

# TANJUNG BRUAS PORT CORPORATE INTRODUCTION

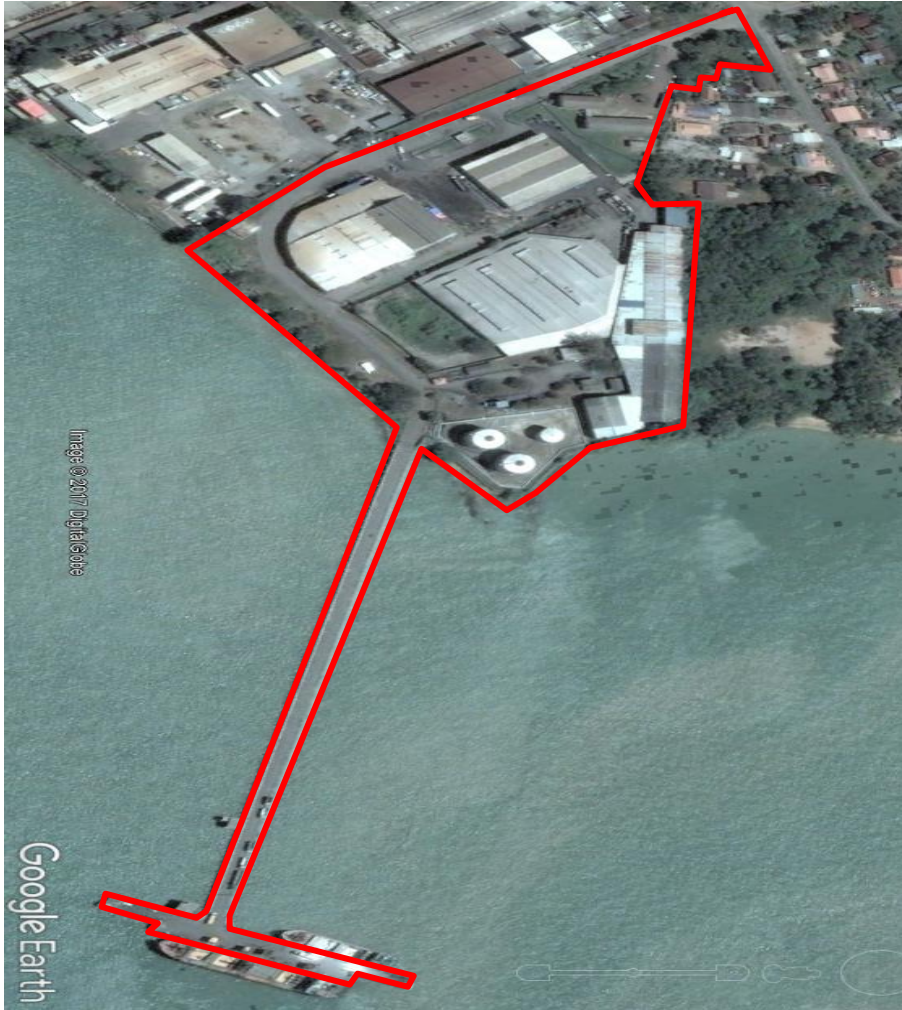


**TANJUNG  
BRUAS  
PORT**

A Member of  **MMC Group**



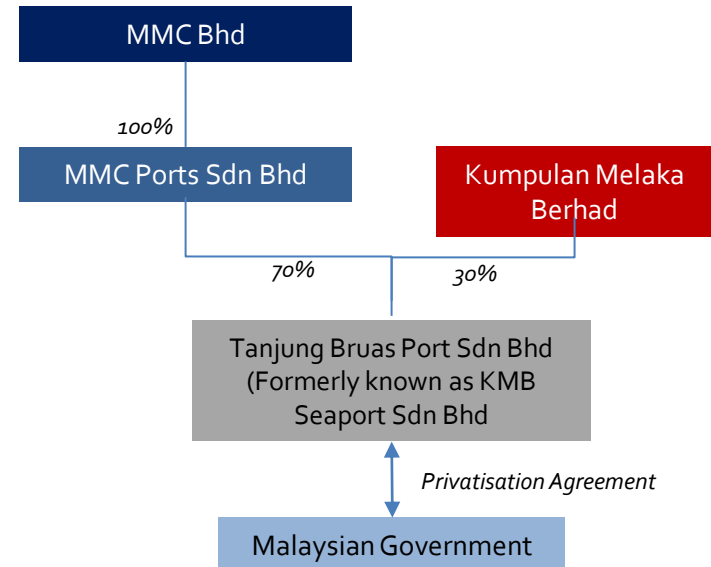
# BACKGROUND



Strategically located within the Straits of Malacca

TANJUNG BRUAS PORT

- Tanjung Bruas Port (“TBP”) was privatized to KMB Seaport Sdn Bhd (“KMB”) and given a 30-year Concession to operate the Port.
- KMB Seaport Sdn Bhd subsequently took over the Port operations on 20 November 2016.
- On 22 December 2017, KMB Seaport Sdn Bhd changed its name to Tanjung Bruas Port Sdn Bhd.





# MILESTONE

1978

The functions, power, duties & jurisdiction of Port Klang Authority (PKA) was extended to Malacca Port under Section 47A of the Port Authorities Act 1963.

1983

Port Limit of Melaka first declared.  
Administered & managed by Marine Department under the Merchant Shipping Ordinance 1952.

1992

Port of Malacca was privatized to Syarikat Perkhidmatan Pelabuhan Gabungan Sdn Bhd (SPPG).

Concession period of SPPG for 21 years ended.

Malacca Port Authority (MPA) temporarily managed Port of Malacca.

2013

Port of Malacca was privatized to Tanjung Bruas Port Sdn Bhd (TBP) for a period of 30 years.

