



Original article

HOW IMPORTANCE OF MALAYSIA HALAL CATERING REGULATIONS IN MALAYSIA COMMERCIAL VESSEL ☆

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Abstract

The formulation of Halal and Catering Regulation on board is a new draft proposal in shipping industry in the nation to ensure Muslim seafarers will be protected under social welfare. Currently, there are no regulations in place regarding the formulation of provision of Halal and Catering which have been enforced by several authorities at different sector in the nation. However, Halal JAKIM is an expert and focal point with the right to issue Halal certification not only in this nation but globally. The main objective of the study was to form a Halal committee on board for the co-ordination of responsibilities between the agencies, and the second objective was to establish the Halal and Catering Regulations on the merchant vessel for the Malaysian flag. The problem is that seafarers feel insecure about the preparation of halal food and no regulations have been issued to date. In fact, this study requires Qualitative methods because several actions related to the Halal-Toyibban Policy and food preparation rules should be obtained through closed-ended interviews with Halal regulatory experts, ship-owners, and selected stakeholders. Therefore, the analytical process will refer to the use of transmitted transitions from oral to text through the coding system in facilitate the content analysis process; and further to the level of discussion and findings. Ship-owners should ratify the Halal and Catering Regulations once they are enacted. The results of this study are expected to formulate the framework for the Halal and Catering Committee involving the agency by reference to interdependent theory. The second finding was to formulate a draft of the Halal and Catering Regulations on the Malaysian merchant vessel by reference to the application of benchmarking theory. Finally, this study will benefit the Muslim seafarer with the cooperation of the ship-owner and the relevant government agencies.

Keywords: Halal Regulations, Catering, Merchant Vessel, seafarer, ship-owner.

1. Introduction

Halal refers to an act that is essentially in compliance with Islamic law and the 'sharia' of Islam in terms of its justification, compliance, validation, agreement, verification, regulation, provision, validation and accountability, which is intended to explain the process of food preparation conformity with and compliance with Islamic creed (Alhabshi, 2013). In fact, Halal also needs to be clean and hygienic in all aspects of its practice which are in line with Islamic demands especially in the provision of food and the environment of kitchens and catering areas on Malaysian flagged merchant vessels. On the other hand, Eliasi and Dwyer (2002) explain that the level of Halal validation when every detail of food preparation, layout of kitchen utensils, appliances, storage of kitchen utensils, storage of food waste must be protected. In which case, the entire food chain is comprehensively interpreted to decide whether it complies with halal requirements or not.

Accordingly, the level of interpretation of the food "Haram" will exist if its source is also from the illegal and potentially harmful to one's mind, body and soul. According to Vloreen, Ardiana and Siti (2012), the halal concept holds to religious values. In this paper, he highlights how the "Halal" conceptual procedure can be applied in the Malaysian merchants only because many of the seafarer on board the Malaysian flag is of Muslim origin and it directly brings the importance of providing food and the concept of the "Halal" chain in the catering of Malaysian vessels. It is a precautionary measure to ensure that the safety of the food chain on board is maintained to ensure the safety of the Muslim seafarer while on board. As such, the concept of being healthy means being careful about what is taken into the body, food hygiene; food sources as well as handling methods, preparation of appliances and utensils in the kitchen, food waste disposal and food preparation must be considered in detail.

In terms of cleanliness, it is important to all seafarers as well as to Muslims that the dietary requirements allowed and demanded by the "Halal" rules must be emphasized to ensure the well-being and confidence and security of all involved on board Malaysian ships. In fact, the ship-owner must also ensure that the person processing food and supervising the catering on board is required to have

the training and certification of the Malaysian Marine Department and be certified by the Department of Islamic Development Malaysia (JAKIM), each seafarer should have their entire training in food preparation in accordance with the requirements of the Maritime Labor Convention (Dan Malika Gunasekera, 2006). This paper emphasizes the importance of the "Halal" rules enforced by JAKIM to be applied only on Malaysian commercial vessels and does not involve foreigners. While, Malika also said that allocation was made to members of the Muslim navy through the choice of Halal foods such as seafood, chicken and vegetables. The preparation of Halal food requires strict adherence to the religious requirements for the preparation and storage of food and beverages. According to Saad et al., (2013), both the Maritime and Port Authority of Singapore require ship-owners and shipping organizations and catering department equipment to provide sufficient, varied and nutritious seafood to provide; and presented in a state of cleanliness highest to the seafarer.

As such, reference to JAKIM's "Halal" regulations will be referred to as the main source, act and hygiene rules for food regulations in catering; food preparation regulations and kitchen equipment from the Ministry of Health Malaysia are also emphasized in this study. Certainly references to catering regulations from other shipping rules will also be referred to. It aims to formulate a strategic regulation involving Halal regulations and cleanliness of catering on Malaysian merchant vessels to form a comprehensive regulatory framework.

Cleanliness of food for the seafarer on the deck is of utmost importance to prevent them from getting sick. Marine Catering and Victualling Management, 2014 has emphasized the importance of halal catering on merchant vessels that not only requires clean and well-maintained catering space. In fact, it also requires good work practices in accordance with food hygiene that includes halal and non-halal raw food. The control and inspection of all elements in the food chain by ship-owners is very much needed in this country. Regardless of the catering department or ship-owner involved, everyone should take part in the food safety culture on board. Therefore, it is important for the seafarer to ensure that the food provided is a halal food product to go through a variety of long voyage journeys and that it must adhere to the principles of Halal and Shariah law

(S.Romi et al. , 2014);

To ensure this study is accomplished and complete. Therefore, the author has outlined two main objectives to be achieved: -

- i. To formulate the Framework Joint Cooperation of Halal and Catering Committee for the formulation of "Halal- Toyibban & Catering Rules" for Malaysian trading vessels;
- ii. To formulate the potential legal "Halal Toyibban & Catering Regulation" for Malaysia Merchant Vessel.

