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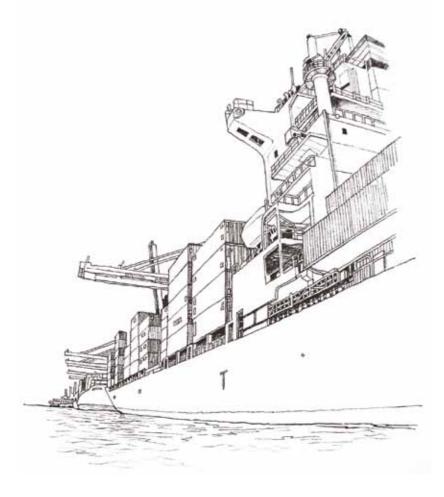
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Port Klang Malaysia's Maritime Marvel G

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Welcome to Port Klang



Port Klang Authority (PKA) proudly presents to you this coffee-table book on the history and importance of Port Klang. We would like to share with you our journey from our humble beginnings as a simple railway port to becoming a world-class international port.

In an era where a Malaysian has gone into orbit, and space travel is becoming a commercial enterprise, it can be hard to remember that sea travel remains a core part of our nation's – indeed, the world's – overall transportation infrastructure. Global commerce and production is still primarily conducted and carried over the oceans. With our strategic location in the Straits of Malacca, Port Klang is well positioned to capture a significant portion of that trade and commerce, and has been since we came into being more than a century ago.

Under the aegis of PKA, Port Klang and our terminal operators Northport and Westports remain utterly committed to our current roles as Malaysia's Principal Port, National Load Centre and Malaysia's Trading Gateway. Our long and illustrious history is matched only by our current standing as the Top 13th container port globally. We hope that this book will not only entertain you through a short recap of our long and varied history, but also enlighten you about our facilities and onward drive into the future.

We bid you welcome to Port Klang.



A Premier Port Of Call

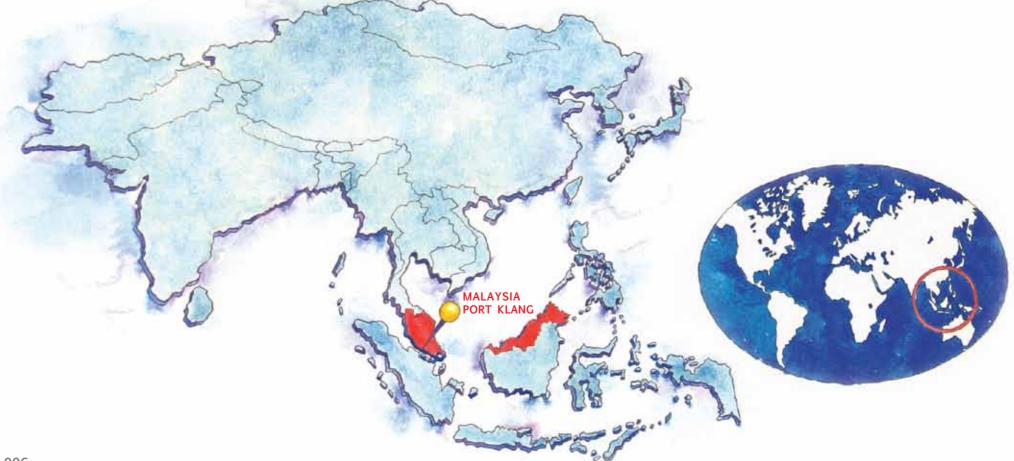
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Welcome To Malaysia's Maritime Gateway

Perfectly Positioned

One of the busiest ports in South East Asia, Port Klang is located on the highly-developed west coast of Malaysia, at the mouth of the Klang River. Situated about 40 kilometres from Kuala Lumpur, Malaysia's business and economic capital, we are nestled in a sheltered position to the east of Pulau Ketam and Pulau Lumut (now Pulau Indah). Port Klang's hinterland covers the industrial area of the Klang Valley and much of the rest of Peninsular Malaysia, extending from Perak in the north to Negeri Sembilan in the south. Development of these hinterlands is a top priority for us, as well as the Federal Government.

We are also strategically located in the world's busiest sea-lane, the Straits of Malacca, which has 50% of the world's cargo volume and over 70,000 ships passing through annually. Port Klang services more than 20% of the ships passing through the Straits of Malacca, with plenty of capacity to handle more.





Pride of Place

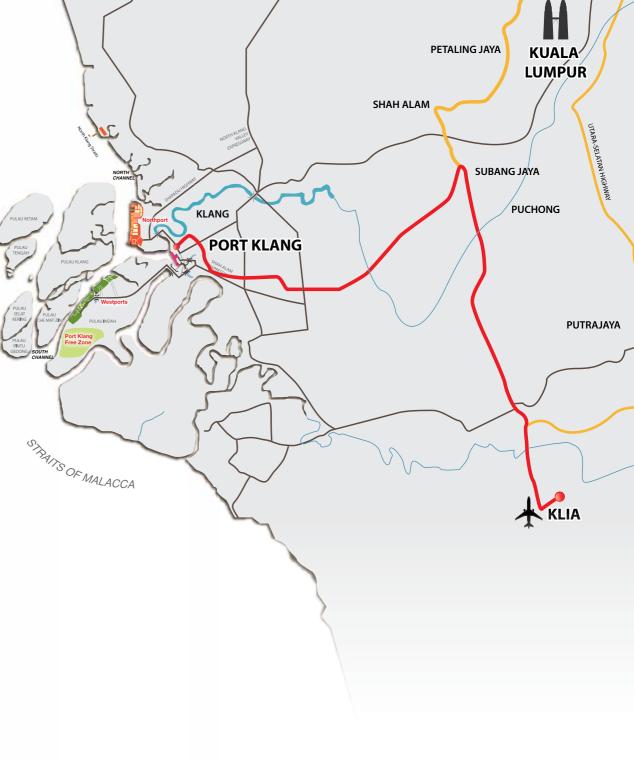
Port Klang is Malaysia's Principal Port, National Load Centre and Trading Gateway. We were placed top 11th port globally in the year 2002, and have since been able to maintain our high position. Operational around-the-clock, Port Klang handles, on average, over 36% of the overall Malaysian seaborne traffic. We have all other Malaysian ports as our feeder ports and handle both indigenous and transshipment cargo.



Unparalleled Connectivity and Capability

Port Klang is a model port in terms of efficiency and connectivity. The ready and easy availability of multi-modal infrastructure, linking us with the industrial heart of Malaysia, is almost unparalleled anywhere else in Asia. Logistics players have a dazzling array of choices of moving cargo to and from Port Klang, with superb multi-lane highways, high-capacity freight train services and convenient aerial transportation.

Port Klang's global connectivity places us amongst the top ports in the world. With linkages with over 600 ports across 180 countries and 6 continents, we compare well in the international arena. We have signed several sister port agreements which, in addition to providing our customers with greater connectivity and services between the sister ports, also encompass mutual port studies, training and technical assistance. As port landlord and trade facilitator, PKA embarks on several promising and potentially rewarding trade missions with our associates, providing them a continuing and conducive platform to connect to new markets and services.



Complete Cargo Handling Facilities

In addition, Port Klang is capable of handling container cargo, dry bulk cargo, liquid bulk cargo and general cargo. Our privately operated port terminals, comprising Northport and Westports, have won multiple awards, leading the way in efficiency, performance and customer service.

With the state



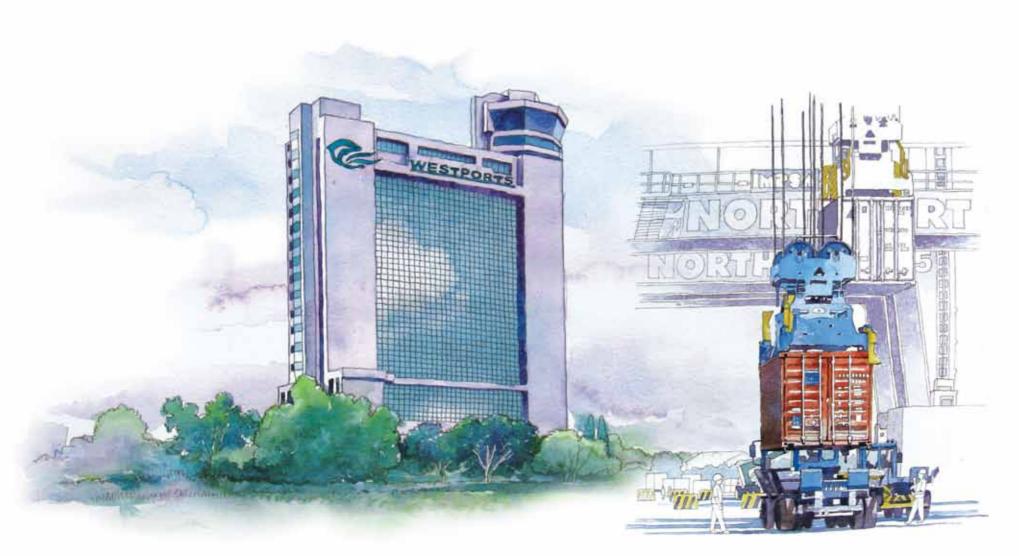
An Integrated Port

Port Klang, as befits a world-class port, has several areas designated as free zones within our boundaries. Free zones and distriparks exist in both Northport and Westports. The Port Klang Free Zone (PKFZ) is a combined Free Industrial Zone (FIZ) and a Free Commercial Zone (FCZ), and aside from the usual benefits available in any free zone, has some of its own advantages. The One-Stop Centre facilitates all bureaucratic processes related to setting up business in the PKFZ. Manufacturing organisations within the PKFZ will be operating in a seamless port environment, with all of Port Klang's facilities literally next door. There are, of course, the usual pro-investment policies of both the PKFZ and the Federal Government of Malaysia. These policies are investor-oriented and investor-friendly, and the PKFZ offers various export and R&D incentives, as well as duty, sales tax and service tax exemptions.

The PKFZ has all the necessary facilities to be expected from a free trade zone... and more. In addition to the various commercial centres situated within, customs centres as well as other government agency support services are available on-site, with 24-hour security systems in place.

Private-Public Partnership

All of Port Klang's daily operations have been fully privatised by the 1990s, but as the port authority, PKA remains a government statutory body, the port's landlord and regulator. Our close cooperation with the various private terminal operators have resulted in Port Klang's high levels of performance today, and we are looked to by other South East Asian ports as a Private-Public Partnership role model to emulate.



Safe And Secure

Safety and security is the highest priority of all parties at Port Klang. We are a partner of the US-led Container Security Initiative (CSI) programme and megaports initiative. Both Northport and Westports have the infrastructure in place required to facilitate checks on outgoing cargo headed for the USA. In addition, Port Klang is fully International Ship and Port Facility Security (ISPS)-certified and compliant. The two private port terminal operators maintain an auxiliary police presence, with jurisdiction throughout Port Klang and Pulau Indah. Procedures to handle dangerous goods are in place, and fire and rescue teams are minutes away from responding to any emergency within the port.



State-of-the-art Technologies

Port Klang is equipped with the latest in port operation, navigation, information and communications technology. The Vessel Traffic Management System (VTMS) ensures greater navigational safety in the port waters, providing information on vessels transiting the harbour, and giving attending pilots accurate information on the vessel's position and the density of traffic. PortNet is a new initiative linking all the IT systems across Port Klang into an integrated whole, enabling quick and easy access to information as necessary and enhancing trade facilitation.

What lies ahead for us? While no one can predict the future, one thing is for sure: like our former namesake Frank Swettenham, Port Klang has played a profound role in shaping Malaysia and will continue to do so.

Milestones 🔻

1900

15 Sept 1901 Port Swettenham officially opened to traffic.

1903

Amalgamation of Perak and Selangor State Railways to form FMS Railways, ownermanager of Port Swettenham.

1910

April 1911 Formation of Port Swettenham Advisory Board.

1930

1937 Airport and seaplane facilities operational in Port Swettenham. **1940 1 April 1946** Formation 1960

January 1960

Contract for

North Klang

Straits (NKS)

May 1963

opened.

NKS wharves

1 July 1963

the port's

Port Swettenham

Authority (PSA)

formed, marking

separation from

Malayan Railways.

2 January 1964

PSA takes over

PSA HQ building

NKS wharves.

May 1964

construction

NKS wharves

renamed North

completed.

1967

Port.

wharves signed.

Formation of Marine Department.

1950 1952 Port division created in KTM.

1 August 1953 Port Swettenham Board replaces Port Swettenham

Advisory Board.

1955 Port throughput hits 1 million tonnes.

31 August 1957 Independence of Malaya. 1970

12 January 1972 Port Swettenham renamed Port Klang.

July 1972 PSA renamed to Port Klang Authority (PKA), with subsequent adoption of new logo.

July 1973 North Port Extension wharves completed.

5 August 1973 *Tokyo Bay* is the first full container ship to dock at Port Klang. 1980

October 1982 Liquid bulk terminal at North Port completed.

1983 PKA took over administration of Port of Malacca.

1 July 1983 Port Klang made fourth Port of Registry in Malaysia.

9 July 1983 Port Klang handles its millionth container since inception.

1985 Cement terminal completed.

June 1988 On PKA's 25th anniversary, Port Klang was declared the National Load Centre. 1990

July 1991 PKA adopted its third logo.

8 August 1992 West Port project launched.

1 December 1992 Port Klang operations fully privatised.

1992 Port Klang exceeds 1 million TEUs

26 August 1993 Klang Port Container Terminal in KPM commences operation.

handled annually.

23 March 1996 Westports commences operation.

September 1996 PM Tun Dr Mahathir Mohamad officially opens Westports.

27 May 1997 Westports becomes the

first port in Malaysia to offer bunkering services.

