

**PUBLIC PERCEPTION ON SEAFARING CAREER FOR
WOMEN**

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**FACULTY OF MARITIME STUDIES AND MARINE SCIENCE
UNIVERSITY OF MALAYSIA, TERENGGANU**

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By

MOHAMAD ARIF BIN SHAHRUDDIN

**Research Report submitted as partial fulfilment of
the requirement for the degree of
Bachelor of Science (Nautical Science and Maritime Transportation)**

**Department of Nautical Science and Maritime Transportation
Faculty of Maritime Studies and Marine Science
UNIVERSITY OF MALAYSIA, TERENGGANU**

2012

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ABSTRACT

Malaysia is located in the middle of east and west trade route via Malacca Straits; one of the busiest straits in the world. This has given an advantage to Malaysia and his neighbouring countries like Singapore and Indonesia to exploit the strategic location of their country. With the increasing number of handled cargo each year, Malaysia has the opportunity to enhance their shipping industry. However, it was reported in 2010, 70% to 80% of total Malaysia's trade were still carried by foreign shippers [The Star online, 17/10/2010] besides, only 50% of all Malaysian fleet were operated by Malaysian whereby, the rest were operated by foreigners [Harian Metro, 11/02/2012] and it is due to lack of interest among younger generations to take up a career in this field [New Straits Time, 18/10/2010]. Therefore, this research was conducted to find the public perception on seafaring career for women, because by opening another window to people, hopefully there will be more Malaysian to join field. Fortunately, after comparing public perceptions on a career as seamen between real women seafarer themselves, it is found that this career is suitable for women to step into with some conditions.

ACKNOWLEDGEMENT

Firstly, I would like thank to Allah S.W.T because without His bless, I could not be able for finish this report. To my parent who always being very supportive to me on whatever things that I wanted to do and my fellow lectures who always there to guide and support me on whatever that I do, especially Captain Noor Apandi Osnin, my Final Year Project supervisor. Without his assistance, guidance and opinion, I could not be able to finish my project and report with flying colours. Last but not list, to my love that always at my side, giving her fully support to me to finish my report even though she also busy with her own report.

Also, I would like to give my fullest appreciation to all the respondents, both public and women seafarer who without hesitate; answer my survey questionnaires even some of the questions are perhaps involving your personal matters.



DEPARTMENT OF NAUTICAL SCIENCE AND MARITIME TRANSPORTATION
FACULTY OF MARITIME STUDIES AND MARINE SCIENCE

DECLARATION AND VERIFICATION REPORT
FINAL YEAR RESEARCH PROJECT

It is hereby declared and verified that this research report entitled:
Public Perception on Seafaring Career for Women, by Mohamad Arif Bin Shahrudin,
Student ID: UK 17394 has been examined and all errors identified have been corrected. This
report is submitted to the Department of Nautical Science and Maritime Transportation as
partial fulfilment towards obtaining the Degree of Bachelor of Science (Nautical Science and
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CHAPTER 1: INTRODUCTION

Malaysia is a water surrounded country and it has divided into two land masses; West Malaysia and East Malaysia where the peninsular on the west part and the North Borneo region which consist of Sabah and Sarawak except Brunei is the East Malaysia. Malaysia is located in the South East Asia region which lies next to Singapore on the south, connected with Thailand on the northern part of its peninsular, Indonesia on the west and Philippines on the northern part of the Borneo Island where the Sabah and Sarawak are located. However, the Peninsular Malaysia is the only land mass that connected to the Asia continent through Thailand on and Singapore and the on the south through the "Tambak Johor". Malaysia is located in the middle of east and west trade route linking Indian Ocean on the west side and Pacific Ocean on the east side via one of the worlds' busiest straits, the Straits of Malacca and South China Sea.



Figure 1: Location of Malaysian on the world map
Source: www.hook-line-sinker.net

Malaysia as a maritime nation has several world class ports such as Port of Tanjung Pelepas, West Port, North Port and Bintulu Port and other national port for example Kuantan Port and Kemaman Supply Base. Besides, according to Malaysian Shipowners' Associations there are more than 50 shipping companies that registered in this country. Based on the statistic obtained from the Malaysian Marine Department, in 2011 alone at least 44% of total registered seamen in Malaysia are foreigners. In 2010, Deputy Transport Minister, Datuk Abdul Rahim Bakri said in the News Straits Times dated 18 October 2010 that the shortage of local seamen is due to lack of interest among young generation to take up a career in the maritime industry. On the next following year, the same issue has raised and Datuk Kaptan Ahmad Othman, Director General of Peninsular Malaysian Marine Department said in local news paper the "Harian Metro" dated 11 February 2012 that Malaysia requires more seamen since only 50% of 4000 Malaysian ship are handled by local seamen

which means the other 50% of Malaysian ship are handled by foreigners. He also said that on 2011, 30 000 foreign seamen had registered in Malaysia ranging from sailor to ship master and this will lead to currency outflow since local company requires to pay their wage according to their local currency. Therefore, there is a need on local seamen and in relation to what the Deputy Transport Minister had said; here I would like to find the public perception on seafaring career. However, since the seafaring career is most likely referred to man, hence this research are aim to find public perception on seafaring career for women so that we will aware on what people think of this career path and to correct their perception if it is proved to be wrong.

The objectives of this research are:-

- i. To find public perception on women seafarer;
- ii. To compare public perception with the women seafarer themselves; and
- iii. To determine the suitability of seafaring career for women with respect to the obtained result on objective i and ii.

My hypothesis on this research is people will think that this career is not suitable for women because of there will be full of man onboard and they are shadowed with bad perception of seaman.

CHAPTER 2: LITERATURE REVIEW

2.1: Perception

Perception is a process which involves the recognition and interpretation of stimuli which register on our sense [Paul Rookes and Jane Willson, Perception: Theory, development and organisation].

Perception is a process which we pay attention to things, event and environment through sense; see, touch, hear, taste and smell. [Lecture note Komunikasi Interpersonal; Kuliah 3: Teori dan Proses Persepsi]

Usually, perception are made base on persons knowledge, experience, needs and desires. Mostly, decisions are made with the influence of a person perception and person perceptions are depend on his world view. Let me take the epic fight between Hang Tuah and Hang Jebat during the Sultanate of Melaka. As what people are generaly told, Hang Tuah was like pro-Sultan and Hang Jebat was like anti-Sultan. Hang Tuah has five childhood brothers which called Hang Jebat, Hang Lekiu, Hang Lekir and Hang Kasturi. Hang Tuah was a legendary *laksamana* or sultan's admiral of Malacca and he with his brothers has brought wealth and prosperity to Malacca. One day, rumours has circulated that he was having an illicit affair with one of Sultan's stewardess or *dayang* and the Sultan's has sentenced him to death without trial for the alleged offense. However, Hang Tuah executor, the

Bendahara was against the Sultan's order and hid Hang Tuah in a remote region of Melaka. Believing his childhood brother was killed unjustifiably by the Sultan he served, Hang Jebat avenges Hang Tuah death. Hang Jebat's revenge allegedly became a furious rebellion against the Sultan and his rebel has become constant until the Sultan's unable to stop him as none of the Sultan's warriors dared to challenge him. The *Bendahara* then informed the Sultan that the person's that supposed to be dead is still alive and he was the only man that can stop him. The *Bendahara* recall Hang Tuah from his hiding place and he has given full amnesty by the Sultan and instructed Hang Tuah to kill Hang Jebat. After seven struggled days of fighting, Hang Jebat was then killed by Hang Tuah. With this story, people may say that Hang Jebat was the bad guys and Hang Tuah was the hero and vice versa. It is depend on how a person interprets the story and that is called perception because we people must give a meaning to every information's that we received and the world view of each person may differ from one another and thus, each individual has their own perception on one particular matter.

2.1.1: Impact of perception in making decision

As foretold, perception is based on how a person's view the world and commonly decisions are made based on a person's perception towards the matter. However, there are 5 steps or stages of perception.

1. Stimulation.

The first stage is the stimulation of our senses. Our senses will be stimulated by something that that person has interest too. For example like when a person has a desire to buy a new laptop and he or her heard someone else conversation on the latest version on laptop in market while he is cutting grass in front of his house. Automatically, that person focus will diverge from cutting grass to hear on the details about the laptop that the other persons talking about.

The new focus was chose because of the sense of curious or something that promise fun to a person. On this example however, it is more on curiosity rather than fun. From stimulation, people are actually exposing their selves to the message that strengthen their trust.

2. Organisation

Once our senses are stimulated by something, then our brain will start to organise the information gathered. There are 3 ways on organising the information; rules, scheme and script.

i. Rules

This kind of perception is commonly used in matters that relate to a unit and then form a group. What is meant by unit is something that more to physical like people, things and whatsoever. By seeing some of the similarity among these units then people quickly assume that people within that group are like what they have seen. For example like a politician is one unit and politicians are the group and most politicians are rich people. The similarity among units has become rule and people think that person who became politician is rich people where in reality, it is not necessary.

ii. Scheme

Each person will create their own scheme to sort out millions of information and it is based on a person's experience. A person's scheme will give general idea about people, things or event. Scheme will help people in organising perceptions based category and class for example gender and religion.

iii. Script

Script is organised information for some events, actions or procedure. It gives people a general view or action on what people are required to do. For example like when someone talks about shopping for groceries at shopping mall, you will

imagine that first, you will take a trolley, find the required stuff, pay the bills and return home. However, your perception may differ from what actually it is because people are tend to stimuli and arrange on things on our first sight.

3. Interpretation-evaluation

Our interpretation and evaluation of information are mostly effected by our personal experience, believe and emotion and it will influence our rule, scheme and script on a matter. A seaman for example, most people will relate seamen to wealthy, women, boring life and travelling around the world. These people are interpreting based on their scheme and script which trough their experience by seeing, talking or maybe were told by someone.

4. Memory

The interpretation and evaluation is then saved in that person memory so that he or she can use it in future. For example, you have a very brilliant friend. He passed every exam in university with flying colours and one day he got a call for an interview and he passed the interview just as what you have expected. The information on your friend passed the interview is consistent with your scheme, therefore you scheme will be hard to change.

5. Recall

Since the information gathered are saved in human memory, human will recall the information if needed. It is because human brain is not reproductive and human cannot easily produce what they have seen and hear but they are constructing the information in a way that they can understand.

To make it simple, let's consider the following example [Paul Rookes and Jane Willson, Perception]:

"Gregory claims that perception is clydynamic, constructive process"

You should not have any problem on reading this. Normally, people will read this as "Gregory claims that perception is dynamic, constructive process" without realising the spelling error in word "dynamic" and "constructive" because the letter "d" and the "cl" in the word "claims" are identical and the letter "n" and "u" in the word "constructive" are the same. Actually it is because of you are reading it within a context and that context influence your interpretation of the sentence.

