



KERATAN AKHBAR

TARIKH:.....26/2/18

AKHBAR:.....UTUSAN MALAYSIA

MUKASURAT:.....4

JPJ nafi dakwaan anggotanya berkelakuan samseng

PUTRAJAYA 25 Feb. - Jabatan Pengangkutan Jalan (JPJ) menafikan tohmahan yang tular di media sosial baru-baru ini kononnya beberapa anggotanya berkelakuan samseng dan telah memecahkan cermin lori bagi mendapatkan maklumat pemandu.

Bahagian Korporat dan Perancangan Strategik JPJ dalam kenyataannya hari ini berkata, JPJ turut kecewa dengan dakwaan palsu terhadap anggotanya yang melak-

sanakan tugas bagi menjamin keselamatan pengguna jalan raya.

Kenyataan itu menjelaskan, dalam kejadian pada 22 Februari lalu kira-kira 11.15 malam di Kilometer 29, Jalan Johor Bahru-Kota Tinggi, Johor anggota JPJ yang bertugas melihat sebuah lori menghala ke Johor Bharu dan mengesyaki membawa muatan melebihi had yang dibenarkan.

"Pasukan JPJ telah mengekori lori tersebut dengan memasang

lampu mata arah sebelum mengarahkan kenderaan itu untuk berhenti di bahu jalan ketika berada di lokasi yang dinyatakan.

"Setelah memberhentikan kenderaan, pasukan JPJ membuat pemeriksaan terhadap kenderaan tersebut namun pemandu lori telah menyorok dan mengunci kesemua pintu lori," katanya.

Jelas kenyataan itu, semasa pemeriksaan, anggota pasukan JPJ mendapati ada ruang terbuka

di sebelah tingkap kiri bahagian tepi belakang kenderaan lalu menyelak langsir tingkap lori tersebut dan mendapati pemandu berada di dalam.

"Pemandu tersebut enggan memberikan kerjasama apabila diminta untuk diperiksa permit serta dokumen berkaitan dan arahan membawa kenderaan ke Stesen Penguat Kuasa JPJ Ulu Tiram untuk ditimbang," menurutnya. - BERNAMA

Penang Port labur RM155 juta bagi membesarkan dermaga

Oleh NUR HANANI AZMAN
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KUALA LUMPUR 25 Feb. - Penang Port Sdn. Bhd., bekerjasama dengan Royal Caribbean Cruises Ltd., syarikat kapal persiaran Amerika Syarikat untuk menambah kapasiti dermaga bagi membolehkan dua kapal persiaran mega berukuran lebih 300 meter berlabuh serentak.

Ketua Pegawai Eksekutifnya, V. Sasedharan berkata, dermaga sedia ada buat masa ini hanya mampu menampung sebuah kapal persiaran mega dan kapal yang lebih kecil.

Katanya, pelan pelaksanaan peluasan dermaga yang diunjur membabitkan pelaburan sebanyak RM155 juta itu, dijangka ber-



SASEDHARAN Vasudevan menunjukkan aktiviti operasi di sekitar Pelabuhan Pulau Pinang dalam majlis bersama media di Pulau Pinang, baru-baru ini. -UTUSAN/AMIR HAFIZ ABD RAHMAN

mula pada separuh kedua 2018 dan bakal siap dalam tempoh 24 bulan akan datang.

"Seiring dengan pelan terse-

but, Penang Port menyasar kendalian satu juta penumpang kapal persiaran antarabangsa dalam tempoh lima tahun ber-

banding 400,000 penumpang direkodkan pada 2017.

"Kami yakin segmen kapal persiaran mempunyai poten-

si besar justeru mahu memperluaskan saiz terminal bagi menampung sehingga 12,000 penumpang daripada 8,000 penumpang ketika ini," katanya kepada semasa lawatan media baru-baru ini ke Pelabuhan Pulau Pinang yang dianjurkan oleh MMC Corp Bhd.

Anak syarikat milik penuh MMC Corp., MMC Port Holdings Sdn. Bhd., menguasai ekuiti sebanyak 49 peratus dalam Penang Port dan bercadang membeli baki 51 peratus kepentingan ekuiti.

Pembelian itu memberi prospek baik kepada MMC dalam usahanya untuk mengekalkan kedudukannya sebagai penggiat utama dalam industri pelabuhan di Malaysia.

Penang Port menyumbang ki-

ra-kira 20 hingga 30 peratus kepada perolehan Kumpulan MMC pada tahun lalu.

Ujar Sasedharan lagi, kemasukan penumpang-penumpang antarabangsa kapal persiaran memberi impak ekonomi yang positif terhadap negeri, peruncit, penyedia perkhidmatan, perniagaan dan komuniti sekitar pelabuhan.

Jelasnya, setiap penumpang kapal persiaran biasanya akan membelanjakan sekitar AS\$70 (RM274) setelah berlabuh di pelabuhan dan ketika bersiar-siar di kawasan berhampiran.

"Purata perbelanjaan global setiap penumpang ini adalah sekitar AS\$150 (RM588), maka masih terdapat ruang untuk terus berkembang," katanya.

TARIKH: 26/2/18

AKHBAR: BH

MUKASURAT: 22

Penang Port sedia RM180j tingkat keupayaan operasi

BH/ 26/2/18 ms. 22



Sasedharan Vasudevan

➔ **Kendalian kargo kotena jadi tumpuan**

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Penang Port Sdn Bhd (PPSB), syarikat milik MMC Corp Bhd memperuntukkan RM180 juta bagi perbelanjaan modal (capex) untuk tahun ini, lebih tinggi berbanding RM40 juta tahun sebelumnya.

Ketua Pegawai Eksekutif PPSB, Sasedharan Vasudevan, berkata, sebahagian besar perbelanjaan akan digunakan untuk meningkatkan keupayaan operasi pengenda-

lian kargo kontenanya.

Beliau berkata, pengendalian kargo kontena di Terminal Kontena Butterworth Utara (NBCT) meningkat setiap tahun dengan 2017 mencatatkan peningkatan enam peratus kepada 1.523 juta TEU (unit bersamaan 20 kaki) berbanding 1.237 juta TEU pada 2013.

"NBCT adalah penyumbang terbesar kepada operasi PPSB sebanyak 68 peratus dan semakin menghampiri kapasiti maksimum kendalian kontena dua juta TEU.

"Sebahagian besar capex akan digunakan dalam meningkat kapasiti kendalian kontena di NBCT sehingga 2.9 juta TEU termasuk penambahan sistem operasi sokongan seperti pembelian kren baharu.

"Perancangan ini sudah bermula dan ia akan berjalan dalam 20 bulan akan datang. Jika berdasarkan kepada aliran peningka-

tan tahunan, syarikat yakin dapat mencapai sasaran," katanya selepas lawatan media ke Penang Port di Georgetown, baru-baru ini.

Sasedharan berkata, pihaknya menyasarkan PPSB dapat mencapai 1.6 juta TEU dan 10 juta muatan berat tan (FWT) tahun ini berbanding 1.5 juta TEU dan 9.9 juta FWT tahun lalu.

Pertumbuhan 9 peratus

Secara keseluruhan, beliau berkata PPSB menyasarkan pertumbuhan 9 peratus pendapatan berbanding tahun lalu.

Mengenai ketidakstabilan ekonomi akan menjejaskan operasi PPSB, Sasedharan berkata, operasi pelabuhan akan berjalan seperti biasa.

"PPSB antara pelabuhan yang mencatatkan peningkatan terbaik berbanding pelabuhan lain. Operasi di sini sebanyak 42 peratus adalah

pengendalian kargo eksport dan 48 peratus adalah kargo import.