October 1997

MV *Naples* and MV *Villa* from France's No 1 shipping line CMA berths for first time at Westports.

1998

Westports recognised amongst Top 10 container ports at the Asian Freight Industry Awards (AFIA)

24 August 1998

Regina Maersk becomes largest vessel of its kind to ever dock in Malaysia when it berthed at Westports.

1999

PKA received IAPH International Technology Awards for IT applications at FCZ.

Westports recognised as Best Emerging Terminal by Lloyd's List Maritime Asia.

2000

2000

PKA certified ISO 9000.

PKA received Excellent Service Award from the National Chamber of Commerce and Industry Malaysia (NCCIM).

July 2000

KCT and KPM merge to form Northport Malaysia.

28 July 2001

A record-setting 8.25 kilotonnes of crude palm oil loaded on MT *Flores* at Westports Liquid Bulk Terminal.

2004

Northport certified MS ISO 9002.

PKFZ commences operation.

PKA GM assumes Presidency of ASEAN Ports Association (APA) for two years.

March 2004

Southpoint handles its first ro-ro vessel, *Setubal*, on its maiden voyage.

9 September 2004

World's largest loadage vessel, CSCL *Europe*, docks at Westports.

February 2005

Northport becomes first port in Asia to receive the P&O *Nedlloyd Mondriaan*, the largest of the mega-sized container carriers belonging to the P&O Nedlloyd fleet.

5 March 2005

Westports Dry Bulk Team unloads recordsetting 9,540 MT maize in 8 hours from MV *Enterprise*.

May 2005

PKA GM assumes position of 1st Vice President in the International Association of Ports and Harbours (IAPH) for two years.

June 2005

Nedlloyd Manet, P&O Nedlloyd's flagship, embarked on its maiden voyage to Northport.

May 2006

Bunga Seroja Satu, the largest containership registered in Malaysia, made its maiden call at Northport.

9 July 2006

World's largest container ship, *Xin Los Angeles*, makes maiden call at Westports.

May 2007 PKA GM assumes Presidency of IAPH for 2 years.

October 2007

Westports wins Technology Business Review ASEAN Award for Excellence in Logistics - IT Applications in Port Management.

2008

PKA awarded 11th International Transport Award in recognition of trajectory and business excellence.

17 November

2008 Westports Operations Team sets 2 world records for productivity; a speed of 665 mph during 1st hour of operations and moving 4,427 TEUs within 10 hours.

July 2009

CMA CGM opens its first dedicated ODD facility at Westports.

23 July 2007

Northport receives Best Multi-Purpose Terminal Operator of the Year title at the Frost & Sullivan Awards.

2009

Northport named Best Container Terminal at the Asian Freight and Supply Chains awards (AFSCA) 2009.

2010

2010

Port Klang ranked top 13th container port in the world.

June 2010

Northport named Best Container Terminal (handling under 4 million TEUs) at the Asian Freight and Supply Chains awards (AFSCA) 2010.

Sir Frank A. Swettenham and J.W.W. Birch at Belanja on the Perak River. c.1874. Chapter One

The Sultans and the Brits: A Study in Contrasts Malaya (and Selangor) in the late 1800s



The hustling, bustling Federation of Malaysia as it is today is a far cry from the late 1800s, which was when the British started taking interest in the Golden Chersonese, as it was once called. Today, Malaysia is known for its manufacturing and industrial sectors. But 15 decades ago, the Malayan Peninsula was valued more for its strategic equatorial location and the Straits of Malacca (which was and still is the busiest shipping lane in the world).

In 1874, British involvement in the political affairs of Malaya started with the signing of the Pangkor Engagement (or Treaty) in Perak on 20 January, which was the beginning of British Malaya. Shortly thereafter, the Sultan of Selangor also accepted a British Resident. In both instances, the British used the civil unrest created by feuding rivals for the throne to intervene.

Late 18th Century

Shaded areas indicate a combination of claimed influence and commercial and political activity by European powers.

The Sultans and the Brits: A Study in Contrasts Malaya (and Selangor) in the late 1800s

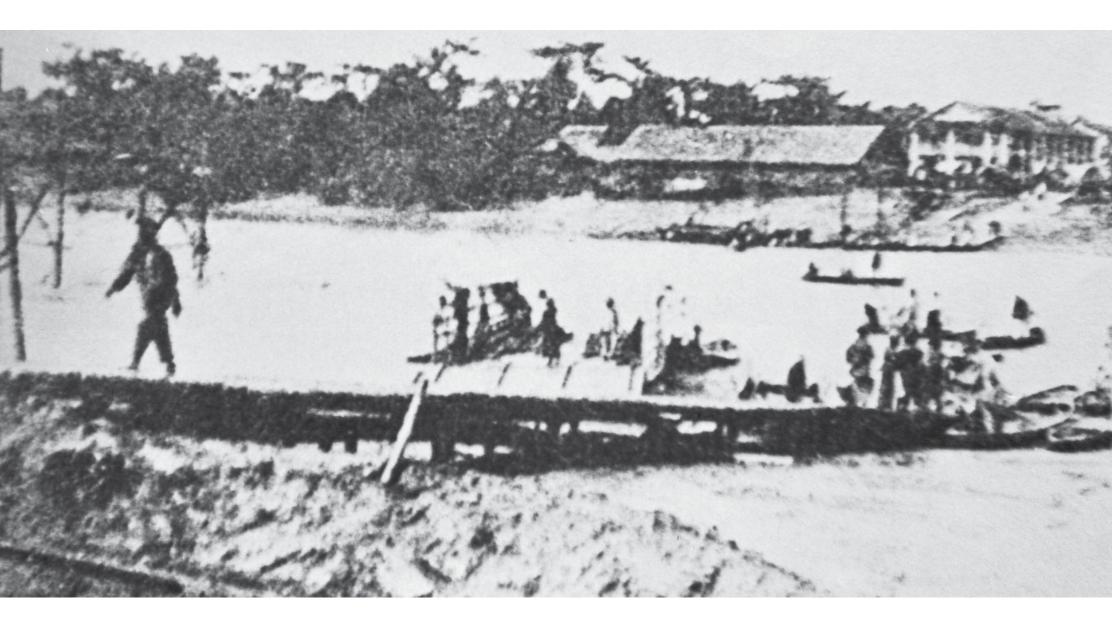
The economy of British Malaya was highly dependent on imports and exports. At the time the British Residents first took up power, most shipping was conducted through the Straits Settlement ports at Penang, Singapore, and to a lesser extent, Malacca. Early economic growth was concentrated with experimentation in the agricultural sector, firstly with coffee, and then far more successfully, rubber. Tin mining was also a major economic activity, and along with rubber, were the main drivers of progress.



An open cast tin mine near Taiping.

Harvesting coffee.

Men loading bales of rubber.



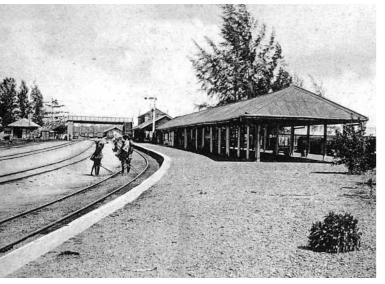


Supporting the vastly expanding economy of British Malaya meant increasing the capacity of the transportation network. This in turn meant that the port systems had to be upgraded to handle the increased amount of traffic. In 1880, Frank Swettenham, then Resident in Selangor, reported on the inadequacies of the existing Klang jetty, and a year later, he conceptualised the construction of what would eventually become Port Klang. At the time, he designated it as the Kuala Klang wharves. From that moment, Port Klang would be born, and excepting the two World Wars, would never look back.

Port Swettenham Station, Selangor.

Chapter Two

Berth Control: A New Port Takes Shape Plans for Port Swettenham get Railroaded

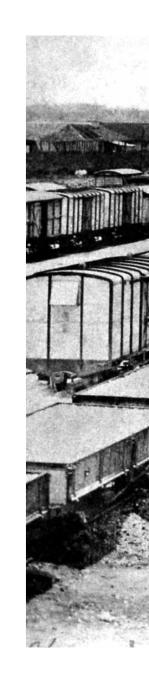


Railway Station, Port Swettenham.

The early history of the port is inextricably intertwined with that of the railways. In the late 1800s, most goods were still carried by rail transportation inland. Across the seas, mighty ocean steamers carried exotic Oriental products such as tea and rubber from the colonies back to the European powers. The Steam Era was in full swing!

The original port at Klang, a river port on the Klang River, was sufficient for the locals. For the British, however, it was utterly inadequate. They intended to have a port that would be more accessible to ocean-going vessels, as well as be equipped with the necessary infrastructure to quickly load and unload cargo. Plans to establish a seaport went as far back as 1885, and were connected with the establishment of a railway from KL to the coast, with wharves at the coastal terminus.

There were, at the time, two possible locations to establish the railway; from Pengkalan Batu to Kuala Klang, or from Bukit Kuda to Kuala Sungai Dua (Deepwater Point). The official reason for the establishment of the wharves at Kuala Klang was because Selangor had financial difficulties at the time, and hence could not afford to develop Deepwater Point (or the North Klang Straits).





TRANSPORTATION IN BRITISH MALAYA: SELANGOR STATE RAILWAYS

For the first few decades of British Malaya's existence, the primary mode of cargo transportation inland would be the railways. Until the advent of internal combustion, locomotives remained the fastest, most effective and most efficient way to haul goods from and to fixed locations.

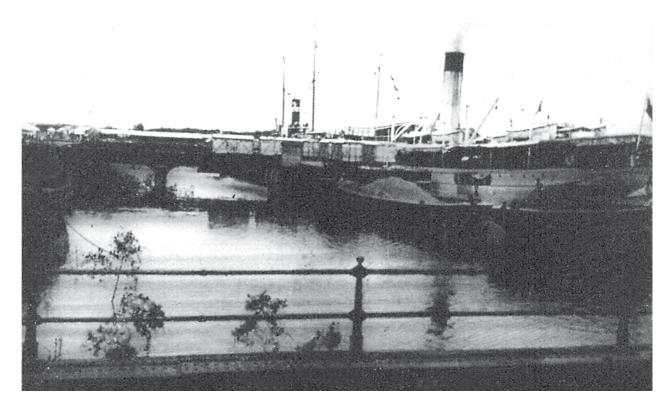
One of the main concerns of the British Residents was the quick establishment of railroad infrastructure, and in Selangor, Frank Swettenham was no different. The first railroad Swettenham had in mind was to link the state capital, Kuala Lumpur, to the port town of Klang, with possible extensions to Ulu Selangor and even further. In Perak, the neighbouring state, the railroad would connect Taiping and Port Weld. Eventually, the two state railways would be joined up, so they decided to standardise on a common gauge. Swettenham sought advice from India on the kind of rails to be used, and they convinced him steel rails would be necessary to cope with any substantial increase in traffic. On New Year's Day 1887, full service commenced on the Kuala Lumpur-Klang line. By 1889, Kuala Lumpur was connected by rail to Klang in the west, Kuala Kubu in the north, Ampang in the east, and Sungei Besi in the south. And at the end of the KL-Klang line, work on Port Swettenham would soon be in progress.



Coat of Arms of the Federated Malay States. (1895 - 1946)



Flag of the Federated Malay States. (1895 - 1946)

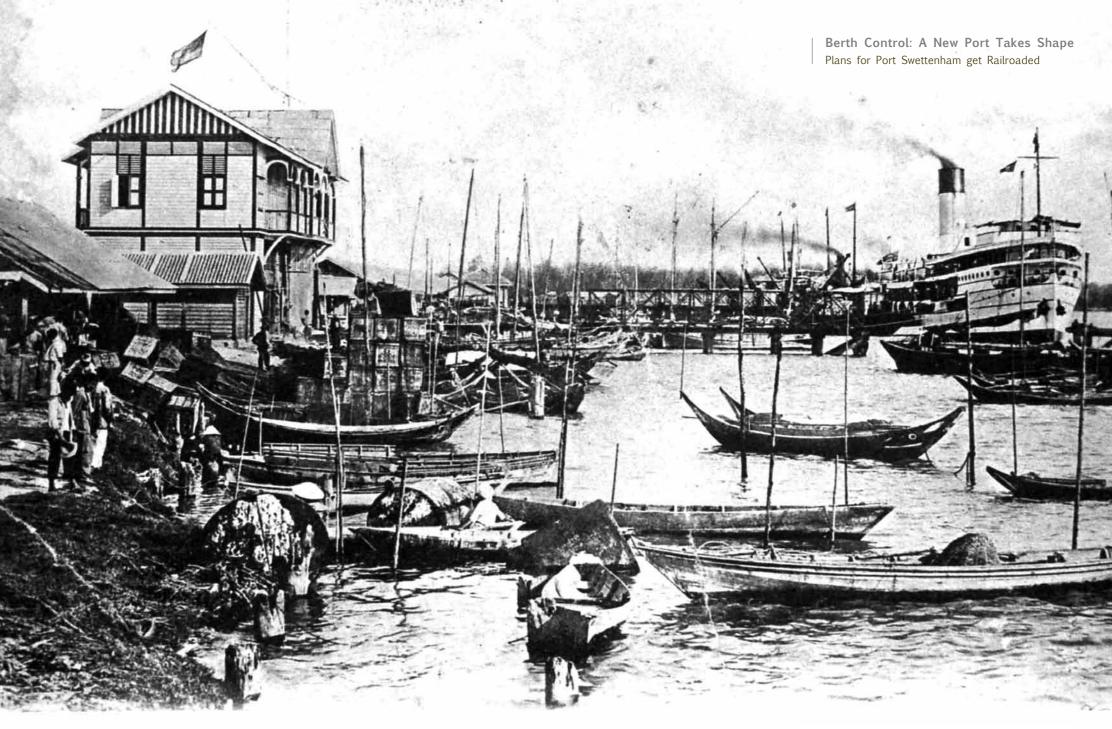


A view of ships berthed at Port Swettenham.