Even this study will not be carried out without issues. Among the issues identified in establishing the "Halal- Toyibban and Catering Regulation" are:

- i. There was no co-operation involving the relevant agencies to formulate the Framework of Joint Cooperation of Halal and Catering Committee for the formulation of "Halal- Toyibban & Catering Rules" for Malaysian vessels;
- ii. There has been no initiative to draft the legal "Halal Toyibban & Catering Regulation" for Malaysia Merchant Vessel.

In addition, there are questions to set up Committees and Regulations relating to "Halal- Toyibban & Catering Rules" including:

- i. Why is there no co-operation to form a Framework of Joint Cooperation of Halal and Catering Committee for the establishment of "Halal- Toyibban & Catering Rules" for Malaysian vessels?
- ii. What is the need to draft the legal "Halal Toyibban & Catering Regulation" for Malaysia Merchant Vessel especially for Muslim seafarers?

2. Methodology

This section directly refers to the Research Method has been used by classifying two main points i.e.; i) Data Collection and ii) Data Analysis. Therefore, this research study focuses entirely on the Qualitative Research Method with emphasis on fact finding for documents and interviews through fieldwork. This study is generally well suited using Research Qualitative as a research method since this research requires data collection that used from experienced and skilled information from the ministry officials. Hence, this

research focuses on the involvement and direct participation of experts. In fact, Data Analysis is also referred to the results of an analysis that satisfies the achievement of objective research for this research. Accordingly, Content Analysis is used comprehensively and profoundly. Accordingly, the Data Analysis used is in line with the situation and the needs of this investigation.

2.1 Data collection

Therefore there are three levels of process for the collection of information and data compiled by the researcher in this research such as *i.e. i) Interviews Session; ii) Documentation Collection; and iii) Secondary Data.* Hereby, as this study addresses the issue lack of regulation on Halal catering in details in Act on the ship that is enacted in Malaysia which it's may difficult to be referred by passengers and seafarer who are Muslims. Hereby, to ensure collecting information that is valid, authentic and effective. Therefore, the interview session and to obtain reports, documents, procurement from the Ministry and the agencies involved. The main target interviewee is among experts from Halal Hub Department of Islamic Development Malaysia (JAKIM), Halal Industry Development Corporation (HDC) and Ministry of Transport (MOT). Thus, data was collected through personally interview respondents to obtain information from respective expert regards to the issues arises.

Hereby, qualitative method is chosen because it's worth the interview which it offers researchers the opportunity to disclose available information where it may not be accessible using techniques such as questionnaires and observation (Blaxter et al., 2006). Primary data should be valid because the study is designed and carried out for the main purpose of the research. An interview session it more useful to capturing and describing research process. Personal interviews session can be used at any stage of the evaluation process to collect accurate and significant data. Face-to-face interviews have been the dominant interview technique in qualitative research. According to De Ruyter (1996) and Sekaran and Bougie (2009), focus group is a common tool for research discovering new phenomenon and for studies that are exploratory in nature.

2.2 Data Analysis

Qualitative analysis is qualitative data analysis such as

text data from interview transcripts. In fact, qualitative analysis relies heavily on researcher's analytical and integrative skills and personal knowledge of the social context in which data and information are collected. The emphasis in qualitative analysis is "to make sense" or to understand the phenomenon, rather than to predict or explain. Creative and investigative ideas are needed for qualitative analysis, based on enlightened ethical attitudes and participants-in-context attitudes, and an analytical set of strategies. For that, he gives a brief overview of some of these qualitative analysis strategies (Miles and Huberman's, 1984). Every each interviews session will be develop to transmitted into text which each transcript later carefully examined for phrases, sentences or paragraphs, i.e., the quotes of the participants via manual content analysis process, which stand out for the writer as a centre for a wider area of interest.

2.2.1. Content Analysis

Content analysis is used qualitative research technique to elaborate the issues of Malaysia Halal catering in commercial vessel/cruise vessel through in-depth interview with Halal Hub Department of Islamic Development Malaysia (JAKIM), Halal Industry Development Corporation (HDC) and Ministry of Transport (MOT). Each interview in this research been record and then through the process of interpreting next transcript in this study was be coded line-by-line, same and not changed from what was recorded. This coded need in fully comprehensive and dedicated to avoid overlapping information and errors when transfer the information. Before coding, researcher needs to arrange things in a systematic order, to make a system or classification, to categorize (Strauss, 1987).

Coding is a method that enables researcher to organize and group similarly coded data into categories. Interviews data for this study will be collected from various sources that the information obtained from officers in government departments will be undertakes through various stage of coding. Recoding and transcribing the discussion are required to better analyses the discussion later (Hannabuss, 1996). However, in analyzing interviewing sessions, it requires a clear understanding of each expert's statement. Therefore, Table 3.1 can be referenced to design the coding system for each interview session by providing detailed feedback from the expert but not the feedback to be

interpreted. If the interpretation is taken then it is a mistake in analyzing the interview session. It is intended to detect that the answers provided by the expert orally are the same as those transmitted in the text. This study applies unstructured interviews which is allows identification of several critical factors that might be central to the broad problem area (Sekaran and Bougie, 2009). Hereby, once the conversation is recorded and information are choosing from the focus group, data are transcribed and conclusions are being made (Miles and Huberman, 1994).

Hence, figure 2.2.1 show that the coding process in content analysis involved analyzed data line by line, word by word for every sentence. This process of coding is called line-by-line coding which is more specific trends and patterns. Open coding process will be divide into two parts which is axial coding and selective coding. In axial coding, concept of coding is used while re-reading the text. According to Dunn, P. J., Margaritis, V., & Anderson, C. L. (2017), axial coding were focused primarily on the text to define concepts and categories. Axial coding process is an important part of developing in interview and focus group. Codify is to arrange things in a systematic order, to make something part of classification to organize and group coded data into categories.