2016





# STRATEGIC LOCATION



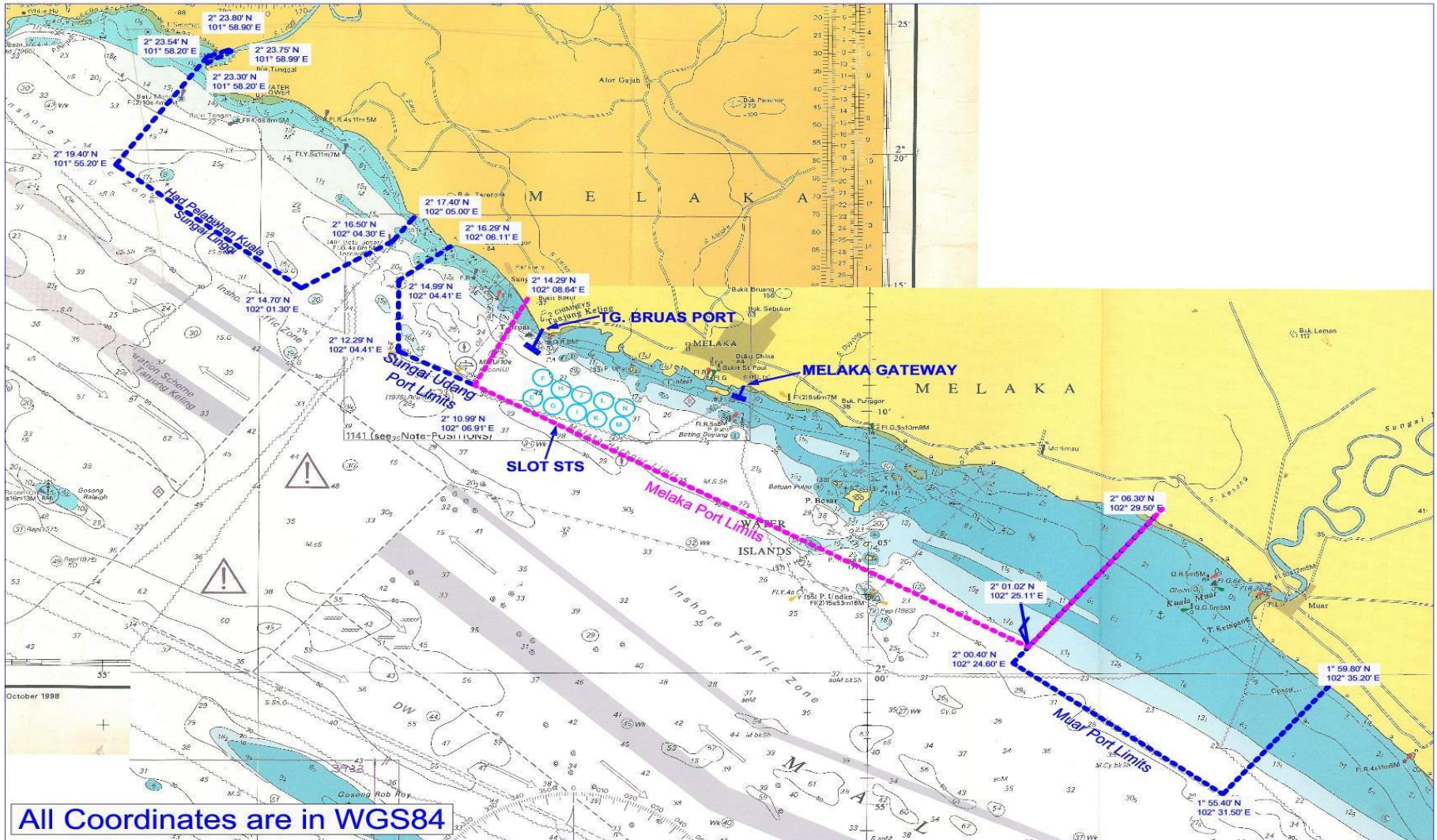
## Strategically Located



- Tanjung Bruas Port is located at the most central and narrowest part of the Straits of Malacca on the west coast of Peninsular Malaysia fronting the Straits of Malacca.
- The Port is approximately 156 km by road from Kuala Lumpur, the Federal capital and 90 km from the Kuala Lumpur International Airport.
- The Port is also surrounded by more than 500 companies operating within Melaka's Industrial Estate featuring electrical and electronic companies, fabricated metal product plants, food, furniture manufacturers, automotive etc.
- Easy accessibility from the East - West Main Trade Lane.
- Positioned as the main Gateway Port to Melaka and Riau Province Out-Port Cargoes.