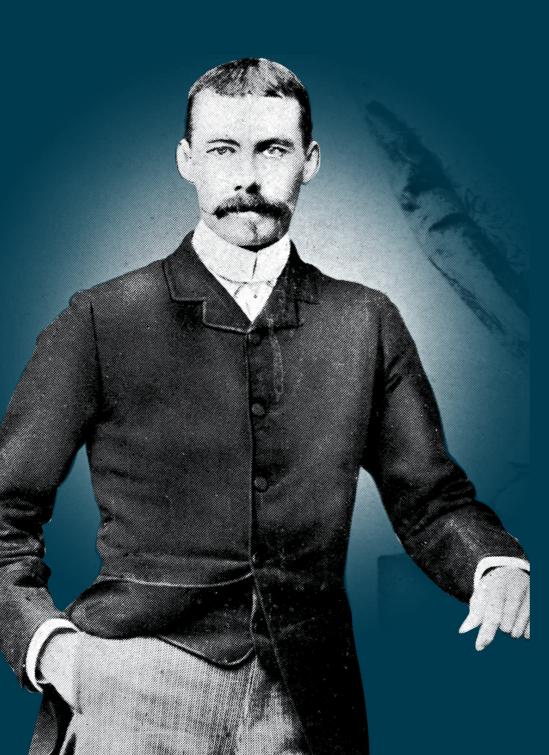
The Resident Engineer of the Selangor State Railways, E C Spooner, was instructed by the Resident in August 1893 to report and submit his recommendation on the railway extension scheme. He recommended Kuala Klang. Having thus decided on the railway extensions, the Governor of the Straits Settlements then instructed Commander F M Field of HMS *Egeria* to survey the proposed harbour, who submitted his favourable report in December 1893.

By the standards of the day, things progressed rather rapidly after that. The proposal shot up the colonial offices in the UK, and approval from London came in May 1894. Following the usual tenders, construction began in the latter part of 1896.

Despite myriad difficulties, at the turn of the century in 1900, 1 passenger jetty and 3 wharves were ready for use. The port officially opened to traffic on 15 September 1901, "an event of great importance to the State and the shipping trade", according to British Resident E M Merewether. Port Swettenham came roaring to life.



The first passenger jetty at Port Swettenham.



SIR FRANK SWETTENHAM, THE MAN WHO SHAPED BRITISH MALAYA

For over half its life to date, Port Klang was known as Port Swettenham, in honour of Sir Frank Swettenham, the British Resident of Selangor who conceptualised it, and the most influential man in British Malaya from the moment it started to the time he retired as Governor of the Straits Settlements and High Commissioner of the Federated Malay States in 1904. So who was this man?

Full name: Frank Athelstane Swettenham Born: 28 March 1850 Died: 11 June 1946

A Roaming Man

Swettenham came from Belper in Derbyshire, England. He was the youngest child of James Oldham Swettenham and Charlotte Elizabeth Carr. At age 18, after passing Form 5 in St Peter's School, York, he considered many occupations (including the Emperor of Austria's Foreign Guard and the Indian Woods and Forests Service) before trying out a Cadetship in the Straits Settlement Colony.

Having passed 2nd out of 20, Frank arrived in Singapore in 1871 to start his career. Swettenham did amazingly well in Singapore, passing his Interpreter's exam within 15 months of his arrival.

Peninsular Affairs

Swettenham first visited the peninsula in 1872 with J G Davidson. A player in British Malaya from the beginning, he was co-translator of the Pangkor Engagement from English to Bahasa. As Assistant Resident in Selangor from 1874-1876, he tirelessly explored the state. Following the fallout from the James Wheeler Woodford Birch assassination in November 1875, he was posted as Secretary for Malay Affairs in the Singapore Secretariat.

Appointed Resident of Selangor in September 1882, his term in office led to sweeping progress and improvements, laying modern Kuala Lumpur's foundations along with Yap Ah Loy, establishing the first railway (from KL to Klang, which is the starting point of Port Swettenham) and enlarging the state's revenues. He was also instrumental in forging the path towards Federation.

Highest of Honours

He was created Sir Frank in 1897, and appointed Resident General of the Federated Malay States. In 1901, he became the most powerful man in British Malaya – Governor of the Straits Settlements and High Commissioner for the Malay States, retiring from this post 3 years later. Sir Frank went on to many other official duties, but he remained interested in the affairs and happenings in Malaya, up to and including his opposition to the Malayan Union.

For all his great achievements, accomplishments and influence upon British Malaya, there is no doubt that his lasting legacy would be the port that was named in his honour and would hold that name for over 7 decades – Port Swettenham.



Statue of Sir Frank Swettenham.

The Jetty - Port Swettenham in the early 20th Century.

Chapter Three

Change and Growth: Port Swettenham, Front and Centre! Dawn of the New Century

DIRE STRAITS

It was not all smooth sailing for the new Port Swettenham. Problems both anticipated and unanticipated crept up. The most troublesome one was the malaria epidemic that hit in October and November 1901. The problem with the Kuala Klang area (where Port Swettenham was located) was that it was a vast swampy area, an ideal breeding ground for the mosquitoes that spread the disease. It was largely solved by 1904 by Dr E M Watson, who drained swamps and controlled its spread.

Another problem that cropped up was the lack of surveying done in the approaches

to the port through North and South Klang Straits. Commander Field had made a survey of the harbour itself, but had stopped there. Because of this, larger ships were not able to use the port with any level of confidence.

Yet a third problem loomed. The lack of rolling stock to help cargo move quickly, and the large number of ships calling at the port, meant that a year after it was opened, Port Swettenham was almost already too small and needed to be expanded. This would eventually lead to the development of the North Klang Straits (NKS).



SAILING THROUGH

Despite these and other challenges it faced, Port Swettenham made rapid growth and progress from 1901-1912, although not as phenomenally as the Straits Settlement ports of Penang or Singapore. Year on year, the port handled more ships and increased tonnage. The Selangor State Railways (and later the FMS Railways, or FMSR) recognised the heavier-than-anticipated usage of the port, and worked diligently to keep up.

Facilities at the port were improved on an ongoing basis, and following the recommendation of the British Resident, surveys of the approaches to the port were conducted, and proper charts of said approaches were the result. These charts made it easier for larger steamers to make regular calls at Port Swettenham. As a result, slowly but surely, Port Swettenham transformed from being a coastal port to becoming a true ocean port.





TRADING UP: BIGGER SPACE NEEDED

Port Swettenham was always meant to be the state's main port, and was handling over a million tonnes of cargo by 1907, after the slight trade recession in 1905 and 1906. The primary export cargoes handled included rubber and tin, while the primary imports were rice and opium.

The rapidly increasing traffic and cargoes meant the port, which started out almost too small for the state's own needs, was in dire need of expansion. At this stage, Port Swettenham was already well on its way to become the principal port for the entire Federated Malay States (FMS), and not just Selangor, thus cementing its status to this day.



Weighing rubber in Port Swettenham.

Evidence of how important the port was to the FMS can be seen in the 1912 annual report from the Chief Secretary of the FMS, in which he details and counters the various criticisms and objections that the port faced. Over the next two years, the port would continually be undergoing some form of construction or another, judging by the constant number of tenders being posted. Port Swettenham was receiving favourable reports both internally as well as externally.

RAIL WAYS AND MEANS

The FMSR, created in 1903 from the amalgamation of the Perak and Selangor State Railways, gave a lot of priority to improving Port Swettenham, which was at the time still a railway port, and would be for several decades yet. Despite this, many people were unhappy that such an important port was under control by the railways. While the Port Swettenham Advisory Board was formed in 1911, it had very little real power to effect any suggested changes. Authority over Port Swettenham remained with the FMSR.

Following the FMS High Commissioner's suggestion to get advice on future extensions to the port's facilities, Coode and Partners (Coodes) was brought on board to make the necessary recommendations. Their partner in Singapore, T L Matthews, visited Port Swettenham; his report was tabled at the Federal Council in 1914.

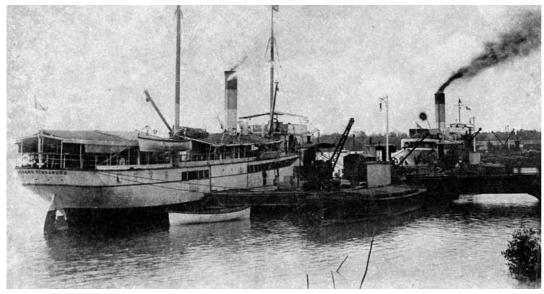


Railway Station at Port Swettenham.

Change and Growth: Port Swettenham, Front and Centre! Dawn of the New Century



Freight train at the Railway Station, Port Swettenham.



Ships docked at Port Swettenham.



Customs, Port Swettenham.

Watson Road, named after Dr Watson (the anti-malaria pioneer), during the 1920s. Now known as Persiaran Raja Muda Musa.

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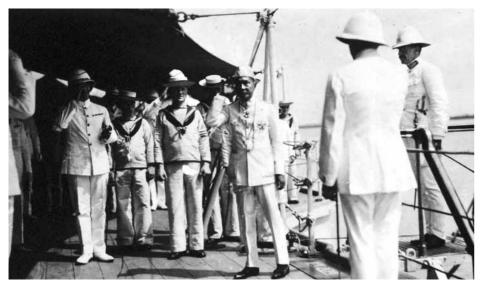
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OF WAR AND PEACE

The First World War, which broke out in Europe on 5 August 1914, and ended in 11 November 1918, had a major impact on Port Swettenham. The amount of cargo as well as the number of ship calls reduced every year – however, there was increased demand for rubber and tin.

A trade recession in 1921-1923 meant even after the war, usage of Port Swettenham was still not back up to pre-war levels. After that, there was an increase in trade until the Great Depression in 1931-1933, and traffic began to build back up from 1934. Cargo handling reached a peak in 1940.

Little is known about Port Swettenham during World War II, partly owing to the Japanese Occupation (January 1942 – August 1945). It did, however, suffer quite a fair bit of war damage. This was due to both Japanese bombing and British denial action. When it became clear that the British would have to abandon Malaya to the Japanese, they tried to ensure that the port, at least, could not be used against them in turn.



17 January 1921: Visit of HH Sultan Alaudin Sulaiman Shah, Sultan of Selangor to HMS Malaya at Port Swettenham.



17 January 1921: HMS Malaya docked at Port Swettenham.

ECONOMY OF THE FEDERATED MALAY STATES

Malaya during the turn of the 20th century was still primarily an agricultural region, with the only significant industries being rubber tapping and tin mining. However, they were enough. These two products made up the largest components of the FMS economy, and were in fact the top dollar earners within the British Empire. In a very real sense, rubber and tin directly caused the multiracial, multicultural makeup of Malaysia today.

In the late 19th and early 20th century, rubber was obtainable from only one source; the sap of the rubber tree. As a raw material, rubber had many industrial uses, with the primary one being the most important component in tyre manufacturing. After having managed to cultivate the rubber tree in Malaya, the British ran in large numbers of Indian coolies to work in the plantations.

Tin mining in Malaysia was the sole province of the Chinese prior to the 1900s, and made many a Chinese entrepreneur's fortune. Tin's primary uses at the time were in the making of cans, engineering alloys, pewter and bronze. By 1883, British Malaya was the largest tin producer in the world. At the turn of the 20th century, it was supplying about 55% of the world's tin.

As the main port for the FMS, Port Swettenham was the port through which most of the rubber and tin was exported.



Tunku Dia Udin Street, Klang during the 1950s.



SS Phemius docked at Port Swettenham.



The 1950s Standing Proud on Our Own: The End of the British Era

A New National Identity



1957: Access road to North Port (bridge not yet built).



1953: Bulk carrier at South Port.

After the Second World War, political awareness increased amongst the people of Malaya. The Malayan Union, while fair and meritocratic, was deeply resented amongst the Malay populace. They felt that it disadvantaged them considerably, and provided too many concessions to the Chinese and Indian immigrants. The Malayan Union was quickly dissolved and replaced with the Federation of Malaya, but that was no longer enough for the local residents – which included the Chinese and the Indians.

Closer to home, the question of expanding Port Swettenham into Deepwater Point (or the North Klang Straits) arose yet again. Malayan Railways contacted Coodes to ask them about the NKS project one more time, and Coodes obligingly responded. The report of the Federal Ports Committee on greenlighting the NKS project was tabled and discussed on 10 September 1952.

Amidst all this, Port Swettenham was showing signs freeing itself from its legacy as a railway port. On 1 August 1953, the Port Swettenham Board replaced once and for all the ineffectual Port Swettenham Advisory Board, and held its first meeting on the 4th of the same month.

While preliminary planning work started on the NKS project, momentous things were taking place on the Malayan political scene. The first Malayan Cabinet was formed after the inaugural general elections in July 1955. The Reid Commission was dispatched to draft Malaya's Constitution.



The Minister for Transport (Tun Hj Omar Ong Yoke Lin) inspecting full-scale piling operations at a site in the North Klang Straits where new wharves have been suggested, during a visit to Port Swettenham in 1956. Picture shows the Minister (centre), the General Manager of Malayan Railways (Mr C G Harrison, extreme left), and the port officials and engineering staff, Port Swettenham.

THE ROAD TOWARDS MALAYAN INDEPENDENCE

The British Empire, on which was famously said that the sun never set, was dealt a fatal blow by the Second World War. Britain lost its status as a world naval and super power, had its cities bombed and damaged quite extensively by the Luftwaffe, was greatly in debt, and faced many nationalist uprisings throughout its colonies. Facing these challenges on multiple fronts, the British decided to divest itself of as many colonies as it decently could.

