



Original article

MALAYSIAN ROLE IN PORT BILATERAL DIPLOMACY TOWARDS ASEAN MARITIME WORKING GROUP FOR FORMULATION OF MALAYSIAN & REGIONAL PORT STRATEGIC PLAN

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Abstract

This research purposely conducts to identify Malaysian role in port bilateral diplomacy in ASEAN. Malaysia known as role leader in ASEAN and commit with excellence, drive the country among ASEAN since 1969. The research included Malaysia role within maritime working group where this forum or organization discuss and negotiate any issue related maritime sector in ASEAN. The research also highlights in Port Enhancement and Malaysia Port Strategic whereas Port Development in Malaysia that contribute to Port Bilateral, Port Alliance and Port in ASEAN. The objective includes i) to identify the issues and challenges in bilateral diplomacy in port shipping, ii) to identify Malaysian marine department role toward integrating ASEAN Maritime Working Group, iii) to find out Malaysian initiative for enhancement Malaysian Port Development through ASEAN port alliances, iv) to formulate Malaysia Port Strategic Plan toward the development of national port ASEAN port Alliances. For the literature review in this research is refer to five keywords which is Port Alliances, maritime working group, Malaysia contribution, Malaysia Port Development and Port Strategic Plan. This research is using qualitative method that refer to previous research, article, and journal. The collecting data consist of text transcribe form interview session into verbal and text written. There are selected organization such as Ministry of Transport and Port Authority. The interview process through online using Webex. The coding process take afterward for analysis and conclusion data. The theory formulation of relation diplomacy for this research is propose the objective to formulate Malaysia port strategic plan toward the development of national port ASEAN. Finally, the finding of this research that Malaysia plays significant role in port operation through ASEAN regional. The ministry of Transport plays as policy maker and drive the actor form Malaysia Marine Department and Port Authority in operation and regulatory. The recommendation is to increase the effectiveness of communication and enhance the efficiency of relation toward port bilateral.

Keyword: Port Alliance, Maritime Working Group, Malaysia Contribution, Malaysia Port Development, Port Strategic Plan

1. Introduction

Bilateral relation is the process where two nations creating a relationship through bilateral agreement or bilateral negotiation. The bilateral process is the oldest form of diplomacy, dating to ancient times when kingdoms deal with one another; often a search for security and trade were the drivers (Krishan S Rana, 2020, p.1). The vitality of the bilateral relation is political where the relation foundation is the pursuit of security. Next is economic such as investment, trade agreement, eco-tourism and so on. The other is public diplomacy about the exchange technologies, education, cultures, and others. The last one is consular diplomacy for example ease the process of both country covering visas and international travel documentation. For this research, the focus is Malaysia role port bilateral diplomacy relation within ASEAN Maritime Working Group. The bilateral relation in port shipping related Malaysia with ASEAN Maritime Group need to study deeper in diplomacy relation, issue, and challenges. The bilateral relation yet seems provide much advantage a benefit, but there is dispute behind which are the issue and challenges to sustain the sovereignty of both countries especially in ASEAN. The Maritime Transport Working Group (MTWG) is the principle coordinating and implementing arm of the ASEAN Senior Transport Officials Meeting (STOM) that advantages maritime transport-related programmers, projects, and activities under the Kuala Lumpur Transport Strategic Plan 2016-2025 (KLTSP). This organization among the members of ASEAN is a forum and meeting platform in maritime sector to enhance economic in ASEAN and solving any issues. The dispute and conflict of the port between two nation Malaysia and Singapore are the issue highlighted in the ASEAN Maritime Group. According to CNA,2019, Singapore and its northern neighbor Malaysia are embroiled in a maritime dispute after Malaysia extended its Johor Bahru port limits in a manner. The extend of Johor Bharu port result the changing of port limit and Singapore state that Malaysia are intruder the maritime Singapore zone. The meeting between Prime Minister Lee Hsien Loong and his Malaysian counterpart Mahathir Mohamad, postponed since November last year, will take place in Malaysia's administrative capital Putrajaya on Monday and Tuesday (Karamjit Kaur, 2019).

The issue and conflict happen between Malaysia and

Singapore that need to be take action further toward sovereignty and to sustain harmonies. Malaysia and Singapore today reverted to their maritime boundaries in the Johor Straits as of October 25 and December 6 last year respectively (Debra Chong, 2019). Malaysia is committed country in ASEAN and dedication to contribute in many aspects toward sovereignty, economic and harmonies. ASEAN is the association of the Southeast Asian Nation that's establish in 1967 that were signed at Bangkok, Thailand with 5 countries which is Indonesia, Thailand, Malaysia, Philippines, and Singapore. Malaysia has been an active member of the Association of Southeast Asian Nations (ASEAN) since its establishment on 8 August 1969 (Darwinda, Suriya, 2018, p.65). Malaysia is called by Role Model of ASEAN that play vital role in ASEAN development since 1969. Among the aim of this research is to identify the Malaysia role in ASEAN maritime Working Group. One of the strategies of the Malaysian government to generate more cargo for its ports is through establishing free commercial zones (FCZ) around the port areas (Heide, 2020). The Malaysia enhancement toward port development through Free Commercial Zones (FCZ) where the act is under the Custom Act 1967 and Free Zone Act 1990. In the Tenth Malaysia Plan (2011/2015), the Malaysian government decided to invest a massive amount of money to upgrade the capacity of seaports (Jagan et al.,2019). Malaysia focuses on Seaport and hinterland to increase the capacity of the operation toward enhancement port development in Malaysia. The port operation in Malaysia included cargo transshipment are the among top operation in Malaysia. Malaysia Container Port Throughput was reported at 26,215,100.000 TEU in Dec 2019. This records an increase from the previous number of 24,956,000.000 TEU for Dec 2018 (CEIC,2019). Next aim of this research is to formulate Malaysian Port Strategic Plan toward development National Port Development and ASEAN Port Commitment. This focal point is innovation of this research to suggest what the initiative and planning to develop Malaysia Port and ASEAN Port Commitment. Malaysia have encouraged most of ASEAN country to increase their capability of country in maritime industry such as port operation, transshipment, hinterland.