To make it more understandable, first, your eye are stimulated to the sentence, and you read it. While you are reading the sentence, your brain are actually organising the letter and spelling to form word that you can understand. Then, you interpreted it as "Gregory claims that perception is

dynamic, constructive” as the words are already saved inside your memory. Therefore, when you read it, your brain quickly recall the word, the pronunciation and the meaning in a manner that you can understand without realising the mistakes.

In addition on what I have told, there are 4 factors that give influence or give impact to human perception.

1. Physiology of sensory and mind.

Since human physiological characteristics or level are differing from one and another, therefore their perception one same matter also differ from one and another. Physiological characteristic or level here means the ability of their sense and mind to interpret the same information. For example, delicious is same to all people. However, the ways they interpret the level of delicious are not similar to one another, some people may say that one spoon of sugar inside their tea is already make their tea delicious where others not.

2. Culture

Culture will highly influence people in terms of value, faith, customs and practice. Let me take placenta as the example. Placenta is an organ that connects the developing fetus to the uterine wall to allow nutrient uptake, waste elimination, and gas exchange via the mother’s blood supply [en.wikipedia.org]. The placenta will be remove after birth and normally, Malay Muslim will bury the placenta in front of their house.

However, Malay people believe that the way they bury the placenta will give effect their child in future. For example, if the baby is a daughter, they will bury the placenta with scoops and spoons, the baby will be a good cook and if the placenta is bury away from their house, then it is worried that the child will get his or her bride from a far.

Therefore, those people who adhere to the culture, their perception will be shadowed with their faith and practice.

3. Social role

Person's social role such as job role, role in family and role in the society will influence the way they think and interpret the information and thus, will affect their perception. For example, a father will think and say something different with his daughter or son on one matter like his daughter asking his permission for going out to meet friends at 8.00 pm. As a father, he will think of her safety and security and thus he reject her request. Her brother however, think that 8.00 pm is still early and that will be no problems if his sister wants to go out.

4. Psychology

Psychology has a close relation with person's scheme and personality and it is probably be influenced by a person's culture.

Therefore, perception is often to be used by people in making every days decisions from a simple matter to an important matter which involving way of life and other same sort of matter. All these aspects are some of the factors

that will influence person's decision making and it is very dangerous if a decision is made without any research but people perception and guesses.

2.2: Malaysia population

Malaysia has been a place of living for multiple ethnics and generally is divided by "Bumiputera" and "Non-bumiputera" where "Bumiputera" are those who originally from Malaysia such as Malay, Iban, and other local ethnics while Non-bumiputera are those who not originally from Malaysia such as Chinese and Indian people. According to the Population and Housing Census of Malaysia 2010, total population of Malaysia in 2010 was 28.3 million (Figure 2), 5.0 million higher than in year 2000. It gives an average of 2.0% of annual population growth rate 2000-2010 (Figure 3) which is lower to compare with previous average annual population growth rate. Off this value, 5.46 million people are populating in Selangor, 3.35 million in Johor and followed by Sabah, 3.21 million (Figure 4). These three states are the most populous state in Malaysia and it carries 42.4% of total population in Malaysia.

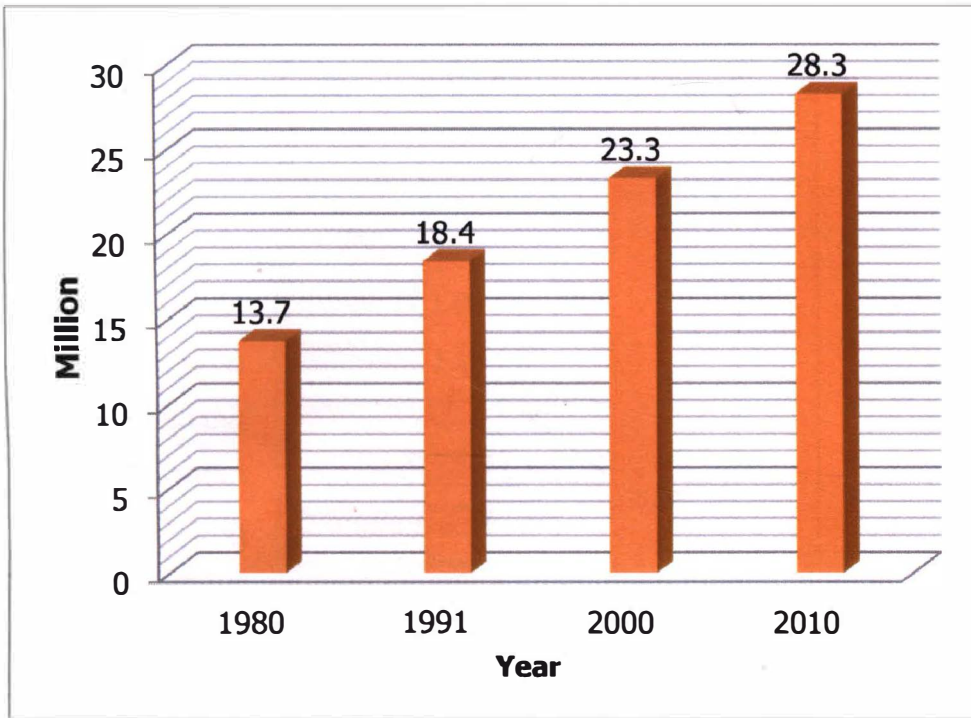


Figure 2: Total population of Malaysia, 1980, 1991, 2000 and 2010.
Source: Department of Statistic Malaysia

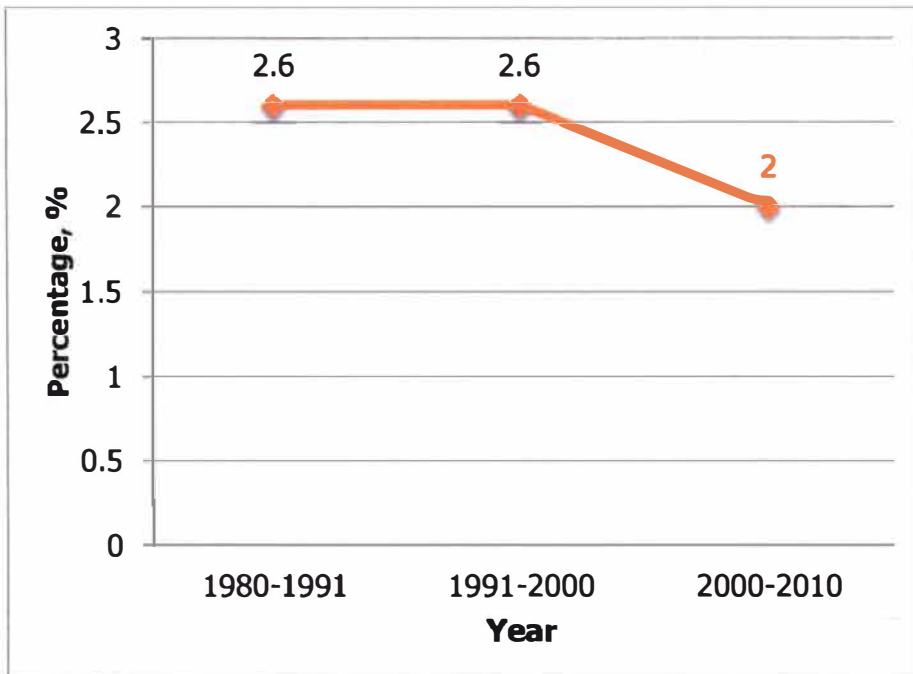


Figure 3: Average annual population growth rate, Malaysia.
Source: Department of Statistic Malaysia

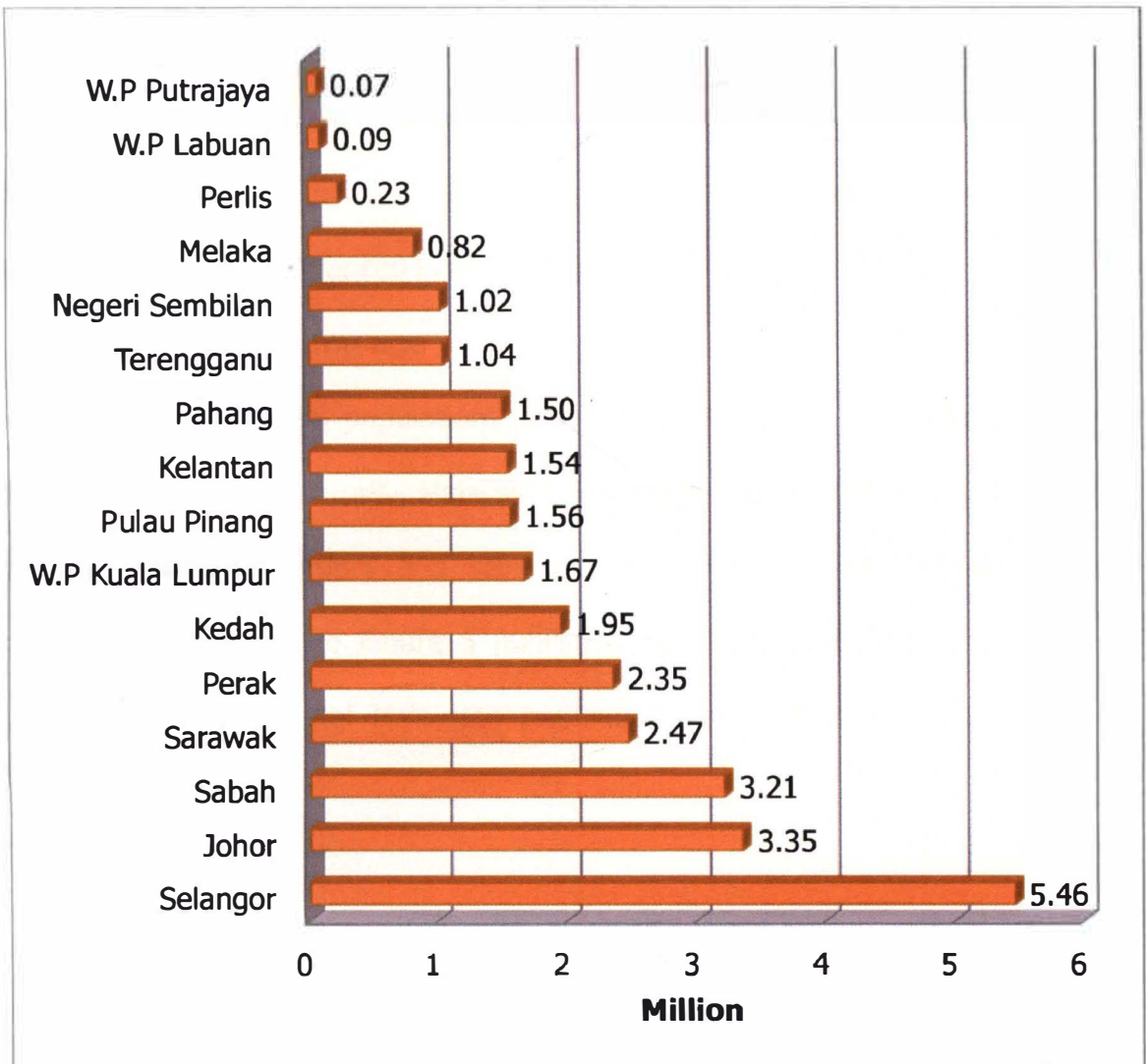


Figure 4: Population distribution by state, Malaysia, 2010.
Source: Department of Statistic Malaysia

As shown on Figure 2, number of population in Malaysia was increasing gradually from 13.7 million in 1980 until 28.3 million people in 2010. The number is seen to be possible to increase more in another 10 years but however, on Figure 3 shown the declination of average annual population growth rate. By referring to Figure 8 and comparisons between these two

charts, it is shown the aging of Malaysian population since the number of birth are low and also the number of death. Therefore the existing people will get older and more people are seeking for a job. There are several factors that affected the number of population in Malaysia such as marriage at young age, population policy and advanced in technology.