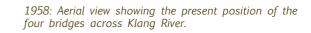
In Malaya, under the pressures of the Emergency and the development of strong nationalist movements, the British introduced elections in 1951 at the local level. The United Malays National Organisation (UMNO), the Malayan Chinese Association (MCA) and later on the Malayan Indian Congress (MIC) joined together to form the Alliance Party. When the first federal elections were held in 1955, the Alliance Party (now known as the National Front, or Barisan National), headed by Tunku Abdul Rahman Putra Al-Haj, won an overwhelming victory - 51 out of the 52 seats contested. Tunku Abdul Rahman was appointed the Federation of Malaya's first Chief Minister. That same year, Tunku Abdul Rahman went to England to petition Queen Elizabeth for Malaya's independence, and he returned home victorious. The Federation of Malaya would

eventually achieve its independence on 31 August 1957, with Tunku Abdul Rahman as its first Prime Minister.

Tunku Abdul Rahman is rightly called *Bapa Kemerdekaan* and *Bapa Malaysia* (as he also successfully negotiated the entry of Sabah and Sarawak into the Federation in 1963), and he left a lasting legacy that would be remembered as long as Malaysia itself stands. His idealism and commitment to a post-racial, united Malaya and Malaysia, combined with his warm personality, has endeared him to all generations of Malaysians.



31 August 1957: Tunku Abdul Rahman proclaims Independence in the Merdeka Stadium in Kuala Lumpur



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Chapter Four



Malay and Chinese Foreign Customs Officers in Port Swettenham.

Malaya became independent on 31 August 1957, and immediately new problems cropped up for Port Swettenham. The first problem was directly related to the separation of the Federation of Malaya from the British Empire. The NKS project, supposedly to be handled by Malayan Railways, was now to be handled by the Consulting Engineers in London due to the exodus of expatriate staff. There were also labour issues, connected to the rise of communism in Asia, which led to the Milbourn Committee. Worse to come, there was a sign of a recession hitting Malaya just as it was celebrating its independence.

But there was good news amongst all the challenges. Finally, after a delay of several decades, the NKS construction project would go ahead; funding was secured through a USD30 million loan from the USA.

THE EMERGENCY (1948-1960)

Unquestionably, of all the evils Europe had ever exported to the Third World, Marxism or communism was the worst. More people have been killed by communists than by both World Wars put together, and in countries where the communists won, economic development and progress were set back by decades if not stopped dead in their tracks.

Like most other countries in Asia including Vietnam and Korea, Malaya suffered its own fifth column communist insurgency in the form of the Malayan Communist Party (MCP), led by Chin Peng. However, unlike Vietnam and Korea, Malaya managed to successfully fight off the insurgency, although it took 13 years to do so.

There were many factors contributing to Malaya's success, not the least of which was the inability of the MCP to root itself deeply in the predominantly Malay population of the peninsula. The arrival of Australian troops to help the British root out the guerrillas was also a major factor. The Emergency was cotemporaneous with the Korean War (1950-1953), and Port Swettenham was a vital component in the logistics of that war. The Emergency also led to the British instituting some very severe curtailment to civil liberties, including the institution of personal Identity Cards, curfews and indefinite detention without arrest, many of which measures have survived to this day.

The Emergency officially ended in 1960, but final surrender of MCP forces would happen only 20 years later.



Chapter Five

The 1960s

From the Track to the Sea, from Malaya to Malaysia, Port Swettenham Journeys On

Full Steam Ahead!

A day's work at Port Swettenham.

12 September 1960: Contract documents for the multimillion dollar North Klang Straits Project, consisting of three deep water berths and ancillary works, were signed in Kuala Lumpur. The project was financed by the American Development Loan Fund.

Picture shows the General Manager of Malayan Railways, Mr E T Williams signing on behalf of the railway administration. Seated on the left is Mr K G Sorensen who signed on behalf of the contractors.

6 May 1960: Tun Hj Sardon Hj Jubir, the Minister of Transport, officiating the opening of the new 350ft extension to the coastal wharf at Port Swettenham. On his left are PSA General Manager, S M Ma'rof and C K Tang, the contractor.



PROGRESS AT LAST

Malaya began to climb out of the recession by the start of the decade. In January 1960, the North Klang Straits (NKS) berth construction contract was signed, signalling the start of Port Swettenham's expansion over the next few decades. Many world builders vied to work on the NKS wharves, but Gammon (Malaya) Ltd, in conjunction with the Danish firm Christiani and Nielsen Ltd, secured the contract.

In 1962, the shortcoming of having Malayan Railways administer the principal port of Malaya was exposed by a Railways workers' strike on 22 December. As the port workers were also part of the Railways union, this had an impact on the otherwise unaffected Port Swettenham. In the same year, following on from the expansion of Port Swettenham, the Yang Di-Pertuan Agong (the Supreme Ruler and King of Malaysia) asked for a larger marshalling yard in Parliament under the 5-year 2nd Malaysian Plan.

Finally, after several decades of waiting and 3 years of construction, the North Klang Straits project completed and opened in May 1963 – ironically itself followed by severe flooding on 14 October. That same year, the Marine Department started moving its main offices from Penang to Port Swettenham.

The 1960s From the Track to the Sea, From Malaya to Malaysia, Port Swettenham Journeys On Full Steam Ahead!



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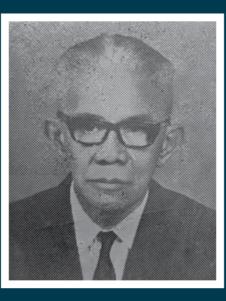
6 May 1960: Minister of Transport, Tun Hj Sardon Hj Jubir inaugurating a new RM800,000 wharf in Port Swettenham.



PSA logo.

A RAILWAY PORT NO LONGER

Port Swettenham would finally completely free itself from its railways legacy this year as well. On 1 July 1963, the Port Swettenham Authority (PSA) was established, formally marking the end of Malayan Railways' control over the port and setting it free to develop independently of the rail system in Malaya. The first General Manager of the Authority was a Pakistani, S M Ma'rof. On 24 April 1965, the PSA headquarters building would be completed and officially opened. In October of the same year, the first Malaysian GM of PSA, Hj Mohd Zain bin Ahmad, would be appointed.



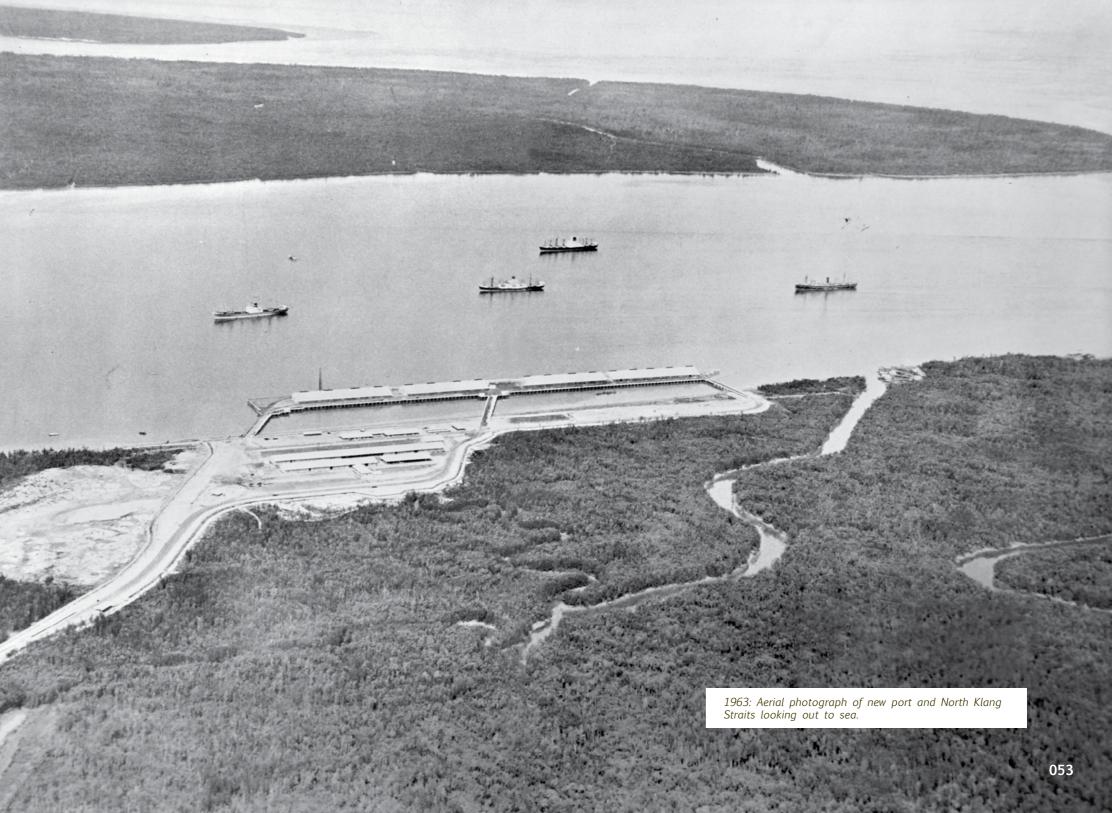
1963-1970: First PSA Chairman, Tan Sri Abdul Hamid bin Mustapha.



1965-1976: First local GM of PSA, Hj Mohd Zain bin Ahmad.



3 July 1963: Transport Minister, Tun Hj Sardon Hj Jubir, addressed a special meeting of the new Port Swettenham Authority held at the Ministry. Also present was the General Manager of Malayan Railways, Tan Sri Ahmad bin Perang, who was Chairman of the nowdefunct Port Swettenham Board.



WELCOME, MALAYSIA!



The Federation of Malaya would formally become the Federation of Malaysia on 16 September 1963, with the inclusion of the Borneo states of Sabah and Sarawak. Port Swettenham would now not only be the principal port of Malaya (now Peninsular Malaysia), but of Malaysia as a whole.



Commemorating 10 years of Independence: 1967 National Day celebrations at Port Swettenham.

The 1960s From the Track to the Sea, From Malaya to Malaysia, Port Swettenham Journeys On Full Steam Ahead!

WORKS IN PROGRESS

On 27 December 1963, the Yang Di-Pertuan Agong officially opened the North Klang Straits, and the very next week, on 2 January 1964, the PSA took over management of the NKS wharves from contractors. Port Swettenham now had two operational terminals, one at the original site (now South Port, or Southpoint), and one at the NKS. The NKS Wharves was renamed North Port in 1967.

Towards the end of the decade, Peninsular Malaysia suffered some minor convulsions due to civil strife between Chinese and Malays in Selangor. The May 13 1969 riots did not have a major impact on Port Swettenham. The port closed on 14 May, but reopened for business as usual on the next day.



27 December 1963: The Yang di-Pertuan Agong officially opens the RM40 million North Klang Straits Project in Port Swettenham before a gathering of over a thousand guests.

2 3

27 December 1963: The Yang di-Pertuan Agong and the Raja Permaisuri Agong arriving at Transit Shed No.4 for the inauguration ceremony. In the background can be seen some ships in the North Klang Straits.



20 February 1964: The 1 Minister of Transport, Tun Hj Sardon Hj Jubir, visited Port Swettenham today to inspect the old and the new port and also the partially completed Marine Headquarters building. He later boarded the pilgrim ship Kuala Lumpur to see for himself the conditions on the ship and addressed the second batch of pilgrims before their departure. Picture shows the Minister addressing the pilgrims at Wharf No.1 in the new port where the Kuala Lumpur was berthed. The ship sailed at about 2:00 pm.

- 2 24 April 1965: Tun Hj Sardon Hj Jubir inaugurating the Port Swettenham Authority Building.
- 3 30 September 1965: Prime Minister of the Republic of Korea, Tun II Kwon Chung visiting North Klang Straits Plan in Port Swettenham. Picture shows (front row, from left) Tan Sri Haji Abdul Hamid Khan, S M Ma'rof and Prime Minister of the Republic of Korea inspecting the port.
- 4 7 December 1965: Tun Hj Sardon Hj Jubir inspecting the coastal land reclamation project plan, Klang.



The 1960s From the Track to the Sea, From Malaya to Malaysia, Port Swettenham Journeys On Full Steam Ahead!



- 5 2 March 1964: The Sultan of Selangor, Sultan Salahuddin Abdul Aziz Shah visiting the new port in the North Klang Straits, Port Swettenham in Selangor.
- 6 S A Posthumus visit to Port Swettenham in 1967.
- 30 March 1966: Eleven-7 foot tall Tiga and Lima - the first giraffes to set their long feet in this country, arrived at Port Swettenham from East Africa in the Tjibantjet. The two-year-old giraffes, each costing about \$3,000 were captured about three months ago in Kenya. They are being presented to the National Zoo at Ulu Klang by Malayan Tobacco Company, after whose popular cigarettes -Three-five - the giraffes are named.
- 8 20 October 1966: Over 100 officers and staff of the Port Klang Authority with the spirit of gotong royong working to clear up the slipway area at Port Swettenham.
- g 27 April 1968: MT Morib under construction at the Sg Ngor Dockyard inaugurated by YB Puan Sri Saadiah Sardon.

1 2 3 4 5

Labourers hard at work loading and unloading goods at Port Swettenham.





PLANS FOR PROSPERITY, HOPE AND A FUTURE

The new government of Malaya – and later Malaysia – saw itself as holding the responsibility to develop the country and ensure that the lives of all its citizens would be improved. This was achieved through 5-year economic development plans, known as the Malayan (and Malaysia) Plan.

The First Malayan Plan (1956 – 1960) was the first launched, just before independence in 1957. The Plan, drawn up by the PM's department, devoted significant resources towards agricultural and rural development. A total of 24% of public expenditure was allocated to develop agriculture in Malaya. Substantial sums were also made available for infrastructure development.