# MALACCA PORT LIMIT



All Coordinates are in WGS84

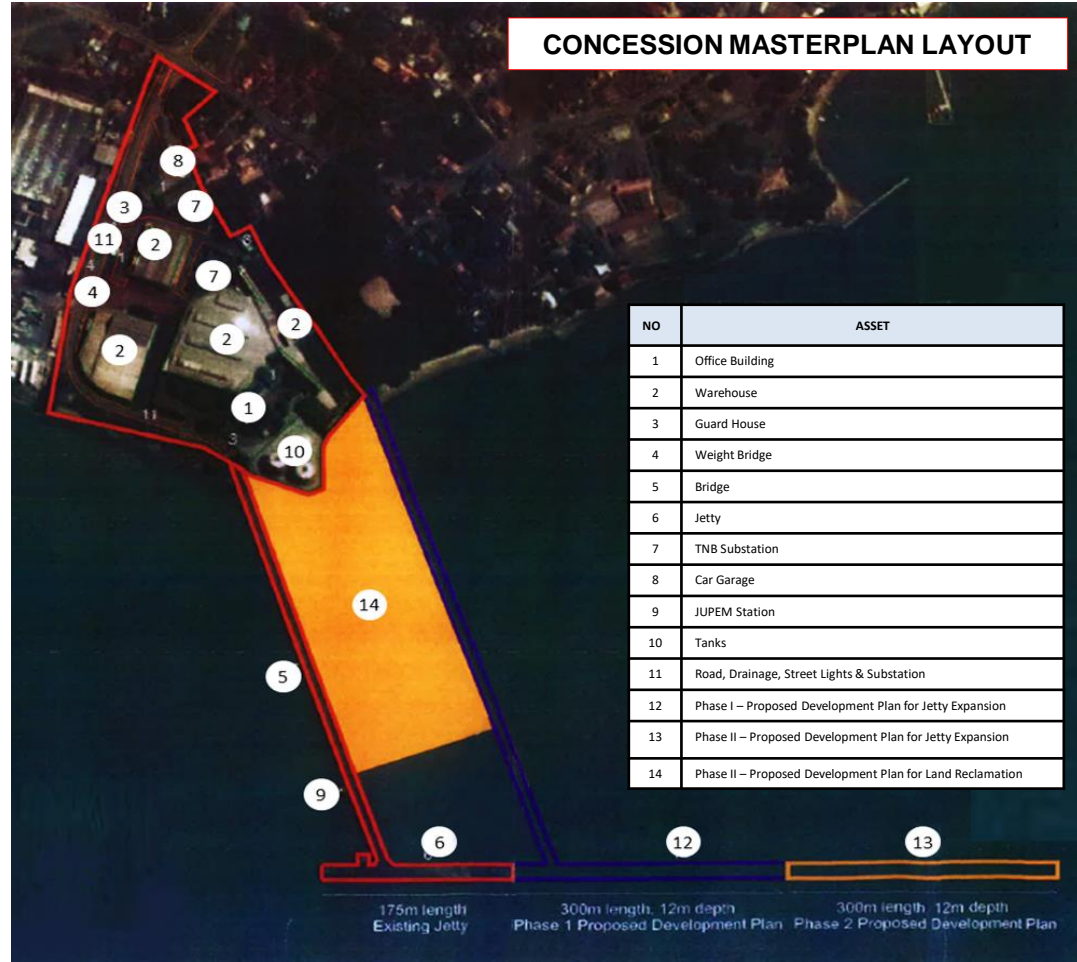




# PORT LAYOUT

## POSITIONING TANJUNG BRUAS PORT AS THE MULTI-PURPOSE CENTRAL GATEWAY

- Bulk & Break Bulk Cargo for Melaka & its surrounding area
- Riau Province Out-Port Gateway





## JETTIES

- The Port has a "T"- shaped Jetty capable of accommodating ocean-going vessels of up to 175m length overall (LOA) and up to 20,000 DWT capacity.
- A minimum depth of 12 metres is available at the approach to the Jetty and the maximum draft alongside the Berth is 10.5 meters.
- Vessels of below 90 metres LOA are able to dock at the inner berth. The jetties are linked to the mainland by a 450-meter bridge (Trestle) capable of loads up to 30 tonnes.

TYPE	NUMBER OF BERTHS	LENGTH (M)	DRAFT (M)	DWT
General Cargo/Barge, Dry Bulk & Liquid Bulk	1 ( <i>Outer Berth</i> )	175m	10.5 m	20,000
General Cargo/Barge, supply & service vessels	1 ( <i>Inner Berth</i> )	90m	7.0 m ( <i>with tidal restriction</i> )	8,000

## PORT EQUIPMENT

- 2 x 30 T Forklift
- 1 x 3 T Forklift
- 3 x Excavator SWL 15 T
- 2 x Shovel SWL 16 T
- 3 x Tipper Truck 10 T
- 2 x Semi-Auto Spreader 20'
- 1 x Container Reach Taker
- 6 x Prime Mover

## OTHER SERVICES

- Stevedoring
- Bunkering
- Garbage Disposal
- Schedule Waste/ Sewage Disposal

## STORAGE AND WAREHOUSING

- There are 5 warehouses / installations with various capacity ranging from 7,000 MT to 150,000 MT for storage of general cargo, minerals/ore and lubricating (base) oil.