2. Literature Review

2.1 Port Alliance

Port Alliance are strategic plan in port and logistic industry to improve the benchmarking and stakeholder. The infrastructure framework of port alliance strategic are collaboration between port. The example of Kobe Port and Osako Port result significantly better understanding and operation between port in same vision and goals. Attract more investor and increase efficiency through systematic and technologies exchanges. According Weiwei et.al., (2018) the strategies of port operation development by Chinese Government to improve port operation of China. The Characteristic have two which is Port Cooperation and international Port Cooperation. The port alliance plays important role to increase productivity and port development. According to Li Chenyang (2019) there are two characteristic which is sovereignty and Myanmar China relation. The research is identified about Myanmar and China relation through OBOR agreement. The One Belt One Road are the initiative form China to expand their regional trade and strength along the ASEAN country. There will be pro and cons in port alliance but to move forward require a lot of risk. Next, Guan Ji Bao Wen (2018) in his research, can be conclude that the initiative of China regard port cooperation in port alliance to improve port operation with region. The OBOR Initiative to cooperate under silk road economic. The characteristic in the research is International Port Collaboration. Nhu-Ty Nguyen, Thand Tuyen Tran (2019) listed two characteristic which is ASEAN Free Trade Area and Strategic Alliance. The research is focus about Vietnam Port Alliances Opportunities. The local industry and firm seem to be less competitive and decrease in domination from the foreign logistic industry. This happens due some weakness in the local industry. To improves local firm, need some strategic that help to increase productivity domestic industry and attract more investor. According to Sirajudin et.al., (2019), there are three characteristic which is Strategy alliances, port alliance, Port Development. The logistic and supply chain industry need to improve through alliance port. Hence the possibilities of collaboration of port enhance the performance supply chain operation and come out several opportunities. The result of research shows that the effect of strategic alliance through maritime accessibility, physical port infrastructure, integrated

information technology system, terminal handling charge and port strategy shows the positive impact in development of maritime accessibility. Strategic. The planning framework provide variety of design and propose approach and require commitment from many organizations. In Korea transshipment promote flexibility and effectiveness by joining collaboration and cooperation between port with Japan and China. According to Sung Woo Lee, Yong Seok Choi (2007) there are three characteristics in the research include transshipment, logistic business, and port alliance. The author describes about the Korea transshipment enhancement through collaboration with Japan and China. The Korea proposes strategic approach port alliance expand market demand and economic sustainability.

2.2. Malaysia Port Development

Port development is the strategic planning process involve collection data and forecasting through stakeholder relation management in port. The port development in Malaysia emphasizes seaport and transshipment increase market demand within stakeholder. The transshipment is crucial for port industry and logistic that's shows efficiency transport seaport and hinterland. The transshipment improvement is some strategic in port development. According to Huo et.al., (2018) shows two characteristic which is OBOR One Belt One Road and Port Cooperation. Port cooperation is some strategic planning to improve port and logistic performance. The author explains the effort enhancement toward port cooperation along the regional belt and road. The cooperation with others country in port industry affected implication and evaluate pro and cons. The framework of the effort by Chinese government creates new opportunities and build bigger alliance along the regional. Azmin et.al., (2016) describe two characteristic which is logistic and Halal Shariah, Logistic give significant matters in Port Development in Malaysia. Hence halal shariah in Malaysia is very important as Muslim is the majority and dominant. The author explains as Muslim population increase, halal shariah very crucial as the Muslim become larger consumer that will affect demand and market in global trade. Port industry require halal shariah compliant as Malaysia compulsory and concern about halal. The halal process and procedure through container cargo that should not mix with non halal

product. Break bulk cargo that commonly in containerization need contamination process to avoid mix with non halal process. This thing needs monitoring and implementation and re structure in the organization. Next Siew, Kevin (2019), in the research shows two characteristic green port and sustainable port. The green port that serves eco environment are the new strategic port development. The planning process implementation safety and more secure environment are benchmarking and strategic to attract investor. Sustainable port focus on the green port as maritime industry contributes pollution and gas emission. The author explains about green port will be able to improve performance and operation and increase market demand as nowadays people are concern about environment and safety of the earth. According to the Zuritah et.al., (2020) there are two characteristics which is port management, transport and logistic. The author explains about risk management in cargo handling at port. Framework design risk management will help to reduce any potential hazard in cargo handling at port. Next, Wan et.al, (2021) shows two characteristics in their research Technology and Automated Container Terminal. The research about the automated container terminal will be main strategy to increase capabilities and efficiency in terminal port operation. The technologies in terminal port using automatic system will give huge significant in operation and increase profit. The Automated Container Terminal are the system that running in automatic system stacking and unstacking in row. The terminal will arrange the container automatic in the yard that will save cost and time. The management will improve and reduce human error. Next, according to Dang, Yo (2017) in the research reveal two characteristic Strategic Positioning Seaport and Competitiveness. The value of competitiveness is require developing and gain more valuable same the system in the business.