The Second Malayan Five Year Plan (1961 – 1965) was launched by the Malayan government and continued by the *Malaysian* government. Following the First Malayan Plan, the Plan increased expenditure for the agricultural and rural areas. Funding was also increased for land development schemes, physical infrastructure, and social services.

The First Malaysia Plan (1966–1970) was the first economic plan for the whole of Malaysia. The Plan's objectives were to promote the welfare of all citizens, and improve the living conditions in rural areas, particularly among low-income groups.

The Second Malaysia Plan (1971 – 1975) was a plan introduced with the goal of implementing the New Economic Policy (NEP). It aimed to "restructure" the society of Malaysia and reduce Chinese and foreign dominance in the economy of Malaysia so as to improve the economic position of the Bumiputeras. The question of whether the NEP has worked or not is debatable and a matter of some controversy.

The current Malaysia Plan (as of 2010) is the Tenth Malaysia Plan, and features the Economic Transformation Programme, as well as the 1Malaysia concept. Over the decades, the plans gradually evolved from focusing solely on public expenditures to public-private partnerships (PPP), and the government more and more recognised the need for the private sector's involvement to make the Plans even more effective.

The world's first third-generation container ship, MV Tokyo Bay, arriving in Port Klang, marking the beginning of the containerisation era in Malaysia. DCL

Chapter Six

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The 1970s The Era of Containerisation

Port Swettenham becomes Port Klang!

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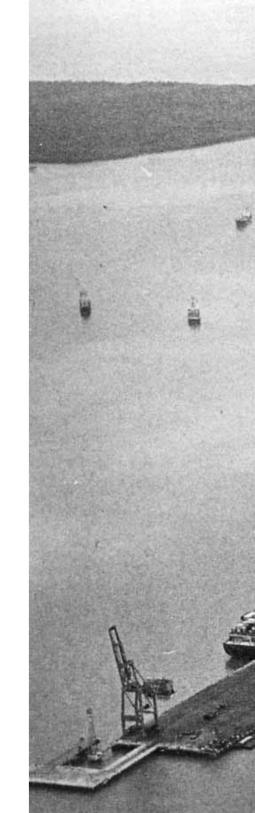
TOKYO BAY



22 July 1970: The Minister with Special Functions, Tun Tan Siew Sin inspecting the model of new ports at the North Klang Straits at the PSA building. The GM of PSA, Hj Mohd Zain bin Ahmad (right) explained to him the phased development programme of the Port. Accompanied by the Minister of Commerce and Industry, Tan Sri Mohamed Khir Johari and officials of the Ministry of Transport, they toured the port harbour for an hour.

Two major changes that affected Port Swettenham in the 1970s were firstly the advent and adoption of containerisation (at that time a global phenomenon), and secondly a name change. Containerisation was hitting the shipping industry big time, with the International Standards Organisation (ISO) having standardised the sizes of intermodal containers by 1970. These containers were very popular, as their uniform sizes meant that equipment could be streamlined and everybody trained to move standard container sizes. Only upon actual unpacking of the container at its destination would it be necessary for people to handle the actual cargo. This simplified and increased the efficiency of loading and unloading operations, and facilitated intermodal transportation.

Of course, this meant that the North Port wharves needed to be extended and readied to handle container cargo traffic. The Government of Malaysia studied the trend of containerisation and decided to get ready for it by 1973. The government also decided to make Port Swettenham the main national container terminal.







The second sea change affecting Port Swettenham was its name change. Following a proclamation from the Sultan of Selangor during Hari Raya Puasa in 1971, Port Swettenham officially changed its name to Port Klang. This name change took effect on 12 January 1972. The Port Swettenham Authority was subsequently renamed Port Klang Authority (PKA or KPA) in July that same year. PKA took over stevedoring and cargo handling services from private companies, absorbing the workers into their workforce. This helped in improving worker relations.

06 December 1972: Minister of Transport, Tun Hj Sardon Hj Jubir (left) listening intently to Mohamad (the winner of the Port Klang Authority logo drawing contest) explaining his logo.

Also present was Tan Sri S O K Ubaidullah, a member from Port Klang Authority.

The 1970s The Era of Containerisation Port Swettenham becomes Port Klang!



- 1 Malaysian Prime Minister Tun Abdul Razak launching the North Klang Port Container Wharf. Behind Tun Razak is Port Klang Authority Chairman Raja Dato' Hj Azam bin Raja Hj Kamaralzaman, Tun Hj Sardon Hj Jubir, Deputy Prime Minister Tun Hussein Onn and members of Port Klang Authority.
- 2 28 November 1973: Prime Minister, Tun Abdul Razak (front), followed by the German Ambassador, Mr. Gerhard Fischer, boarding the Hamburg Express tied up alongside the new container ship terminal at North Port, Port Klang.

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28 November 1973: Tun Abdul Razak touring the new container ship terminal at Port Klang. Flanking him are Deputy Communications Minister Dato' Wong Seng Chow and Raja Dato' Seri Azam bin Raja Kamarulzaman.

Behind the Prime Minister is Tun Hj Sardon Hj Jubir and Deputy Chairman of the Authority, Senator Dato J K S Crawford.

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- 1 Minister of Transport Tun Hj Sardon Hj Jubir welcoming the arrival of the MV Tokyo Bay in 1973.
- 2 New 22.5-tonne forklifts for roro operations in Port Klang.
- 3 Aerial view of the container terminal.





The North Port Extension wharves, the first stage of the total extension project, were completed in July 1973, and North Port was now – supposedly – fully ready for container traffic. The first full container vessel to dock at Port Klang was *Tokyo Bay* on 5 August 1973. Following from that, the North Port was extended yet again in two phases, and an additional wharf for palm oil was created.

There was a slight recession in 1975, with Malaysia recovering in 1976. The end of the decade was approaching, with the former Port Swettenham, now Port Klang, in a seemingly advantageous position, with the full support of the Malaysian government behind it. It was also progressively expanding itself to cope with the ever-increasing traffic.

But not all was well. Port Klang continued to be the target of constant criticism due to frequent delays in loading and unloading cargo, costing their customers every moment they delayed. The inefficiencies within the port was not isolated; the government had been studying the notion of privatising many government enterprises and earmarked Port Klang to be the test case for that privatisation, which would first happen in the decade to come...

TOKYO BAY

The world's first third-generation container ship, MV Tokyo Bay, arriving in Port Klang, marking the beginning of the containerisation era in Malaysia.

- 1 PSA employees getting ready for National Day celebrations.
- 2 Royal Thai Police visit Port Klang.
- 3 Brikli School teachers visit Port Klang.
- 4 Visiting journalist from Indonesia, Cik Ida.
- 5 Port visit by Saudi Arabia dignitaries.
- 6 PKA's float at a procession.



The 1970s The Era of Containerisation Port Swettenham becomes Port Klang!



- 7 16 March 1974: Visitors from Saudi Arabia.
- 8 5 October 1979: Launching of MT Sabak.
- 9 26 April 1978: Mek Kapah, a two year-old female elephant is on her way to join Bongsu, the male baby elephant donated to the Melbourne Zoo by the Malaysian Government before. She left on board the vessel Anro Asia, which sailed from Port Klang.
- 10 Fireboats exhibiting their capabilities in an exercise.
- 11 1972: PKA employees moving office into the new wing at the HQ
- 12 Shooting Competition.
- 13 11 June 1979: This threestorey building in Port Klang probably holds the fastest record of completion in the building industry. It took only an hour each day for two months for the Port Klang Authority maintenance staff to build it.

- 1 10 December 1972: Director of Shipping Corp of India visits Port Klang.
- 2 9 January 1973: Official visit from the Burmese Deputy Minister of Communication.
- 3 26 August 1974: Tanjung Periok Port officials welcomed to Port Klang.
- 4 19 December 1974: PKA officials presenting memento to Indonesian Director General for Sea Communication.
- 5 30 June 1976: China Rubber sends a delegation to Port Klang.
- 6 17 July 1978: Botswana Minister of Transport in a round table discussion with Malaysian Transport Minister, Tan Sri Dato' Seri V Manickavasagam at Port Klang.







Chapter Seven

The 1980s Malaysia, Inc: Port Klang Leads the Charge Change and Consolidation

1989: The Proton Saga being driven into the vessel for export to Eire (Ireland) at Port Klang. In November 1980, work began on phase two of the Second North Port Extension project, involving the construction of 3 more break-bulk cargo berths (No 19 - 21) at the cost of RM55 million. In October 1982, construction works on the RM8 million liquid bulk terminal in North Port were completed.

PORT

The '80s was a time of great change for Port Klang, both internally, as it restructured itself and adopted new systems and processes, as well as externally, with the establishment of new markets and new opportunities. On 1 July 1983, it was made the fouth Port of Registry in the country, speeding up the ship registration process and encouraging the same. That same year, Port Klang moved towards computerising documentation procedures for the first time.

1983 was a good year for Port Klang, as it saw its millionth container on 9 July aboard the MISC container vessel the *Bunga Bintang* from Singapore. It was also recognised as having one of the most efficient dry bulk cargo handling systems in the region after installing a RM21 million materials handling system.

The world's largest dredge was used in the RM37m Kapar shoal project at the North and South Klang channels from 12 July of the same year, which enabled the dredging work to finish 6 weeks ahead of schedule. The project also included the reclamation of land at Pulau Lumut in preparation for a West Port. Meanwhile, at the North Port, the 3 break-bulk berths were completed in October, the final stages of the Second North Port Extension project.



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- 1 3 March 1976: View shows shutters and reinforcements to the curtain wall of the container wharf, ready for connecting at the bents.
- 2 25 March 1983: Port Klang's Second North Port Extension Phase 2. Rail track shows junction with original track on berth.
- 3 March 1976: Close-up view of bollard fixings and supports at the front of the container wharf.
- 4 10 March 1974: Main Reclamations – Cutter Suction Dredger MISTRAL..
- 5 13 January 1983: Front of Wharf Area.
- 6 26 January 1977: Container wharf and bulk wharf view from southern end of container wharf looking northwards to the construction of berth.

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The Great Fire of Port Klang A momentous event that marked the beginning of the 80s for Port Klang was the fire that broke out in the South Port (now Southpoint) around 4am on 5 June 1980. Following several loud explosions, the fire swept across South Port rapidly, engulfing seven godowns, six high portal cranes and five trailers. The blast was felt as far away as the houses in the nearby Klang town. The fire spread with such alarming speed that the local fire services were unable to cope, having had to call in reinforcements from Seremban.

Although it lasted only a few hours, the fire managed to cause the deaths of 3, injured another 200 and badly damaged millions of dollars' worth of cargo. Among those injured was Datuk M Rajasingam, then-Director of Operations, later General Manager and until recently (as of 2010) independent director of the PKA Board. Having rushed onto the scene, he was giving orders for vessels to move away from the berths when another explosion occurred, throwing him into the air. Datuk Rajasingam was badly injured and warded at the Klang General Hospital for several weeks.

Following the aftermath of the fire, more firemen would be brought in, alongside new fire engines. The Dangerous Goods Department of PKA was formed and new, stricter guidelines on how to handle dangerous goods were enacted.



- 1 Several jets of water were trained on the affected area to stem the spread of the raging flames.
- 2 The rain came shortly before noon but it did little to prevent the fire from turning the South Port into a raging inferno.
- 3 More than 100 firemen in 15 fire engines from Selangor, Kuala Lumpur and Seremban were at the scene to fight the fire.
- Tun Hussein Onn at the fire scene.
- 6 Tun Dr Mahathir Mohamad surveying the affected area accompanied by CPO Tan Sri P Alagendra (right), and port officials.
- 7 Entourage comprising high-level government officials visiting victims of the fire, including Datuk M Rajasingam.

NEWS FROM THE PKA FRONTIER

In 1984, the Port Klang Authority had its own good news – then-Gerakan VP, Dato' (now Tan Sri Dato') Michael Chen Wing Sum was appointed as PKA Chairman, assuming office on 4 January. Tan Sri Dato' Michael Chen would continue on almost to the end of the old millennium, becoming the longestserving chairman in PSA/PKA history to date. His avowed goal was "to improve the port and turn it into one of the best in the world." His appointment was made amidst the speculations that Port Klang – or part of its operations, at least – would undergo privatisation.

Later that year, the Malaysian Administration Modernisation and Manpower Planning Unit (MAMPU) started a review of Port Klang's management and administration operations. In hindsight, it is obvious that this was also in preparation for the privatisation test.

PKA, as the operator of Port Klang, continued to work at maintaining the physical harbour as well as the facilities. Additional dredging efforts were required at the South Port approach in the first quarter of the year, as it had silted up and was preventing deep-draft vessels from using it. A massive reclamation project was to have started in November at the NKS Industrial Zone. A new container gantry crane had been bought and was to be commissioned at the end of the year, to replace a unit that had been destroyed the year before.

Meanwhile, efforts were continuing in increasing Port Klang's – and by extension, Malaysia's – global connectivity. China's first South East Asia container service was a direct container sailing route from Shanghai to Penang and Port Klang run by China Ocean Shipping Company (Cosco), starting in end-January 1985. Towards the end of the year, in the spirit of reciprocity, MISC and Port Klang started talks with the Chinese government and Cosco on improving shipping and port links between Malaysia and China.