2.2.1: Marriage at young age

The increased in populations are highly influenced by culture and religious factor. Geographically, Malaysia is located in the South-east Asia region including Indonesia, Brunei and several other countries like Vietnam and Singapore. As referred to Figure 5 published by the Department of Statistic Malaysia, 91.80% of total Malaysian population are citizens and the others 8.20% are non-citizens.

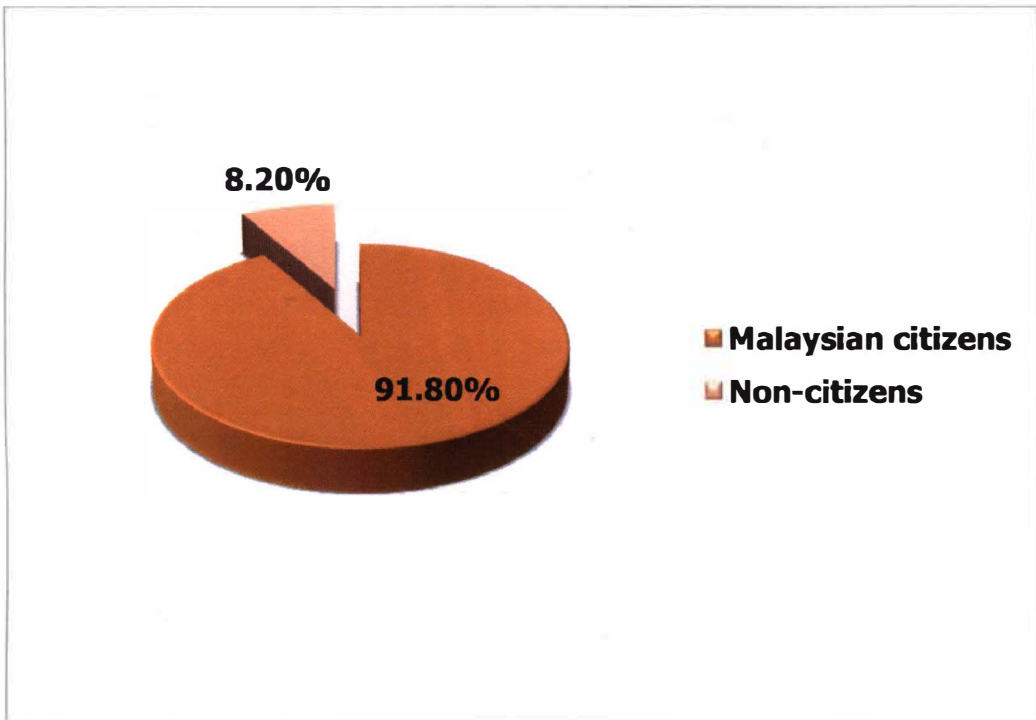


Figure 5: Percentage distribution of the population by citizenship, Malaysia, 2010.
Source: Department of Statistic Malaysia

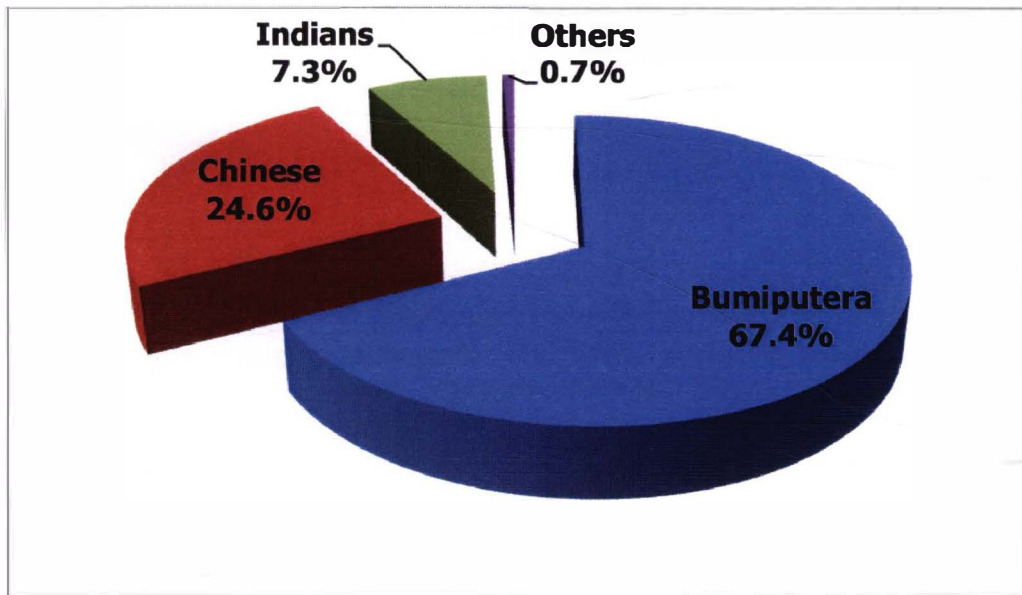


Figure 6: Percentage distribution of the population by ethnic group, Malaysia, 2010.
Source: Department of Statistic Malaysia

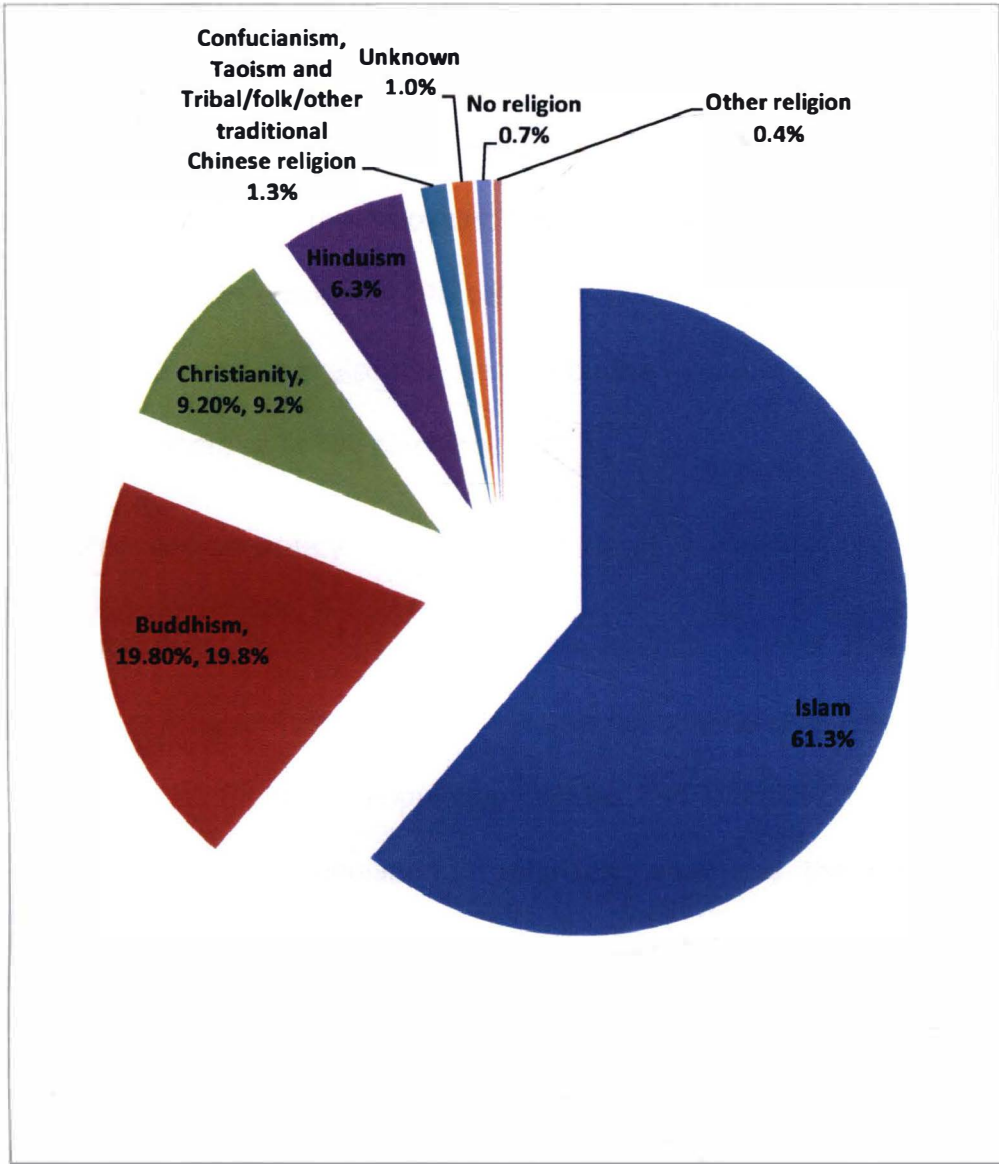


Figure 7: Percentage distribution of population by religion, Malaysia, 2010.
Source: Department of Statistic Malaysia

In addition, majority of Malaysian populations are Muslims and most of them are Malay people. In a traditional Malay culture, children are regarded as a gift from Allah and they are encouraged to get married early provided they are well-to-do so. The Muslim Prophet has warned those who are able but

unwilling to marry by saying, "You said so, remember to God I am the person who most fear of Allah and the most righteous in Him, but I fasted and sometimes did not fast, and I pray and I stayed and married women. He did not like sunnah, he is not the followers." [sarungcincin.blogspot.com]. Therefore, Muslims people are encouraged to get married for sustainability of their decent as Muslims. Besides, it is also the effected by the failure in planning the number of family members or family planning.

2.2.2: Population policy

Population policy has become the effecting factor that will give a significant in long-term impact on social and economical structure. A statement from a book on Changing Population Policies and Women's Lives in Malaysia said that "Malaysia's population is relatively small and the nation has the capacity to generate the wealth that will support a much larger population. Recognising that a large population constitutes an important human resource to create a large consumer base with increasing purchasing power to generate and support industrial growth through productive exploitation of human resources. Malaysia could plan for a larger population, which could ultimately reach 70 million. The experience of some countries of similar size to Malaysia has shown that a larger population is not necessarily a liability if the population is provided with skills that can be effectively and productively utilised for national development."