"Malah, antara pelanggan utama kami adalah syarikat dari selatan Thailand termasuk negeri di utara Semenanjung dengan 80 peratus membabitkan laluan sekitar Asia terutama China, Jepun dan Korea Selatan. Saya tidak rasa faktor ekonomi akan jeaskan pengembangan operasi PPSB," katanya.

Sementara itu, mengenai segmen lain PPSB, katanya antara yang menunjukkan pertumbuhan adalah operasi Terminal Kapal Persiaran Swettenham Pier (SPCT).

Sasedharan berkata, pihaknya menjalin kerjasama dengan syarikat kapal persiaran (Cruise) dari Amerika Syarikat bagi membesarkan operasi terminal membabitkan kos sebanyak RM155 juta.

Beliau berkata, pembesaran operasi terminal itu kelak dijangka

mampu meningkatkan kemasukan kapal persiaran dengan menjadikan SPCT sebagai lokasi persinggahan.

"Saiz platform pelabuhan atau 'berth' ketika ini adalah 480 meter dan dengan pembesaran terminal ini kelak, saiz berth akan menjadi 700 meter. Ia mampu menampung dua kapal persiaran dalam satu masa.

"Suku keempat tahun ini juga, kami akan menerima kemasukan kapal persiaran dari Jerman, menjadikan SPCT sebagai lokasi persinggahan. Kemasukan kapal persiaran ini membantu menaikkan ekonomi setempat dengan purata perbelanjaan seorang penumpang sekitar AS\$150 (RM587.48) selain menaikkan sektor pelancongan.

"Ia mampu menjana sekitar AS\$40 juta (RM156.66 juta) kepada ekonomi setempat termasuk sektor runcit dan pelancongan," katanya.

TARIKH:.....26/2/18.....

AKHBAR:.....HARIAN METRO.....

MUKASURAT:.....18.....

Kios JPJ bakal dinaik taraf

Batu Pahat: Kementerian Pengangkutan akan menaik taraf mesin kios Jabatan Pengangkutan Jalan (JPJ) bagi membolehkan perkhidmatannya ditambah baik serta diperluas ke seluruh negara.

Timbalan Menteri Datuk Ab Aziz Kaprawi berkata, langkah itu diambil bagi mengurangkan kesesakan di cawangan JPJ seluruh negara di samping memudahkan orang ramai.

Katanya, ketika ini bilangan mesin kiosk JPJ terhadap hanya boleh diakses di sesetengah kawasan utama.

"Kementerian Pengangkutan menaik taraf serta

menambah baik perkhidmatan mesin kios JPJ dan mahu ia diperluaskan ke seluruh negara.

"Kita juga merancang meletakkan mesin kios JPJ ini di tempat tumpuan utama orang ramai selain cawangan JPJ supaya perkhidmatannya dapat menjangkau lebih ramai orang.

"Langkah ini bukan saja dapat mengurangkan kesesakan di kaunter JPJ seluruh negara malah mampu mengurangkan beban kakitangan JPJ," katanya.

Beliau berkata demikian selepas merasmikan Surau Al-Fayyadh dan Hari Bertemu Pelanggan 2018 di JPJ

HARIAN METRO
26/2/18 m/l. 18
Batu Pahat.

Hadir sama, Pengarah JPJ Johor Datuk Mohd Rusdi Mohd Darus.

Sebelum ini, pelbagai pihak menyarankan JPJ menambah bilangan dan menaik taraf perkhidmatan mesin kios jabatan itu di seluruh negara yang dilaporkan kerap berdepan masalah teknikal di samping tidak boleh diakses dengan mudah.

Mesin kios itu diperkenalkan November 2013 untuk kemudahan orang ramai dan pelanggan JPJ menjalankan urusan memperbaharui lesen memandu, cukai jalan dan pembayaran saman.



AB Aziz menandatangani plak Surau Al-Fayyadh dan Hari Bertemu Pelanggan 2018, semalam.

TARIKH:.....*26/2/18*.....

AKHBAR:.....*HARIAN METRO*.....

MUKASURAT:.....*24*.....

JPJ beri penjelasan cermin lori tertanggal bukan pecah

*HARIAN METRO
26/2/18 m/f 29-*

Kuala Lumpur: Cermin lori sedia ada sudah tertanggal dan jatuh namun tidak pecah.

Itu penjelasan Jabatan Pengangkutan Jalan (JPJ) selepas beberapa gambar tular di media sosial kelmarin mendakwa penguatkuasaanya bertindak samseng dengan memecahkan cermin kenderaan itu untuk mendapatkan

maklumat pemandunya.

JPJ dalam kenyataannya berkata, pada awalnya anggota penguatkuasa mengesyaki sebuah lori membawa muatan melebihi had tidak dibenarkan di Kilometer 29, Jalan Johor Bahru ke Kota Tinggi, Johor, Selasa lalu.

Katanya, penguat kuasa mengekori lori itu sebelum mengarahkan pemandunya

berhenti di bahu jalan untuk pemeriksaan lanjut.

"Pemandu lori itu memberhentikan kenderaannya namun dia menyorok dan mengunci semua pintu lori.

"Ketika pemeriksaan, kami mendapati ada ruang terbuka di sebelah tingkap kiri bahagian belakang kenderaan itu lalu menyelak langsir tingkap dan menda-

pati pemandu berada di dalam.

"Bagaimanapun, pemandu itu enggan bekerjasama apabila diminta untuk diperiksa permit dan dokumen berkaitan.

"Pemandu itu juga menuduh anggota JPJ memecahkan cermin lorinya sedangkan ia sudah tertanggal dan jatuh ke tanah terlebih dulu

namun ia tidak pecah," katanya.

Susulan itu, JPJ membuat laporan polis berhubung ugutan dibuat pemandu lori itu yang berkemungkinan mengancam keselamatan anggota penguatkuasanya dan keluarga mereka.

"Dengan itu, JPJ menafikan tohmahan yang tular di media sosial, malah turut ke-

cewa dengan dakwaan palsu dilemparkan mempersoalkan tugas anggota terbabit bagi menjamin keselamatan pengguna jalan raya.

"JPJ meminta masyarakat supaya tidak mudah terpengaruh dengan sebarang cerita, perkongsian atau berita tanpa mendapatkan kepastian daripada sumber yang benar," katanya.

TARIKH: 26/2/18

AKHBAR: SINAR HARIAN

MUKASURAT: 11

JPJ nafi penguat kuasa samseng

Pemandu lori
enggan beri
kerjasama

KUALA LUMPUR

Jabatan Pengangkutan Jalan (JPJ) menafikan beberapa anggota penguat kuasa jabatan berkenaan bertindak agresif ala samseng dengan memecahkan cermin lori bagi mendapatkan maklumat pemandu.

Bahagian Korporat dan Perancangan Strategik JPJ dalam satu kenyataan semalam berkata, kejadian yang tular di Facebook adalah berdasarkan kepada kejadian yang berlaku Khamis lalu kira-kira jam 11.15 malam di KM29 Jalan Johor Bahru -

Pasukan JPJ telah mengekori lori tersebut dengan memasang lampu mata arah sebelum mengarahkan kenderaan itu untuk berhenti di bahu jalan ketika berada di lokasi yang dinyatakan.

- Sumber JPJ

Kota Tinggi.

Menurut anggota yang bertugas, mereka telah melihat sebuah lori menghalau ke Johor Bharu dan mengesyaki membawa muatan melebihi had yang dibenarkan.