2.3 Port Strategic Plan

Port strategic plan is essential to reconstruct and develop in order to increase sustainable and capabilities to fulfill the demand in current maritime industry. To formulate strategic plan for port industry should be identify strategies and formulate objective. According to Rajasekaran et.al., (2018) shows one characteristic federal port. The author explains about Port of Tanjung Pelepas strategic planning toward port development. The PTP expected to provide more opportunities and impact

to port of Malaysia. Next Jeevan et.al., (2017) show three characteristic Seaport Container, Dry Port, Benchmarking. The benchmarking is the purpose of identify product by measuring it service and process in the organization. The author is explained there are five major components including transportation infrastructure and operation, container planning, competition, location, and externalities effected the operation performance and dry port operation. Next according to Donan et.al., (2020) shows characteristic Container Port, Logistic and Covid 19. The author explain emergent condition are influence by environment, pandemics, regulations, markets, technologies, organizations, energy resources, workforces, supply-chain partners, and others. The result of the analyzing data shows pandemic is top rank that highly affected of the enterprise resilience of maritime. According to the Shaiful et.al., (2019) show some characteristic which is Dry Bulk Port Terminal and Malaysia Port. The author explains about Delay factors on dry bulk cargo operation in Malaysia. To overcome delay of the dry port, require some strategic planning. Improve of the efficiency of dry port cargo is among of the strategic port planning that contribute more effective and avoid any circumstances. Then Saosovaphak et.al., (2020) shows two characteristic which is forecasting and Logistic. The author explains about forecasting functional port in logistic economic are crucial in port development. The research collecting data from major port certain country and evaluate and analyses since 2005. Next, Jiang et.al., (2018) shows one characteristic Supply Chain Management. The author explains supply chain play as vital component in logistic industry. To improve and strengthen the operation supply chain are improved port service, enhanced port operational ability, membership management and improved supply chain risk prevention mechanism. The supply chain is a network connected all between raw material to end customer. The management that creates efficiency in supply chain improved port operation and increase productivity and enhance capabilities. Next Norkaew (2019) reveal one characteristic Ministry of Commerce. The author explains the bilateral between China and Thailand help to improve both economic. Both countries have good relationship under the ministry of commerce and create a good competitive and trading. The strategic plan for both countries have different and propose. The Thailand and China cooperation in bilateral diplomacy

through various industry are strategic planning that result improvement of economic social and generate more income of the countries. According to Nyman (2020) shows two characteristic which is Logistic Transport and Svalbard Port. The author explains the development of Svalbard port that need to analysis several factors that help to improve the market and demand within the area. The author said that the Svalbard port need to emphasize the port and facilities along with the port strategic planning. The Svalbard economic development was investigated through several things which is trade, traffic, infrastructure, and governance. The strategic plan that requires to improves the economics of Svalbard port is emphasize location to attract more investment.

2.4 Maritime Working Group

Maritime Working Group is an organization in the ASEAN group that concern any maritime activities in ASEAN level. The maritime working group act as forum or organization for meeting to discuss and negotiation. The maritime working group will organize any meeting with inter-governmental organizations, non-governmental organizations, maritime transportation authorities and pollution incident response organizations. For example, any dispute and issue will refer in maritime working group before taking it to the higher level such as IMO. According to Giese (2020), reveal two characteristic which is European Union and Maritime Security Strategy. The differences sight and concept between these two organizations shows that lead into fragmented and dispute that will crack with no cooperation. The strategy and review any possible condition will expose how will the interregional relation the development and cooperate. Next Elyta, Nuzulian (2018) shows three characteristic which is Bilateral Relation, Sovereignty and Diplomacy. The author explains about the dispute that happen between Malaysia and Indonesia and the border. The territorial border of Indonesia is invaded as Malaysia Building their lighthouse pole at Tanjung Datu. The incident is solved peaceful as both are the ASEAN country. The maritime working group are discussing any dispute within ASEAN. According to Mocerino (2018) shows that the important of Eco Green and safety of environment. To protect and preserve global need some re construction of system to reduce any pollution. The research shows some characteristic such as pollution, Green Global and UNFCC. The author explains the maritime are top

among highest release gas emission such as Co2 and NOx into atmosphere. The maritime industry will cause global warming by 2050 if not take any action. The maritime play crucial part of global economic that lead the negotiation between UNFCC and IMO regarding the issue. Next Agastia (2021) reveal two characteristic ASEAN and Maritime Security. The author explains to increase maritime security there are three organization that crucial for maritime safety and security development which is the ASEAN Regional Forum, the ASEAN Defense Ministers' Meeting, and the ASEAN Maritime Forum. These great organization influences economic regulation and maritime industry.

3. METHODOLOGY

This section are cover about methodology in this research. Methodology is referred to method use to conduct the research in collection data and analyzing. According to (Derek Jansen, 2020) the methodology chapter should justify the design choices, by showing that the chosen methods and techniques are the best fit for the research aims and objectives and will provide valid and reliable results. This study refers to the Qualitative method by emphasizing the search for information based on secondary data through articles, previous reports that have been reported and those that have not been reported due to confidentiality by the department concerned. In addition, Content analysis is also referred to after conducting interviews with experts in departments such as the Ministry of Transport and the Port Commission. Information is processed manually by using transcribe and then analyzed in a regular coding system that involves theme open coding, axial coding, selection coding by referencing facts line by line. re. The interview process is conducted to record the primary data that through process of identity and process data. To conclude and analysis the data via textual and non-numerical such video, image and text. The questionnaire is conduct toward some random respondent from related organization.