This has shown that the main purpose of the New Population Policy is to increase the consuming and purchasing power by supporting industrial growth through exploitation of human resources. The 70 million populations will sustain a positive nation's economic structure by the increasing of supply and demand chain.

However, the cost of living are getting higher in time and to avoid the large populations become a liability to the country, the government has planned and put some incentives by upgrading the salary scheme of public sector and providing maternity leave for employees in public sector and a special leave for male employees when his wife gave birth. Besides, the government also encourage employers to provide childcare places close to work for career women so that the restrictions on having children become less and thus the 70 million target populations will be achieved.

2.2.3: Advance in technology

The emergence of new technology in human life now a day has given a very significant impact on people life especially in health. With better technologies, populations are more secure by the increasing of health care facilities and clinics plus, the government had introduced the 1Malaysia Clinic with RM1 payment. The clinic will provide basic treatment for patients with a very low cost as compared to other private clinics where people are commonly required to pay up to RM30 at least for a basic treatment such as fever and

cough at certain area especially in urban. The technology in research and development on developing new medications and productions are another positive factor that sustaining population life by preventing infected deceases especially dangerous deceases such malaria and the latest, H1N1. The reducing of the number of death (Figure 8) each year since year 2000 has shown that is it also contributed by the health technologies advancement since more new technologies are keep appearing each year. As result, the death rate has decline while new technologies grows.

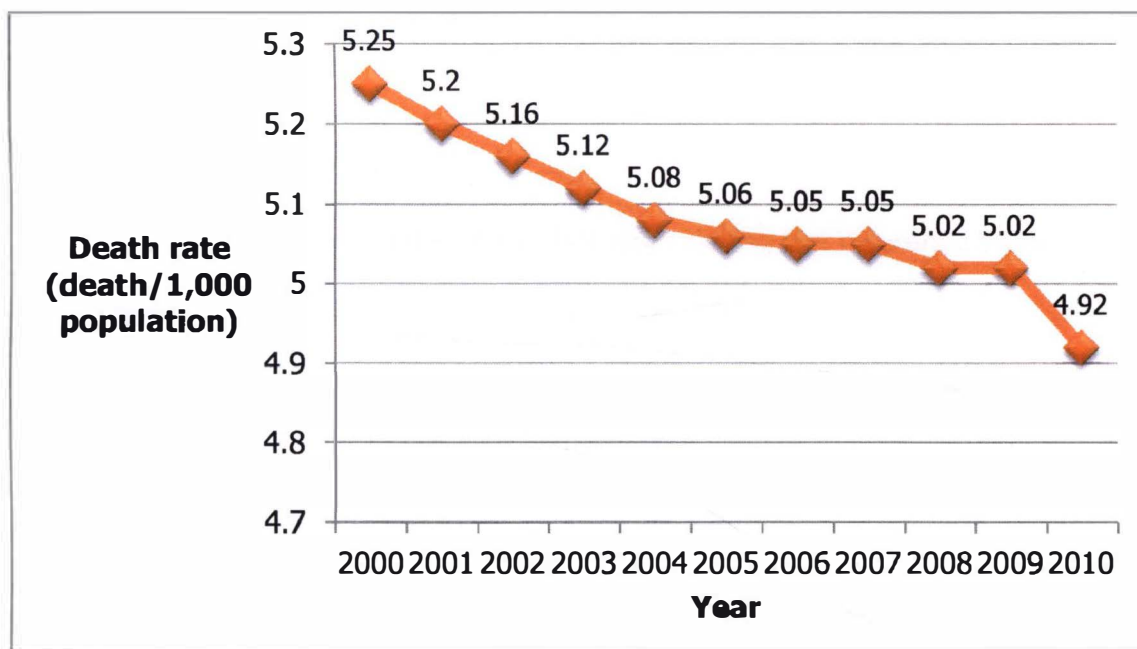


Figure 8: Death rate (death/1,000 population). *Source: www.indexmundi.com*

2.3: Unemployment rate

Labour force according to the Labour Force Survey, Concept and Definition; are refers to those who, during the reference week, are 15 to 64 age

group (in completed years at last birthday) and who are either employed or unemployed. Where employed are referring to all persons who, at any time during the reference week worked at least 1 hour for pay, profit or family gain (as an employer, employee, own-account worker or unpaid family worker). Also consider as employed are persons who did not work during the reference week because of illness, injury, disability, bad weather, leave, labour dispute and social or religious reasons but had a job, farm, enterprise or other family enterprise to return to.

Unemployed on the other hand as state in the Labour Force Survey, Concept and Definition; are classified into two as follows:

1. Actively unemployed

It is include all persons who did not work during the reference week but were available for work and actively looking for work during the reference week.

2. Inactively unemployed

Persons who include the following categories:

- i. Persons who did not look for work because they believe no work was available or that they not qualified;
- ii. Persons who would have looked for work if they had not been temporarily ill or had it not been for bad weather;
- iii. Persons who are waiting for a result of job applications; and
- iv. Persons who had looked for work prior to the reference week.

Persons who classified as outside the labour force are those who not classified as employed or unemployed as stated above which includes housewives, students (including those going for further studies), retirees, disabled persons and those who not interested in looking for a job.

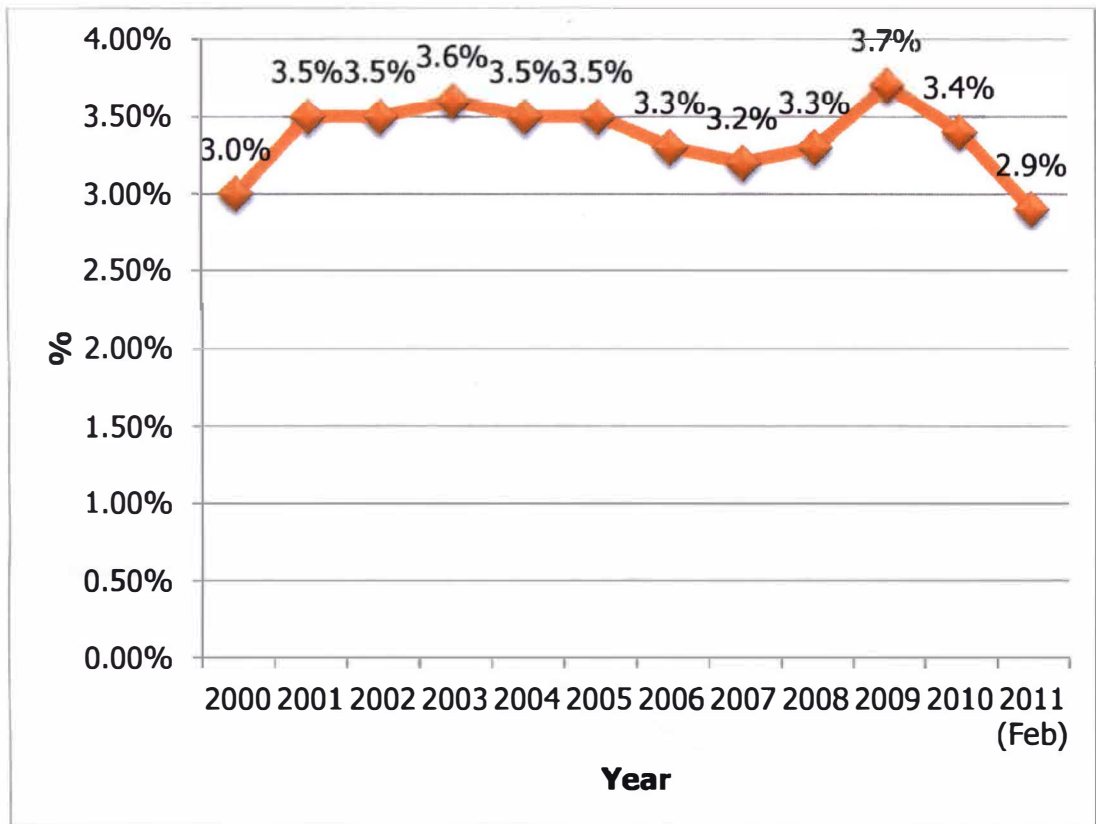


Figure 9: Unemployment rate, 2000-2011 (Feb), Malaysia.
Source: sunwayreit.listedcompany.com

From the figure above, we can see the declining of unemployment from year 2009 onwards where it has reached the highest during that year. It is because of the new jobs created by ETP projects and the unemployment rate is

project to continue to decline to 2.4% in 2011 and 2.0% in 2012. Besides, in Figure 10 below also shown that the unemployment rate of graduates in labour force also declining each year.

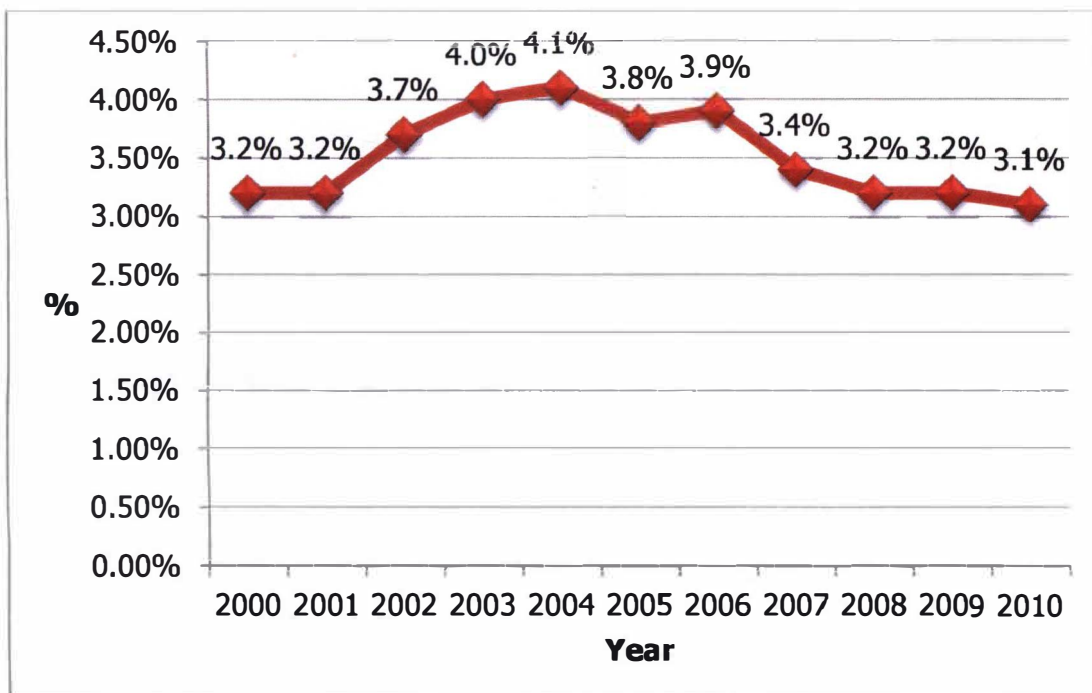


Figure 10: Unemployment rate of graduates in the labour force, Malaysia 2000-2010.
Source: Department of Statistics Malaysia

Despite the declining of unemployment rate, the number of unemployed labour force still high and with referring to Figure 10, number of unemployed graduate were increasing each year so as the number of outside labour force. Which mean, the opportunity to pursue higher education is getting higher thus, more unemployed labour force will be produced each year.

