



INTRODUCTION TO PERLIS INLAND PORT (PIP)

Presented by:



Mutiara Perlis Sdn Bhd

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About Mutiara Perlis Sdn Bhd

- Mutiara Perlis founded in **January 2018**
- Private – State Partnership company
- To harness Perlis **Geostrategic Potential** via **3 initiative infrastructure projects**:



Perlis Maritime Corridor

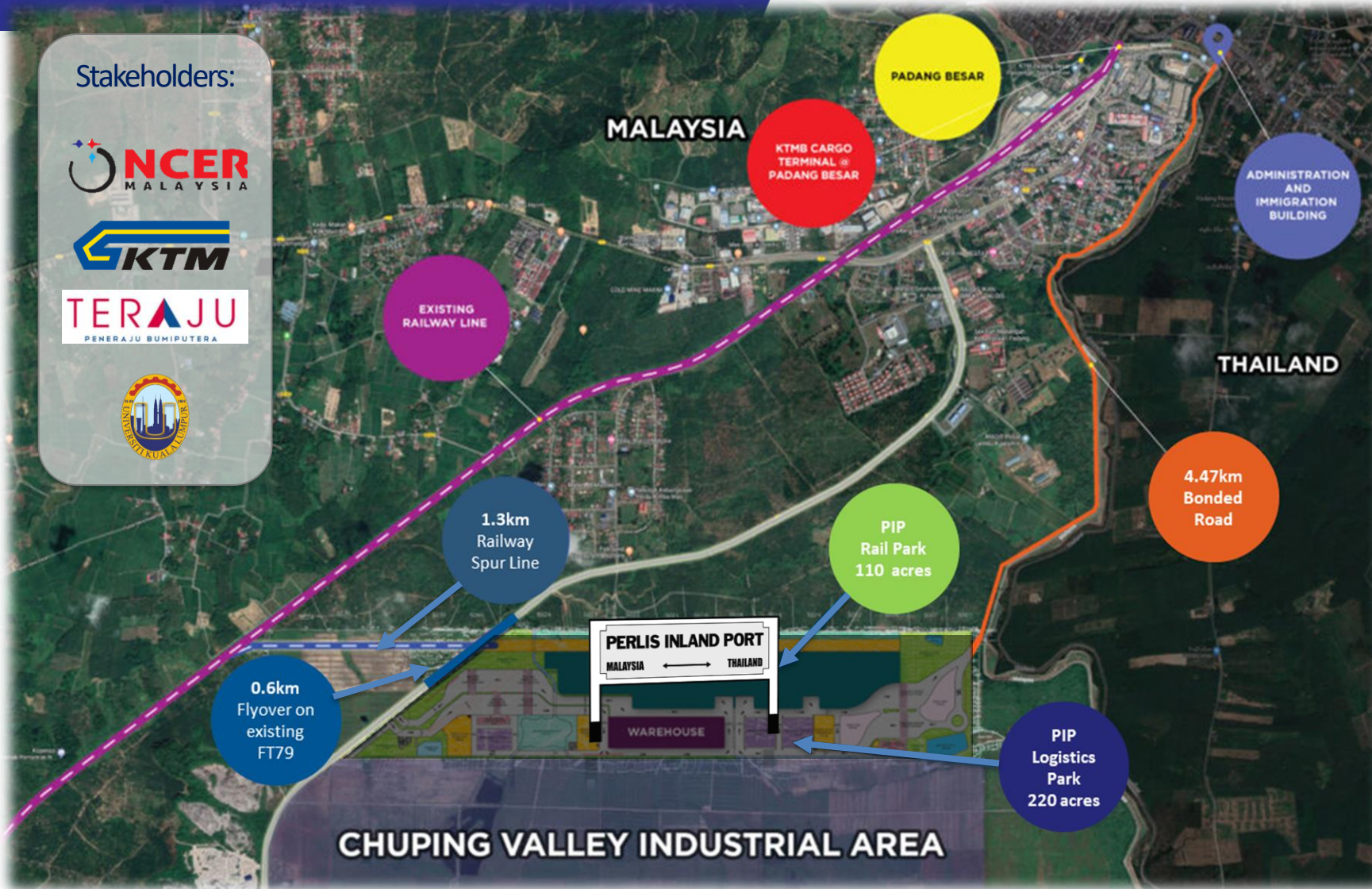


Perlis Inland Port



Perlis Power Hub

Strategic Location of PIP



Public Investment (RMKe12)