4. DATA ANALYSIS, RESULT & DISCUSSION

4.1 Discussion Objective 1

The basis of this study is an in-depth exploration of issues related to diplomatic relations involving the port

sector between Malaysia and its counterpart countries that lead to bilateral cooperation. Hereby, a study is a newly explored study and looks at how the Port's strategic cooperation will be able to improve the exchange of information, technical and Port management that provides balance and benefits both Ports comprehensively. The bilateral cooperation relationship between the Port is a guarantee that benefits to often assistance for a regionally productive program because of the regional approach and the location of the Port itself. Therefore, as following an information refer in full to the relevance of the research objectives, research problems and research questions as summarized below:

Objective 1

Research Objective	To identify the issue by Malaysian ports towards bilateral diplomacy among the ASEAN port counterparts
Research Question	What are the issue and challenges of bilateral diplomacy in port shipping
Research Problem	The problem and dispute settlement of port issue toward bilateral diplomacy in port shipping among ASEAN port counterparts

Table 4.0 Element of Objective 1

Government	Topic	Coding	Interview Statement
Ministry of Transport	Port Bilateral	PB	<p>... As you know port bilateral its mean that relationship between one port with another for example ...PB 01 RO 01</p> <p>... the function of port, aa, the function of port bilateral is mainly to promote knowledge sharing and expertise sharing as well best practices....PB 02 RO 1</p> <p>... establishment of a port bilateral relationship is mainly also you know what both side can gain...PB 03 RO 1</p> <p>... what are the advantage and disadvantage on port bilateral. I believe we have more advantages than disadvantages... PB 04 RO 01</p> <p>... the port bilateral of course we have advantages more advantages than disadvantage... PB 05 RO 01</p>

	Maritime Transport Working Group	MTWG	... So Japan also sponsors a lot of cooperation in term of sharing information and also sharing of best practices and capacity building in term of safety of navigation whereby Japan will be taking up the issue from the cooperative mechanism to reported in MTWG ... MTGW 01 RO 1
	Role of Marine Department	RMD	... Marine department is directly deal the private jetty which are not under port authority... RMD 01 RO 01 ... now Malaysia marine department is mainly they monitor the federal port... RMD 02 RO 01
	Port Development	PD	... the challenges that we are facing in term of port development is mainly in infrastructure... PD 01 RO 01
	Issue and Challenges	ICH	... We do have issue such infrastructure as in the roads leading to the port... ICH 02 RO 01
	Cooperation	CO	... those three country including Malaysia, Singapore and Indonesia, we actually have a specific cooperation under the doctoral state... CO 01 RO 01 ... operational issues and the main issue or the main cooperation that being discuss under that platform will also be reported to MTWG... CO 02 RO 01 ... task is being achieve under ASEAN economic cooperation in this particular is MTWG Maritime Transport Working Group . So under this platform they will discuss in many many issues... CO 03 RO 01

The relationship between country through negotiation and agreement is bilateral relation. For this research is highlighted on port bilateral through port development. This chapter is to interpret data related first objective which is to identify issue and challenges in port bilateral among the ASEAN counterparts. According to open

coding PB 01 RO 01, PB 02 RO 01 and PB 03 RO 01 refer to the definition and functions of port bilateral in Malaysia.

“...As you know port bilateral its mean that relationship between one port with another for example...”

PB 01 RO 02

“...the function of port, aa, the function of port bilateral is mainly to promote knowledge sharing and expertise sharing as well best practices...”

PB 02 RO 01

“... establishment of a port bilateral relationship is mainly also you know what both side can gain...”

PB 03 RO 01

Based on the statement above from the interview session, the respondent state that port bilateral is a relationship between one port to another and the function is to promote sharing knowledge and expertise. According to previous research by (Weiwei et al.,2018) in the journal of Research in Transportation Business and Management explain that the strategies of port operation development by Chinese government to improve port operation of China with the opportunities along the country of Belt Road. The benefit, opportunities in Belt and Road are efficient since 2013. The port bilateral is crucial to expand port operation and development in Malaysia. Furthermore, Malaysia is involved indirectly with the initiative by China in One Belt One road that could bring more advantage than disadvantage to Malaysia. From the previous research, according to (Elyta and Nuzulian, 2018) in the journal of Model Integrated Border Policy, explain that the dispute between Malaysia and Indonesia happens after Malaysia reckless building lighthouse pole in territorial of Indonesia. The dispute between Malaysia and Indonesia are deal with diplomacy based on several principle which is law, social, economic and institutionalization. The dispute between Malaysia and Indonesia is causes from the mistake of Malaysia in term of invaded port limit of Indonesia. The solution for both party is solving in ASEAN level under doctoral maritime law and UNCLOS.

The objective number one of this research is to identify the issue and challenges toward Malaysia port bilateral among ASEAN counterparts. By referring the open coding PB 04 RO 01 that the respondent state there are more advantages than disadvantage in term of port bilateral. According to (Joanne, 2022) all this cooperation and collaboration its help us in knowing how the other port develop where we can also learn from them and develop with our own way and develop port in

our own way. The maritime working group where is the topic in the open coding process is the keyword of this research. The maritime Transport Working Group is some organization and forum that held twice a year to discuss and negotiate in ASEAN level. The respondent state that the maritime transport working group is to discuss and sharing expertise related of maritime industry. Refer to MTWG 01 RO 01 that the respondent state

“... So Japan also sponsors a lot of cooperation in term of sharing information and also sharing of best practices and capacity building in term of safety of navigation whereby Japan will be taking up the issue from the cooperative mechanism to reported in MTWG...”

MTWG 01 RO 01

The statement from the interview coded as MTWG 01 RO 01 is state that all the country that have some issue in term of bilateral will be reported in Maritime Transport Working Group. According to website document state that “he added that the suspension is pursuant to one of the five recommendations in a report by the Working Group on maritime issues surrounding overlapping Johor Baru Port Limits off Tanjung Piai and Singapore Port Limits off Tuas” (Ram, 2019) shows that there are issue in port limit between Singapore and Malaysia that discuss in Maritime Transport Working Group.

4.2 Objective 2

This study also includes the second objective which is to explore whether the success of the cooperation and relationship that has been carried out by the Malaysian Marine Department to help the Port in strengthening cooperation efforts in various related programs under the umbrella of discussion in the ASEAN Maritime Working Group initiative which acts as pillars of diplomacy whether bilaterally or multilateral. For that, it is important to know in depth the role of the Malaysian Marine Department in the negotiation session as briefly explained below.