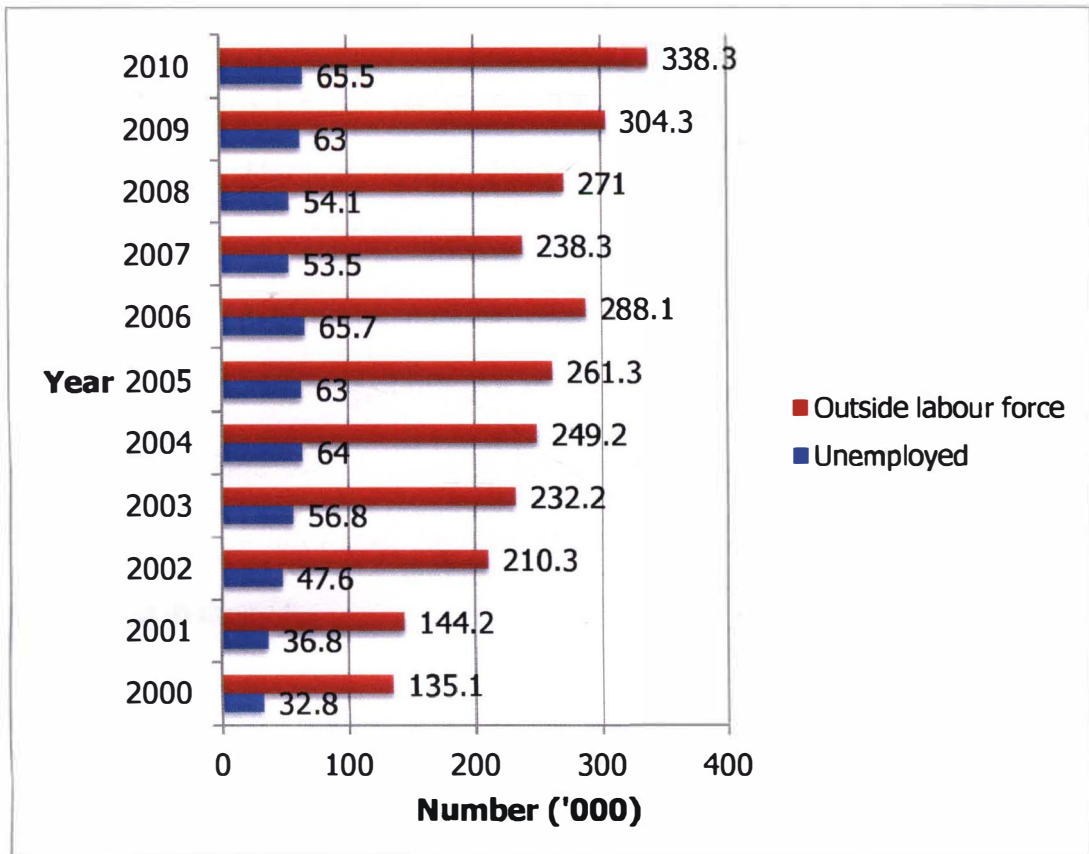


Figure 11: Comparison between number of unemployed labour force and number of outside labour force, 2000-2010, Malaysia.
Source: Department of Statistic Malaysia.

2.4: Women participation in labour force

In this 21st century, women and men has achieved so many greatness and what I can say is both men and women are now at par in terms of role in social, achievements, and other many things. Women now days are fighting for the equality between men and women and we can see now particularly in Malaysia, many women are becoming a leader that stood up for women's right for example Maria Chin Abdullah, a lawyer also an executive director of

Persatuan Kesedaran Komuniti Selangor (Empower), Datin Paduka Mother Mangalam Iyaswamy Iyer the co-founder and president of Pure Life Society and she awarded the Merdeka Award 2010 for the education and community category for her outstanding contributions in promoting the welfare of the underprivileged and fostering national unity, we have Malaysia's first female fighter pilot Patricia Yapp Syau Yin and Nur Moana Ishak one of the first female commercials airplane pilot in Malaysia and perhaps Malaysia's first female ship captain will emerge after this. Besides, there are a lot of women in Malaysia who succeed in their life.

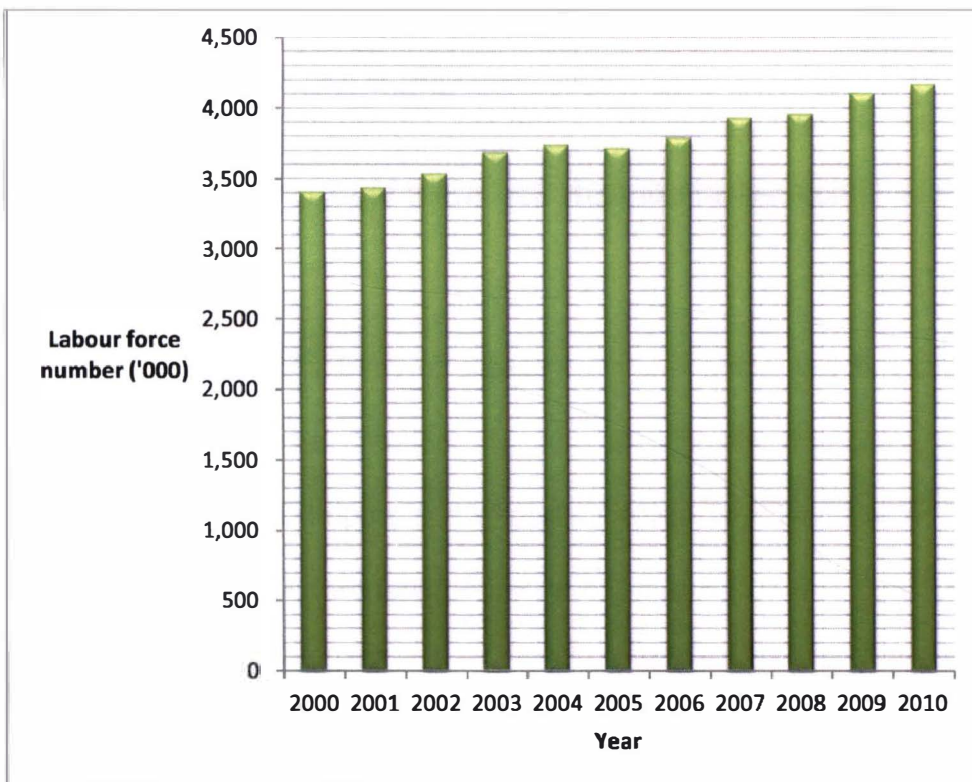


Figure 12: Number of labour force (female), 2000-2010, Malaysia.
Source: Labour Force Survey

We can see on Figure 12 that number of female employee are increasing each year which indicates that industries or employers in Malaysia are accepting female worker and it was generally because of the opportunity for women to pursue higher education.

2.5: Importance of maritime trade

For centuries, human are using water as a medium of transporting goods and cargo from one point to another, from canoe to massive size of floating steel like the VLCC and ULCC ship. Between 16th and 19th centuries, the galleon was the backbone of long distance colonial trade. The improvement in maritime technology then has created the fast clipper ships which optimizing wind power to propel the ship in the mid 19th centuries. From wind power, it has evolved to steam and then lead to more specialized ships like tanker, container and bulk carrier with various of sizes.

Despite the evolutions of means to propel ships and her structure, yet the main point of the creation of ships are remain the same, trading. In additions, 96% of all import and export of cargo worldwide were handled by container ship [Deputy Transport Minister of Malaysia Datuk Abdul Rahim Bakri; Business Times 18/10/2010].

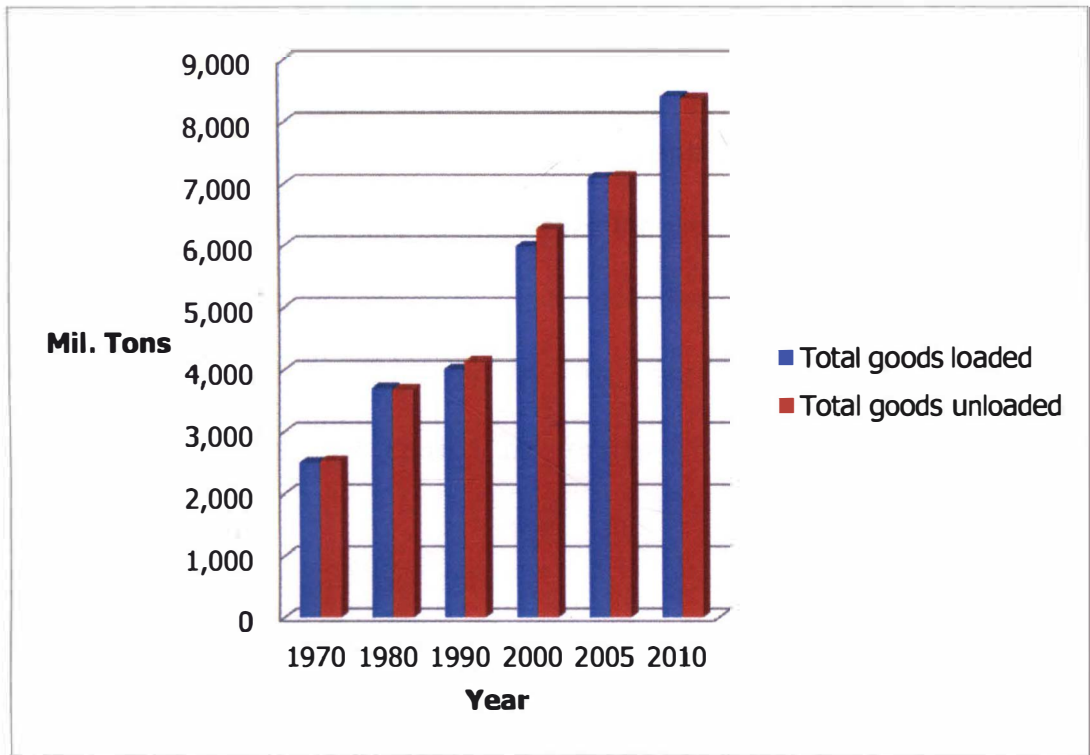


Figure 13: World seaborne trade, 1970 – 2010.
Source: www.iaphworldports.org

Figure 13 above shows that the world seaborne trade were increasing each year and it shows that maritime trade are getting important each year by the increasing of total goods loaded and unloaded each year. Besides, in Malaysia perspective, 90% of Malaysia’s international trade is seaborne [The Star online, 19/7/2010] therefore, maritime transport has become more crucial for the growth of Malaysia’s trade and economy.