"Pasukan JPJ telah mengekori lori tersebut dengan memasang lampu mata arah sebelum mengarahkan kenderaan itu untuk berhenti di bahu jalan ketika berada di lokasi yang dinyatakan.

"Setelah memberhentikan kenderaan, pasukan JPJ

membuat pemeriksaan terhadap kenderaan tersebut namun pemandu lori telah menyorok dan mengunci kesemua pintu lori," kata kenyataan itu.

Semasa pemeriksaan dibuat juga, pasukan JPJ mendapati ada ruang terbuka di sebelah tingkap kiri bahagian tepi belakang kenderaan lalu menyelak langsir tingkap lori tersebut dan mendapati pemandu berada di dalam.

"Namun, pemandu tersebut enggan memberikan

kerjasama apabila diminta untuk diperiksa permit serta dokumen berkaitan dan juga arahan membawa kenderaan ke Stesen Penguatkuasa JPJ Ulu Tiram bagi ditimbang.

"Pemandu itu juga menuhuh anggota terlibat memecahkan cermin lori tersebut sedangkan ia sudah sedia tertanggal dan telah jatuh ke tanah terlebih dahulu serta tidak pecah," katanya.

Menurut kenyataan itu, pasukan JPJ telah membuat laporan polis terhadap ugutan dibuat pemandu tersebut yang berkemungkinan mengancam keselamatan anggota dan ahli keluarga mereka.

JPJ dalam pada itu menyeru masyarakat agar tidak mudah terpengaruh dengan sebarang cerita, perkongsian mahupun berita tanpa mendapatkan kepastian daripada sumber yang benar.

JPJ Ulu Tiram samseng keh atau apa ?
Pecahkan cermin lori sy utk dapatkan maklumat driver...



Gambar tular kononnya anggota JPJ agresif dalam tugas.

TARIKH: 26/2/18

AKHBAR: SINAR HARIAN

MUKASURAT: 12.

Sistem rel jana ekonomi negara

SINAR HARIAN 26/2/18 m/s. 12.

RIZAN SHAHPUTRA JASRI

Era pasca perindustrian dan pasca globalisasi yang serba mencabar akal dan minda telah menyumbang kepada faktor perubahan sistem pengangkutan awam secara drastik.

Pengangkutan awam atau dikenali juga sebagai transit awam merupakan sistem pengangkutan yang mana penumpang tidak bergerak menggunakan kenderaan sendiri.

Kebiasaannya, transit awam ini merujuk kepada perkhidmatan rel secara umumnya oleh kerana sistem rel di negara ini semakin mendapat tempat di hati pengguna, rakyat khususnya.

Dalam usaha menambah baik pengangkutan awam di negara ini, kerajaan prihatin menyediakan sistem pengangkutan awam yang mampu memenuhi keperluan rakyat untuk menjadikannya sebagai pilihan utama masyarakat, khususnya penduduk ibu kota.

Kerajaan memberi fokus kepada empat bidang utama dalam sektor pengangkutan awam di negara ini agar kepercayaan masyarakat terhadap

kemudahan tersebut meningkat.

Pertama, meningkatkan kepercayaan dengan memberi fokus kepada ketepatan masa. Kedua, meningkatkan kualiti perjalanan pengangkutan awam. Ketiga, memastikan rakyat mendapat akses mudah pengangkutan awam, dan keempat, menyediakan kapasiti pengangkutan mencukupi bagi memenuhi keperluan penumpang sedia ada dan baharu.

Empat bidang fokus ini ditekan lebih kepada sistem pengangkutan rel yang merangkumi Transit Aliran Ringan (LRT), KTM Komuter, KL Monorail, dan Express Rail Link (KLIA Express, KLIA Transit).

Pada 2016, kerajaan memperluaskan lagi jajaran LRT bagi laluan Kelana Jaya dan Ampang yang kini telah dibuka sepenuhnya. Penambahan laluan sebanyak 35km meliputi kawasan perumahan yang berkepadatan tinggi di bandar Kinrara, Puchong, Subang Jaya dan USJ. Pemanjangan laluan sepanjang 27km bermula dari Stesen Sri Petaling bagi laluan Ampang, manakala bagi laluan Kelana Jaya sepanjang 29km dari Stesen Kelana Jaya.

Terbaharu, Transit Aliran Massa (MRT) di bawah Program Transformasi Negara (NTP) telah pun dibina dan siap di beberapa kawasan. Jajaran MRT ini telah menghubungkan kawasan luar bandar dan bandar.

Pembinaan MRT ini bukan sekadar sebuah projek infrastruktur, tetapi sebuah projek yang dirangka dengan memikirkan pengguna, iaitu rakyat sebagai kriteria paling utama, sebuah projek infra-rakyat.

Sejajar dengan itu, Suruhanjaya Pengangkutan Awam Darat (SPAD) telah ditubuhkan bagi mengemudi Rancangan Induk Pengangkutan Awam Negara, dengan tujuan memastikan pengangkutan awam darat negara sentiasa berkembang dan bertambah maju dari semasa ke semasa, selain menjadikan pengangkutan awam sebagai pilihan utama rakyat Malaysia.

Rakyat Malaysia kini boleh menikmati pelbagai manfaat daripada pembangunan sistem rel negara ini, khususnya menjimatkan perbelanjaan, mengurangkan kesesakan lalu lintas, penggunaan petrol, dan risiko kemalangan di jalan raya disebabkan kurangnya jumlah kenderaan

di jalan raya.

Selain meningkatkan mobiliti kehidupan, pengguna khususnya rakyat negara ini dapat menikmati sistem pengangkutan awam yang bersih dan selesa, sekali gus meningkatkan produktiviti.

Sistem pengangkutan awam bukan sahaja meneliti keperluan rakyat, malah ia merupakan perintis kepada pertumbuhan sosioekonomi sesebuah negara. Oleh itu, di bawah NTP, Perdana Menteri Datuk Sri Mohd Najib Razak telah menggariskan tentang peningkatan pengangkutan awam di bandar sebagai salah satu daripada enam bidang keberhasilan utama negara.

Tidak dapat dinafikan, sekiranya tanpa sistem pengangkutan awam yang sistematik pastinya negara tidak dapat membangun dengan baik. Sistem pengangkutan awam yang strategik dan sistematik mampu membawa kesan luaran kepada sistem kewangan, dan juga persekitaran, rangkaian pengangkutan ekonomi, pasaran buruh dan penumpuan firma, seterusnya mempengaruhi pertumbuhan ekonomi.

Peningkatan tahap pembangunan dalam infrastruktur meningkatkan kemasukan pelaburan langsung asing (FDI). Ini secara tidak langsung menunjukkan pembangunan infrastruktur mampu memberi impak kepada pertumbuhan ekonomi.

Perdana Menteri berkata, pulangan ekonomi yang dijana Kumpulan Prasarana Malaysia Berhad pada tahun 2016 dianggar bernilai RM13.3 bilion dan dijangka mencapai RM17 bilion, dan dijangka terus meningkat dari tahun ke tahun. Mengikut unjuran, nilai sumbangan ekonomi kepada negara apabila 21 peratus itu ditingkatkan 40 peratus menjelang 2030, maka nilainya akan terus meningkat jauh lebih besar.

Hasrat kerajaan dalam memenuhi keperluan rakyat sekali gus menjana pendapatan negara dapat dicapai jika anggota masyarakat itu sendiri menyokong langkah kerajaan yang berstrategi serampang dua mata bagi menggalakkan penggunaan pengangkutan awam.

** Penulis ialah mahasiswa Fakulti Ekonomi dan Muamalat Usim*

TARIKH:.....^{26/2/18}.....

AKHBAR:.....^{NST}.....