Objective 2

Research Objective	To achieve the successful initiative amongst ASEAN working group relation towards the role of Malaysia Marine Department.
Research Question	What is the Malaysian port focal point towards integrating in ASEAN Maritime Working Group
Research Problem	The lack of commitment and role of the marine department towards integrating port and shipping diplomacy amongst ASEAN port authority in ASEAN maritime working to ensure the successful initiative among ASEAN working group

Table 4.1 Element of Objective 2

Government	Topic	Code	Interview Statement
Ministry of Transport	Maritime Transport Working Group	MTWG	<p>... the arm of ensuring that the task is being achieve under ASEAN economic cooperation in this particular is MTWG Maritime Transport Working Group... MTWG 01 RO 02</p> <p>... working group they would be sharing on port connectivity they updates on green port and also the main one and also how each country can work together... MTWG 02 RO 02</p>
	Relation		<p>... port relationship for example the system port relationship between the Port Klang Authority and interim port authority... RE 01 RO 02</p>
	Marine Department	MD	<p>... in term of exchange information it is being done by the authority itself which is the marine department because they are being the empowered under the MSO 1952 merchant shipping ordinance ... MD 01 RO 02</p> <p>... marine department also will be invited for ASEAN MTWG so marine department will observed and take the best practices... MD 02 RO 2</p> <p>... I answers just now Malaysia marine department is mainly they monitor the federal port... MD 03 RO 02</p> <p>... in terms of the composition the of Malaysia delegation in MTWG in comprises of the marine department, MOT, port authority... MD 04 RO 2</p>

Based on the open coding for objective number two is related to successful initiative among ASEAN working group towards role of Malaysia Marine department. The interview session with the Ministry of Transport in search of primary source and data to interpret and analysis for this chapter find out is coded as open coding.

The maritime working group acts as forum and discussion in ASEAN level in term of maritime industry including port operation. The maritime transport working group is crucial and important component in port bilateral and port operation towards imitative of Malaysia marine department. As the expert from Ministry of Transport state that maritime working group is initiative of ASEAN maritime industry included port operation where all the issue and dispute discus in the forum that held twice a year. The code as MTWG 01 RO 02 and MTWG O2 RO 02.

“... the arm of ensuring that the task is being achieve under ASEAN economic cooperation in this particular is MTWG Maritime Transport Working Group...”
MTWG 01 RO 02

“... working group they would be sharing on port connectivity they updates on green port and also the main one and also how each country can work together...”
MTWG 02 RO 02

The code above from Ministry of Transport explain that there is initiative taken in term of port connectivity and green port is among of effort that being discuss in Maritime Transport Working Group. The green port is one’s of the effort in ASEAN level in port development to reduce any pollution and enhance the port improvement and effectiveness. In addition will increase the demand and stakeholder keep on track toward sustainable and harmonization in port operation. Moreover, refer to code RE 01 RO 02 state that port relationship system between port Klang and interim port authority to be considered as Malaysia and ASEAN initiative in term of port bilateral

“... port relationship for example the system port relationship between the Port Klang Authority and interim port authority...”
RE 01 RO 02

The marine department is the main keyword in research objective number two where the initiative of ASEAN working group toward role of marine department. The researcher finds out form the statement interview explain that marine department role is responsible in term of sharing information empowered under the MSO 1952 merchant shipping ordinance. The expert also states marine department in term of initiative toward ASEAN working group is delegation between ASEAN counterpart participate in Maritime Transport Working Group to enforce any initiative fit and best for our national port. In fact, the experts also emphasize the

marine depart is only monitoring the port authority which main in federal port. In others statement from the expert explain that marine depart in charge under the private port. Refer code as RMD 01 RO 02, RMD 02 RO 02 and RMD 03 RO 02, from the open coding reveal the result marine department no having much in term of bilateral diplomacy, but the agencies is responsible delegation with Maritime Transport Working Group.

4.3 Objective 3

The previous chapter is discussed about research objective one and two and open coding with the interview statement to approve and analysis data accordingly. For this chapter is the data analysis for research objective number three which is to identify Malaysia’s effort as initiative for enhancement Malaysia Port Development through ASEAN port alliances. For this chapter is revived upon the objective number three, this research that determine the Malaysia initiative for enhancement Malaysia port development. The initiative eventually aligns in term of port bilateral and port alliance in regional and ASEAN level. The chapter will analysis into process data from the primary resource of interview session with Ministry of Statement regard to the initiative Malaysia.

Research Objective 3

Research Objective	To identify Malaysia’s effort as initiative for enhancement Malaysia Port Development through ASEAN port alliances.
Research Question	What are the Malaysian effort as the initiative for enhancement Malaysian Port Development
Research Problem	Insufficient Malaysia effort for enhancement Malaysia Port Development through ASEAN port alliance.