2.3. Theoretical Research Framework

Theoretical Framework is crucial to identifying which theory is appropriate to achieve the right direction, in line with the objective needs of this study as a whole. As such, the author has identified two relevant theories namely Benchmarking Theory and Interdependent Theory. The question is, why would the two theories really work to achieve the aims of the two objectives of this study? In short, Benchmarking Theory serves to achieve its second objective of establishing the Halal-Toyibban and Catering rules for dealing with Malaysian flagged trading vessels. Where, this theory refers to the direct use of legislation that served as the basis for the drafting of a new rule to achieve the second objective of establishing the Halal-Toyibban and Catering Regulations. The laws and regulations in question are very comprehensive and very comprehensive to be adopted in accordance with the requirements of the new law, so please refer to Figure 2.3.1. , where it shows the details of the rules of the act referred to.

As for the Interdependent Theory, it emphasized how the law relating to the Halal-Toyibban and Catering Regulations was interrelated. In fact, how the relevant authorities need each other to enact the proposed new rules can be enacted by taking into account the co-operation of the selected authorities to strengthen the enforcement of the departments and agencies involved. It is important to plan early action to cooperate with enforcement on strategic tactical and technical measures, so that action can be taken in concert. For this reason, the following is a detail of the theory in question and please refer to Figure 2.3.1 and sub-section 2.3.2 as a reference to Interdependent Theory.

2.3.1. Benchmarking Theory

Benchmarking theory is established upon the performance comparison, gap, and changes in the management process (Watson G.H., 1993). In order to formulate the Halal- Toyibban & Catering Regulation in Malaysia commercial vessel and cruise vessel, a theory known as benchmarking theory has been used. While, benchmarking that researcher used is between Halal JAKIM Malaysia and Merchant Shipping Regulation 2013 on Bermuda ship Act. Generally, benchmarking is to determine the gap between internal and external practices.

Hence, internal benchmarking is regarded as two ways communication and sharing information between departments within the same organization or between organizations operating as a branch in different countries (Cross and Leonard, 1994; Breiter and Kline, 1995). It may explain through an interview session which held within main agencies such as JAKIM, HDC and MOT to response an explanation due to issues rises related to Halal-Toyibban matter and hygiene issues. Whereby, the results of interviewed within the agency referred to formulate Halal-Toyibban & Catering Regulation.

Meanwhile, external benchmarking requires comparison of activities with external organisation in order to acquire method, new ideas and knowledge using by the organization to attain such an outstanding performance in the production of goods and services. Therefore, Malaysia uses Merchant Shipping Regulation 2013 which has been applied on Bermuda ship as a guideline to establish act on training on food handling and storage. Benchmarking theory is one of the best ways to discover or formulate new performance to be achieved to

formulate a new policy or regulation.

The comparison that has been made is a suitable with the needs of religious requirement for Muslim seafarers by not disregarding Islamic Sharia Law as the main legislation and the interest among of Muslims. References to this theory will facilitate the development of comprehensive and progressive legislation as all of the laws referred to are highly compliant and can be tailored to the legal requirements of any commercial vessel due to some entities have strict guidelines as to what information can be gathered. Benchmarking theory has formulated a draft of Halal-Toyibban & Catering Regulations in order to be guidance for Marine Department (MARDEP).

2.3.2. Interdependent Theoretical

Interdependence theory is a social exchange theory that shows how the rewards and costs associated with interpersonal relationships collaborate with peoples' expectations from them. This theory comes from the idea that closeness is the key to all relationships. While, Robert O. Keohane (2002) have points out the case of theoretical institutions that focuses on interdependences theory, realism and globalisation. Besides that, Keohane is due to specialise of his book "*Power and Governance in a Particularly Globalized World*" that meet the needs of the study and strongly define his role towards interdependence, and its relations to institution and governance.

It directly points out that in order to formulate a new single policy and legislation, it is imperative that all relevant ministries and agencies have a shared responsibility for and support for cooperation. In this regard, all agencies and ministries should cooperate closely with the Marine Department of Malaysia to facilitate the implementation of all necessary documentation, procurement, reporting and communication activities through specific consultations and debates in relation to the upcoming Halal-Toyibban and Catering Regulations. Therefore, all forms of mutual support in the formulation and enforcement must be at the ready level; and clear to refine the new draft document. Therefore, Figure 2.3.1 as further explained the relationship between the agencies involved.

2.3.3. Conceptual of Halal- Toyibban & Catering Policy Framework

The respective regulation is to make provisions covering food and catering for seafarers working on sea-going vessels. The regulation was very important to meet religious requirements and cultural practices of the seafarers. It directly points out that in order to formulate a new single policy and legislation, it is imperative that all relevant ministries and agencies have a shared responsibility for and support for cooperation. In this regard, all agencies and ministries should cooperate with the Marine Department of Malaysia in facilitating the proper documentation, procurement, reporting and communication through effective consultation and debate regarding the Halal-Toyibban and Catering Regulations to be drafted. Therefore, all forms of mutual support in the formulation and enforcement must be at the ready level; and clear to refine the new draft document. Therefore Figure 2.3.1 further explained the relationship between the agencies involved.