MUKASURAT:.....^{B5}.....

BELOW EXPECTATIONS

MAYBANK MAINTAINS 'SELL' ON MAHB

Airport operator's high operational cost volatility a negative, uncharacteristic surprise, says research house

NEW STRAITS TIMES 26/2/18 Pg. B5

KUALA LUMPUR

S OARING maintenance, staff and administration costs for the financial year ended December 31 last year hampered Malaysia Airports Holdings Bhd's (MAHB) earnings and the company has failed to meet analysts' expectations.

Maybank Investment Bank Research (Maybank IB) said the airport operator's highly anticipated operational leverage also did not materialise.

The research house maintained a "sell" recommendation on the airport operator with a target price of RM8.11, compared with the last traded price of RM8.89 per share.

Maybank IB pointed out MAHB's core net profit, after adjusting for all the non-cash items and payments for the perpetual

sukuk, amounted to RM153.6 million, an increase of 219 per cent year-on-year.

Its unit revenue increased 3.4 per cent year-on-year to RM36.4 per pax, driven mainly by higher international passenger mix.

"There are still many unanswered questions on Malaysian Aviation Commission's (Mavcom) drive to move the industry towards an incentive-based regulation (IBR).

"The management is optimistic that the IBR migration could be positive for MAHB as the framework ensures a fair rate of return.

"This alludes to the management's belief that the current airport charges are too low and an escalation is forthcoming," said Maybank IB in a recent note.

The research house also noted that Mavcom's prime mission was to safeguard the consumers



Malaysia Airports Holdings Bhd's core net profit for the 2017 financial year, after adjusting for all the non-cash items and payments for the perpetual sukuk, amounts to RM153.6 million. BLOOMBERG PIC

and ensure MAHB provided value for money services.

It said traffic growth at the Malaysian operations had been lacklustre since November last

year with an average monthly growth of only one per cent year-on-year.

"This is well below our full-year growth assumption of seven per

cent for this year.

"MAHB's high operational cost volatility is a negative surprise and uncharacteristic," said Maybank IB.

TARIKH: 26/2/18

AKHBAR: STAR BIZ

MUKASURAT: 4

Penang Port allocates RM186mil capex for two years

By CHONG KAH YUAN
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GEORGE TOWN: Penang Port Sdn Bhd has allocated RM186mil in capital expenditure (capex) over a span of two years.

Acting chief executive officer V. Sasedharan said the bulk would go towards strengthening and expanding the capacity of the berth, which includes the purchase of two ship-to-shore cranes.

Sasedharan said it would raise the container-handling capacity up to 2.9 million twenty-foot equivalent units (TEUs) from the current two million TEUs.

"The capacity has not been filled up yet, but there is around 6% container volume growth year to year.

"Penang Port container moved 1.52 million TEUs last year. If the growing trend continues, we believe that we will hit 2.2 million or 2.3 million TEUs within the next four to five years.

"This is to meet future demand, as it takes about 18 to 20 months to deliver this project.

"Feasibility studies have started and we expect the construction to start by the third quarter of this year," he said during a media familiarisation visit to Penang Port on Feb 23.

This is after some RM30mil to RM40mil in capex last year was spent on the purchase of yard equipment.

He said Penang Port is among the five entities of MMC Port Holdings Sdn Bhd, which include Johor Port, Tanjung Bruas Port in Melaka, Port of Tanjung Pelepas in Gelang Patah and North Port in Klang.

Penang Port serves as the main gateway for shippers in the northern states of Malaysia and also the southern provinces of Thailand.

He said Penang Port recorded a 9% growth in revenue, driven by better cargo volumes primarily from South Thailand and also from

hinterland cargo.

He said the cargo volume from South Thailand constitutes about 36% of Penang Port's total container volume.

Container handling is the core operation with the North Butterworth Container Terminal (NBCT).

NBCT is one of the six separate terminals of Penang Port for break-bulk cargo, edible oils, barter trading, dry and liquid bulk cargo and the cruise terminal.

While the container business brings in about 68% of Penang Port's revenue compared to the cruise terminal's 5%, said Sasedharan, the Swettenham Pier cruise terminal recorded the highest growth at 20%.

Encouraged by the growth, he said it is going into a joint venture with Royal Caribbean Cruises Ltd for a cruise terminal development and management project expected to cost RM155mil.

"The project would expand the berth from 480m currently to 700m and allow two mega-cruise vessels to berth simultaneously," he said.

In turn, he said the development would spur the growth of the local economy when more tourists arrive and spend.

"An international cruise passenger would usually spend around US\$70-US\$80 (RM280-RM320), while the global average spending is US\$150 per person.

"The international transit passengers from cruise achieved 427,806 last year. The idea is that if we can do about half a million international transit passengers, that works out to about US\$40mil for retailers and local trade that co-exist with Penang Port," he added.

He said a total of 1.2 million passengers from the cruise segment last year also included 598,000 passengers from the Cruise to Nowhere, as well as 196,000 people from domestic and regional ferries.

TARIKH: 26/2/18

AKHBAR: The SUN

MUKASURAT: 13

The SUN / 26/2/18 / Pg. 13

Penang Port to expand capacity

> Plans to beef up container handling, cruise operations

BY WAN ILAIKA MOHD ZAKARIA
sunbiz@thesundaily.com

PENANG: Penang Port Sdn Bhd has allocated RM180 million capital expenditure (capex) this year, mainly for operations at the North Butterworth Container Terminal (NBCT).

Container operations – the core business of the country's oldest port – bring in about 68% of its total

revenue.

Penang Port CEO Sasedharan Vasudevan said the container terminal would be expanded to increase its handling capacity to 2.8 million to 2.9 million 20-foot equivalent units (TEUs) annually, from the current two million.

"We have not filled up the two million TEUs capacity (yet), but we have to start the works now in order to meet future demand. And the 2.8 million TEUs (capacity) is basically to cater for the future," he told reporters during a media familiarisation trip to Penang Port recently.

Sasedharan said the port recently received approval for its capacity expansion plans and expects to begin construction by the third quarter of this year. The project is expected to be completed within 18 months to 20 months.

Last year, Sasedharan said, the port spent between RM30 million and RM40 million capex, mainly for the purchase of yard equipment.

This year, the port aims to hit 1.6 million TEUs, or 5% growth, compared with 2017. The port's container volume increased by 6% to 1.52 million TEUs last year from 1.4 million TEUs in 2016.

Sasedharan said the port believes that if the growth trend continues, it will hit 2.2 million or 2.3 million TEUs by the next four to five years.

Additionally, the port is planning to expand its cruise operations at Swettenham Pier Cruise Terminal (SPCT), under its joint venture with the American cruise company Royal Caribbean Cruises Ltd, to support the port's future growth.

Sasedharan said the port will invest about RM155 million to expand the berth and increase the size of the cruise terminal to handle up to 12,000 passengers at one time

from 8,000 currently.

Sasedharan said although cruise operations constitute only about 5% of the port's business, the sector recorded 20% growth last year.

He added that SPCT's total cruise passengers grew 20% last year to 1.22 million passengers, from 1.02 million in 2016.

Penang Port, which is managed by MMC Port Holdings Sdn Bhd, contributed 20% to 30% revenue to the MMC group in 2017.

MMC operates three other major ports in Peninsular Malaysia – Port of Tanjung Pelepas, Johor Port and Northport in Port Klang.



KERATAN AKHBAR

TARIKH:.....^{26/2/18}.....

AKHBAR:.....^{UTUSAN MALAYSIA}.....

MUKASURAT:.....¹².....

