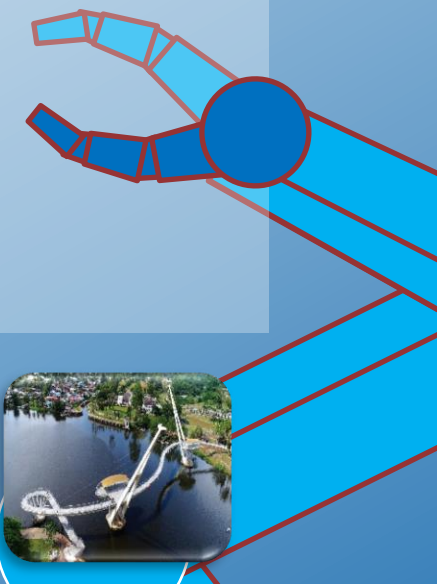


MINISTRY OF INFRASTRUCTURE AND PORT DEVELOPMENT SARAWAK (MIPD) AT A GLANCE

Level 4, 5 & 6, Baitul Makmur I, Medan Raya, Petra Jaya, Kuching



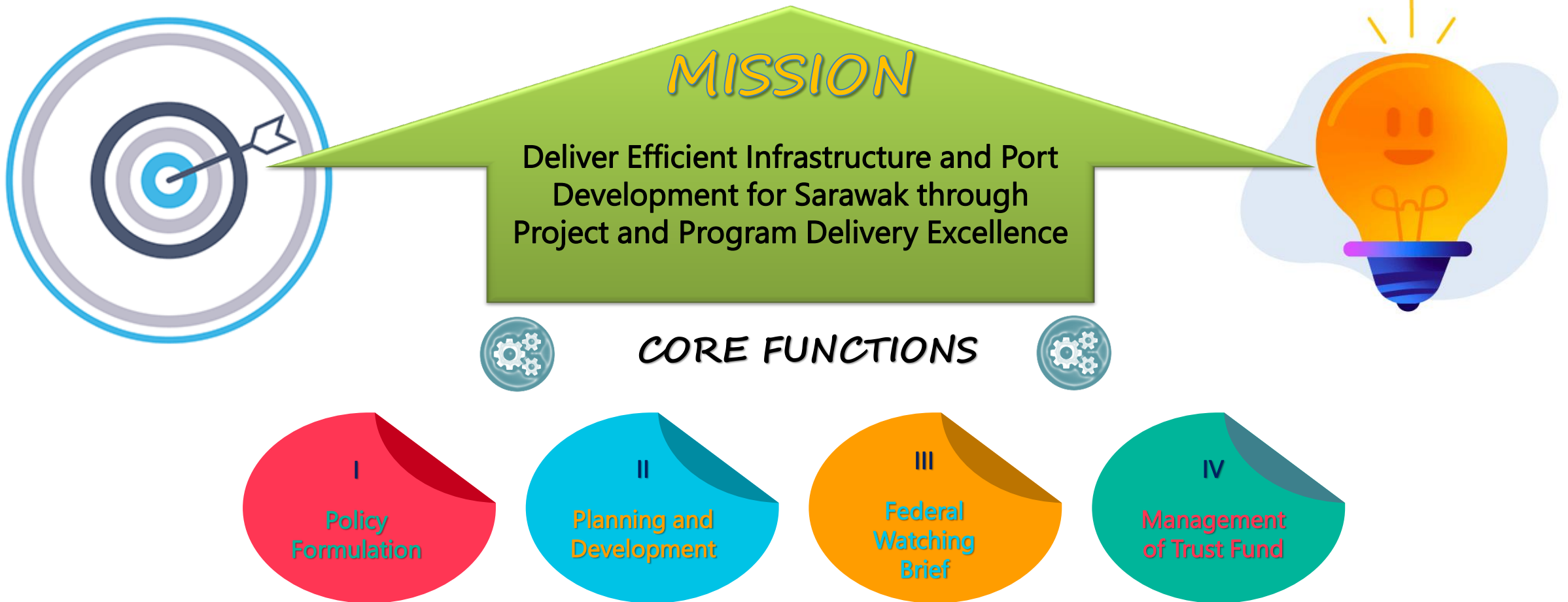
INTRODUCTION

- ❑ While Sarawak is developing its digital economy, infrastructure is and shall remain an integral part that supports physical movement of human and goods in support of digital economy
- ❑ Road infrastructure is crucial in any country's development plan. The connectivity it provides serves as a catalyst for economic activities
- ❑ The motto of our Ministry which is "Links and Develops", has accurately portrayed the essence of what the Ministry does and the objectives that we hope to achieve



VISION

A High Performance Ministry In Transforming Infrastructure and Port Development in Sarawak



MIPD AT A GLANCE

PURVIEW

1. State public works and buildings;
2. Control and maintenance of State roads and bridges;
3. Federal public works undertaken in Sarawak;
4. Ferry services;
5. Development and management of Sarawak ports;
6. Management of dockyard and marine engineering services; and
7. Management of State Trust Fund Account:
 - ❖ Infrastructure Development Trust Fund

WATCHING BRIEF

- All related Federal Agencies and subjects including:
1. Airport and airfields; and
 2. Liaising with Federal Ministries and Agencies on matters relating to Infrastructure and Port Development.