With the growing of Malaysia’s industries and trade, therefore the shipping industry has become more crucial to support those since maritime

transport is the cheapest mode transportations in bulk. Besides, the national maritime policy was developed in order to increase self sufficient in shipping services and to reduce the heavy outflows of freight payments. However, with the growth of national shipping tonnage over the year (Table 1), there are still mismatch between the growing demands for shipping services and the ability to supply or to meet those demands. In 2010, about 70% to 80% of total Malaysia's trade were still carried by foreign shippers [The Star online, 17/10/2010].

YEAR	Number of ships	Gross tonnage
2005	3,658	7,189,240
2006	3,878	7,836,060
2007	4,291	9,925,703
2008	4,452	10,269,251
2009	4,677	11,193,951
2010	4,466	10,532,465

Table 1: Number of ships and gross tonnage of ships registered in Malaysia.
Source: Marine Department Malaysia

It is not only the lack of self sufficient of shipping services in Malaysia, but Malaysia also lack of men power to operate his own fleet. Deputy Transport Minister Datuk Abdul Rahim Bakri said that 45% of 35,000 seamen that

registered in Malaysia are foreigners [Business Times, 18/10/2010] and last year, again the same matter arise where only 50% of total Malaysian fleet are operated by Malaysians and the rest by foreigners [Director General of Peninsular Malaysian Marine Department, Harian Metro, 11/02/2012]. This shows that Malaysia are requires more seamen to work onboard Malaysian ships and there are a lot of opportunities in this sector.

Year	Types	Female	Male
2006	Foreign	12	2585
	Government	1	102
	Local	23	2461
2007	Foreign	20	4276
	Government	10	522
	Local	31	4181
2008	Foreign	41	4521
	Government	7	365
	Local	57	3723
2009	Foreign	59	9250
	Government	22	659
	Local	165	11110
2010	Foreign	76	10112
	Government	24	885
	Local	321	12505
2011	Foreign	61	8329
	Government	21	568
	Local	177	9627
Total		1128	85781

Table 2: Seafarers registration by gender, Malaysia.
Source: Marine Department Malaysia

As we all know, this industry or specifically seamen industry are dominated by men and Table 2 above has shown that, women are only occupied 1.8% of total registered seamen in Malaysia. From my experience, this career is not very popular among Malaysian citizens perhaps because of the nature of the career where people are required to stay apart from their family and it is rather a boring life. Therefore, by encouraging women to join this career, perhaps it will popularize this career among Malaysians, thus will counter the insufficiency of local seamen and forth will encourage more people to invest on shipping services. Therefore, it will slowly give some impact on foreign shippers since more local shippers are willing to meet the growing demand for shipping services.

CHAPTER 3: METHDOLOGY

3.1: Introduction

This research is conducted in order to find public perceptions on seafaring career for women and it is aimed to popularize this career to a different gender since this career is dominated by men. In addition, perhaps it will increase the number of local seamen and thus reduce the number of foreign seamen onboard Malaysian fleet in future.

Consistent with the research title, a total of 100 public respondents and 25 women seafarers within Malaysia have been selected randomly to make up the sample. These selected participants were answered a survey questionnaire.

The types of research that will be used in this study are qualitative and quantitative study. Qualitative study will be more focus on the reasons of their perception and quantitative study will be focusing on how many of the respondents agree and disagree with respect to the survey questionnaire.

Therefore, the primary data were obtained from interview sessions, statistic from the local authorities, reports and existing rules and regulations. Whereby, the secondary data were obtained by reviewing and analysing journals, notes, and articles whether published or unpublished materials.

3.2: Research design and method

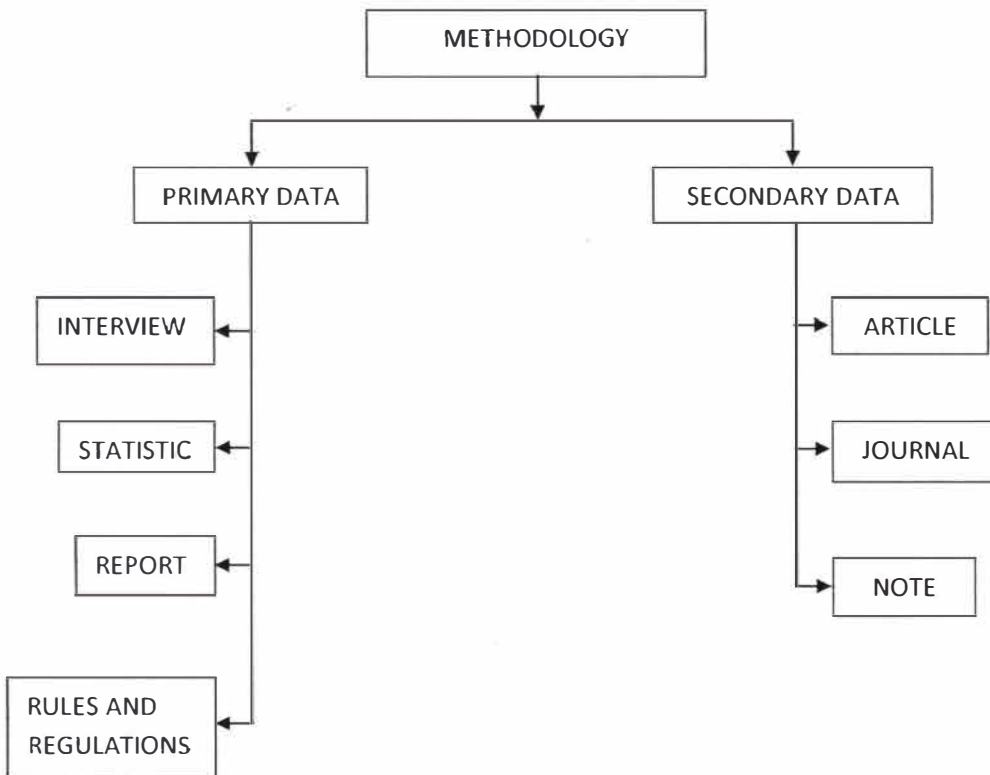


Figure 14: Methodology flow chart

The sampling method that being used in this research is random interview which being conducted in Malaysia. However, the respondents of this research were divided into two group, the public and women seafarer. They were given different set of survey questionnaire (refer appendix).

Then, answers from public will be compared with the answers from women seafarer to get the conclusion. As per objectives of this research:

- i. To find the public perception on women seafarer,
- ii. To compare the public perceptions with the women seafarer themselves;
and
- iii. To determine the suitability of women as a seafarer with respect to the
obtained result on objective i and ii.

To support the conclusion with respect to the aim of the research, it will be supported with reports, statistics and future of this career prospect.

3.3: Data analysis

For public respondents, 100 persons are selected because to ease up the calculation and to minimize the ratio between the women seafarer respondents and the public respondents since for women seafarer, I can only manage to get 25 of them. It is due to the difficulties on finding them plus the cost factor.

The ratio between the women seafarer and public respondents are 1:4 which mean 1 women seafarer are equals to 4 public respondents. The reason I chose this is because to ensure the validity of the data since the number of a women seafarer representing is not much which is less than 5 persons.

There are a total of 11 questions had been asked to women seafarer and 8 questions had been asked to the public. However, out of 8 questions on the question to public, only 6 of them were choose to compare with women seafarer answers. The questions are as follows:

1. What do you know about seafarers?
2. What do you think about the salary as a seafarer?
3. What do you think about seafarer's life style while onboard and at port (shore leave)?
4. Do you think seamen are womaniser, drinker, and gambler and involved in drug abused?
5. What is your opinion about women joining this career?
6. Will you encourage female to join this career?

Out of these selected questions, question number one, five and six are the most important or the key questions for this research. The result will be base on these three questions and will be supported by other questions from both selected and unselected questions.

CHAPTER 4: RESULT

4.1: Analysis of comparison question no. 1

For the first question, all of the selected public get the general idea of what seafarer is. Most of them said that seafarer is someone who works onboard ship or sailing, like fishermen and navy. However, when they were ask about merchant seafarer, majority of them said that seafarer is someone who “drives” a ship and sailing. Whatever their answer was, still they have the general idea on who seafarer is and for this question, it meets my hypothesis. Women seafarer on the other hand, explaining in general what their job is in general, which basically onboard ship there are 2 department; the deck side and engine side. Deck side are responsible on navigations, cargo operations and administrations where engine side are responsible for all the engineering aspects onboard the ship ranging from bath room, toilet, sewage to the main engine.

4.2: Analysis of comparison question no. 5

The fifth question is "What is your opinion about women joining this career?"

	PUBLIC	SEAMEN
Suitable	28%	68%
Not suitable	72%	44%

Table 3: Percentage comparison of public perception on suitability of women as a seafarer

Based on Table 8 above, it was found that this career is not suitable for women with majority of interviewed public voted that. However, majority of female seafarers said that this career is suitable for women to step into. Table 9 below shows the reasons for their selection.

	PUBLIC	SEAMEN
Suitable	Women also can do what men can do	Provided that physically and mentally fit
	If she's single	It's a very interesting job that women should try
	To raise up women's standard	
Not suitable	Heavy work	Risk to involved in problem (social) is high plus the work is heavy and far from family
	Not suitable because they are women	For those who just wanted to try
	If she's married (long term prospect)	
	High risk	

Table 4: Comparison of perceptions on the suitability of women as a seafarer

As shown on Table 4 and with referring to Table 3, 68% of total interviewed female seafarer said that this career is suitable for women to join but 72% of public on the other hand said it is not suitable. On calculation, 68% of female seafarers are equals to 17 female seafarers. Since the ratio of female seafarer to public is 1:4, then 17 needs to times with 4 and it is equals to 68 people. Which means, only 68 of them said that the career is suitable for women to join whereby 72 of public said it is not suitable.

If compare the number of female seafarer who said not suitable which is 44% with public who said suitable, 28% by using the same method as above, 11 interviewed female seafarers are equals to 44 of female seafarers said it is not suitable where 28 public said it is suitable. Which mean, nearly half of the female seafarers said that it is suitable. The simplified answer is as Table 5.

	PUBLIC	SEAMEN
Suitable	28	68
Not suitable	72	44

Table 5: Calculated comparison of public perception on suitability of women as a seafarer

4.3: Analysis of comparison question no. 6

The sixth question is will you encourage female to join this career?

	PUBLIC	SEAMEN
Yes	28%	68%
No	72%	44%

Table 6: Percentage comparison of public perception on encouragement of female to join this career

Table 6 above shown that majority of the selected public will not encourage female to join this career. Female seafarers however, majority of them give their support for those who want to join into this venture.