Table 4.2 Element of Objective 3

Government	Topic	Code	Interview Statement
Ministry of Transport	Relation	RE	... Whereby we sign and MOU on the system port relationship to collaborate in common interest... RE 01 RO 03

	Port Development	PD	<p>... how they develop their digitalization on how they develop their green port policy because the port in our country are also moving toward that direction... PD 01 RO 03</p> <p>... information sharing under this working group they would be sharing on port connectivity they updates on green port and also the main one and also how each country can work together... PD 02 RO 03</p> <p>... is the effort from MOT in term of port development where okay in port also we do have this port development master plan. A port operator during the concession they have to come out with a port development plan... PD 03 RO 03</p>
	Cooperation	CO	<p>... the cooperative mechanism they also have their own strategic partner mainly with Japan... CO 01 RO 03</p> <p>...Aaa we do have system port relationship with Korea and Japan... CO 02 RO 03</p>
	Initiative	IN	<p>... Under the Kuala Lumpur strategic plan there are several initiatives taken by ASEAN counterpart to improve the performance of the port... IN 01 RO 03</p> <p>... So, ministry of transport ensure the initiative under the dasar pengangkutan negara inline with the initiative in the Kuala Lumpur strategic plan... IN 02 RO 03</p>

The port development in Malaysia through port operation, port development, transshipment, seaport, and hinterland that drive to some initiative taken by government in order toward sustainable, effectiveness, efficiency, eco green port and cooperation. The objective in this chapter is to identify Malaysia effort in port development through port alliance whereas result of the data analysis in the interview statement reveals some point in term of Malaysia effort. The code as RE 01 RO 03, the expert state that the delegation and agreement of MOU with the ASEAN member is some effort toward port development. The Malaysia took part in the MOU agreement believe it is a great platform ensuring the sustainable and competitiveness along the regional and

ASEAN level.

“... Whereby we sign and MOU on the system port relationship to collaborate in common interest...”

RE 01 RO 03

In addition, the Tokyo MOU agreement which Malaysia had participate since the established align with Paris MOU to propose effective port state control regime in Asia Pacific through the cooperation with others port counterpart in the region. Malaysia as well take initiative and effort cooperate with the MOU that indirectly followed by others ASEAN country result the delegation of ASEAN port development in term of port alliance. The MOU as well propose in the region enforcement in Asia pacific as well increase the development of port operation. The previous research Malaysia also have been delegation in One Belt One Road that propose initiative on China to enforce and improves the maritime industry and port development in the Silk country. According to (Wei et al.,2018) on the journal of Research in Transportation Business and Management state that the effort and initiative to expand the trade from China through port collaboration with other countries in regions along belt and road. The market and trade since 2013 increase as port cooperation enforce along belt and road. The China believe the belt and road toward port cooperation within regions help to increase competitiveness and economic improve. Based on the topic port development towards Malaysia effort in port development through ASEAN alliance, the expert state code as PD 01 RO 03, PD 02 RO 03 and PD 03 RO 03 briefly explains about the effort of Malaysia in term of port development either in bilateral relation or in regional. The Malaysia commits in port development to propose toward enhancement regional port development and international port development through cooperation between others port either bilateral and trilateral. Based on the previous research from the literature review, one's of Malaysia effort in port development is improvement dry port and transshipment port in Malaysia from aspect logistic, transportation, infrastructure, and facilities. According to (Jeevan et al., 2017) in the journal of Maritime Economic and Logistic summarize that the dry port is crucial and important to increase efficiently of the transshipment between water ways and land way. There will be many factors influencing that give impact on the dry port of Malaysia. Some factor such as regulatory, governance, facilitation, and enforcement policy will help to increase the

efficiency of the dry port, thus enhance effectiveness of logistic and transportation in Malaysia port operation.

“... how they develop their digitalization on how they develop their green port policy because the port in our country are also moving toward that direction...”

PD 01 RO 03

“... information sharing under this working group they would be sharing on port connectivity they updates on green port and also the main one and also how each country can work together...”

PD 02 RO 03

“... is the effort from MOT in term of port development where okay in port also we do have this port development master plan. A port operator during the concession they have to come out with a port development plan...”

PD 03 RO 03

As refer to code statement above related to port development, the expert state that the port operation in ASEAN is working toward digitalization on green port policy including Malaysia. The delegation Malaysia and commitment to achieve green port policy can be describe further in previous research in the literature review. According to (Jasmine Siew Lee Lam and Kevin, 2019), in the journal of Transport Policy explain that as marketing strategy Eco Green port will likely attract more customer and investor. More concern in eco environmental reduce pollution give more sustainability and increase efficiency in port operation that fulfill economic, social and environmental in green eco system. The title of the journal is green port marketing for sustainable growth and development. The statement from the expert clarified and align with previous research that Malaysia commits in bilateral relation with ASEAN port counterpart toward digitalization on green port policy. The effort of Malaysia increases the potential of port extension in market and demand and to achieve sustainable port operation.

4.4 Objective 4

This sub-section is the last discussion related to Objective 4 for analysis for collection data to interpret through coding process of objective four which is to formulate of Malaysia and Regional Port Strategic Plan towards the national port development and ASEAN port commitment. This objective is some initiative take from researcher in formulate the port strategic plan toward port development of Malaysia. The port operation in Malaysia is operated into three categories which is federal port that purview under Ministry of transport, state port which is Sabah and Sarawak and private port that operate by private entity. The formulate strategic plan toward development is crucial to ensure the

sustainable and competitiveness between ASEAN port counterparts.

Research Objective 4

Research Objective	To formulate of Malaysia and Regional Port Strategic Plan towards the national port development and ASEAN port commitment.
Research Question	How to formulate Malaysia and Regional Port Strategic Plan towards the development of National and ASEAN port.
Research Problem	The problem and dispute settlement of port issue toward bilateral diplomacy in port shipping among ASEAN port counterparts

Table 4.3 Element of Objective 4

Government	Topic	Code	Interview Statement
Ministry of Transport	Port Bilateral	PB	...It will be taken up to the ASEAN transport meeting that level issue will be endorse by the minister. For example the signing of MOU or certain issue that requires policy decision or policy mandate at that level of ATM its will be discuss and endorse... PB 01 RO 04
	Port Development	PD	... But of course there is no one size fix measure where we will adopt the exactly the same the same plan that they are using because our port are different in nature... PD 01 RO 04 ... work is that we give a concession to a port operator to run a port. So how MOT contribute is that we look at the policy level... PD 02 RO 04 ...MOT to ensure our port are develop according to the plan according to the vision that we have set up for the port okay... PD 03 RO 04
	Cooperation	CO	... Whereby we sign and MOU on the system port relationship to collaborate in common interest... CO 01 RO 04