# TYPE OF CARGO HANDLED

## BULK CARGO HANDLING OPERATIONS



## LIQUID CARGO HANDLING FACILITY



- Steel Coil
- Coal
- Salt & Mineral
- Palm Kernel Shell

- Gypsum
- Agro product
- Dry Edible, Salt and Mineral
- Steel Product

- Ammonia Gas
- Base Oil



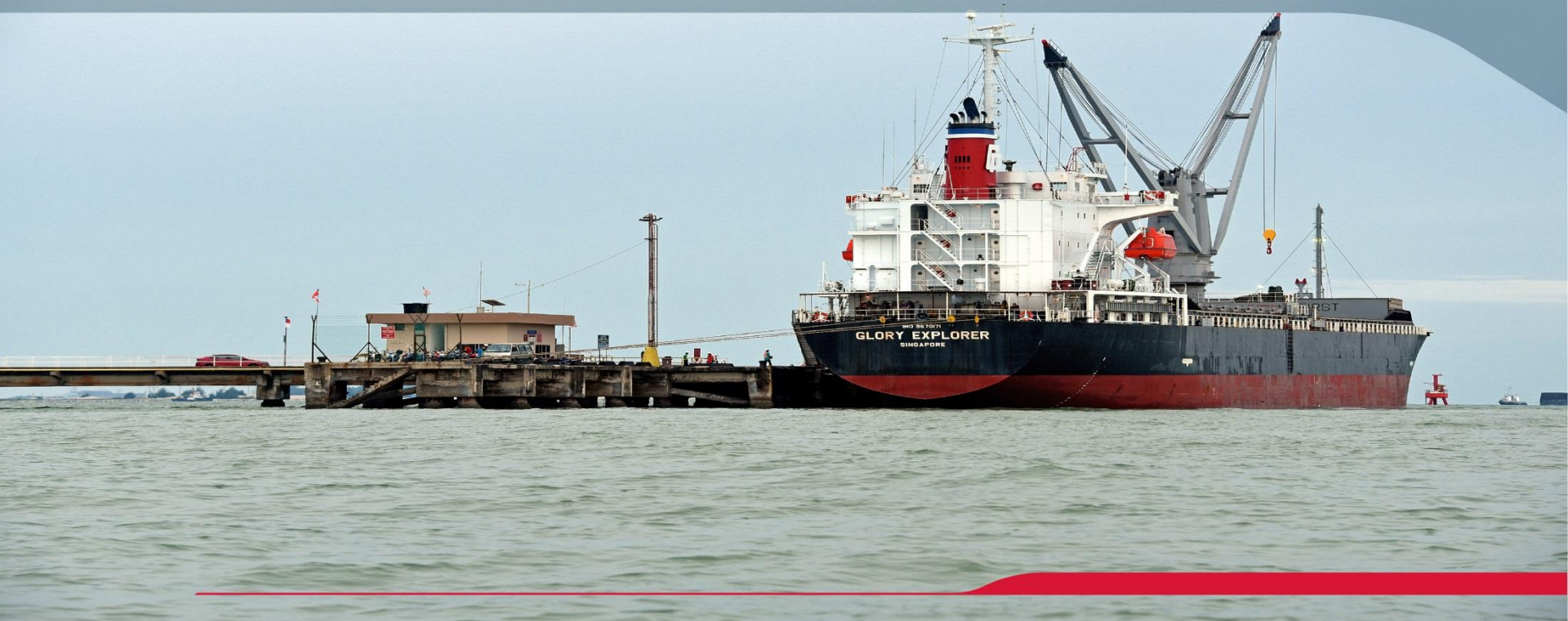


## CONTAINER HANDLING OPERATIONS



Despite the current infra limitations, TBP was able to commence its first Container operation at the Tanjung Bruas Port after 40 years in operation and had successfully handled the Container operation for Xinyi. This has subsequently resulted in further opportunities to cater for other Containerized customers.

# TANJUNG BRUAS PORT



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## DEVELOPMENT PLAN



## DEVELOPMENT PLAN FOR TANJUNG BRUAS PORT

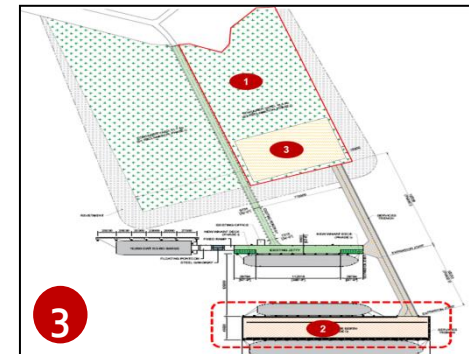
The Development Implementation Plan consists of a 3 Stage Expansion and Modernization plan:

- 1 Immediate Term Development Plan (2016 – 2017)
- 2 Near Term Development Plan (2018 – 2019)
- 3 Medium Term Development Plan (2020 – 2026)

Components of the Development Plan:

- Infrastructure component
- Facilities component

Upon taking over the operations of the Tanjung Bruas Port, the Management had immediately taken measures to redevelop the Port into a full fledged Port with the necessary Port infrastructure and facilities.







## IMMEDIATE TERM DEVELOPMENT PLAN

No	DETAILS OF DEVELOPMENT	STATUS	
		Started	Completed
1	Refurbishment of Admin Building	Jan 2017	Jul 2017
2	Warehouse refurbishment	Sep 2017	Jan 2018
3	Creation of Open Yard	Mac 2017	Jul 2017



### PREVIOUS CONDITION



### CURRENT CONDITION



Refurbishment of Existing Warehouse



Refurbishment of Admin Building



Interlocking Pavement and Kerb at Open Yard



## NEAR TERM DEVELOPMENT PLAN

No	DETAILS OF DEVELOPMENT	STATUS	
		Started	Completed
1	New Port Entrance (4 lanes), ICQS Check Point & Interlocking Pavement	Started Dec 2017	Completed Jan 2019
2	Upgrading of Jetty & structural repair to Trestle and Lighting	Started Dec 2017	Completed Jan 2019
3	Open Yard & Lighting	Started Dec 2017	Completed Jan 2019