Using the same method of calculation and since the numbers are similar to the question no. 5, thus the result are as Table 7.

	PUBLIC	SEAMEN
Suitable	28	68
Not suitable	72	44

Table 7: Calculated comparison of whether they will encourage female to join this career or not

	PUBLIC	SEAMEN
Yes	High Income	But highly recommend for deck side
	Collect experience	Only for those who fit mentally and physically plus really interested in this career
	For personal courage	
	To sustain the nation at peace	
No	Differ from family background	It's a tough job and the challenges are coming from all aspect
	Gender difference since it is dominant by men	
	Not suitable in term of future prospect	
	High risk for women	
	Seamen are womanizer	

Table 8: Comparison of perceptions on encouragement of female to join this career

4.4: Final result

As foretold in the previous chapter, perception is based on a person's knowledge, experience, need, and desire. Besides, whatever perception that he or she makes, it depends on his or her world view. Therefore, by comparing between the public perceptions and female seafarer perceptions, which exposed to the real seafarer's world, we can generally determine whether public perception on seafaring career for women is true or not.

Based on the calculation, majority of the public said this career is not suitable for women to join too, and the value is exceeding the majority of agreed female seafarers. But, bear in mind that whatever perception that resulted from the public is not totally right since they did not involve in the real seamen life.

Therefore, I think it would be better to say that this career is suitable for women to join, provided that she must have a very strong heart, physical and mental with a very high determination and focus doesn't matter which department she will enrol either deck or engine department.

CHAPTER 5: DISCUSSION

By referring to Table 4 and Table 8, generally most of selected public were distrust on women's ability to work onboard, to carry heavy work and being far from family because of the weak, female character perception that last for centuries. Besides, this career is dominant by male, and their perceptions on the negative aspect of seamen also play a significant impact on their decision. To be fair, their perception is not wrong since some of female seafarers were also have the same opinion as them. However, it is only minority of seamen that act negatively. Besides, according to Marine Department Malaysia, there are no reports on female seafarer abuse onboard that they received [Mrs. Faridah, Personal communication].

In term of they need to carry heavy work (Table 4), actually based on the survey, majority (18) of female seafarer said that they have no problems in carrying duties (Table 9) because it is actually depend how a person carry herself onboard naturally, men are tend to look down on women and hardly follow women's order compare to men. Therefore, they need to put their selves well onboard and know how to tackle men professionally.

PROBLEMS ON CARRYING DUTIES	
Yes (7)	No (18)
But there will be someone assign to assist in carrying especially on heavy works (physical)	Need to put ourselves well because men are tend to not listening to women's order
Some of men who don't like female seamen will very unresponsive with us especially when we ask about something that we don't know	

Table 9: Reasons and number of female seafarer that experience difficulties and not having difficulties in carrying duties onboard

In social aspect, it is true that this career is dominated by male and it is also true that there are cases about man and woman seafarer onboard ship (intimate relation). However, actually it is only minority of the seafarers community are involved in such things because according to the survey, 20 out of 25 interviewed female seamen do not agree with the public negative perceptions on seamen such as womanisers, drinker, gambler, and involved in drug abuse. Plus, if we look into female seafarers answer (Table 10), both answers on agreed and not agreed sections are very positive on denying public negative perceptions.

OPINION ON NEGATIVE PERCEPTION OF SEAMEN	
Agree (5)	Not agree (20)
Long period at sea makes them feel homesick and hunger for sex, it's a kind of stress reliever	Its only minority, not all people are good people same on shore people
Depend on individual, but its controlled (rule/policy)	It's an old thought

Table 10: Female seafarer's opinion on negative perception of seamen

In terms of future career prospect, women are also having the same opportunity to grow in this field as men do. It is because, they hold the same certificate as men do and they do whatever job that they required to do onboard. Besides, if they want to stop sailing and work on shore, there are plenty of jobs that they can pursue for example, consultant, surveyor, ship inspector, and much more. Unfortunately, in Malaysia there are still no female ship captain yet, unlike in the European countries. Perhaps because of mentality of Malaysian are still tied with 'women's place is only in the kitchen' plus, this career is new to Malaysian women. In addition, Malaysian seafarers who sail onboard Malaysian ships are exempt from all taxes in Malaysia [Schedule 6, Exemption from Tax, Para 34(1)].

As mentioned on the introduction, my hypothesis on this research is people will think that this career is not suitable for women because of there will

be full of man onboard and they are shadowed with bad perception of seaman. After I have obtained the result and go over answers from the public, I found out that actually it is not mainly because of what I have mentioned in my hypothesis, but the main problem is the Malaysian negative mentality towards women.

CHAPTER 6: CONCLUSION

To sum up everything, I would like to mention again the objectives of my study are as follows:

- i. To find public perception on women seafarer;
- ii. To compare public perception with the women seafarer themselves; and
- iii. To determine the suitability of seafaring career for women with respect to the obtained result on objective i and ii.

After comparing both public perception and women seafarer, I found out that this career is suitable for women provided that she must have a very strong heart, physical and mental with a very high determination and focus doesn't matter which department she will enrol either deck or engine department. It is because, what people say about one matter is not always like what people said since it's involved his or her perception and sometimes, without knowing the real fact of that matter.

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APPENDIX



UNIVERSITI MALAYSIA TERENGGANU

PROJECT TITLE: PUBLIC PERCEPTION ON SEAFARING CAREER FOR WOMEN (PUBLIC)

Sila jawab soalan di bawah dengan jujur.

1. Terangkan apa yang anda tahu mengenai pelaut.
2. Apa pendapat anda mengenai gaji pelaut, adakah ia sama tinggi dengan gaji kerja di darat, lebih tinggi atau kurang dan sila jelaskan.
3. Apa pendapat anda mengenai gaya hidup (social) pelaut ketika di atas kapal dan di darat (cuti atau shore leave)?
4. Bagaimana dengan keadaan kerja mereka (sentiasa sibuk atau sebaliknya)? Sila nyatakan sebab.
5. Adakah anda fikir pelaut kaki perempuan, pemabuk atau yang setara dengannya?

YA TIDAK

Mengapa?

6. Adakah anda mempunyai rakan atau saudara yang bekerja sebagai pelaut? Dari mana anda memperoleh maklumat tersebut?
7. Apa pendapat anda jika wanita menjadi pelaut? Mengapa?
8. Adakah anda menggalakkan anak/saudara/adik perempuan anda untuk menjadi pelaut? Mengapa?



PROJECT TITLE: PUBLIC PERCEPTION ON SEAFARING CAREER FOR WOMEN

Please answer the questions below honestly.

1. As a women seafarer, can you generally explain what your job is all about?
2. How about working load? Is it same as men?
3. Are there any special privileges that you get as a women seafarer while onboard? – for example like special treatment from your superior or whatever.
4. What do you think about the seaman salary? Is it higher than on shore job and can you elaborate more on that?
5. As a women seafarer, do you have any problem on carrying your duties onboard due to difference in gender, life style (social), love (find a partner), people bad impression or others and can you please share with me?
6. As a women seafarer what do you think about negative perception on seafarer for example womanizer, drunker or etc.?
7. Are there any compliments that you received from the public and what are they usually said?
8. What is your opinion about seafarer life style while onboard (busy or just relax) and while at port?
9. Can you please give a review on what are the futures in this job as a women seafarer.
10. As a women seafarer, what do you think about women joining this venture?
11. Will you promote public especially women to join this venture?

Monday October 17, 2011

Shipping industry – sink or float?

Comment by STEVE CHIA

AMERICAN social reformer George Curtis was once quoted as saying that “it is not the ship so much as the skilful sailing that assures the prosperous voyage.” Being a traditional seafaring nation dating back to the spice trade, Malaysia remains a leading maritime nation.

We’re ranked 22nd based on the *Review of Maritime Transport 2010* published by United Nations Conference for Trade and Development. However, to facilitate a “prosperous voyage” and for our shipping industry to flourish further, the right policies and incentives must be in place.

In Budget 2012, it was proposed that the current 100% exemption of shipping income be scaled down to 70%.

Although ostensibly Malaysian shipping companies would now be subject to an effective tax rate of 7.5%, a more detailed review of the proposal reveals possibly a more draconian reduction of the incentive. Indication that the Government was reviewing the incentive became apparent when the findings of the Strategic Reform Initiatives Lab were made public during the

Economic Transformation Programme update in July this year.

Growing our industry

Admittedly, the tax exemption policy for shipping income hasn’t been reviewed in the last 27 years, so it is timely to do so now. However, at a stakeholders’ discussion organised by the Maritime Institute of Malaysia in September, many industry observers couldn’t help but feel that scaling down the exemption rate would be similar to taking two steps forward and three steps backward. The industry was caught by surprise that the scaling down was under consideration.

The development of the shipping sector in Malaysia has been closely linked to the national maritime policy, which was for the nation to achieve greater self sufficiency in shipping services and reduce the heavy outflow of freight payments.

Despite the growth of Malaysia’s shipping tonnage over the years, there seems to be a continuous mismatch between the growing demand for shipping services and the ability of our shipping industry to meet those demands.

As of today, about 75%-80% of total Malaysian trades are still carried by foreign shippers.

Has the existing tax incentive met its objective in growing the national tonnage? Although the increase in Malaysian tonnage over the said period can be attributed to a variety of reasons, there is no doubt the Section 54A exemption managed to create a nurturing environment for growth. Over the last decade, the Malaysian tonnage has nearly doubled – from 6.4 million deadweight tonnes (dwt) in 2000 to 12.4 million dwt in 2010.

Based on the statistics made available, even though about 176 companies have accessed the current incentive, only six shipping companies enjoy the bulk of the tax benefits due to the 80:20 rule. On the one hand, it appears that scaling down the incentive will not impact the industry too dramatically. The Government will also be able to collect additional revenue in excess of RM100mil annually.

However, the question at hand is whether our shipping industry will be able to compete effectively against our neighbours. The shipping industry is a highly promoted sector in most maritime nations – most shipping companies pay no tax or minimal tax.

Newer maritime nations like Singapore, Taiwan and, up till now, Malaysia, provided full tax exemption on shipping profits in order to catch up with the more established shipping nations.

A study of the tax incentives offered in various countries shows that

successful shipping nations have adopted the tonnage tax system to incentivise this industry. The main principle of tonnage tax is that the tax liability is based on vessel tonnage, instead of actual profits made from the vessels. The profit calculation is based on the registered tonnage of the vessel, multiplied by a fixed amount of deemed profit per tonne.

This system has been introduced widely in the European Union (EU), Japan, the United States, India and South Korea. As the tax is calculated based on the tonnage of the vessel, when the shipping business is doing well, the adoption of tonnage tax would give a very low effective tax rate, averaging less than 1%.

Even if the company is not profiting, it will still need to pay taxes because tax is now payable based on the tonnage it owns.