PRIVATISATION BEGINS

By mid-1985, the proposed partial privatisation scheme of Port Klang was an all-but-done deal. This naturally raised concerns amongst members of the Port Authority Staff Union (Pasu). Tan Sri Dato' Michael Chen directed the PKA leadership to hold weekly meetings with Pasu to discuss the impending takeover in August. However, no satisfactory outcome was forthcoming, and in mid-December, Pasu went so far as to insist on meeting then-PM Dato' Seri (now Tun) Dr Mahathir Mohamad on the matter, otherwise they would boycott it. Following that, the government asked Permodalan Nasional Berhad to hold talks with the Ministry of Transport and Pasu, and come to some sort of satisfactory conclusion. Klang Container Terminal (KCT), formed to spearhead the privatisation of the container operations, was expected to seek KLSE listing by 1987 if all went well. The year ended on a high note, with Port Klang netting a record RM1 billion under the Fourth Malaysia Plan.

Despite its administrative separation from KTM in the '60s, the railway system remained an important mode of transport, as evidenced by the introduction of a block train service to operate between Port Klang and Penang to improve box movements overland in mid-1986.

The 1980s Malaysia, Inc: Port Klang Leads the Charge Change and Consolidation



KCT took over container operations from PKA in March 1986, and only two months in, the improvements were blindingly obvious. The turnaround in the perpetuallyslow container handling was attributed to a corresponding change in worker attitudes, who had a newfound sense of ownership in the company as well as in their work. This was encouraging news for the government's Malaysia Incorporated concept.

In June 1988, Port Klang was declared the national load centre for most trade routes, which coincided with the 25th anniversary of PKA's establishment that year. At that time, the PM explicitly identified Port Klang's importance and contribution to Malaysia's economy.

An event of minor historical note was the first coal shipment to be discharged at the North Port in Port Klang since pre-war days on 22 September 1988. Despite that, Port Klang was able to handle the cargo, and at higher-thanexpected speeds at that. In September 1988, after the demonstrably successful proof-of-concept in the privatisation of Port Klang's container operations, the Ministry of Transport began to prepare the way for the privatisation of all other PKA operational sectors. The government would begin by amending the Port Authorities Act 1963 to allow for further privatisation. PKA itself was also conducting feasibility studies to figure out the best privatisation timeline and options. Having seen the prior privatisation exercise carried out, the Harbour Workers Union was in full support of the further privatisation of the port.

On 1 July 1989, the entirety of North Port (including the Klang Container Terminal) was converted into a free trade area. This was done to align with the government's encouragement of foreign direct investment (FDI).

So the '80s ended as it started – as a time of great change, which would continue forward into the last decade of the old millennium.



The Port Klang Authority had taken the dolphin as its symbol for its silver jubilee celebrations because of its friendliness, adaptability and readiness to give protection.

Tan Sri Dato' Michael Chen said the dolphin is graceful in the waters and has been known to protect human beings from sharks during voyages.

He said PKA was also like the dolphin – ever ready to lend a helping hand to traders and able to adapt to the needs of clients.



NORTHPORT HISTORY

The port's container operation was chosen as the first candidate for privatisation for two main reasons. First, it was profitable and not in a politically sensitive area and so could serve to generate support for further privatisation. Second, the port was inefficient by world standards with continuous complaints about congestion, low productivity, and pilferage. PKA complained that it was hamstrung from operating as an efficient commercial enterprise by red tape and lacked real autonomy.

In 1983 then-PM Dato' Seri (now Tun) Dr Mahathir Mohamad authorised the privatisation of the container terminal. A new company, Klang Container Terminal Sendirian Berhad (KCT) with a capitalisation of \$500 million and wholly owned by PKA, was created and private companies were invited to bid for 51% of the company. The winning bid came from a joint venture company Konnas Terminal Kelang Sendirian Berhad (KTK) between Kontena Nasional Sendirian Berhad (KNSB) and P&O Australia Ltd to acquire 51% of KCT's shares. KNSB, a trucking company, owned 80% of the shares and P&O Australia Ltd the other 20%.

On 17 March 1986, PKA's container terminal became the first major port facility to be privatised. The new operator of the terminal was Klang Container Terminal, a private company with equity held by the PKA (49%) and Konnas Terminal Klang (51%).

In December 1992, Klang Port Management (KPM) took over the rest of the port services from PKA under the second phase of the privatization programme and on 26 August 1993, KPM's container terminal, Klang Port Container Terminal (KPCT), commenced operation. In October 1998, KCT and KPM entered into an operational collaboration under the NORTHPORT banner, simultaneously launching a new logo to symbolise the alliance.

In July 2000, KCT and KPM finally merged to form Northport Malaysia Berhad.



30 November 1992: Signing the Privatisation Agreement of Port Klang operations between the Ministry of Transport, Port Klang Authority, Klang Port Management Sdn Bhd and Kontena National Sdn Bhd.





The 1990s Metamorphosis Complete! Port Klang Emerges a Fully Privatised Operation

The Age of Expansion

Ships docked at Port Klang



Current PKA logo, adopted in 1991



1991: Minister of Transport Tun Dr Ling Liong Sik and PKA Chairman Tan Sri Dato' Michael Chen officiates the launching of the new PKA logo.

The last decade of the century, and indeed the millennium, started with a flurry of work to support the further and continuing privatisation of Port Klang operations and terminals. With the 1st phase of privatisation a proven success, the 2nd phase of privatisation was quickly approved in August 1990. The necessary legal infrastructure enabling privatisation to continue, the Ports (Privatisation) Act had already been brought into effect earlier that year, on 2 April. In 1991, the Port Klang Authority (PKA) adopted its new logo.

After various negotiations and discussions, it was decided that the full privatisation of port operations would be completed by 1 December 1992. The new company handling port operations would be called Klang Port Management (KPM). KPM inaugurated the Klang Port Container Terminal (KPCT) on 26 August 1993, which coincidentally marked the 20th anniversary of container operations in Port Klang. KPM also embarked on the 2nd phase of their development programme in mid-1995.

With that out of the way, PKA no longer had any direct dealings with port operations, and was free to pursue other strategic goals. Now, the West Port project, as well as other projects, could be concentrated on. The West Port project was officially launched on 8 August 1992, and began operations in November 1994. The Distripark connected to West Port started operations in September 1993.

The North Port area became a Free Commercial Zone on 1 April 1993, with West Port following suit in June 1996.

In July 1991, Port Klang revealed a new gateway, West Port, to be situated on Pulau Lumut (now known as Pulau Indah) off South Port (now Southpoint).

Despite all the excitement of the various privatisation exercises and initiatives, life continued to go on. PKA declared that Port Klang would operational all days of the year by 11 July 1992 (legally speaking, although the move to non-stop operations had been in practice by late 1991). In 1996, the government mandated that all ancillary government agencies in Port Klang would follow suit from 10 April, operating 24 hours without overtime pay.

In 1996, the building of a highway linking Port Klang and Kuantan and Terengganu in the East coast was announced. The proposed highway was meant to promote international trade in Malaysia's principal port, having encouraged East Coast manufacturers to use it.

Freed of its burden to operate the port, PKA expanded its role into more supervisory and strategic areas, such as compiling information on the movement of goods in the country in 1997.



WESTPORTS HISTORY

The second privatisation exercise saw Port Klang Authority taking a more supervisory role, leaving the business of cargo & freight handling to two corporations, one of which is the privately run Westports Malaysia Sdn Bhd (formerly Kelang Multi Terminal Sdn Bhd, or KMT).

Located on the western fringe of Pulau Indah, Westports is 220 nautical miles north of Singapore, and next door to the industrial and commercial heartland of Malaysia. Spanning 546 hectares, Westports is a natural deep-water port with a minimum 16-metre draft that aims to become a successful national cargo gateway and a regional hub.

Since Westports' inception in 1994, it has played a leading role in Malaysia's efforts to provide storage, bunkering, cargo/freight handling and other port related facilities. Hectares of swampland and barren sands in Pulau Indah, a former remote fishing village on the west coast of Selangor, were reclaimed to build a massive quay measuring 3.2 kilometres, which

included 5 container terminals and the potential capacity for another 4 container terminals, giving a capacity of 15 million TEUs.

Westports has commenced on a 600-metre expansion plan to build the 6th container



10 September 1996: Tun Dr Mahathir Mohamad planting the time capsule after launching Westports Malaysia. The time capsule contains a copy of his poem Perjuangan Yang Belum Selesai and the Vision 2020 and Westports Vision statements. On his right is Tan Sri G Gnanalingam.

terminal (CT6) to boost the number of berths and increase container handling facilities. It will also be building CT7, expected to be ready by 2013. Westports intends to ensure that whatever happens, it will be ready for the inevitable upsurge in volume at the port.



10 September 1996: Tun Dr Mahathir Mohamad being driven around the port on the electric car, after launching the RM1.3 billion West Port, located on Pulau Indah in Port Klang.





Setting Clear Port Directions And Guidelines

The need for separate port management was glaringly obvious within 2 decades of the establishment of Port Swettenham. The FMS Railways – and Malayan Railways after them – saw port operations and management as adjunct to their real functions of running the trains and maintaining the rail system. The previous bodies that looked at port matters neither had real authority to make necessary changes nor were they set up optimally. In addition, as road transport became more prevalent, Port Swettenham remaining under the control of Malayan Railways was less and less of a viable option.

Hence, the Malayan government formed the Port Swettenham Authority (PSA, later Port Klang Authority or PKA) to separate Port Swettenham administration from Malayan Railways. Our responsibilities were to take over the direction, and later on, the day-today operations of Port Swettenham. After port operations were fully privatised in the 1990s, we went back to setting Port Klang's strategic direction, concentrating more on our dual roles of port regulator and trade facilitator.

Since then, Port Klang under the leadership of PKA has reached great heights. As of 2010, it is the world's Top 13th container port. We have developed Malaysia's first inland port (the lpoh Cargo Terminal) as well as the Northport Distripark, and also oversee the Port of Malacca. In our role as trade facilitator, we have worked at streamlining processes and procedures, set up the One-Stop Centre, established several international sister-port agreements and supported trade missions overseas, as well as organise reciprocal trade visits.

Vision

Maintain Port Klang as the national load centre while developing it as the preferred logistics hub for the region.

Mission

As Malaysia's premier port, Port Klang will:

- Provide the highest standards of cargo safety and security while ensuring a navigationally safe haven for ships.
- Strive for cost-effective service through port performance of international standard.
- Develop a highly-trained, motivated workforce to meet the growing demands of the port industry.
- Create a condusive commercial environment to provide traders a competitive edge in the world market.
- Develop supply-driven port facilities and services to undertake a larger regional role.

PKA Roles And Responsibilities

· Assets Management

PKA is the landlord of Port Klang, with Northport and Westports as its main tenants. Aside from ensuring that the terminal operators have sufficient equipment as befits a supply-driven port, PKA also invests in ICT improvements and infrastructure. In addition, PKA licenses and regulates private jetty operators within the port limit.

Port Regulator

As port authority, PKA promulgates and sets in place standards, ordinances and regulations to ensure smooth, safe and secure running of the port. It is responsible for overseeing the compliance of its tenants and operators.

Trade Facilitation

Aside from planning transportation infrastructure improvements, PKA streamlines processes and enhances communications, while playing a supporting role in any trade promotional activities involving Port Klang.

· Free Zone Management

PKA manages the Port Klang Free Zone through its subsidiary, Port Klang Free Zone Sdn Bhd. The Authority oversees all other free zones attached to the terminals as well.

Port Planning

PKA decides the long-term strategic goals and directions for Port Klang. Its latest activity is the long-awaited Port Klang Development Master Plan 2010-2030.

Port Promotion

Embarking on visits and excursions overseas to highlight Port Klang's myriad advantages and benefits to the world, PKA speaks at international maritime conferences and establishes sister-port relationships.

· Performance Standards

A primary function of the Authority is to monitor its terminal operators' performance and ensure that they continually improve in terms of efficiency, meeting and exceeding world standards.

Safety

PKA's Dangerous Goods department is in total control of the movement of any materiel that is classified "dangerous", including but not limited to inflammables, explosives, biohazards and toxic chemicals. Its Security and Fire Services department also ensures the compliance of the terminal operators to fire and safety codes.

Environment Needs

PKA is concerned with preserving the environment around the port area, and liaises with relevant bodies and authorities to help ensure that activities carried around the port limit are environmentally-friendly.



PKA Along the Years

- 1 PKA Chairman Tan Sri Abdul Hamid entertains Commander Josselin of the French Navy.
- 2 PKA GM Hj Mohd Zain and Minister of Transport Tan Sri Dato' Seri V Manickavasagam at the IAPH Port Conference.
- 3 6-8 October 1976: Former PKA Chairman YM Raja Dato' Seri Hj Azam at the 2nd meeting of the ASEAN Ports Association (APA).
- 4 12 February 1984: The Sultan of Selangor pays an official visit to Port Klang.
- 5 14 February 1984: The Sultan of Selangor's visit to the site of the container crane crash accident.





- 6 Indonesian Minister given a tour of Port Klang.
- 7 PKA Operations Director Datuk Rajasingam presenting a Hari Raya gift to a hospital patient.
- 8 April 1985: PKA Chairman Tan Sri Dato' Michael Chen at the Containerisation Seminar.
- 9 4 July 1973: Transport Minister Tun Hj Sardon Hj Jubir shaking hands with PKA Chairman YM Raja Dato' Seri Hj Azam at PKA's 10th Anniversary celebrations.
- 10 1978: The Sultan of Selangor pays a visit to Port Klang.

PKA Along the Years

- 1 PKA Chairman Tan Sri Dato' Sri Dr Ting Chew Peh presenting a mock cheque to the University Malaya DTC Rebuilding Fund as an act of corporate social responsibility.
- 2 21 July 2003: The new Transport Minister, Tan Sri Chan Kong Choy, makes his first visit to Port Klang.
- 3
- 2 July 2004: Deputy Prime Minister Dato' Sri Hj Najib Tun Razak at the official launch of the PKFZ. Also present are representatives from Jebel Ali Free Zone Authority (JAFZA), then-managers of PKFZ.
- 4 15 April 1996: Transport Minister Tun Dr Ling Liong Sik officiates the "Promoting Port Klang As A Transshipment Hub" press conference.
- 5 PKA signs a Memorandum of Understanding (MoU) with Republic of Guinea port representatives. Present are Transport Minister Tan Sri Chan Kong Choy and PKA GM Datin OC Phang.