Based on the open coding above align with the last objective in this research is to formulate of Malaysia and Regional Port Strategic Plan towards the national port development and ASEAN port commitment. The idea from the objective is to formulate the strategic plan of port development in national and ASEAN level. To accomplish the concept of formulation, refer to the statement from the expert that’s occupied the relation of the Ministry of Transport, Port Authority and Marine

department whereas these three agencies is the actor to play their significant role to achieve the formulation. How these three agencies in Malaysia that related of port development could create a formulation result of this research is refer from the open coding and require a theory of formulation policy. Refer to the analysis of open coding from the Ministry of Transport code as PB 01 RO 04 where the expert explains some initiative of Malaysia in term of policy and formulation is the signing of Memorandum of Understanding (MOU). The process negotiation in term of policy is any certain of issue and propose a policy will be taking up to the ASEAN Transport meeting. The matters will be endorsed by policy maker which is Prime Minister after they gain majority to approve the matter and the policy. From the statement shows that ASEAN Transport meeting is the platform to introduce policy matter from the actor and policy maker in Malaysia in the regional and ASEAN level.

“...It will be taken up to the ASEAN transport meeting that level issue will be endorse by the minister. For example the signing of MOU or certain issue that requires policy decision or policy mandate at that level of ATM its will be discuss and endorse...”
PB 01 RO 04

In addition, the statement from the expert expose that in term of port development to endorse new method and policy toward port alliance and cooperation in ASEAN level require monitoring and investigation before adopting th method from others country in port operation to apply in Malaysia. Thus, related to objective to formulate, it is clear that many things need to pay attention from the aspect requirement of our port in nature, governance and regulatory because there is different approach in each country toward port operation. Refer as code PD 01 RO 04, PD 02 RP 04 and PD 03 RO 04 from the open coding state that the Ministry of Transport will give concession to port operator which is the private entity to run and operate the port accordingly with the master plan from the Ministry of port and Kuala Lumpur Transport Strategic Plan 2016-2025. The Penang port is operated by MMC Corporation Berhad that Ministry of Transport gave the concessions to MMC group for period. The Ministry of Transport ensure that port is develop according to vision and mission by the government through Ministry of Transport. The statement and the analysis data show that to formulate the plan strategic port development is the private corporation such as MMC Group need to cooperate with

Ministry of Transport more comprehensive to develop some strategic. The experiences based on real industry deal by MMC Group Corporation and the responsible from the Ministry of Transport to adopt their opinion, knowledge and expertise in term of port development and bring the matters in ASEAN level.

“... But of course there is no one size fix measure where we will adopt the exactly the same the same plan that they are using because our port are different in nature...”

PD 01 RO 04

“... work is that we give a concession to a port operator to run a port. So how MOT contribute is that we look at the policy level...”

PD 02 RO 04

“...MOT to ensure our port are develop according to the plan according to the vision that we have set up for the port okay...”

PD 03 RO 04

Next, the last topic of the open coding refer code as CO 01 RO 04 where the expert explains the advantage of bilateral relation in port operation through the agreement of Memorandum of Understanding (MOU) established system port relation to collaborate in common interest. In term of formulation strategic plan, the sharing knowledge in bilateral diplomacy between Malaysia and others port enhance to create to formulation strategic plan result of the bilateral relation. For example, Malaysia could adopt the method use in Japan port and Korea port and improvised fit with our port.

“... Whereby we sign and MOU on the system port relationship to collaborate in common interest...”

CO 01 RO 04

5.0 FINDING/RESULT



Figure 5.0: Malaysian & Regional Port Strategic Plan

Referring to the figure 5.0, the conceptual framework above shows the four aspect that link together in port development. Result of the collection data, analysis from the previous chapter reveal the connection between the actor, policy maker, power, and communication to create a competitive and comprehensive strategic plan in port development in national and ASEAN region. The

researcher uses theory formulation policy as to align with the title of the research to develop formulation port strategic in ASEAN counterpart. According to (Katrina, 2021) The process of turning concerns found during the agenda-setting phase into government initiatives is known as policy formation. Policy formulation has an impact on both implementation and results because it represents and distributes power among various groups. The formulation policy is the divine asset resource and contribute to economic competitiveness and effectiveness among the actor and maker. Based on the figure 5.0, Ministry of Transport, port authority and marine department is the agencies in Malaysia that responsible in port operation and port development. Ministry of Transport is the policy maker that ensure the port authority and marine department working together toward the plan vision and mission. The ministry of Transport, give concession to private entity to run port for a particular period such as MMC corporation that runs and operate Penang port.

As Malaysia effort through Ministry of Transport established Malaysia Kuala Lumpur Transport Strategic Plan (2016-2025) for national transport development including port development where the actor and policy maker in Malaysia such as Port authority, marine department and Ministry of Transport follow the plan accordingly by National Transport Policy (NTP) and Malaysia Kuala Lumpur Transport Strategic Plan (2016-2025). The potential in term of economic growth and competitiveness in port development toward bilateral relation within ASEAN counterpart. For example, Malaysia sign in Memorandum of Understanding in the strategic for Malaysia in developing port state control and port authority. According to (Team, 2020) state that there are five advantages of MOU which is allow mutual intention where each country share objective goal, reduce uncertainty between party and others. Malaysia as well take a chance in the MOU agreement believe the platform have high possibilities toward port development and synchronize among the ASEAN port counterparts.

