

Bigger and better

Transforming Kuantan Port into a modern and competitive logistics hub

In Malaysia's rapidly globalising society, a strategically-located and intuitively handled port is a valuable supplement to any supply chain. Facing the South China Sea, Kuantan Port is a premier deep-water port on the east coast of Peninsular Malaysia, connecting businesses to opportunities by providing top-of-the-line logistical, cargo handling, ship handling, and support services.

Since the port began operations in 1984, it has progressed to become the port of choice in the South China Sea region. Key factors that have contributed to Kuantan Port's success include the company's commitment to innovation, its commitment to efficiency, and its utmost attention to customer needs.

The industries that are using the port include petrochemicals, petroleum, the steel industry, mining commodities (iron ore, bauxite, coal, manganese), palm oil, timber, agricultural products, and pipe coating for the oil and gas industries. These businesses are linked with the port's surrounding hinterlands, such as Gebeng Industrial Park and the Malaysia-China Kuantan Industrial Park.

As a multipurpose port, Kuantan Port can handle various types of cargo, namely dry bulk, liquid bulk, breakbulk, and containerised cargo. The port is primarily known as Malaysia's biggest dry bulk port, where 50 per cent of its overall throughput is dominated by dry bulk cargo like iron ore, coal, sand, and bauxite, among others, catering to both local and overseas demands all around the world.



Kuantan Port has grown from a small port handling mostly conventional types of cargo like timber and palm oil into two ports, namely Kuantan Port 1 and the New Deep-Water Terminal (NDWT), which commenced the first phase of its operation in the middle of 2019.

While Kuantan Port 1, with its 11.2-metre draught, can accommodate vessels up to 55,000 deadweight tonnes and is highly capable of handling multiple types of cargo, including containers, the first phase of NDWT is currently focusing on dry bulk and break-bulk cargoes. The new port with a 16-metre draught is capable of accommodating vessels up to 180,000 deadweight tons, which is three times bigger than Kuantan Port 1. In addition, NDWT is designed in semi-automation mode and operates with less manpower than Kuantan Port 1.

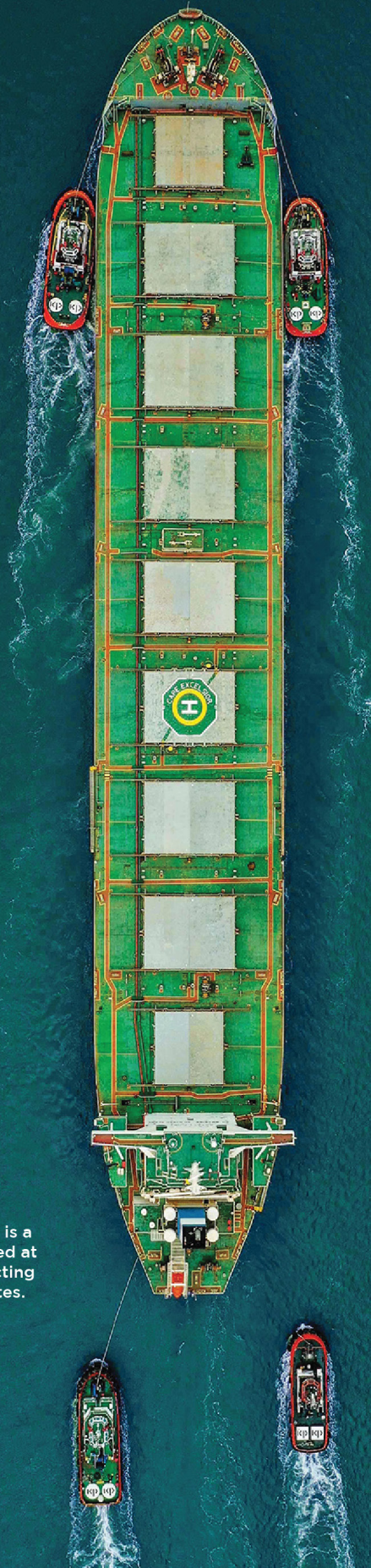




The entire world is now paying attention and heavily investing in automation. Like many other ports across the globe, Kuantan Port is at full throttle in its automation and digital transformation efforts. With the completion of the new deep-water terminal, the port is positioning itself as the main gateway not only to China but also to other parts of the world by acting as a transshipment hub for minor ports in the region.

As the only container port on the east coast of Peninsular Malaysia, Kuantan Port has been supporting the oil and gas industry as well as the heavy industry for decades. With the existence of its new infrastructure, as well as the development of mega infrastructure projects such as the East Coast Railway Link (ECRL) that connects Kuantan Port and Port Klang on the west coast, and the development of a new international airport located 20 km from the port, the future is very bright for Kuantan Port. The future vision is for Kuantan Port and the surrounding area to be a logistics hub connecting the east coast of Malaysia to the rest of the world.

KP **KUANTAN
PORT**



Facing the South China Sea, Kuantan Port is a multipurpose port that strategically located at the world's busiest shipping lanes, connecting you to a wealth of global trade opportunities.