6 7

- 15-21 May 1999: PM Tun Dr Mahathir Mohamad and Transport Minister Tun Dr Ling Liong Sik at the 21st IAPH World Ports Conference, hosted by PKA.
- 8 PKA GM Datin OC Phang at the Freight Forwarders Forum.
- 9 PKA Chairman Tan Sri Dato' Sri Dr Ting Chew Peh and PKA GM Datin OC Phang at the sister port signing ceremony with the Port of Marseille Authority.

PKA Along the Years

- 1 November 2007: Memento presentation at the 7th World Free Zone Convention (WFZC), officiated by Transport Minister Tan Sri Chan Kong Choy. Also present is PKA Chairman Dato' Chor Chee Heung and Graham Mather, WFZC President.
- 2 2005: Opening ceremony of Asian Freight Forwarders Forum. Present are Transport Minister Tan Sri Chan Kong Choy and PKA GM Datin OC Phang.
- 3 PKA GM Datin OC Phang at the ASEAN Ports Association (APA) Sports Meet 2000.
- 4 2-5 April 2001: Transport Minister Tun Dr Ling Liong Sik playing golf at the 16th World Dredging Conference at the Shangri-La Kuala Lumpur.
- 5 2007: Senior PKA officials on a business trip in Dalian, Shanghai.





- 6 February 2009: PKA GM Lim Thean Shiang meeting with Minister of Transport Dato' Sri Ong Tee Keat before PKA's Chinese New Year "open house".
- 7 2007: Presentation of the Customs gate key.
- 8 2005: PKA GM Datin OC Phang appointed IAPH President at the 25th IAPH Port Conference in Houston, USA.
- 9 Transport Minister Dato' Sri Ong Tee Keat together with PKA GM Kee Lian Yong, Kuantan Port board member Dato' Yap Kin Sian, the Executive Director of Westports, the Chief Executive Officer of Northport and the Chief Executive Officer of Port of Tanjung Pelepas.
- 10 2008: Transport Minister Dato' Sri Ong Tee Keat with outgoing PKA Chairman Dato' Chor Chee Heung and incoming PKA Chairman Dato' Lee Hwa Beng.

PKA Along the Years

- 1 PKA Chairman Dato' Lee Hwa Beng and PKA GM Kee Lian Yong along with PKA senior management
- 2 Transport Minister Dato' Sri Ong Tee Keat launching the 'Whistle Blowing Policy' jointly developed by PKA and PKFZ. The policy aims to achieve greater transparency and curb corruption.
- 3 2 March 2010: PKA Chairman Dato' Lee Hwa Beng and PKA GM Kee Lian Yong at the Chinese New Year "open house" held at the PKFZ Exhibition Centre.
- 4 21 July 2010: PKA courtesy call to Belawan Port in conjunction with trade mission to Medan, Indonesia.
- 5 Dato' Long See Wool, Secretary General of the Ministry of Transport and PKA GM Kee Lian Yong on board the aircraft carrier USS Nimitz.
- 6 PKA CM Kee Lian Yong in a discussion with PKA senior management team.





- 7 Port of Marseilles and PKFZ signing an MoU celebrating a decade of partnership.
- 8 Senior PKA officers at a management meeting.
- 9 Visit to PSA, Singapore by Dato' Lee Hwa Beng, Mr. Kee Lian Yong, PKA and AGM (regulatory), PKA.
- 10 PKA and Luka Koper coming together to play a greater role in Malaysia/ Slovenia trade.
- 11 PKA Assistant GM (Engineering) briefing Kaijo Jieitai (Japanese Maritime Self-Defence Force) officers during their courtesy visit to Port Klang.
- 12 21 January 2011: Memento presentation at the PKA Appreciation Lunch for CMA CGM. Present are (from left to right) CMA CGM Malaysia Managing Director Simon Whitelaw, PKA GM Kee Lian Yong and PKA Chairman Dato' Lee Hwa Beng.

Malaysian Transport Ministers

Present:



Dato' Seri Kong Cho Ha Jun 2010 -

Past:

Pre-Independence



Tun (Colonel Sir) Henry Lee Hau Shik 1955-1956



Tun Hj Omar Ong Yoke Lin 1956-1957



Abdul Rahman Hj Talib 1957 - 1959



Tun Hj Sardon Hj Jubir 1959 - 1968





Tan Sri Dato' Seri V Manickavasagam 1969 - 1970



Tan Sri Abdul Ghani Gilong 1970 - 1971



Tun Hj Sardon Hj Jubir 1972 - 1974







Tan Sri Lee San Choon 1979 - 1983



Tan Sri Datuk Seri Dr Chong Hon Nyan 1983 - 1986



Tun Dr Ling Liong Sik 1986 - 2003



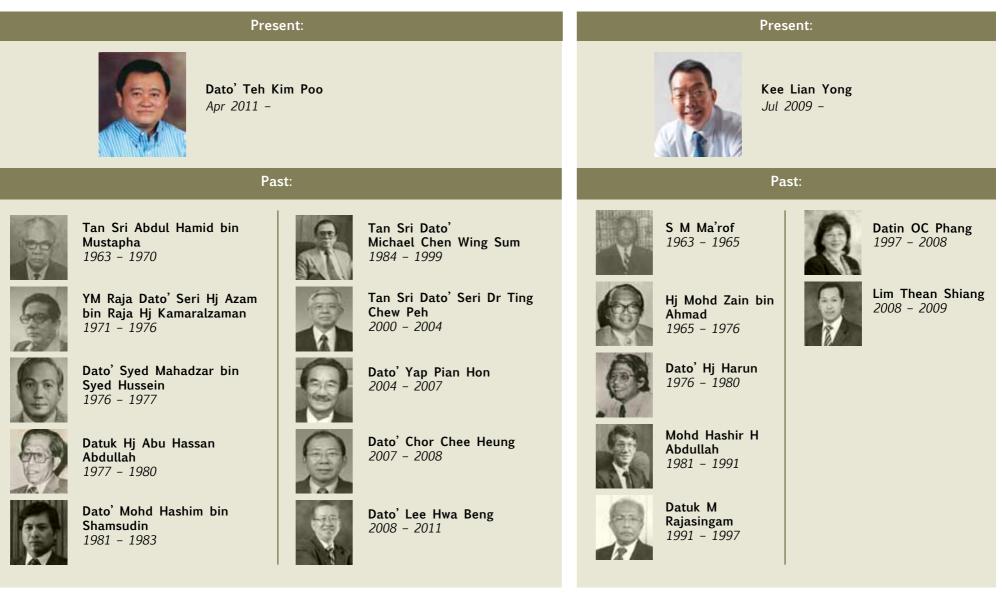
Tan Sri Chan Kong Choy 2003 - 2008



Dato' Sri Ong Tee Keat 2008 - 2010

PKA Chairmen

PKA GMs





CHANGE FOR THE BETTER

The longest serving chairman in PSA/PKA history, Tan Sri Dato' Michael Chen, offers his perspectives on Port Klang and PKA during his tenure, and on the port today.

"Operating a port is a hands-on job; you cannot stay at the office and not know what is going on."

Tan Sri Dato' Michael Chen Wing Sum PSM, DPMS PKA Chairman of the Board (1984-2000) Tan Sri Dato' Michael Chen was a boarding school student at Chung Ling High School. He read Law at Lincoln's Inn, London, and was for a time a journalist with Kwong Wah Yit Poh. He became a parliamentary secretary in 1964, and subsequently joined the cabinet from 1973 to 1979. He was Minister of Environment Control and also Minister of Housing, Local Government and New Villages. He was appointed Chairman of PKA in 1984, and held the post until 2000 when he was appointed President of the Senate.

When Tun Dr Mahathir Mohamad, then-PM, sent me a letter in late 1983 appointing me to become Chairman, I told him that I was afraid I would not do a good job, not being a port man. He encouraged me, saying that Port Klang's performance would only improve under me.

I started on 1 January 1984, and even before I stepped into the office I had to deal with a crane that had been knocked down by a ship. What a way to begin my tenure! I moved the Chairman's office down from KL to the port itself, and started looking around. Back then, Port Klang was not privatised, and so PKA ran the whole show.

My main objective was to change the work culture. From past experience, I learnt that the condition of an organisation's toilets reflects how it works. I brought my officers to view the Port Klang toilets, and we were quite shocked at their deplorable condition. Operating a port is a hands-on job; you cannot stay at the office and not know what is going on. That was how I started out, to make them realise that.

As non-executive Chairman, I was not expected in the office often. But to me, it's not enough to leave it to the staff and only go there to conduct meetings. I went to office as often as I could, but without fail, every Tuesday I will be at the office to look at the operations. I was spending so much time that some of my colleagues thought I was acting more like an executive chairman. I always thought that either way, the responsibility is the same.

Tun Mahathir had just started the punch card system, so I used to get in before 8 o'clock, just to see who was not present. Then all I did was to tell the secretaries I wanted to see them. They will know the Chairman noticed they weren't around. At about 9 o'clock, I'll make the rounds. The officers know that they had better not go for coffee then. After a while, they developed better time management on their own.

Changing the work culture down at the wharves was not easy with over 8,000 workers and a strong union. Rather than force the changes on them, I sent them on regional port visits so that they can see why the changes were needed. I cut down on the number of sick leave days people were applying for by offering to take them to the hospital if they were really sick. I gave 'ang pow' to those who didn't apply for sick leave. I asked the workers to treat the cargo like their own babies. To cut down on fruit pilferage, I suggested the dealers open a box of fruit or two for the workers. And I encouraged the security staff at the port to be more vigilant.

In all of this, I worked very closely with the port's management. At first, they must have thought I was quite difficult, but they saw that I just wanted to get the job done. It was a matter of good leadership, ensuring we got the equipment we needed, and promoting the port. That, I think, was the most important thing.

PKA today is the port regulator and trade facilitator rather than port operator, but it continues to play an important role. It has to encourage and cooperate with the private operators. They need the encouragement; otherwise, they will not be able to perform well.

I hope PKA will keep doing well. I am very happy that they continue to promote Port Klang in an aggressive way, just as I did in my time as Chairman. I still have very strong sentiments for PKA; when I left, they wanted me to stay on so much that they went to the PM himself, asking him to change the regulations. That gave me a really good feeling.



1 1991: Minister of Transport Tun Ling Liong Sik and Tan Sri Dato' Michael Chen launching PKA's new logo.

2 Tan Sri Dato' Michael Chen and PKA GM Datuk Rajasingam with delegates from Indonesia.

3 Tan Sri Dato' Michael Chen accompanying the Sultan of Selangor on His Highness's visit to Port Klang.

TOUGH LIFE, TOUGH MAN

Rajaretnam Govindasamy, a retired port worker, shares some anecdotes about life on the docks.

"The port has improved tremendously from my day. The port workers still work and earn their pay, but their lot is not so hard compared with old times." Mr Rajaretnam Govindasamy joined CHC (Cargo Handling Corporation Ltd, a subsidiary of KTM) in 1962 as a wharf worker while in his early teens. When PSA took over the port from KTM, he followed suit, becoming in 1973 a winch operator. Subsequently, ke joined Klang Container Terminal (KCT) as a driver and moved on to Klang Port Management as a mandor, before taking on his final position as shift foreman in Northport (Malaysia) Bhd. He retired in 2004, but had his employment extended for another 2 years.

When I first joined CHC as a wharf worker back in 1962, I was 14. At that time, the port was the only major industry around Klang. Because the pay was rather limited for the ordinary port worker (from \$75 to \$200/month), most families could not afford to have only the father working, and got the eldest son to work also. The first 20 years of my working life was a similarly hard life with a very small pay.

Rajaretnam Govindasamy Shift Foreman, Northport (Malaysia) Bhd (1993-2004) There were only 2 departments to join in we only had 4 wharves and serviced mainly CHC; there were the wharf workers, and there were the stevedores, who handled cargo on the ships. Back then, we had to work 24-hour shifts for \$12.80 per day. It was only after 1963 that we could work 8-hour shifts at the NKS for a basic daily pay of \$4.20. There was no choice but to rely on our commissions to earn \$300-\$400/month. I got married on 16 March 1969 (when I was 20 years old), which was good, but didn't make life any easier. We really did work very hard; everything was done with manpower, as there was no real machinery in the port. The 1st forklift in NKS was only bought in 1963. The North Port today is a far cry from NKS in the 60s:

British ships.

Most of my friends are either sick or have died off because of working conditions back then. We did have unions looking after our welfare; it was just the nature of the times. I was part of the Harbour Workers Union, which was established in 1951. I was Assistant Treasurer for 14 years until I retired from Northport.

I am still living in Port Klang today. I must say that the port has improved tremendously from my day. The port workers still work and earn their pay, but their life is not so

hard compared with old times. Now, they have the advantage of specialised machinery and containerisation has reduced the need for conventional cargo handling. Back then, port work was very dangerous; now with safety systems, it is that much safer and more secure. Ships carry specialised/separate cargo, so the work is also more predictable.

Still, I have no complaints. I have 4 fantastic children; my eldest is himself a senior manager in PKA and a 3rd-generation port man, my 2nd son works in a shipping company, my elder daughter is a housewife and my younger daughter works for a freight forwarding agency in KLIA.



3 Generations At Port Klang

- 1 1st Generation; S Muniandy (Rajaretnam's father-in-law) posing with PKA Chairman Tan Sri Dato' Michael Chen.
- 2 2nd Generation; Rajaretnam Govindasamy being interviewed after his retirement.
- **3** *3rd Generation, Sri Muhunan (Rajaretnam's* eldest son), a senior official at PKA.