It involved the formulation of policies and comprehensive standards, efficient Halal certification processes, Halal awareness activities and training of Halal industry professionals. Besides that Halal JAKIM expects to launch its framework, focusing on empowering local halal companies, making them visible globally and increasing the participation of Bumiputera entrepreneurs by year-end (Abdul Hafaz Ngah, Yuserrie Zainuddin, Ramayah Thurasamy, 2017), MARDEP provide services to merchant vessels such as ship inspection, certification, registration and licensing and supervise examinations of seafarers. Then, JAKIM is a Malaysian government institution which established the Malaysia Halal logo and implemented Halal Certification System. It is the government agency that issues for Halal certificate for local and export markets. JAKIM was the world's first halal certification agency which responsible for monitoring the halal industry. Merchant Shipping Regulations 2013 has adopted Maritime Labor Convention 2006 in Geneva on February 2006. The regulation provisions, catering and ship's cook are being applied on Bermuda ships Regulation on the case of Kitchen matter. Thus, due to lack of regulation that has been established, benchmarking theory will formulate Halal catering in Malaysia merchant vessel and cruise vessel.

Referring to Figure 2.3.1, it is clear that the agency that will control, ratify and enforce the Marine Department of Malaysia (MARDEP) with the joint assistance of Halal JAKIM, Halal Development Corporation (HDC), Ministry of Health (MOH) and The Ministry of Transport Malaysia (MOT), which is involved by agencies other than MARDEP, aims to support efforts to realize comprehensive and strategic integrated legislation on Malaysian trade vessels. In fact, benchmarking theory is also required to standardize the most important documents, procurements and conventions referred to as: - i) The Maritime Labor Convention 2006 enforce on August 2013, ii) Merchant Shipping Ordinance 1952, iii) Regulation 3.2 (Food and Catering), iv) Declaration of Maritime Labor Compliance (Part I), and v) Declaration of Maritime Labor Compliance (Part II). Whereas procurement adapted from Maritime Labor Convention 2016 is i) Annex 3 (1) Maintenance of Water System on ships in UK, ii) Annex 6 (Preparation and Cooking on ship's galley in Scotland's), iii) Regulation 40 (2) (Training food processing in galley on UK ships), iv) Merchant Shipping Regulations 2013 adopted MLC, 2006 in Geneva for Provision, Catering and Ships Cooks: - (a) Regulation 5 (Standards of Supplies), b) Regulation 7 (1) (Training of Catering Staff), c) Regulation 10 (Cook's Ship Training), d) Regulation 8 (1) (Inspection of Food and Drinking Water).

Therefore, through all of the procurements that have been stamped as mentioned above will allow the potential draft of the Halal- Toyibban & Catering Regulations to be developed more fully with the cooperation of the relevant agencies. It is important to ensure that the Conceptual Halal-Toyibban & Catering Policy Framework can be established as a uniform and comprehensive direction by taking into account the procurement and agencies involved. As such, the Marine Department acts as a key function of enforcement, and accountability as the chair of the committee for the framework.

3. Results and Analysis

In this section it discusses in-depth related to research analysis that acquired during the interview session within expert from several of ministry and agency related to Halal-Toyibban and Catering matters. Hence,

data analysis related to the relevant question and situation. In this study, researcher used the semi structured interview which mean respondent have freedom to give opinion based on their perspective but at the same time still tied to a study conducted.

Based on Table 3.1, an interview within expert from Halal JAKIM has been held, however author only explain in brief two coding system which significantly related to subject matter from the JAKIM such as Halal Certificate, awareness and Enforcement. While, from the research analysis of coding process, it's shown that have been identified namely the HC code stand for Halal Certification. Halal certification was an importance element in order to maintain food hygiene to consumers, where it is necessary to ensure that the ingredients used are Halal and there is a document or confirmation from JAKIM. However, the application for the Halal certification is voluntary and not compulsory from JAKIM. Applicants may apply for Halal certificates through the online system in their respective states. Second, the key code is AS stand for Awareness. Depending on the initiative and awareness of the ship-owner or the management itself whether to apply or not the Halal certificate because it sometimes depends on management issues. The goods are bought in different countries, so in terms of separating Halal food will be difficult.

However, if the shipping company has an initiative, absolutely it was no hurdle to apply for Halal certification because Halal is for voluntary. It also depends on interest and willingness from the company towards the application for Halal certification. Ship-owner might difficult to apply if it unnecessary or they are not ready to apply for a Halal certificate. The issue of difficulty applying for Halal certificates is actually when unwillingness from ship-owner decision which does not seek to provide the full documents required by Halal JAKIM. Thirdly, key code is EF stand for Enforcement. Whereby, Halal JAKIM have provided scheme for Halal logistics which is for warehouse, logistics and transportation. Halal JAKIM has conducted auditing into premises applying for Halal certification. Besides that, Halal JAKIM also has identified which premises are being used for delivery of goods. If the company is identified to deliver non-Halal foods, the company needs to have a commitment or contract with the applicant. If any mode of transport carries Halal foods for the

applicant, ensure that it must deliver Halal items only. Meanwhile, Halal JAKIM also need to ensure that each of kitchens on board must kindly protect to Halal preparedness and compliances within Halal and hygienic requirement as needed by Halal JAKIM and other related Halal and hygiene regulation required for sleek of healthy.

Based on Table 3.2, the result of analysis from an interview session within an expert from Halal Development Corporation (HDC) was conducted. From the research analysis process, it shown have five key codes has been identified namely only two keen to the subject matter related to Halal- Toyibban and Catering such Awareness (AS) and Halal Certification (HC).

Firstly, the key coding of AS stand for Awareness. Seafarer who are responsible for managing Halal food stock need to have knowledge and awareness on Halal food, while those seafarer who are managing non-Halal food stocks should have knowledge and awareness on non-Halal food management for separated between both raw materials as per compulsory required based on Halal Regulation.. If the seafarer has no knowledge and awareness, it is might high possibility for mixed from both types of raw materials into a storage and fridge compartment. Therefore, it is a duty of the seafarer in charge of the Kitchen Division to obtain proper training in the procedures and regulations for the storage, preparation and preparation of Halal from the relevant agency.