The theory of formulation towards the analytical framework and develop the connection between the actors and policy maker and the medium of organization in ASEAN level in term of diplomacy such as Maritime Transport Working Group (MTWG), ASEAN Transport Minister of Meeting (ATM) and Memorandum of

Understanding (MOU). This medium of organization act as delegation meeting and forum to enhance the communication, information sharing toward port development. According (Kohoutek, 2017) the theoretical and empirical policy focus on three aspect which is actual practices and professional identities of policy workers, policy capacity and policy workers' involvement in politico-administrative relations. These three aspects is focus policy maker and policy worker that related to this formulation of policy in term of port development through ASEAN port alliances is MTWG, MOU and ATM. This medium or organization could establish the policy that enhance port development in national and ASEAN. The strength of Malaysia Kuala Lumpur Strategic Plan is there are consistent with the specific strategic regarding transportation in Malaysia to sustain and achieve competitiveness in ASEAN as well. The strategic goal including air transport, land transport, maritime transport and sustainable transport. The Brunei Action Plan (BAP), also known as the ASEAN Strategic Transport Plan, was in November 2010 at the 16th ASEAN Transport Ministers (ATM) Meeting. Acts as the primary guide for ASEAN transportation integration and cooperation as further specifies strategic measures to be carried out between 2011 and 2015. The BAP also backs the newly prioritized goal of improving regional connections, which was The ASEAN Connectivity Master Plan (MPAC).

One of the strategic goals in the Malaysia Kuala Lumpur Transport Strategic Plan in maritime sector is establish an ASEAN Single Shipping Market and promote maritime safety, security and strategic economic corridors within ASEAN. The weakness of the Malaysia Kuala Lumpur Transport Strategic Plan is there is no emphasize of the port development and there is no fix policy at ASEAN level. The synchronize of the port development through the strategic plan is more highlighted on transport which is the logistic operation, facilitation, segregation and cooperation domestic and ASEAN level in shipping industry. The collaboration and strategic of port development is lack due the port operation as well is more private and operate by private company. The Ministry of Transport under the monitoring in regulatory and development plan but not involve directly in port operation. The lack of policy organization in National and ASEAN will slow the progress of development. The National Transport Policy

is the strategic that established by our Prime Minister to enhance the development of transport in National and International. According to (MyGovernment, 2019) The National Transport Policy (NTP) 2019-2030 has been developed to lay the policy thrusts and strategies to enhance our economic competitiveness, provide strong social impact particularly with respect to inclusivity and accessibility, while reducing the negative impact of the transport system on the environment. The National Transport Policy (NTP) is to boost the economic growth in transportation and competitiveness

6. CONCLUSION

The port development in Malaysia is driving toward digitalization, green port and economic growth in term of sustainable and competitiveness. Malaysia as well encourage the diplomacy relation in term of port operation and development within ASEAN counterpart in order to achieve the highest performance in port operation. The policy that established by Malaysia which is National Transport policy (NTP) and Malaysia Kuala Lumpur Transport Strategic Plan 2016-2025 is one of the efforts from Ministry of Transport in transportation including port operation and development. The result of analysis data, there are less issue and challenges in port bilateral because according to the primary data, there are no specific issue and challenges in term of bilateral relation toward port alliance and port operation because all the nation within the ASEAN is moving toward competitiveness and digitalization. The bilateral relation in port operation enhances the information flow and sharing knowledge that both parties can gain benefits and improves their port in own nurture and policy. Malaysia as well should be encouraging the marine department involve directly in bilateral relation and participate in Maritime Transport Working Group where the platform will theoretical analytical thinking on how to development the port operation in term of policy, system, governance, information flow, technologies and others.

The port authority as well operate the port operation under the purview of ministry of transport align with the master plan port development according to Malaysia Kuala Lumpur Transport Strategic Plan and National Transport Policy (NTP). The port authority plays their role in bilateral relation such as sign the agreement of

Memorandum of Understanding (MOU) to strengthen the port state control. Related to objective number two, Malaysia effort and initiative to achieve successful port operation through role of marine department is there is lack of participating in bilateral relation. This is because the role of marine department is monitoring the port authority align with the master plan in term of security, safeness and information sharing. Malaysia should encourage marine department especially in port bilateral relation in ASEAN level toward port development. The finding of this research that Nation port operation and development is lack of national policy and policy in ASEAN level in term of port operation. The National Transport policy also unclear and inadequate in term of policy in port operation that support this statement according to (Jegan,2020) that state the domination of the National Transport Policy under the road transportation, air transportation and rail transportation is also emphasize maritime transportation but no highlighted the strategic goal for seaport and hinterland development. This lack of policy in term of port operation results the slow economic growth in port development, due to the competition of port operation in domestic and ASEAN level.

7. RECOMMENDATION

Malaysia needs to formulate the National Port Policy (NPP) as the effort in port development in Malaysia and also in ASEAN port alliances. According to (Azman, 2021) to encourage the orderly expansion and development of port capacity, which is critically required and commensurate with long-term demand growth, MALAYSIA needs a robust National Ports Policy (NPP). In addition, according to (Jegan,2021) in comparison to these two seaports, the other ports are still not as developed. Due to their less advantageous positions, constrained facilities, and lack of services, Malaysia's seaports are unable to draw in more customers from other countries, which is the result of a lack of international cooperation among them. The lack of international cooperation such as bilateral relation in ASEAN level, we could see there less effort through the Maritime Transport Working Group because the platform focusses on generally in maritime industry. Although the dispute solving is bring in the meeting of Maritime Transport Working Group such as port limit

dispute between Malaysia and Singapore, it is only small percentage in their agenda meeting in the platform. The National Port Policy is the effort and initiatives for Malaysia that align with Malaysia Kuala Lumpur Transport Strategic Plan 2016-2025 and in line with the master plan of Malaysia in port operation. The organization will allow to formulate port strategic plan with the actor and policy maker in port operation and take more advance in ASEAN level.

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