang yang beriman



# APRIL

## Celebration







## OUR VISION

To be the Champion of the Logistics, Transport and Supply Chain Profession



## CONTACT US

The Chartered Institute of Logistics and Transport, Malaysia  
12D, 4th Floor, Block 1  
Worldwide Business Centre  
Jalan Tinju 13/50 Section 13  
40675 Shah Alam  
Selangor Darul Ehsan



The Chartered  
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and Transport

# STRONGER TOGETHER

## OUR MISSION

The Chartered Institute of Logistics and Transport in Malaysia is the professional body representing the logistics and transportation industries in the nation. Together we will be stronger.



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## CILTM SECTION



## INDUSTRY PARTNERS

Our corporate members are our partners which are global logistics providers and transportation operators. Together we support the nation's agenda to be globally recognized industrial economy



## NEXT GENERATION

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



## Women in Logistics and Transport



## 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.