Package 1 (External Infrastructure)

- Bonded Road
- Construction started 23 Feb 2022
- Construction to complete Dec 2024

Package 2 (External Infrastructure)

- Railway Spur Line
- Operation station building
- Upgrade of existing road FT79
- Construction started Dec 2022
- Construction to complete Dec 2024

Private Investment

PIP Internal Infrastructure

- Construction started June 2023
- Construction to complete by Q2 2025

PIP: Development Phases



Phase 1 2025

Rail Park

- 3 rail sidings
- Reach stackers
- Open yards

Logistic Park

- Pack-Houses
- Warehouses
- Storages & Silos

Phase 2 2027

Rail Park

- 2 rail sidings
- Rubber Tyred Gantries

Logistic Park

- Cold-chain warehouses



Phase 3 2030

Rail Park

- 2 rail sidings
- Rail Mounted Gantries
- Rolling Stocks MRO

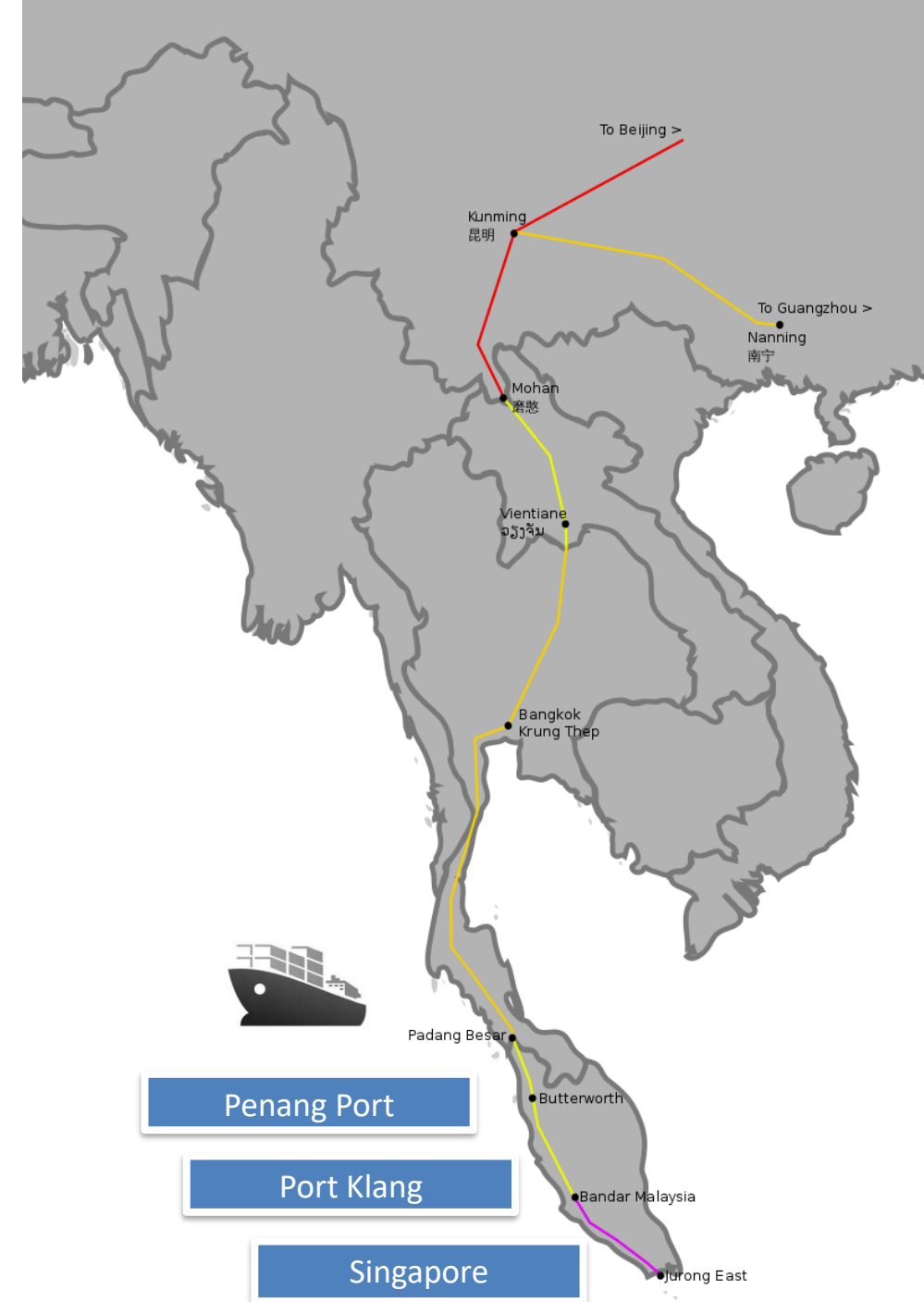
500 acres Perlis Inland Port consisting of 110 acres Rail Park & 220 acre Logistics Park
 2,500 acres Chuping Valley Industrial Area (CVIA) currently developed by State of Perlis & NCIA
 60 acres UniKL Asian Sustainable Transport Institute (ASTI) to be built & operated by Universiti Kuala Lumpur as Transport Centre of Excellence