Installation of New High Mast Lighting ( 5 Units)



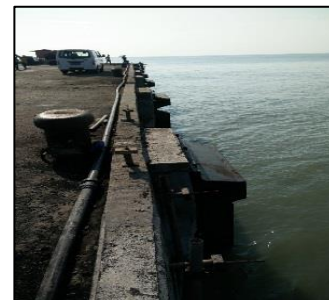
Installation of Framework

### PREVIOUS CONDITION

### CURRENT CONDITION



Creation of New Port Entrance



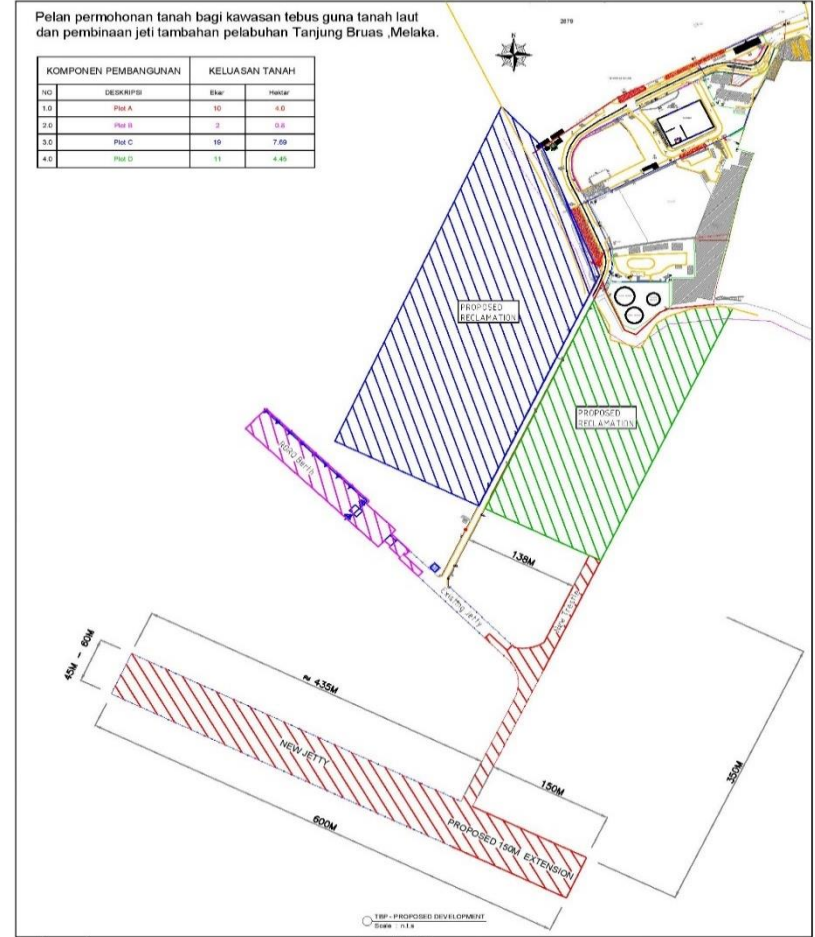
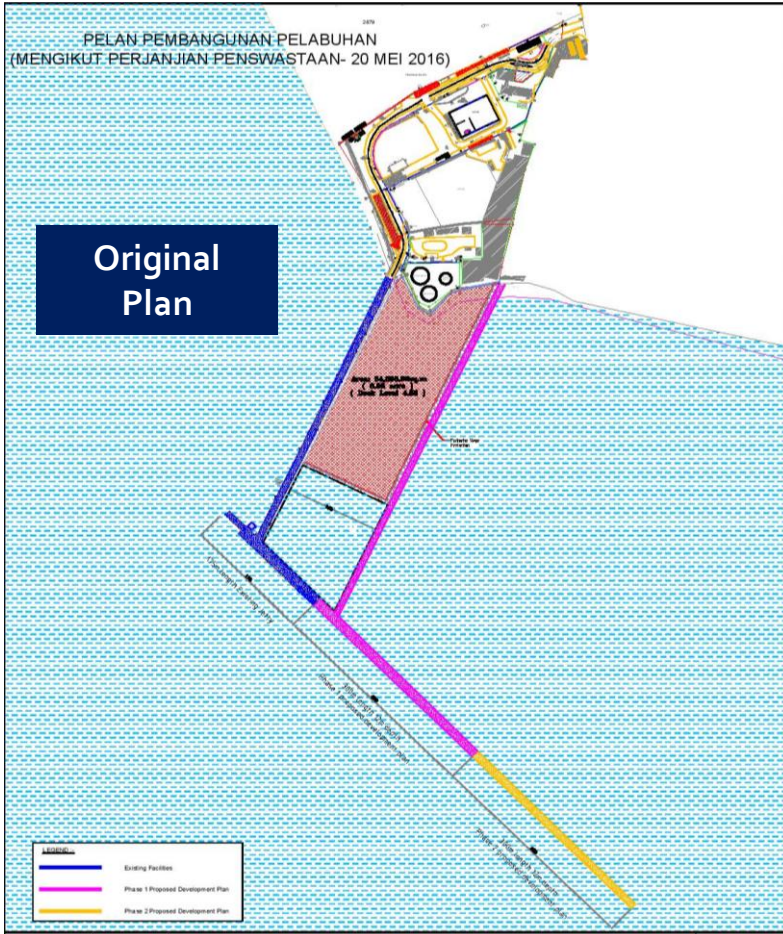
Replacement of New Fender and Improvement of Kerb jetty