Secondly, the key coding is HC stand for Halal Certification. In Halal certification, every kitchen or premises must obtain Halal certification if it conducted any operation related to food processing, cook and any kind of food handling. Hence, Halal catering can be included under the kitchen or premises. To ensure Halal food operating as per needed by Halal JAKIM and compliance within Halal regulation and hygiene. Kitchen or premises should promising and ensure no mixing of non-permissible ingredients. On the other cases, whereby, cruise vessel that has Halal kitchen restaurant but the dining room serves for non-Halal food, then the decision to provide Halal certificates are not allowed to be issued due to the mixing of Halal and non-Halal food. In aspect of storage matter, it is compulsory to separate for both types of raw materials because it to avoid cross-contamination via air ventilation among

foods and raw materials. Therefore, it is clear that obtaining a Halal certificate is not easy because understanding the Halal certification process is related to compliance with the JAKIM Halal certification which is very strict and manageable.

Based on Table 3.3, an interview within experts from official of Maritime Division at Ministry of Transport Malaysia has been held. It shows the result analysis of an interview session that was conducted. From the interview analysis process, there have three key codes has been identified which related to Halal regulations namely Halal Certification, Policy and shipping.

Firstly, the HC stand for Halal Certification. In the shipping industry, there is no Halal certification has been issued meanwhile only airlines industry that have Halal certificates. The condition of the kitchen on board is totally different with ordinary kitchen such as at home. Therefore, it becomes quite difficult to apply the Halal concept on board. Whereas, a common restaurant is difficult to get Halal certificates because it need compliance with strict requirement, whereas for a vessels kitchen it need a large space for separation kitchen if possible however it based on decision from a ship-owner to provide it.

Furthermore, coding PO stand for Policy. Legislation of Merchant Shipping Ordinance 1952 was drafted by British and it focuses only on safety and security. MOT has no jurisdiction in the Halal sector as MOT only deals with transportation matter. Please note, there is currently no Halal-related regulation that has been enforced anywhere on Malaysian flag vessels but for cruise vessels there has been but nothing related to the Halal certificate validation. So, there are obvious weaknesses in policy aspects that are still unclear in relation to the offer of Halal certificates by Malaysian authorities and it is something new and has the potential to be developed. In fact, this is an excellent opportunity to do so if it is in compliance with current requirements and a clear understanding of the ship-owner.

Thirdly, they key coding is SH standing for Shipping. MOT concern on Halal issues on board due to increasing of the cruise industry in Malaysia but at the same time there is no jurisdiction is formulated because it need an initiative from relevant authority such Halal JAKIM to formulate act or policy regarding Halal sector. Therefore, if it is really an obligation due to high demand factors

among passenger passengers, seafarers or changes in the ship's environment to increase public confidence and welfare of seafarers that are in dire need of preparation and service based on Halal-Toyibban. Therefore, the introduction and implementation of the Halal regulations cannot be delayed, and should be hastened to ensure that the Halal food and catering services are fully accountable and responsible for enhancing the image of the shipping sector, especially the role played by the ship-owner

4. Discussion and Findings

Based on Section 3.0 of the Result and Analysis, it clearly shows that the potential for drafting the Halal-Toyibban and Catering Regulations is in the attention of the authorities and is an exciting development through discussion and observation sessions during which the interviews are conducted with positive feedback. To date, the status of Halal legislation on Malaysian merchant vessels has not yet been introduced and implemented but the existing rules only apply to Halal regulations in the business and restaurant premises, but not in the shipping sector. Therefore, there is a good opportunity to be introduced as there is high demand based on welfare and protection among passengers and seafarers. Thus, it is the responsibility of the ship-owner to act more responsibly in order for the welfare and protection of the social base to be taken seriously by the ship-owner. If this is done well and organized then the image and comfort of all parties will be enjoyed.

In order to formulate Halal- Toyibban and Catering Regulations, prompt and systematic action must be taken into account. Therefore, Halal JAKIM can work in collaboration with the Ministry of Health Malaysia to co-ordinate three of legislation relating to the provision of health food. In addition, the strength of Halal JAKIM is that it has Halal regulations for the preparation of business premises which can be referred to in detail to transform it into a kitchen premises on a merchant vessel without affecting any equipment, and the space available during the design of the ship itself.

To this end, the role of the Marine Department is to physically adapt the kitchen conditions under the Bermuda Ship Legislation, which is used as benchmarking for Malaysian commercial vessels especially kitchen designs. In particular, specific

references to the Bermuda Ship Legislation should be detailed in terms of responsibility, liability, accountability, physical enforcement and regulation, abolition and control of seafarer members, offenses and negligence in the role of seafarer, physical equipment and facilities in onboard kitchens, fines and fines, seafarer duties in the kitchen, certification of seafarer members as kitchen and emergency fire and fire rescue operators.

In retrospect, through MSO 1952, it simply interpreted Catering only without fully explaining the purpose of catering, its responsibilities and tasks, and their roles. Whereas for the application process for licenses and application operations, the preparation and storage operations as well as the Halal food and raw material related equipment may be referred to as Halal rules which are already complete and available. So, it is not a problem for Halal JAKIM to formulate Halal regulations on trading vessels. However, the resignation of the operation needs to be transferred to a mobility location rather than a fixed premise. In this regard, the safety and health of food preparation and operation as well as its operation can also refer to the complete and effective provision of the Ministry of Health Malaysia.