COLLABORATION

- MIPD is not an island by itself, but working together with all agencies such as:
1. State Financial Secretary's Office (SFS);
 2. Economic Planning Unit (EPU) Sarawak;
 3. Ministry of Utility and Telecommunication (MUTS) Sarawak on pipe laying and relocation of utilities along roads;
 4. Ministry of Transport (MOTS) Sarawak on transport matters;
 5. Ministry of Natural Resources & Urban Development on land matters on road, siting of buildings; and
 6. Ministry of Tourism, Creative Industry & Performing Arts Sarawak.

MIPD'S ROLE IN INFRASTRUCTURE DEVELOPMENT

Policy

Policy formulation on Infrastructure and Port Development.

Enabler

Provide extensive connectivity which is imperative because accessibility is an essential developmental factor in all aspects of economic activities such as tourism, marketing, logistics, agriculture, and other related.

Planning

Providing reliable infrastructure which is critical as the demand for such services will surge over the years with the increase in population.

MIPD LEGAL FRAMEWORKS

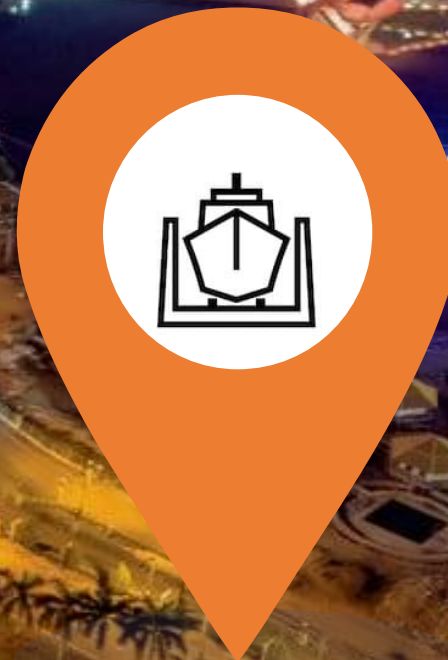
State Road
Ordinance 1994



Port Authorities
Ordinance 1961



Brooke Dockyard &
Engineering Works
Corporation Ordinance
(Cap. 100)



ORGANIZATION FUNCTION STRUCTURE

YB DATUK AMAR DOUGLAS UGGAH ANAK EMBAS
 DEPUTY PREMIER OF SARAWAK
 SECOND MINISTER FOR FINANCE AND NEW ECONOMY
 MINISTER FOR INFRASTRUCTURE AND PORT DEVELOPMENT SARAWAK

YB DATUK IR. AIDEL BIN LARIWOO
 DEPUTY MINISTER OF INFRASTRUCTURE AND PORT DEVELOPMENT (INFRASTRUCTURE DEVELOPMENT)

YB DATO MAJANG ANAK RENGGI
 DEPUTY MINISTER OF INFRASTRUCTURE AND PORT DEVELOPMENT (PORT DEVELOPMENT)

YBHG. DATU CHIEW CHEE YAU
 PERMANENT SECRETARY FOR MINISTRY OF INFRASTRUCTURE AND PORT DEVELOPMENT SARAWAK

MINISTRY OF INFRASTRUCTURE AND PORT DEVELOPMENT SARAWAK

AGENCIES/STATUTORY BODIES

- INFRASTRUCTURE
- PROJECT
- PORTS
- SERVICE MANAGEMENT AND ASSET DIVISION
- CORPORATE COMMUNICATION AND ICT
- FINANCE
- INTEGRITY

SUPPORTING AGENCIES



PUBLIC WORKS DEPARTMENT (JKR)



KUCHING PORT AUTHORITY (KPA)



RAJANG PORT AUTHORITY (RPA)



MIRI PORT AUTHORITY (MPA)



TANJUNG MANIS PORT AUTHORITY (TMPA)



SAMALAJU PORT AUTHORITY (LPS)



BROOKE DOCKYARD & ENGINEERING WORKS CORPORATION (BDEWC)

Sarawak
Independence
22nd July 1963

Formation of
Malaysia
16th September 1963

1ST AUGUST 1963
Ministry was established as
Ministry of Communication
and Works

01

02

12TH APRIL 1984
Name changed to Ministry of
Works and Special Functions

18TH JULY 1985
Renamed the Ministry of
Infrastructure Development

03

04

16TH SEPTEMBER 1996
Became Ministry of Infrastructure
Development and Communications
(MIDCOM)