^{UTUSAN MALAYSIA}
Mahu ^{26/2/18}
khidmat bas
ekspres ^{m/s. 12}

SAUDARA PENGARANG,

SUDAH sampai masanya perkhidmatan pengangkutan awam antara Ipoh dan Kuala Kangsar dinaik taraf bagi memudahkan pelancong untuk berkunjung ke bandar diraja itu.

Pada masa sekarang pelancong yang tiba di Ipoh perlu menggunakan perkhidmatan bas henti-henti untuk ke Kuala Kangsar yang mengambil masa lebih sejam walaupun jarak antara kedua-duanya hanya 30 kilometer.

Bas berkenaan sudah usang dan tidak layak lagi untuk digunakan pada zaman moden.

Disyorkan agar diperkenalkan perkhidmatan bas ekspres yang berulang-alik antara kedua-dua destinasi itu. Dengan adanya lebuh raya, sudah pasti perjalanan dapat disingkatkan kepada kurang dari setengah jam.

**SYED ABDULLAH SYED
OSMAN JAMALULLAIL**

Negeri Sembilan

TARIKH: 26/2/18

AKHBAR: BERITA HARIAN

MUKASURAT: 445

→ INFRASTRUKTUR

51 KILOMETER

Jarak MRT jajaran Sungai Buloh-Kajang (SBK)

31 STESEN

termasuk tujuh stesen bawah tanah MRT SBK

Pembinaan terowong SSP bakal bermula

→ MMC
Gamuda KVMRT terus diberi kepercayaan bina jajaran kedua laluan Sungai Buloh-Serdang-Putrajaya

Oleh Ahmad Suhael Adnan
ahmad.suhael@bh.com.my

■ Kuala Lumpur

Operasi Transit Aliran Massa (MRT) yang menginjak usia tujuh bulan dua minggu lalu, mula menjadi kebanggaan warga Lembah Klang.

MRT jajaran Sungai Buloh-Kajang (SBK) sejauh 51 kilometer (km) di lancarkan sepenuhnya pada 17 Julai tahun lalu, menjadi kebanggaan negara apabila ia berjaya disiapkan dalam masa dan bajet yang ditetapkan.

Jajaran dengan 31 stesen, termasuk tujuh stesen bawah tanah itu, berjaya memantapkan sistem pengangkutan awam di Lembah Klang dengan perkhidmatan yang selesa, khususnya di kawasan populasi tinggi yang sebelum ini tidak memiliki sebarang pengangkutan awam rel seperti Kota Damansara, Cheras dan beberapa kawasan di Kajang.

Susulan kejayaan dalam pembinaan MRT jajaran SBK, MMC Gamuda KVMRT (T) Sdn Bhd (MGKT) terus diberi kepercayaan apabila kerajaan menganugerahkan kontrak reka dan bina bagi projek pembinaan jajaran kedua MRT, iaitu laluan Sungai Buloh-Serdang-Putrajaya (SSP).

SSP dijangka siap Julai 2022

SSP bakal memiliki 35 stesen, termasuk 11 stesen bawah tanah di sepanjang 52.2 km jajaran, dijangka siap sepenuhnya pada Julai 2022 dengan anggaran kos pembinaan RM32 bilion.

Fokus utama pembinaan jajaran SSP tertumpu kepada kerja pengorekan terowong yang lebih rumit dan mencabar berbanding SBK, selain pembinaan stesen yang antaranya berada sehingga 44 meter di

bawah tanah.

Pengarah Urusan Gamuda Engineering, Datuk Ubull Din Om, berkata kemajuan projek pembinaan laluan kedua MRT yang bermula pada September 2016 itu mengikut jadual.

Walaupun projek itu berjalan mengikut jadual, katanya, persepsi mengatakan pembinaan jajaran SSP lebih mudah berbanding SBK adalah tidak tepat kerana hakikatnya ia lebih mencabar serta berisiko tinggi.

"SSP lebih kompleks kerana keadaan geologi bawah tanah di sepanjang jajaran kedua ini. Jika dibanding SBK yang hanya membatikan dua jenis keadaan geologi yang dikategorikan mencabar, SSP pula lebih daripada itu. Antaranya Kenny Hill, batu kapur Kuala Lumpur, granit, aluvium serta telergan kuarza.

"Antara struktur tanah yang beza itu juga terdapat tujuh garis sesar (fault line) yang akan memerlukan kelajuan mesin, berbanding hanya satu ketika projek SBK.

Perancangan lebih rapi

"Disebabkan itu, projek SSP memerlukan perancangan lebih rapi dan rumit serta memerlukan pekerja berkemahiran tinggi dan pakar, selain kebergantungan kepada keupayaan Mesin Pengorekan Terowong Ketumpatan Berubah (VDTBM) yang diubah suai berbanding ketika projek SBK," katanya.

Peranan mesin gergasi VDTBM, amat penting dalam pembinaan terowong serta 11 stesen bawah tanah bagi jajaran SSP yang akan bermula pada awal Mac ini di Bandar Malaysia Utara.

Pada masa sama, ianya penting untuk menyediakan tenaga kerja tempatan yang berkemahiran untuk kerja pembinaan terowong.

Pengurus Terowong MGKT, Salehudin Md Shaarani, berkata sebanyak 12 mesin TBM akan digunakan bagi projek SSP, dengan lapan daripadanya adalah yang pernah digunakan pada projek SBK dan empat dibeli baharu.

Katanya, kerumitan dalam projek SSP bukan sahaja ketika proses mengorekan terowong, sebaliknya ia bermula seawal membawa mesin gergasi itu dari Kilang Baik Pulih TBM di Pusing, Perak dan dari pelabuhan, ke tapak projek.

"Kami perlu merancang laluan untuk mesin itu sampai ke tapak pelancaran atau 'launch shaft' di Bandar Malaysia Utara. Perancangan itu saja mengambil masa kira-

kira enam bulan dan ia memerlukan kepakaran dan pengalaman.

Bimbang aspek keselamatan

"Kebimbangan utama kami adalah aspek keselamatan. Satu daripada bahagian mesin itu sahaja, iaitu 'shield' memiliki berat lebih 130 tan (130,000 kilogram). Sesetengah bahagian dan jambatan di lebuh raya tidak mampu menampung berat itu.

"Ukuran diameter 'shield' itu pula kira-kira 6.7 meter. Di lebuh raya, luas satu laluan hanya 3.25 meter dan ukuran jalan biasa lebih kecil daripada itu. Kami perlu mengkaji laluan sesuai dan terpaksa menutup jalan ketika proses penghantaran yang mengambil masa beberapa hari.

"Kami juga perlu memantau laluan yang ditetapkan setiap waktu kerana keadaan jalan boleh berubah bila-bila masa dan perkara di luar jangka berkemungkinan berlaku ketika penghantaran," katanya.

Salehudin berkata, proses itu tidak berakhir apabila mesin VDTBM sampai di Bandar Malaysia kerana mereka perlu mengangkat dan meletakkannya di posisi berhampiran dengan 'launch shaft'.

Katanya, 'launch shaft' itu berada di dalam tapak pembinaan pada kedalaman 20 meter serta seluas 28 meter lebar dan 128 meter panjang. Tapak pembinaan itu mula dikorek pada 2016 dan mengambil masa kira-kira setahun setengah untuk disiapkan.