Therefore, the Marine Department will play a key role in implementing the Halal and Catering legislation to be coordinated with the relevant agencies. Thus, it is the function of the Marine Department and the MOT in coordinating the responsibility and functionality of each of the focal points involved in the drafting of the Halal-Toyibban and Catering Regulations on Malaysia-flagged merchant vessels. In addition, for the purpose of promoting the new legislation, HDC and MARDEP are likely to run road shows among key stakeholders to introduce new legislation. The focus groups that have the potential to be promoted are ship-owners, shipping agents, port authorities, non-governmental organizations, maritime shipping and professional bodies and stakeholders in the shipping sector.

According to Table 3.4, it shown the contents proposal of Halal-Toyibban and Catering Regulation. The potential draft was formed to provide manual procedure for Malaysia merchant vessel for Halal Toyibban and Catering Regulation 2020 which contains guidelines for Department of Islamic Development Malaysia (JAKIM), Ministry of Health Malaysia, Halal Industry

Development Corporation (HDC) and Ministry of Transport (MOT) with the aim to clarify requirements to be complied with the Malaysia Halal Catering. Hence, its proof that through the formulation of Halal-Toyibban and Catering Malaysia will to achieve second objective of research study.

While, the manual must read together with others standards and related regulations which are in forced, in managing the Malaysia Halal Catering sector? If Malaysia can really set up the Halal-Toyibban and Catering Regulations on board, it is one that benefits and enhances the welfare of Malaysian seafarers on board. It is believed that, it will develop comprehensive, comprehensive and reliable legislation to safeguard the welfare of seafarers, and the health of workers.

5. Conclusion

Halal catering is a new phenomenon in its own Halal legislation that is driven by the halal industry to expand halal from technically to consumer use, thus ensuring Halal integrity is always preserved. In the present study, the lack of regulation and confidence on the Halal catering in details in the Act on the ship that is enacted in this country were investigated. This research study aims to empowerment the involvement of respective ministry and agency to formulate a new regulation related to Halal –Toyibban and Catering Regulation in Commercial Vessel of Malaysia flag. Therefore, there should be the establishment of an effective collaboration among JAKIM, HDC, and MOT to address the issues arises and to set the standards of Malaysia Halal JAKIM that secure the halal integrity and hygienic practices of the foods and beverages in shipping industry. According to Halal Malaysia Portal, Halal certified food products guarantee the hygiene and cleanliness, the concept is parallel to fulfill the foods standard contains practical guidelines for the food industry on the preparation and handling of halal food. It will be used by JAKIM as the basis for certification.

Furthermore, the results of this research study have been established regarding the food handling and storage that has been provided by JAKIM and MOH for shipping stakeholders. Halal food carry the images of shipping company which compliance to the Syariah requirement and readiness towards Islamic concept as consumers are confident that Halal food products are operated with

high levels of safety and security and comply with certain hygiene standards. The formulation of Halal-Toyibban and Catering Regulation on Malaysia commercial vessel / cruise vessel can be a benchmarking to an international shipping company that does not have Halal certified kitchen and to attract more organizations to apply for Halal certification to be used in their business.

This study examines the knowledge of the halal industry on the handling and storage of food to Muslims and non-Muslims'. Halal and non-Halal food handling needs to be different where Halal food is more technical, welfare, protection and compliant with Syariah law in order to remain the concept of Halal- Toyibban. The rise of passengers and seafarer knowledge on halal food will allow them to choose products that are Syariah-compliant. This study emphasizes the role of knowledge in storing and managing halal food to remain hygiene practices significantly affecting the selection of food to passenger and seafarer. The proper food handling personnel may affect hygienic status on ship in order to avoid diseases among seafarers or passengers. If seafarers receive appropriate training they may operate well in food premises by implement food safety practices. By participating in food handling and storage training, will arise awareness among seafarers about proper food safety and sanitation procedure. It is important for the seafarer to have proper handling of food properly because the ship's cook may not be a Muslim but knowledgeable on Halal-Toyibban might create additional expertise to them.

The lack of legislation of MSO 1952 related to Halal-Toyibban and Catering Regulations might enhancement by formulate Halal catering regulation to be enforce in Malaysia commercial vessel and cruise vessel. This is to provide a guidance and purpose for passengers and seafarer either Muslim or non-Muslim. In addition, with the enacted of Halal catering regulation it might formulation a set of guidelines for food preparation that complies with Halal JAKIM's standard. Preparation of food that satisfies nutritional value to passengers and seafarer might prevent the occurrence of cross contamination between Halal and non Halal food. With regulation focused on Halal catering, Malaysia will be as hub and benchmark within other muslim nation especially guidance to other nations such as international shipping to create Halal certified kitchen. It can reduce

the misunderstanding of Halal food is being produced in non-Muslim countries where it will lead to manipulation in terms of designation in the Halal industry. If Halal catering regulation can be formulate and enforce effectively, the national standards of Halal would be in a highest standard and better platform as well a better value to protect the rights of Muslim seafarers.

6. Recommendation

The shipping company can reconsider to create a new vessel storage design that creates a separation between Halal storage and non-Halal storage to prevent pollution of air ventilation in Halal and non-Halal storage. However, it depends on its own initiative and readiness management to make separation storage because food storage areas need to be clean, of quality and safe. Industry players need to have awareness related to Halal food because it totally hygiene. Even, management needs to concerned related to kitchen method and matter such as type of cooked food, how the food is cook and ingredients use for cooking. Although there is no Halal certificate on board, does not mean seafarer difficulty having meals on board. As long as there is no dubious thing seafarer can still eat on board.

Agencies involved such as JAKIM, MOH, HDC and MOT can work together to effectively formulate Halal catering regulation. HDC is committed to providing training to seafarers and JAKIM is responsible for issuing Halal certification to seafarers participating in training while MOT is emphasizing Halal catering regulation in the shipping industry. To ensure an integrity of the Halal foods is absolutely guaranteed, industry players or shipping companies should be readiness to change the pattern of nutrition management on board to avoid cross-contamination between Halal and non-halal food. Shipping companies should require seafarer either Muslims or non-Muslims to attend food handling and storage training as well as an aggressive promoting to highlight awareness on seafarer and passenger towards the benefits via formulating on Halal regulations.