# REVISED MASTER PLAN



**WILL INCREASE THE PORT CAPACITY WITH CAPABILITY TO HANDLE BIGGER VESSELS WITH DEEPER DRAFT**





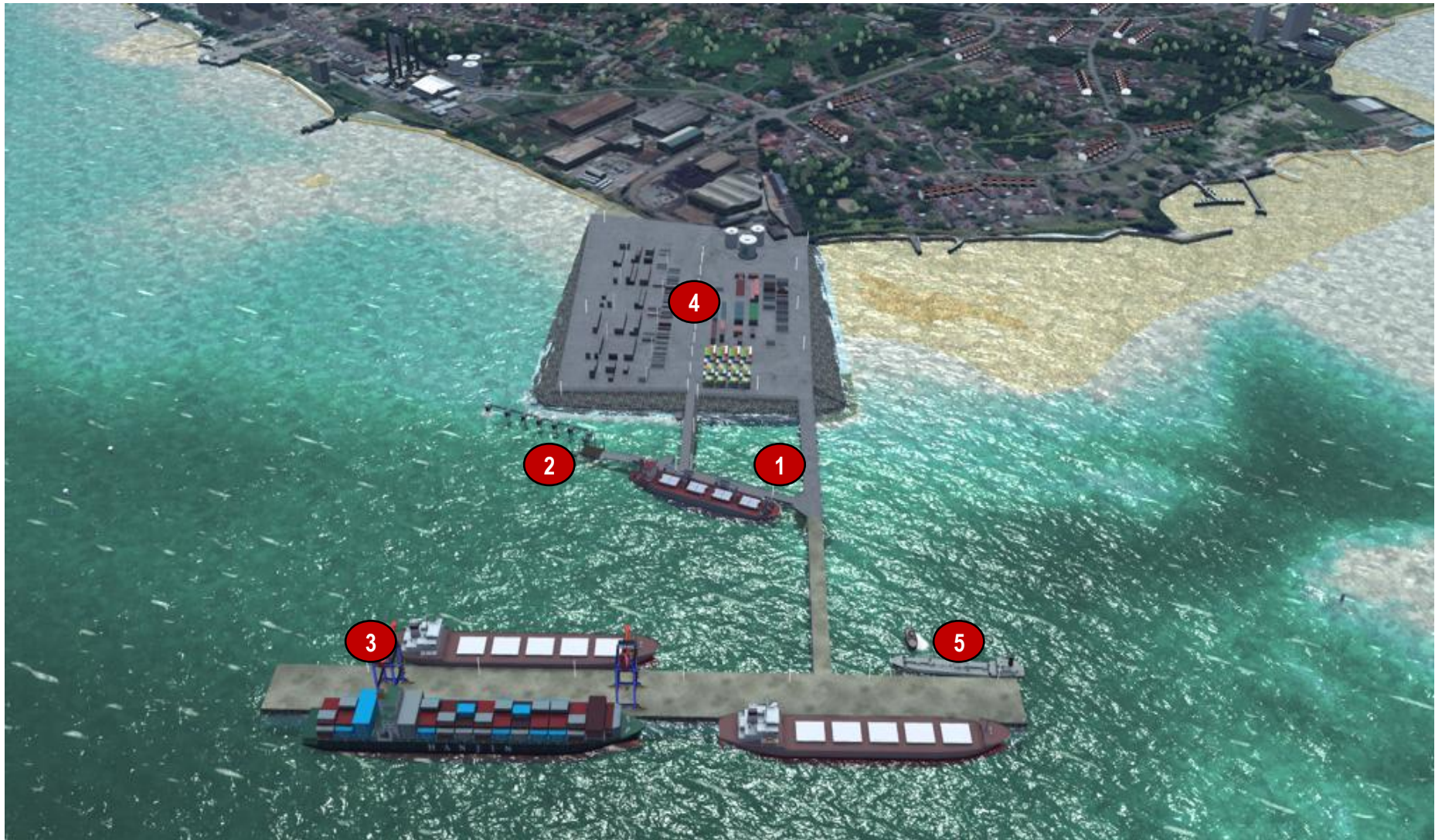
# REVISED DEVELOPMENT PLAN

	DESCRIPTION	TIMELINE (START)	TIMELINE (COMPLETE)	REMARKS
1	Phase 1 (a) Existing Jetty	Q1 2020	Q4 2020	
2	Phase 1 (a) RoRo Jetty	Q1 2020	Q4 2020	Subject to Government approval.
3	Phase 1 (b) New Jetty & Trestle	Q1 2020	Q4 2023	
4	Phase 2 Reclamation	Q1 2020	Q4 2023	
5	Phase 2 Additional Jetty	Q3 2021	Q2 2026	

**APPROVED BY MOT ON JULY 2020**



# REVISED MASTER PLAN (AERIAL VIEW)







## CONNECTING TANJUNG BRUAS PORT WITH DUMAI PORT

- The Dumai – Malacca route is just a short sailing of about sixty (60) nautical miles, crossing the Malacca Strait.