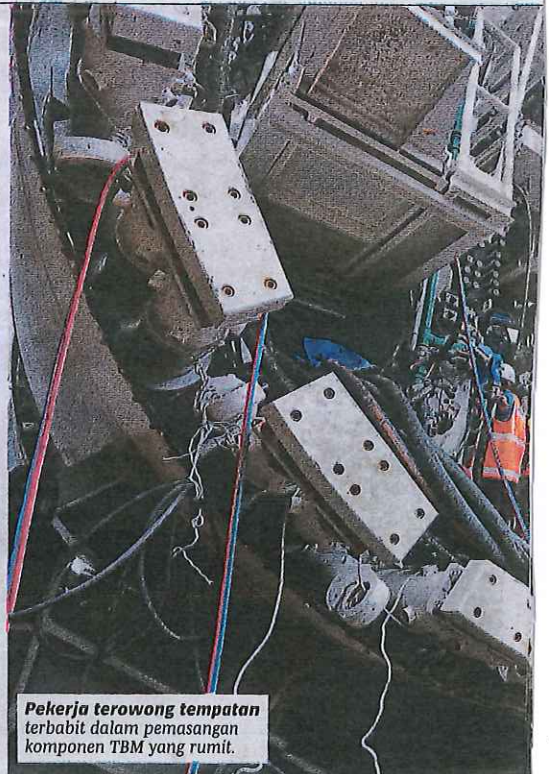
"Untuk mengangkat shield itu, kami perlu menggunakan dua kren seberat 250 tan dan proses ini mengambil masa dua jam. Ini adalah proses yang sangat berisiko tinggi.

"Sebelum proses mengangkat peralatan VDTBM boleh dilakukan, kren itu perlu melalui pemeriksaan Jabatan Keselamatan dan Kesihatan Pekerjaan (DOSH) dan pihak ketiga, selain perlu melakukan 'test lift' (percubaan). Proses persediaan mengangkat peralatan mesin ini saja mengambil masa lebih sebulan.

"Semua peralatan yang berjaya dibawa ke tapak pembinaan perlu dipasang menjadi VDTBM yang lengkap, barulah ia sedia untuk digunakan. Semua proses ini berulang bagi setiap 12 mesin yang akan digunakan," katanya.

Mengulas mengenai kerja pengorekan terowong, Salehudin berkata, VDTBM sepanjang 130 meter perlu mengorekan serta membina dinding terowong secara serentak, sambil memastikan keadaan persekitaran tidak terganggu dengan kerja itu.

"Apabila kerja pengorekan ber-



Pekerja terowong tempatan terbabit dalam pemasangan komponen TBM yang rumit.



Projek SSP memerlukan perancangan lebih rapi dan rumit serta memerlukan pekerja berkemahiran tinggi dan pakar, selain kebergantungan kepada keupayaan Mesin Pengorekan Terowong Ketumpatan Berubah (VDTBM) yang diubahsuai berbanding ketika projek SBK"

Ubull Din Om,
Pengarah Urusan
Gamuda Engineering

TARIKH: 26/2/18

AKHBAR: BH

MUKASURAT: 5

52.2 KILOMETER

jarak jajaran kedua MRT
Sungai Buloh-Serdang-Putrajaya

RM32 BILION

anggaran kos projek
jajaran kedua SSP

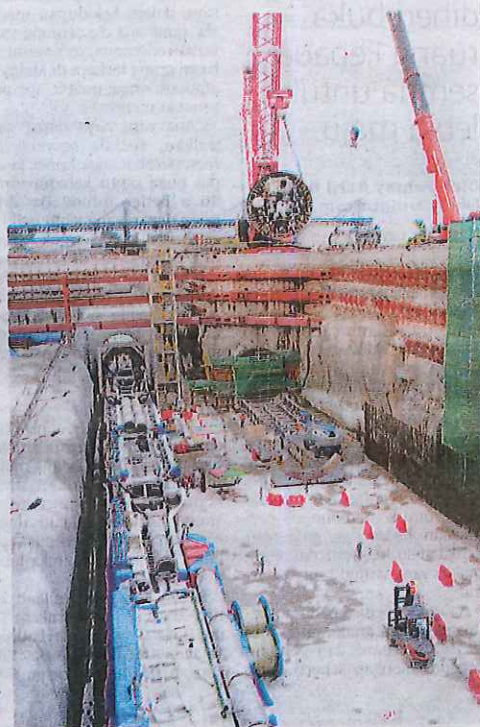
→ **INFRA**

BH/26/2/18 MS. 5



Semua 500 graduan TTA itu dihantar ke lapangan untuk terbabit dengan projek SBK. Bagi memastikan proses pembelajaran mereka terus berjalan selepas projek itu selesai, mereka dihantar ke kilang baik pulih di Pusing.

Salehudin Md Shaarani,
Pengurus Terowong MGKT



Kren menurunkan sebahagian Mesin Pengorek Terowong Ketumpatan Berubah (VDTBM) di Bandar Malaysia Utara.



Salehudin menunjukkan jajaran bawah tanah yang mempunyai geologi kompleks.



Kru TTA memeriksa Mesin Pengorek Terowong (TBM) di kilang baik pulih di Pusing, Ipoh.



Antara pelatih di TTA.

TARIKH: 26/2/18

AKHBAR: NST

MUKASURAT: 14

ASIA PACIFIC

NST 26/2/18 p. 14

AEROSPACE INDUSTRY SOARS



TAN SRI
DR ZAKRI
ABDUL
HAMID

It will continue to be vibrant in coming years due to huge demand for aviation services

SOME exciting news about our local aerospace industry was shared this month at the Singapore Airshow 2018.

International Trade and Industry Ministry deputy secretary-general Datin K. Talagavathi revealed a forecast that Malaysia's aerospace sector this year would rake in RM1 billion in new investments and generate about RM12.7 billion in revenue, reflecting the upward trend in our manufacturing of aviation-related electronics, aircraft frames and aircraft engine components.

Congratulations are due to the key roles the ministry and many others have played in this development.

Through its National Aerospace Industry Coordinating Office, for example, the ministry has been actively promoting world-class industrial aerospace parks, such as the KLIA Aeropolis, Subang Aerotech Park, UMW High-Value Manufacturing Park in Serendah, Selangor, and Senai Airport Aviation Park in Johor Baru to potential investors.

"We are optimistic the aerospace industry will continue to be vibrant and thrive in years to come, given that the Asia Pacific is expected to have the highest growth in new aircraft delivery for the next decade," Talagavathi said.

Indeed, Airbus foresees the delivery of 35,000 new aircraft, of which 41 per cent are bound for the Asia Pacific, while Boeing targets 41,000 new aircraft, with 39 per cent heading for Asia.

There is clearly a huge demand for aviation services in the Asia Pacific.

In our region to date, the industry has produced more than 200 companies and employed more than 21,000 skilled workers, with the creation of another 1,000 jobs this year anticipated.

Major local companies include CTRM Aero Composite, the sole



There is a huge demand for aviation services in the Asia Pacific. The industry has produced more than 200 companies and employed more than 21,000 skilled workers in the region. FILE PIC

manufacturer and supplier of engine covers (known as fan cowl) for the Airbus A350; SME Aerospace, which offers comprehensive metal fabrication, machining, treatments and assembly of aerospace parts and components; and UMW Aerospace, which makes fan cases for the Rolls-Royce Trent 1000 engine, further positioning Malaysia as a trusted producer of aero engine parts.

The list of multinational companies that have recently established or expanded their operations in Malaysia includes Airbus Group, Spirit AeroSystems, Safran Landing Systems, Honeywell Aerospace Avionics, Singapore Aerospace Manufacturing, GE Aviation and UTC Aerospace Systems.

Talagavathi said the ministry, through its agencies, would continue to develop local small- and medium-sized enterprises to be part of the aerospace global supply chain.