According to Halal Industry Development Corporation, Internal Halal Committee (IHC) is necessary to be on board ship to manage the storage of goods to be loading on board ship. However, chief cook can be IHC because only the chief understandable for incoming and outgoing

items. Thereby, each involved ship-owner needs to ensure that the management applying for the Halal-Toyibban certification which complies within the prescribed Halal legislation by hiring the Syariah panel in ship management. Hence, the respective legislation been adopted comprehensively on board must aware by ship-owner to ensure trusty of food and beverage supplies in every Malaysian flag vessel must be in accordance with the quantity, nutritional value, quality and seafarer religion and culture. Besides that, shipping company or ship-owner needs to ensure ships registered abroad must have certified by Halal JAKIM if they need to hold Halal certificates. Meanwhile, vendor kitchen also needs to have a Halal certificate if food companies are based in Malaysia. To comply with the legislation, shipping companies can re-design storage vessels to ensure that Halal integrity is secured. Companies that supply food need to obtain JAKIM Halal certificate and need to supply Halal and non Halal food separately. The most importantly each seafarers and shipping company will gains and increasingly as well as huge of confidently level, protection for Muslim crew, health and hygiene services provided by ship-owner.

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Appendices

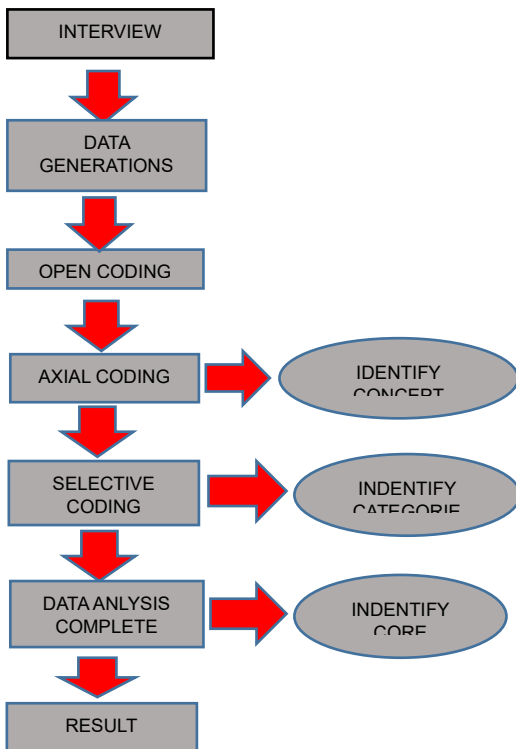


Figure 2.2.1: Coding Process in Content Analysis

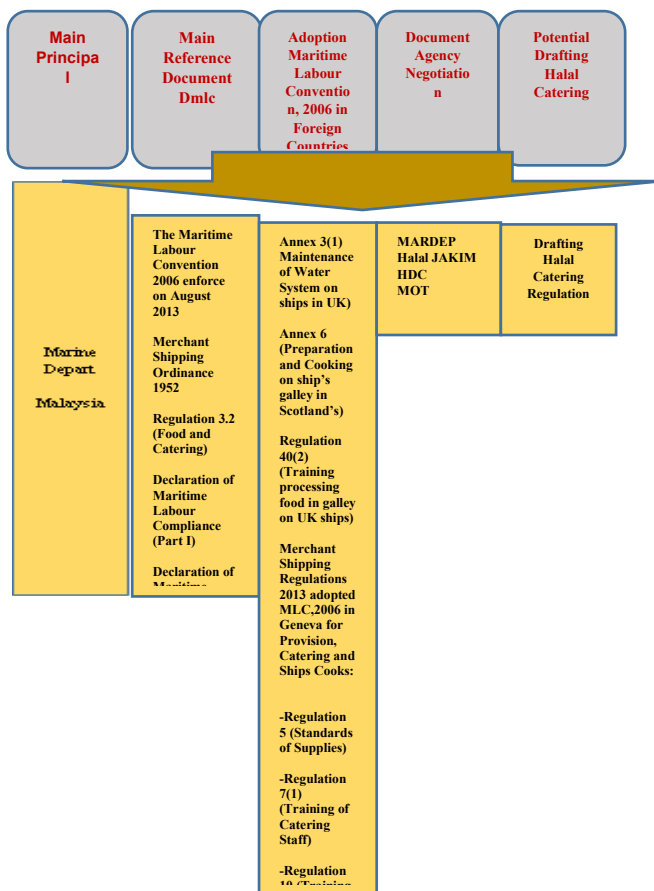


Figure 2.3.1: Conceptual Catering and Halal Policy Framework

Government agency	Topic	Coding	Interview Statement
Halal Hub Department of Islamic Development Malaysia (JAKIM)	Halal Certification	HC	<p>... the company may apply for Halal certification through the online system...HC.1</p> <p>...depending on the ship's own company whether to apply or not to a Halal certificate...HC.2</p> <p>... Halal certificate application for Halal is for volunteer...HC.3</p> <p>...if there is a Halal issue or Halal certification...HC.4</p> <p>... one of the conditions in Halal certification...HC.5</p> <p>...Shipping companies wants to apply Halal certificates may send food supervisors to participate in training...HC.6</p>
	Food Handling	FH	<p>... food operators who are working in the kitchen are required to attend food handling courses...FH.1</p> <p>...the course will be provided by the school of food handlers appointed by the KKM...FH.2</p> <p>... certificate of food handling courses so hygiene practice is maintained...FH.3</p> <p>... This school is more food handler, food hygiene...FH.4</p>
	Awareness	AS	<p>... depending on the company's awareness of the ship itself...AS.1</p> <p>... management itself needs to take efforts to provide the necessary documents...AS.2</p> <p>... If the company is willing he will ask for Halal certification...AS.3</p> <p>... JAKIM invent the Cakna Halal and MyHalal program every evening on TV1...AS.4</p> <p>...JAKIM opens booth for invitation from other ministries to distribute Halal awareness in every country...AS.5</p> <p>...consumers who have no awareness he will be on a ship with no Halal certificate...AS.6</p>
	Enforcement	EF	<p>...make sure the service providers use Halal ingredients...EF.1</p> <p>...offenders can be convicted under the Trade Descriptions Act 2011...EF.2</p> <p>...JAKIM has been training the auditor for increased potential...EF.3</p> <p>... Company failed to correct within 14 days, JAKIM will reject application...EF.4</p>