A holistic view

The proposal to tax 30% of the profits will make us less competitive compared with our international counterparts. Under this proposal also, shipping companies will be required to treat each Malaysian ship as a separate and distinct business source.

While preparing separate tax computations for each Malaysian ship is the norm, with the new proposal, if a particular ship is making losses, any unutilised capital allowance and tax losses of that ship will be ring-fenced. It cannot be used to offset against other

profitable ships. Additionally, the tax losses cannot be utilised against future taxable profits of this ship or any other ships either. This would result in shipping companies having an effective tax rate much higher than 7.5%.

The Malaysian maritime industry is at a crossroads. Granted, a review of the current fiscal incentives is timely. However, instead of scaling down the incentive, a broader spectrum of policies and incentives across the entire supply chain is needed to spur the industry to its next level. These factors need to be considered when assessing the effectiveness of the current incentive offerings:

- The contributions of the shipping industry in growing national tonnage;
- Increase in trade values and port throughputs;
- The growth of shipping-related services throughout the entire supply chain; and
- The emergence of Malaysian shipping companies with international presence.

It may be unrealistic to target growth in all these shipping sub-sectors at once, so we need to focus on the priority sectors, for example, the offshore support vessels, ship financing and ship management.

Malaysian shipping companies are facing turbulent waters – stagnating and competitive freight rates

juxtaposed against the increasing costs of new builds. The additional tax burden may jeopardise the already thin margins, particularly in the liner trade. It may just be the straw that breaks the camel's back, causing these ships to relocate to a more tax friendly nation.

Most importantly, the focus should not just be on creating an efficient shipping industry – it should be aimed at addressing issues in the entire system. The shipping industry plays a pivotal role in the development of Malaysia's economy. We need to take a holistic approach in reviewing the shipping incentives for the smooth sailing of the nation.

> Steve Chia is senior executive director of PwC Taxation Services Sdn Bhd.

Monday July 19, 2010

Looking to the seas as our economic lifeline

COMMENT By Dr POLA SINGH

I wonder how many of us know that approximately 70% of Malaysians live along coastal areas. In fact, 99% of Malaysians live within 100km of the sea! The people of Kelantan, Terengganu, Sabah and Sarawak, namely the coastal communities, most notably rely heavily on the seas for their economic activities.

We are both surrounded and separated by the oceans and seas and many of us are unaware that they are critical sources of food and nutrition and economic prosperity.

About 20% of our protein consumption comes from the sea.

The tribal communities value the seas and coasts for social and spiritual reasons.

In short, from time immemorial, the seas have played an immense socio-economic role to enhance our lifestyles.

Malaysia's 4,800 km of coastline also harbours a very rich ecosystem and biodiversity.

Our ecosystem consists of untold riches such as the coral reefs (among the oldest and largest in the world), mangroves, sea grasses, seaweeds, mudflats, estuaries and marine biodiversity.

Humans have close relationship with the marine ecosystem which also generates various economic activities. Coral reefs are important for marine tourism, shoreline protection, nursery and feeding grounds for fishes and potential sources of medicine.

In fact fisheries, shipping, oil and gas industry, tourism, aquaculture/mariculture, residential and industrial developments are vital economic sources and contributors to Malaysia's growth.

Our biggest income earner is oil and gas. Interestingly, nearly all our oil and gas fields are located offshore.

As of January 2009, the Oil and Gas Journal reported that Malaysia has proven oil reserves of four billion barrels.

The oil reserves can last us for another ten years.

Our natural gas reserves was 89 trillion cubic feet and based on current consumption patterns, gas reserves can last for another 36 years.

Malaysia is the second largest producer of liquefied natural gas (LNG) after Qatar.

In addition to offshore activities, the ocean and seas also offer renewable

energy generation potential, transportation corridors and recreational opportunities.

More than 90% of Malaysia's international trade is sea borne and passes through many seaports dotted along the nation's coast.

Marine transport remains crucial for growth as seaborne trade has traditionally been our lifeblood.

Tourism is among Malaysia's highest revenue earners after manufacturing and services.

The designation of Labuan Island as a prominent international offshore financial centre reflects the tremendous prospects of offshore economic activities.

However, our ecosystem and marine resources face great danger. Reefs suffer from dynamite fishing, overfishing, and harmful effects of coastal development, sedimentation, and coral bleaching.

The growing human population and density, pollution and unchecked coastal developments add to this misfortune.

Indiscriminate disposal of industrial, agricultural and domestic wastes leads to pollution. Adding to these woes are rising temperatures and sea levels

The Maritime Institute of Malaysia (Mima) has taken the lead to address our environmental woes and safeguard our maritime interests.

The Institute actively promotes sustainable management and protection of our marine and coastal biological resources through its research and related activities.

Although at the macro level, the government has initiated many efforts in the areas of coastal management, biodiversity conservation, pollution prevention and resource management, we as individuals have a very important role to play to protect our sea resources and natural habitats through sustainable development.

There has to be constant engagement and cooperation from the public in efforts to protect the seas and the marine environment.

It is crucial for private citizens to be concerned over the threats faced by our natural maritime resources and take actions to counter them by inculcating good habits and adopting an environmentally friendly outlook in life, such as reducing use of plastic bags, stop buying eggs of endangered turtles and end destruction to our coral reefs by practising responsible diving and not polluting our ocean.

Inculcating public awareness on the threats to our marine environment and appreciation of the importance of the seas are keys to protecting our maritime assets.

Damages can be minimised and in certain cases reversed if the public is aware of the multiple roles of the seas in helping to manage resources

in an ecologically sustainable manner.

The natural environment is dynamic and ever changing but the impact of human influence on marine environment can be managed.

It is therefore crucial for us to modify our behaviours and attitudes towards the seas and protect the fragile marine environment and ecosystems.

The “No Plastic Bag Day” campaign on certain days of the week is a step in the right direction.

Studies showed most plastics dumped end up in the oceans, adversely affecting nearly 200 different species of sea life. Bags find their way into the sea via drains and sewage pipes.

Fish and turtles die from ingesting the bags, mistaking them for food.

As consumers, we have the power to change things.

We can practise sustainable living through our own small efforts such as recycling plastic containers and bottles and purchasing reusable bags for shopping.

Mima celebrated the World Oceans day on 8 June 2010 with a series of activities aimed at increasing public awareness on the vital roles of the oceans and the marine environment in the daily lives of people.

We drew public attention and support to promote sustainable use of coastal and marine resources as

well as sustainable development of the ocean.

The quest to save the oceans should no longer be delayed.

■ *Dr Pola Singh is the director-general of Maritime Institute of Malaysia*

BusinessTimes

'More Malaysian seamen needed'

2010/10/18

The maritime industry in Malaysia needs more experienced local seamen because 45 per cent of the 35,000 seamen registered in the national maritime industry are foreigners, said Deputy Transport Minister Datuk Abdul Rahim Bakri today.

He said the shortage was due to the lack of interest among the young generation to take up a career in the maritime industry. "The shortage must be addressed to avoid over dependence on foreign seamen particularly those from Indonesia and the Philippines." "Those who are unemployed but have the necessary qualification to join the maritime industry should fill up the vacancy," he told reporters after opening the World Maritime Day Celebration 2010 at the national level in Port Klang.

Abdul Rahim said the industry was now short of *four* key posts namely Captains, Chief Engineers, Second Engineers and Ship Officers.

He said the maritime sector was perceived to be the most important sector in the transport industry as 96 per cent of all exports and imports worldwide were handled by container ships.

In his speech earlier, Abdul Rahim said the ministry and the Malaysian Marine Department had taken various initiatives to encourage the youths to become seamen, including organizing briefings on career and training.

He also disclosed that the Malaysian Maritime Academy (ALAM) planned to offer new courses to cater for the needs of the offshore sector and chemical tankers to attract more youths to take up a career in the maritime industry. -- Bemama --

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Perlu ramai pelaut

Oleh Raja Norain Hidayah Raja Abdul Aziz
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KUANTAN: Negara memerlukan lebih ramai pelaut untuk berkhidmat dengan kapal Malaysia kerana buat masa ini, kapal milik negara kebanyakannya dimonopoli pelaut asing dan keperluan itu dilihat sebagai mendesak

Ketua Pengarah Jabatan Laut Semenanjung Malaysia, Datuk Kapten Ahmad Othman berkata, jika dilihat daripada jumlah 4,000 kapal Malaysia, hanya 50 peratus daripadanya dikendalikan rakyat tempatan, manakala selebihnya dikendalikan rakyat asing. Katanya, untuk tahun lalu, kira-kira 30,000 pelaut asing berdaftar dengan Jabatan Laut Malaysia dan ia merangkumi kelasi sehinggalah ke nakhoda kapal.

“Apabila pelaut asing berkhidmat dengan kapal Malaysia, ia secara tidak langsung meningkatkan pengeluaran wang asing kerana kita perlu membayar gaji mereka mengikut nilai mata wang negara pelaut berkenaan.

“Jika kita dapat meningkatkan jumlah pelaut tempatan untuk berkhidmat dengan kapal Malaysia, ia secara tidak langsung dapat menjimatkan pengeluaran mata wang asing ini,” katanya.

Menurutnya, untuk mengatasi masalah itu, pihaknya giat mengadakan sesi ceramah kerjaya di seluruh negara dalam usaha menggalakkan lebih ramai rakyat, terutama lepasan sekolah untuk menceburi bidang kelautan.

Beliau berkata demikian dalam sidang media selepas Majlis Penyerahan Sijil Akreditasi Institusi Latihan Maritim dan Akreditasi Kursus Latihan daripada

Jabatan Laut Malaysia kepada Agensi Penguatkuasaan Maritim Malaysia (APMM), di Pusat Pendidikan dan Latihan Maritim Malaysia, semalam.

Hadir sama, Ketua Pengarah APMM, Laksamana Maritim Datuk Mohd Amdan Kurish dan Pengarah Pendidikan dan Latihan APMM, Laksamana Pertama Maritim Mohd Taha Ibrahim. Penyerahan sijil itu sekaligus menjadikan anggota APMM diiktiraf sebagai pelaut yang mempunyai sijil kelautan sah dan ‘laku’ digunakan sekiranya mereka mahu berkhidmat dalam perkhidmatan laut lain.

Mohd Amdan berkata, tujuan utama APMM memohon sijil akreditasi itu adalah bagi mewujudkan rangka pembangunan sumber manusia yang berasaskan kompetensi dan meningkatkan keupayaan dan struktur angkatan dalam melaksanakan operasi yang mencabar.

“Dengan adanya sijil ini, mereka boleh terus menyumbang bakti dalam bidang kelautan sama ada dengan berkhidmat dengan kapal dagang atau perkhidmatan laut lain selepas bersara.

“Apa yang penting adalah pencapaian yang kita peroleh ini apabila anggota bukan saja melaksanakan kerja penguatkuasaan dan latihan, tetapi juga diiktiraf sebagai pelaut mengikut piawaian Organisasi Maritim Antarabangsa,” katanya.

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