"(The ministry) targets to increase the gross national income to RM454 billion by 2020 and create 4,100 job openings by 2020."

The heady news about the aerospace industry does not arise as an afterthought.

It is a calculated move initiated by the Malaysian Investment Development Authority 20 years ago.

It began with the launch of the First Malaysia Aerospace Industry Blueprint in 1997, followed by the formation of the Malaysian

Aerospace Council in 2001.

A Second Malaysia Aerospace Industry Blueprint, launched in 2015 and better known as Blueprint 2030, firmly placed the aerospace sector as an important component of the Economic Transformation Programme introduced by Prime Minister Datuk Seri Najib Razak.

In developing both plans, the ministry relied substantially on the expertise provided by the Malaysian Industry-Government Group on High Technology (MIGHT).

Blueprint 2030 aims to capture five per cent of the global maintenance-repair-overhaul market share, while striving to make Malaysia the number one manufacturer of parts and components in Southeast Asia.

Given the above, it is incumbent on Malaysia to build and strengthen its human capacity in the aerospace sector.

It is in this context that the Aerospace Malaysia Innovation Centre (AMIC) was formed in 2011 to foster Malaysian aerospace industry competitiveness.

The core business of AMIC is to undertake research and technology projects in collaboration with our industry and universities.

Jointly funded by the government and industry, AMIC is spearheaded by Airbus Group, Rolls-Royce, CTRM, Mara and MIGHT.

A significant feature of AMIC is that the research and development, conducted by a university consortium, will encourage local

industry's participation and base priorities on industry needs.

AMIC will train local talent with aerospace technology courses at the Master's and PhD levels.

Last year, AMIC achieved a major milestone with its first collaborative project results, delivering for Rolls-Royce what are called "scalable fixtures", adaptable to variety of fan blade types.

The project, which falls under AMIC's "Factory of the Future" research, was earmarked for rapid development and began with two key objectives: to improve aircraft fixtures and to develop Malaysia's capabilities in developing innovative aerospace design and fixtures. It has found success in both goals.

AMIC manifests the aspiration of Higher Education Minister Datuk Seri Idris Jusoh and the concept of "commonalities and collegiality" — a framework of collaboration and sharing facilities among academic and private sector researchers to improve our economic position by creating and producing products for the world.

When it comes to our place in the world aerospace industry, all Malaysians can proudly share widely-held and well-justified hopes for sky-high results.

zakri@pmo.gov.my

The writer is science adviser to the prime minister and joint chairman of the Malaysian Industry-Government Group for High Technology

6 The heady news about the aerospace industry does not arise as an afterthought. It is a calculated move initiated by the Malaysian Investment Development Authority 20 years ago.

TARIKH: 26/2/18

AKHBAR: NST

MUKASURAT: B 2

CAPITAL EXPENDITURE

PENANG PORT ALLOTS RM180M FOR GROWTH

NST 26/2/18 p. B 2.

Firm plans to strengthen berths, purchase 2 quay cranes

AYISY YUSOF
PENANG
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PENANG Port Sdn Bhd is allocating RM180 million for expansion works this year, which will involve berth strengthening and purchase of two quay cranes.

Its chief executive officer Sasedharan Vasudevan said shareholders had approved the capital expenditure (capex) for the first phase of the expansion, which would allow the container terminal to increase its berthing capacity up to 2.9 million twenty-foot equivalent units (TEUs).

"We are at the designing and consultation stages with engineers," he said during a media familiarisation visit to Penang Port, here, recently.

Vasudevan said a big chunk of the capex would be for the container business to raise the TEU capacity. He said the capex would be internally-funded.

"The expansion will allow bigger vessels to dock and increase throughput capacity," he said.

Vasudevan said dredging work would increase the channel depth to 11.5m.

"We believe if the growth trend continues, we will hit throughput of 2.2 million to 2.3 million TEUs in four to five years. We have to



Penang Port Sdn Bhd's expansion plans will enable bigger vessels to dock at its terminals and increase throughput capacity.

start the work now to meet future demand."

Vasudevan said the expansion work would take 18 to 20 months. "We handled 1.5 million TEUs last year, which represented about six per cent growth year-on-year," he said, adding that Penang Port employed about 1,500 people.

Penang Port had allocated between RM30 million and RM40 million in 2016 for the purchase of container yard operations equipment.

The port targets to hit about 1.6 million TEUs, or five per cent growth, this year.

MMC Corp Bhd, under its subsidiary MMC Ports Holdings Sdn Bhd, holds a 49 per cent stake in Penang Port.

It acquired the stake from Seaport Terminal Johore Sdn Bhd

in 2016.

According to the company's filing to Bursa Malaysia, MMC Port has proposed to acquire the remaining stake, representing 37.46 million shares worth RM220 million, from Seaport Terminal Johore.

Vasudevan said the acquisition was expected to be completed by the first half of this year.

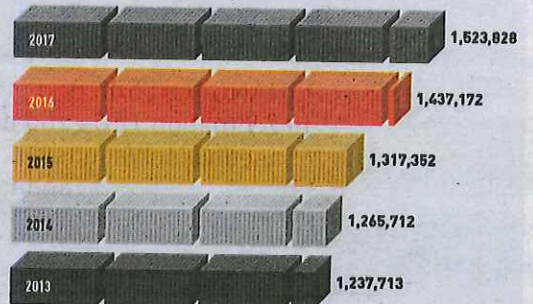
Shippers at Penang Port transport 80 per cent of their goods to mostly China, Japan and South Korea, with the rest going to the Middle East and other areas.

Vasudevan said Penang Port's revenue contribution to MMC Ports was 30 per cent last year.

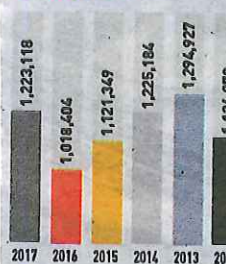
"Last year's better cargo volume was primarily driven by southern Thailand, which represented about 38 per cent of cargo volume."



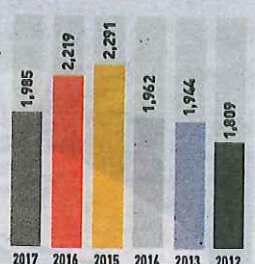
CONTAINER THROUGHPUT (TEUs) 2013-2017



SWETTENHAM PIER CRUISE TERMINAL PASSENGER STATISTICS



SWETTENHAM PIER CRUISE TERMINAL VESSEL CALL STATISTICS



Source: Penang Port

TARIKH: 26/2/18

AKHBAR: NST

MUKASURAT: B2

NST 26/2/18 p. B2
Swettenham terminal readies for mega liners

GEORGETOWN: Penang Port Sdn Bhd is expanding its cruise terminal berth to 700m from 480m to accommodate mega vessels.

Chief executive officer Saseharan Vasudevan said Penang Port would be developing the Swettenham Pier Cruise Terminal as there was a growing demand for cruises in the country and region.

"A year ago, we inked a deal with Royal Caribbean Cruises Ltd to develop and operate the terminal. The 20 per cent growth

last year is very encouraging and shareholders feel this business sector is worth developing."

The extension of the berth will enable the terminal to accommodate two mega cruise liners carrying more than 4,900 passengers at any one time.

Penang Port received about 400,000 international transit passengers last year.

The growth in this sector will spin off potential earnings of about US\$40 million (RM157 million) from tourism in the state.

Royal Caribbean Cruises managing director (Asia Pacific) Sean Treacy said Malaysia had been a strong performer and was the fastest-growing market in South-east Asia.