13TH MAY 2016
Renamed Ministry of
Infrastructure Development
and Transportation (MIDT)

05



06

**22ND AUGUST 2019 UNTIL
NOW**
Renamed Ministry of
Infrastructure and Port
Development (MIPD)

**A BRIEF HISTORY
OF MIPD**



SNAPSHOT OF AGENCIES UNDER MIPD PURVIEW



PUBLIC WORKS DEPARTMENT (PWD) / JABATAN KERJA RAYA (JKR)





PUBLIC WORKS DEPARTMENT (PWD) / JABATAN KERJA RAYA (JKR)

- ❖ JKR was established in 1882 during the Rajah Brooke era.
- ❖ Since its establishment, JKR has been entrusted with the roles and responsibilities in the construction and maintenance of roads, bridges, wharves, jetties, riverwalls, airfields and buildings & management of ferry services.
- ❖ From 1980 onwards, the roles of JKR progressively changed from being a “Builder” to a “Manager”.

PORT DEVELOPMENT



01.01.2022

PORT AUTHORITIES



KUCHING PORT



PENDING TERMINAL



SENARI TERMINAL



INDEPENDENT OIL TERMINAL



TEBEDU INLAND PORT



KUCHING PORT

- ❖ KPA was the first organized port in Sarawak. It was **established on 1st May, 1961**.
- ❖ KPA operates two (2) terminals, namely Pending Terminal as RORO, dry bulk and general cargo terminal (capacity of 2.9 million tonnes) and Senari Terminal as a containerized terminal (capacity of 7.0 million tonnes). Its total capacity throughput is 9.9 million tonnes.
- ❖ KPA has 2 Approved Port Operators namely:
 - ❖ (i) Independent Oil Terminal - Senari Synergy Sdn Bhd; and
 - ❖ (ii) Tebedu Inland Port - SM Inland Port Sdn Bhd.



RAJANG PORT



- ❖ Rajang Port is the principal port and convergence centre for the agglomeration of goods for the central region of Sarawak, providing the vital link to major ports in Malaysia and beyond.
- ❖ Rajang Port Authority (RPA) was established on 1st November, 1970 and commenced its operation on 17th May, 1971.
- ❖ It has a design capacity of 2.9 million tonnes throughput.



MIRI PORT



- ❖ Miri Port is an important feeder port that links Sarawak's northern region trade to the rest of the world. It is a key player in the development of trade in the northern region and serves as a One-stop Centre for the maritime related activities.
- ❖ Miri Port Authority (MPA) was **established on 1st February, 1981** and **commenced its operation on 1st March, 1983**. It was relocated from the old port site in Miri Town to Kuala Baram in July 1998.
- ❖ It has a design capacity of 3.5 million tonnes throughput.



TANJUNG MANIS PORT



- ❖ Tanjung Manis Port Authority (TMPA) was **established on 19th April 2012** and **commenced its operation on 2nd January, 2014** with its core objective of making it as a catalyst for international trade to support SCORE initiative, especially the Tanjung Manis Halal Hub.
- ❖ The port is operated by TMPA's Approved Port Operator, Tanjung Manis Integrated Port Sdn Bhd (TMIP).
- ❖ TMPA has a design capacity of 6.0 million tonnes throughput.



SAMALAJU PORT



- ❖ Samalaju Port is a purpose-built port to cater primarily to the energy-intensive industries located at the Samalaju Industrial Park. The port will play a vital role in facilitating regional economic growth and deliver significant economic benefits to the region.
- ❖ Samalaju Port Authority (LPS) was established on 7th October 2010 and commenced its operation on 12th April 2014.
- ❖ The port is operated by LPS's Approved Port Operator, Samalaju Industrial Port Sdn Bhd (SIPSB).
- ❖ LPS has a design capacity of 18 million tonnes throughput.



BROOKE DOCKYARD AND ENGINEERING WORKS CORPORATION (BDEWC)





BROOKE DOCKYARD AND ENGINEERING WORKS CORPORATION (BDEWC)

- ❖ BDEWC was **set up and start it's operations on 31st May 1912** as part of the government's workshop for repair of government vessels and machinery as well as private vessels.
- ❖ BDEWC became a statutory body on **1st August 1977**.
- ❖ In **1996**, BDEWC re-aligned its core business to oil and gas fabrications.
- ❖ BDEWC is actively involved in the construction industry, building and repair of vessels including the fabrication of oil and gas modules.

CONCLUSION

- ❑ To be a developed State by 2030, infrastructural network has to be built between towns and villages, which will then allow development of various industries
- ❑ The vision of Sarawak becoming a developed and high-income State by 2030 can only be realised when it has a Ministry that *"Links and Develops"*

MINISTRY OF INFRASTRUCTURE AND PORT DEVELOPMENT SARAWAK (MIPD)



“Links and Develops”

CONTACT INFORMATION



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Sarawak



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Thank you!