PIP: Increasing Capacity & Services

PBCT (Now)		PIP (Future)
		
<ul style="list-style-type: none"> Maximum capacity (one way) of 150,000 TEU (operating at capacity) Able to serve less than 20% of total market (>810,000 TEU) 	Volume	<ul style="list-style-type: none"> Maximum Capacity (one way): <ul style="list-style-type: none"> Phase 1: 300,000 TEU Phase 2: 600,000 TEU Phase 3: 1,000,000 TEU
<ul style="list-style-type: none"> 12 acres 	Land Area	<ul style="list-style-type: none"> 500 acres
<ul style="list-style-type: none"> 45 wagons 	Rail Sidings	<ul style="list-style-type: none"> 60 wagons (expandable to 90)
<ul style="list-style-type: none"> One; Load On Load Off 	Core Business	<ul style="list-style-type: none"> Load On Load Off Stuffing-destuffing Packing-repacking Fumigation Warehousing Container MRO
<ul style="list-style-type: none"> Containerised 	Services Coverage	<ul style="list-style-type: none"> Containerised Liquid & dry bulk
<ul style="list-style-type: none"> Reach stackers 	Equipment	<ul style="list-style-type: none"> Reach stackers, RTGs, RMGs
<ul style="list-style-type: none"> 59 	Employment	<ul style="list-style-type: none"> >500

Pulling new cargoes from Maritime Route to Inland via Rail connectivity and Haulage

- PIP to attract cargoes from Bangkok, Vientiane and Internal China via land route especially PAN Asia Rail Network and Asian Highway.
- PIP to increase the cross – border activities and values for the ecosystem to enjoy:-
 1. **Rail freight** – increase rail movements as cargoes are migrating from sea.
 2. **Promoting Malaysian gateway ports** – More transshipments cargoes to exit via Penang Port/ Port Klang and PTP.
 3. **Cross docking** – increase cargo activities at surrounding borders.
 4. **Support nearby hinterland** – The accessibility of PIP will help CVIA grow and create more export products to balance the cargo movements.



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