"This strong growth is driven by our deployment of more ships, and newer and larger ones, such as Ovation of the Seas, and Voyager-Class ships like Voyager of the Seas and Mariner of the Seas, which are attracting a growing number of travellers in Malaysia," he said. **Ayisy Yusof**

TARIKH: 26/2/18

STAR BIZ
AKHBAR:

MUKASURAT: 2

STAR BIZ 1/26/2/18 / P. 2.

MAHB pursues Turkish airport stake sale

Analysts say airport operator is improving earnings and cash flow

By DALJIT DHESI
daljit@thestar.com.my

PETALING JAYA: Malaysia Airports Holdings Bhd (MAHB) is actively scouting for suitable partners to buy a portion of its stake in Istanbul's second-largest airport – Sabiha Gokcen International Airport (SGIA).

Analysts, who are expecting the sale to materialise by this year, said the move by the airport operator is seen as enhancing its Turkish airport's prospects, and improving its earnings as well as cash flow. MAHB owns the entire equity stake in SGIA.

Responding to *StarBiz*'s queries, the airport operator said it was actively considering suitable partnerships in SGIA.

Without spelling out details, MAHB noted that there was no fixed timeline or equity partnership quantum in identifying the partner, as its priority is to ensure that the partnership would enhance the airport's value. "MAHB is committed to remaining as the airport operator for SGIA, as we have added significant value to the airport.

"It is one of the most vibrant airports in Turkey in terms of growth and is strategically located on the Asian continent that accounts for 95% of the country's area. It also serves a large catchment area as a regional hub between Europe and Asia.

"MAHB recognises the growth potential and has invested in additional capacity for the airport by constructing a new boarding hall to serve an additional eight million passengers. Turkey has also constructed a second runway, which will be opened by this year and will further increase the capacity of the

airport," MAHB noted.

MAHB's fourth-quarter earnings for the year ended Dec 31, 2017 were dragged down by higher total costs and losses from its Turkish operations, as its earnings fell 16.3% to RM27.86mil from RM33.32mil, although revenue was higher at RM1.24bil from RM1.08bil a year ago.

Its Turkish operations registered a loss before tax of RM61.7mil for the quarter under review. MAHB is reported to be in talks with various parties to sell a portion of its 100% stake in SGIA. It would, however, remain the major shareholder of SGIA.

Asked whether it was looking to unlock the value of its foreign investments or make acquisitions overseas, MAHB said increasing the international business footprint was one of its objectives in the Runway to Success 2020 business plan, and it would do so by building a more balanced portfolio of investments beyond Malaysia, through equity acquisitions as well as management contracts.

It operates 39 airports in Malaysia, and one in Turkey. MAHB has gained a strong track record in its international ventures, including facility management contracts at Hamad International Airport, Doha, Qatar.

Istanbul SGIA is expected to register 34 million passenger movements in 2018 in line with the stable economic growth in Turkey.

Early this month, MAHB announced that it had sold its entire 11% stake in GMR Hyderabad International Airport Ltd to India's GMR Airports for US\$76.05mil (RM295.34mil) cash.

Commenting on the sale of its stake in India and whether there were plans to re-enter the

market, the airport operator said India remained a potential market, as there were many airports to be opened and privatised by the Indian government, including secondary airports, in the next 15 years.

"We may explore new opportunities in India, as we are in a good position to leverage on our track record, although we are cautious about the potential risks affecting the aviation industry there such as socio-economic status and bureaucracy," it noted.

The counter closed up four sen to RM8.80, translating to a market cap of RM14.6bil.

The company has recommended a final dividend of eight sen per share for financial year 2017 (FY17). Together with the earlier interim dividend of five sen per share, the total dividend for the year is 13 sen per share (FY16: 10 sen per share).

Kenanga Research in a recent note said it was targeting a double-digit growth target of 10% for its Turkey operations in FY18, adding that it was optimistic on the recovery of Turkey from the negative streak of events which shook the country since early FY16.

Meanwhile, analysts said the dampener for MAHB was the proposed new aeronautical charges framework – Quality of Service and Regulated Asset Base – which would be used as key parameters to determine aeronautical charges. Some reckoned this could incur additional capital expenditure for MAHB and cap its long-term revenue growth.

The Malaysian Aviation Commission is looking to gradually roll out QOS framework from July 2018, and RAB framework for aeronautical tariff determination for implementation from 2020.

TARIKH: 26/2/18

AKHBAR: STAR BIZ

MUKASURAT: 2

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Asean airports may face capacity issues, says Honeywell VP

SINGAPORE: Asean has progressed tremendously in liberalising its skies over the last decade, but the question is whether the region is ready for full liberalisation, said Honeywell International Inc's vice-president, airlines, Asia Pacific and Aerospace Leader, Brian Davis.

Describing the full ratification of the Asean open skies agreement as a key milestone in 2016, he said Malaysia, for instance, would benefit significantly from the rise in intra-Asean travel.

However, its airports might face near-term struggles in coping with an influx of travellers, he added during an interview in conjunction with the recent Singapore Airshow 2018.

Davis' employer, Honeywell, is a New Jersey-based global software-industrial company that offers solutions such as aerospace products.

Citing a report by the Malaysian Aviation Commission, Davis said Malaysia was the third largest aviation passenger market in South-East Asia, and passenger traffic is forecast to grow by between 7.8% and 8.8% for last year, equivalent to about 98.3 million to 99.2 million passengers.

While there have been efforts to expand airports, like the Kuala Lumpur International Airport, to manage capacity issues, governments and operators need to equip them with the right technologies in tier one and tier two cities that are expected to see growth in air travel, he said.

Davis noted that airlines also need to start innovating their on-board technologies and maintenance operations to maximise efficiency and safety, or otherwise, risked compromising passenger safety and faced significant revenue losses from flight delays and unexpected downtime.

This is especially important for low-cost carriers that are expected to dominate the skies and be among the main beneficiaries during this boom in air travel. — Bernama



KERATAN AKHBAR

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PIAM: Better enforcement on the road crucial

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Insurance association to collaborate with agencies to help reduce accidents by 20% in 2018

THE General Insurance Association of Malaysia (PIAM) has set a stretched target to help reduce road accidents nationwide by 20% this year from 521,466 recorded in 2016 and by 50% from 2020 onwards in collaboration with enforcement agencies.

Chairman Antony Lee said the current trend of accidents and fatalities caused by heavy and commercial vehicles posed the gravest concern to all.

"Although consumer education on road safety is important, enforcement by the relevant authorities is equally crucial," said Lee.

Transport Ministry statistics showed that 521,466 accidents were recorded in 2016, up 7% from 489,606 in 2015.

taken into account, while good drivers were incentivised.

"PIAM looks forward to working closely with all government agencies on a concrete action plan as soon as possible to achieve its target.

"On a positive note, the industry recorded a decline of 23% in motor theft counts (at 15,323 for all classes of vehicles)," he said.

PIAM deputy chairman Chua Seck Guan said the Phased Liberalisation of the Motor Tariff is proceeding smoothly since its implementation on July 1, 2017.

"The National Consumer Education Campaign has raised public awareness on the benefits to consumers and one of the expected outcomes of the liberalisation is the introduction of innovative products.

cooked it on the spot upon request. Complementing each of the course menus are two types of double-boiled soups, a refreshing light Double Boiled White Fungus with Longa and Sea Coconut as well as two versions of the traditional Nian Gao sticky sweet dessert, sandwiched in deep-fried yam as well.

meticulous techniques that require hours of preparation. Diners will enjoy their meal while surrounded by a mixture of modern and old-shanghai glamour in a setting of dark wood lattices, marble table-tops, dragon lanterns and walls draped in plush red curtains.