Table 3.1: Open Coding Proses Resources: Interview Session with Respondent (JAKIM)

Government Agency	Topic	Coding	Interview Statement
Halal Industry Development Corporation (HDC)	Cruise Vessel	CV	<p>...in the cruise one of the management areas is to make for Muslim food only...CV.1</p> <p>...master establish separate kitchen and storage on cruise...CV.2</p> <p>...depending on the design cruise can or cannot be changed...CV.3</p> <p>...cruise constructed needs JAKIM approval either using a separate storage or mix storage...CV.4</p> <p>...cruise will do Sertu cleansing for Halal kitchen when berth to avoid Halal food mixed with non-Halal food...CV.5</p>
	Commercial Vessel	ComV	<p>...commercial vessels may be straight forward, no entertainment...ComV.1</p> <p>...commercial vessels maybe have a single kitchen...ComV.2</p> <p>... commercial vessel must separate Halal kitchen and non-Halal kitchen...ComV.3</p> <p>...commercial vessel's voyage one to two months. For central kitchen he might have made a ready-made burger...ComV.4</p>
	Awareness	AS	<p>...staff has no knowledge and awareness to store Halal food and non-Halal food...AS.1</p> <p>...industry players need to have awareness...AS.2</p> <p>... management also needs to concern what is cooked on board...AS.3</p>
	Training	TR	<p>...if need training or courses in understanding the Halal industry can refer to HDC...TR.1</p> <p>...training by HDC open for students, researcher, lecture, international participant but mostly industry players will joint...TR.2</p> <p>...seafarers also can attend the training...TR.3</p>
	Halal Certification	HC	<p>...in Halal certification, there is one that can get Halal certificates which is central kitchen or premises...HC.1</p> <p>...if on board has Halal kitchen restaurant but serve non-Halal food, Halal certificates cannot be given because Halal and non-Halal food cannot be mixed...HC.2</p> <p>... at least if it cannot be certified Halal kitchen, control the raw material that is supplied on the ship...HC.3</p> <p>...Star Libra has already got a Halal kitchen certificate...HC.4</p> <p>...vendor kitchen should have a Halal certificate meaning the food company must origin from Malaysia...HC.5</p>

Table 3.2: Open Coding Proses Resources: Interview Session with Respondent (HDC)

Government Agency	Topic	Coding	Interview Statement
Ministry of Transport (MOT)	Halal Certification	HC	<p>...for shipping, no Halal certificate is issued...HC.1</p> <p>... it is very difficult to get Halal certificate from JAKIM...HC.2</p> <p>...how long is the large quantity of ships to take the time to get Halal certificates...HC.3</p> <p>...even Saudi Arabia ships have no Halal certificate on board...HC.4</p> <p>...Star Libra has got Halal certification for her two restaurants from Penang Halal Hub...HC.5</p>
	Policy	PO	<p>... Malaysia adopts the MSO 1952 drafted by the British but there will be annual changes to the current situation...PO.1</p> <p>...in MSO 1952 only focused on safety and security...PO.2</p> <p>...in terms of the power source MOT only can take action or enforce anything related to MOT...PO.3</p> <p>...MOT concern with Halal issues on board but at MOT level there is no act or policy...PO.4</p> <p>...Malaysian Act like Halal catering should not be applying on Singapore flag ship without the permission of the country...PO.5</p> <p>... MOT cannot take action or implement any act for Singapore flag ships...PO.6</p>
	Shipping	SH	<p>...the voyage of ships took a long time period and on board had seafarer from various races. Although Malaysian-owned vessel, it is not necessarily a seafarer is a majority from Malaysia...SH.1</p> <p>... merchant ship only had 6 seafarer...SH.2</p> <p>...the condition of ships is not like the ordinary kitchen at home, so it is quite difficult to apply Halal on board...SH.3</p> <p>...Muslims tourist should choose food wisely on board...SH.4</p> <p>... difficult to carry out Halal certification on board...SH.5</p>

Table 3.3: Open Coding Proses Resources: Interview Session with Respondent (MOT)

THE POTENTIAL CONTENTS OF DRAFT FOR HALAL-TOYIBBAN AND CATERING REGULATION ON COMMERCIAL VESSEL OF MALAYSIA FLAG	
CHAPTER	CONTENTS
1.	Scope
2.	Interpretation
3.	Halal certification scheme
4.	Requirements of Raw Materials/ Ingredient/ Processing Aid
5.	Application
6.	No charge to be made for food and water
7.	Standards of supplies
8.	Inspections of Food and Drinking Water
9.	Storage of food and maintenance of hygiene
10.	Training of catering staff
11.	Carriage of ship's cooks
12.	Training of ship's cooks
13.	Specific Requirements for Certification According to Scheme
14.	Logistics
15.	Conditions According to Logistic Category

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Table 3.4: The Proposal of Halal-Toyibban and Catering Regulations on Commercial Vessels of Malaysia Flag

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