COMMERCIALLY DRIVEN

Former PKA Commercial Manager Tuan Haji Kamal Tohiran shares his insights on PKA's work and role as trade facilitator.

"Promoting Port Klang included promoting it to sister ports and port associations, while working with MIDA and MATRADE."

IT BHL MOTA

Tuan Haji Kamal Tohiran started his PSA/PKA career in 1971 as a security assistant. Thanks to PKA, he managed to gain his diploma in business from ITM in 1978, as well as obtain a scholarship for his bachelorate at UKM in 1982. After his tertiary education, he rejoined PKA in the Commercial Department in 1986 as an Administrative Officer. In 1992, he was the Assistant Commercial Manager, taking over as Commercial Manager in 1999 before his retirement in 2007. Tuan Haji Kamal is recognised by his former subordinates as being an exemplary boss.

During my time as Commercial Manager, the main thrust of the department was Corporate Marketing, ie promoting Port Klang internationally. We were the APA Malaysia Secretariat, and the ASEAN Secretariat for 2 years (I then became Secretary-General of APA). We were heavily involved with IAPH, Forwarders' Forum, INMEX and other major events. I would say that our hardest work was in organising the conferences, and running the One Stop Centre to handle customer complaints. Now, of course, the One Stop Agency is a department on its own. This is good, because it has to handle so many other roles and industry issues.

Tuan Haji Kamal Tohiran Commercial Manager, Port Klang Authority (1999-2007) Promoting Port Klang included promoting it those who stuck it out really went far in their to sister ports and port associations, while working with MIDA and MATRADE. Of course, different GMs had their own foci. During my time in PKA, I have worked under 5 GMs; Hj Mohd Zain, Dato' Hj Harun Din, Mohd Hashir H Abdullah, Datuk M Rajasingam and Datin OC Phang, so I have a wide experience of their various styles. For example, Datuk Rajasingam was more focused on port operations, while Datin OC Phang was more on marketing. She was also more of an open-door person.

I must say that I really enjoyed my time in the Commercial Department. Something that was quite funny was that until I retired, my immediate superior would always be a woman. When I started out as an administrative officer, the Commercial Department handled 3 areas; marketing, public relations and auctions (which has since been taken over by the Free Zone Department), and my immediate boss was a Miss Chong. She would be my boss until she left, and I became Commercial Manager, and then my immediate boss was the GM, Datin OC Phang. All in all, my proudest moment was when I became the Sec-Gen of APA. I am also proud that the Commercial Department was a training ground; many senior managers today came under me as Commercial Manager -

careers.

Today, Port Klang is very successful and has taken a more commercial approach. We now have to look at further development, increasing capacity, ensuring more efficient operations, and more market share from upcoming regional ports. We should work on having more lines come in, reach out to new markets, build up local cargo mass, and help our own businessmen become market leaders.

Now, I am living the typical retiree life, just relaxing at home and collecting my pension. But still, sometimes I dream of the old days, when I was still working here. I guess you can take the man out of the position, but you can't take the position out of the man.



- 1 Tuan Haji Kamal accompanying outgoing PKA GM Mohd Hashir at the RTM interview on his last day at work.
- 2 Tuan Haji Kamal and current Malaysian PM, Dato' Sri Najib at the Port Klang Exhibition.
- 3 Tuan Haji Kamal together with the past SFFLA president at the Freight Forwarders Forum 2007.









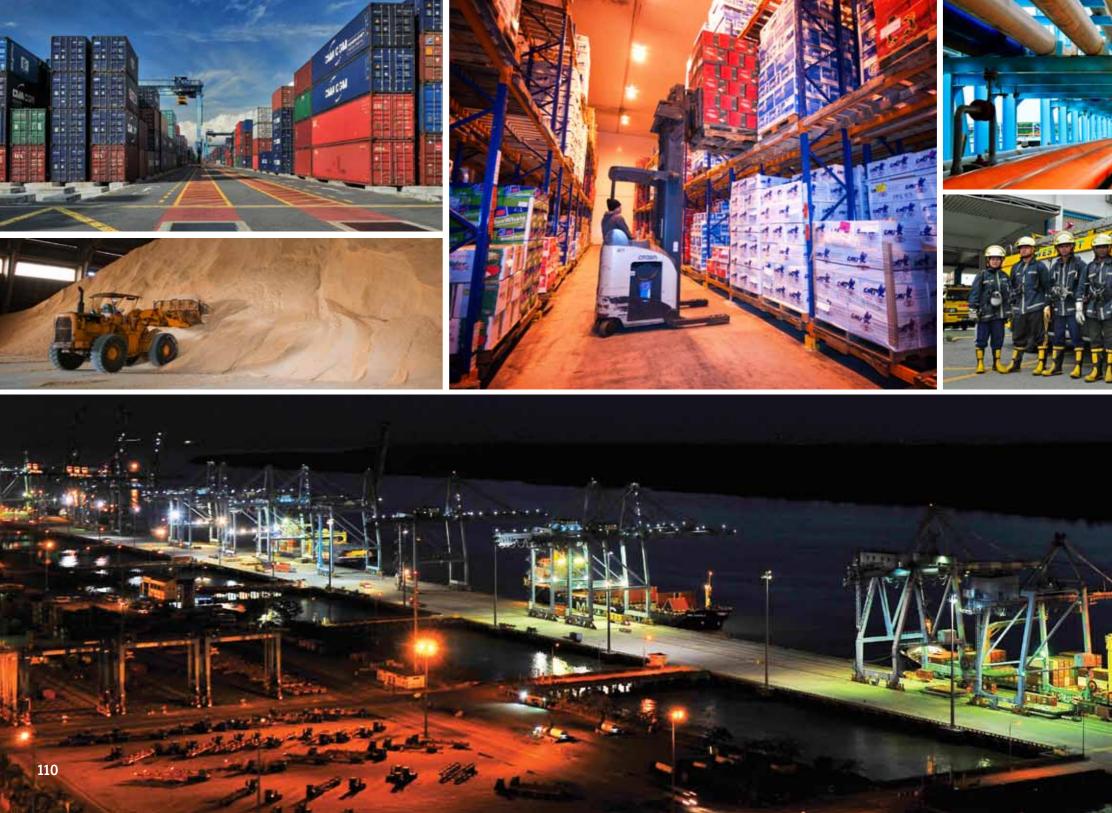




MARANA BARANA

16







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Port Klang Free Zone



The Port Klang Free Zone (PKFZ) is a 1,000-acre (400 hectares) regional industrial park located in Pulau Indah next to Westports. Owned by Port Klang Authority, PKFZ was modelled after Dubai's Jebel Ali Free Zone and set up as the only free zone in Malaysia to integrate both industrial and commercial operations. The PKFZ was set up to become a catalyst for economic growth not only in Port Klang but also in the whole Selangor coastal region.

Opening for business in 2006, PKFZ was previously managed by JAFZA International, the consulting and management division of Jebel Ali Free Zone Authority (JAFZA). In 2007, it was taken over and is now under the management of PKFZ Sdn Bhd, a wholly-owned subsidiary of PKA.

PKFZ is a mixed development comprising manufacturing activities complemented by amenities designed to facilitate the growth of regional distribution centres or international procurement centres, as well as promote entreport trade and manufacturing industries involved in producing goods primarily for export. PKFZ promises an environment where investors can connect, integrate and fast-track business with ease.

It offers prepared industrial sites (open land), light industrial units for factories and warehouses and office space at the PKFZ business complex. The office complex comprises several 8-story blocks with other amenities, including an exhibition centre, one-stop service centre, on-site Customs, immigration, security, and service providers such as banks, clinics and food courts.



US Agribusiness giant Cargill has invested US\$50 million (RM165.5 million) in this nearly-completed palm oil refinery and specialty fats plant at the Port Klang Free Zone.

Iconic Establishments

MARINE DEPARTMENT OF MALAYSIA



The Marine Department was established on 1 March 1953 under the purview of the Ministry of Transport. The former Minister of Transport, Tun Hj Sardon Hj Jubir, inaugurated its first headquarters (the current Marine Department Central Region) on September 15, 1964. After the Great Fire at Port Klang in June 1980, the headquarters was moved to the new wing, which was built and fully operational by early 1982. In 2011, the Marine Department of Peninsular Malaysia merged with the Marine Department of Sabah and the Marine Department of Sarawak to form the Marine Department of Malaysia.

The Marine Department's responsibilities include the implementation of policies, planning, R&D and coordination of all marine-related matters. Within its scope are the development of ports and the shipping industry, registration of ships and matters related to seafarers. The Marine Department also enforces certain Acts including the Merchant Shipping Ordinance 1952, the Environment Quality Act 1974, the Petroleum Act (Safety Precaution) 1984 and the Fisheries Act 1985.

The Marine Department has consistently ensured that vessels and waterways remain safe and sea- borne trade continues smoothly. In the International arena, the Marine Department is host to a series of international-level meetings such as Meeting under the Aid to Navigation Fund, the "IALA Risk Management Tool for Port and Restricted Waterways", IMO Seminars and Regional Workshops on Ratification, Implementation and Enforcement of the MARPOL Convention.



- 1 Marine officers training during the Proficiency Course in Survival Craft on November 20, 2008.
- 2 Marine Department patrol boat out at sea.
- ³ Permatang Sedepa Lighthouse, Selangor.

ROYAL SELANGOR YACHT CLUB (RSYC)

In 1969, a group of boating and sailing enthusiasts were looking for a place suitable for a yacht club. With the cooperation and assistance of Port Swettenham Authority, the site where the yacht club would be formed is now where the club stands.

The club was first registered under the name of Port Swettenham Yacht Club in July 1969. In 1972, the club's name was changed to Selangor Yacht Club. On March 1989, the club's 20th anniversary, the Royal Selangor Yacht Club was officially opened, being given its new name by the Patron, His Royal Highness the Sultan of Selangor.

In 1992, a fire that spread from the adjacent commercial fuel jetty hit the club, destroying the clubhouse. Fortunately, the vital administrative records were salvaged and business went on as usual while a new clubhouse was constructed. It was completed in 1996, and the clubhouse was once again fully operational. Today, with over 1,000 members, a moored fleet of 30 keelboats and 60 powerboats and a further 130 on the club's handstand, the RSYC stands as the largest and most active yacht club in the country.

The club is also host to the prestigious Raja Muda Selangor International Regatta, a challenging offshore sailing race. The event, jointly organised with the Royal Ocean Racing Club, consists of three overnight passage races, some 240 miles (about 386 kilometres) in total, plus two days of harbour racing in Penang and Langkawi. Every year, the event attracts a large variety of yachts, all of whom have to cope with changeable weather through strategies and tactics during the mix of races past tropical islands.





- 1 A tight race between the Australian team, Swiss team and the Malaysian team during the 2008 Langkawi International Regatta.
- 2 Some of the old members of SYC (front, from left) Chris Gerhard, Dato' Alex Nah, Gerhard W. Poel, Anir Zohri. The two in the background are, (from left) Robin Tan and Mrs. Chris Gerhard.
- 3 The old SYC (now RSYC) clubhouse in 1985, 7 years before the fire that destroyed it.
- 4 The 1982 Raja Muda Selangor International Regatta.

PORT KLANG CRUISE CENTRE (PKCC)

Since its inception, Port Klang has not only been a bustling cargo hub, but a landmark passenger hub as well. Formerly owned and operated by Star Cruises, the Port Klang Cruise Centre (PKCC) at Pulau Indah is the port of call for some of the world's most renowned cruise ships.

The cruise industry has been an integral part of Port Klang since the establishment of PKCC in December 1995. Now owned and operated by Glenn Marine Group, the terminal today handles hundreds of thousands of passengers annually. Its ideal and strategic location within Port Klang makes it an excellent gateway to all the fantastic destinations within Malaysia and the Southeast Asian region.

PKCC's operators see a lot of potential for the cruise industry within the region. In the long term, they intend to develop PKCC into a self-sustaining tourist hub capable of taking on the many challenges of the tourism industry. There has been much careful planning to explore how best to develop the terminal, including the possibility of increasing berthing capacity and further developing the surrounding land bank. They believe that the future transformation of PKCC and its surrounding area is both inevitable and an exciting prospect.



Queen Mary 2 docks at PKCC

A view of SuperStar Virgo at night.

Naval Tourism

In addition to cruise vessels, PKCC is also a favoured port of call for many of the world's navies. During these calls, Port Klang serves not only as a diplomatic host but also as an entry point for what is an interesting branch of the tourist industry. Naval crew often include trips to tourist hotspots within the region as part of their itinerary when their vessels call at PKCC. Tourists in their own right, PKCC enables them to appreciate Malaysia's "Truly Asia" experience during their stay.

As the terminal extends to naval personnel the same level of hospitality given to cruise passengers, cruise passengers also enjoy the facilities and services provided to meet the demanding security requirements of such navies.

- 1 Indian Navy vessels calling at PKCC. Also berthed is a Star Cruises vessel.
- 2 October 2010: The maiden call of the aircraft carrier USS Abraham Lincoln (CVN-72) at PKCC.
- 3 Seventh Fleet flagship, USS Blue Ridge (LCC-19) berthed at PKCC.





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Since its inception in 1901, Port Klang has become Malaysia's Principal Port. Strategically positioned within the Straits of Malacca, the busiest sea-lane in the world, the port has state-of-the-art terminals capable of processing any type of cargo. Over the years, it has built up links to 600 ports in over 180 countries. Today, Port Klang stands proud as Malaysia's National Load Centre and Preferred Logistics Hub, enabling its customers and business associates to explore whole new horizons of trading opportunities.