- The Port of Dumai is a well-protected sea port situated along the north central shores of Sumatra Island facing Malacca Straits.
- This route will connect the two traditional trading partners on both sides of the straits.

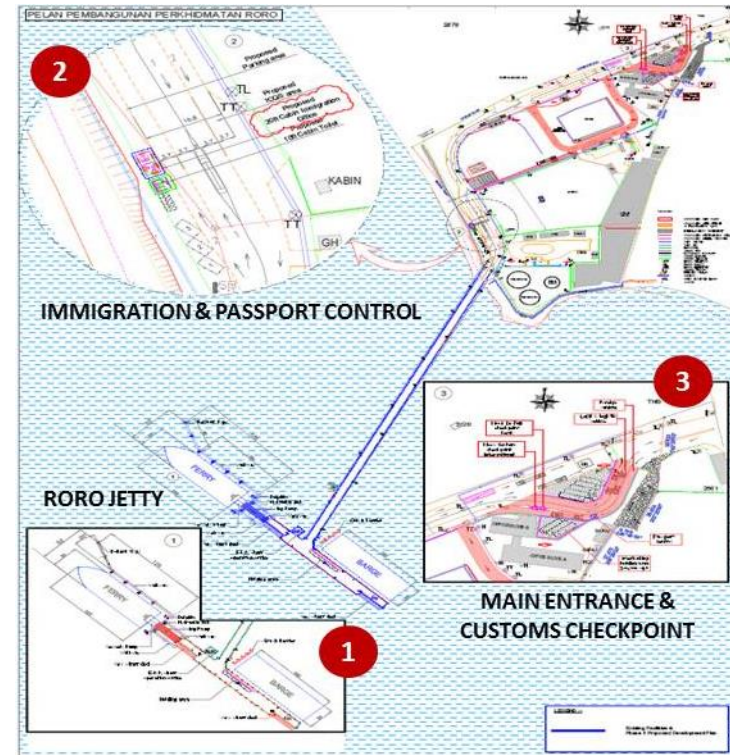
- There are active trading activities between the Port of Dumai and the Malaysia Peninsula in the General Cargo segments.
- Currently, both TBP and PELINDO 1 are in the midst of conducting a Market Study to ascertain the RORO volume that can be handled at both TBP and DUMAI PORT.



*Example of similar RORO facilities to be set up at Tanjung Bruas Port*

### SNAPSHOT OF RORO DEVELOPMENT

- Commencement of Construction - date to be determined upon obtaining Government approval
- Expected time of Completion - TBA
- Capacity 3,000 DWT





# THANK YOU



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