



The Chartered
Institute of Logistics
and Transport

September 2024

CILT Buzz

THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT SINGAPORE

The Causeway

A Centenary Connection

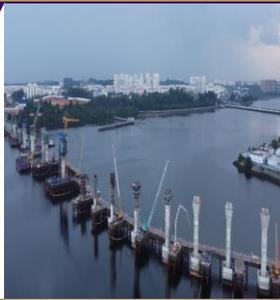
CONTENTS

Click on article to go to page



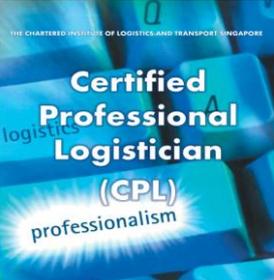
Chairman's message

03



JB-SG RTS Link

23



Pursue CPL & SCPD with SkillsFuture

07



Johor-Singapore Special Economic Zone

26



NEW!
My Career Portal

09



Like an F1 pit stop

29



The Causeway:
A lasting link

11



ASEAN: Building resilient supply chains

33



Birth of a vital link

14



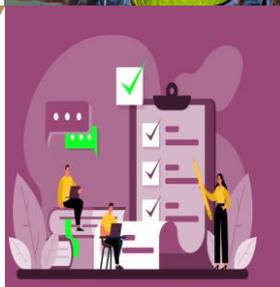
Growing the supply chain workforce

36



How the Causeway evolved

16



Mid-career support

39

FOR FULL HYPERLINK FEATURES IN CILT BUZZ:

- DOWNLOAD PDF file. Open with Adobe Acrobat (recommended).
- Current and past issues of CILT Buzz are downloadable at: <https://www.cilt.org.sg/post/cilt-buzz-archive>

CHAIRMAN'S MESSAGE

Listen to this article 3 min

Dear Colleagues,

LOGISTICS / MILITARY —The vibrant National Day celebrations brought great pride and joy to young and aged Singaporeans, with outstanding SAF's military displays by the RSAF, RSN and ARMY. The detailed planning and execution by Military Logisticians helped enormously, yet again, in the successful staging of this annual national event.



The Paris Olympics, was also a major international sports spectacle which entailed complex logistics and “green” Supply Chain capabilities by the organisers. Kudos to our young Olympic medal winners, and may they inspire even more sportsmen and women to greater heights in future.



AIR — The CAAS has “pioneered” a “USER-PREFERRED ROUTING” Air Traffic Management Concept involving trials on 38

flight routes operated by airlines of 4 countries, namely, Singapore, Indonesia, Australia and New Zealand i.e. Singapore Airlines, Garuda, Qantas and Air New Zealand.

The proposed shorter and more direct flight routings help to optimise airspace utilisation, reduce travel time, reduce fuel burn and carbon emissions. IATA, as well as the Civil Air Navigation Services Organisation (which represents air traffic control providers), are signatories to the Collaboration Agreement signed by CAAS together with the Air Traffic Management authorities of the four countries supporting the trial flights.

LAND — Malaysia has announced the Rapid Transit System (RTS) linking Johor Baru and Singapore has reached 83% completion. Once the current rail infrastructure work is completed, the system installation works - tracks, rolling stock, signalling systems and power supply – will commence. See page 22 for feature on the RTS Link.

MARITIME — The Baltic Exchange, in collaboration with Xinhua News Agency, announced the release of the 2024 Xinhua-Baltic [International Shipping Center Development Index \(ISCDI\) Report](#). Now in its 11th year, the report ranks the world's leading shipping centres. For the 11th consecutive year, Singapore was recognised as the world's leading shipping centre.

Ranking	2020	2021	2022	2023	2024
1	Singapore	Singapore	Singapore	Singapore	Singapore
2	London	London	London	London	London
3	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai
4	Hong Kong				
5	Dubai	Dubai	Dubai	Dubai	Dubai
6	Rotterdam	Rotterdam	Rotterdam	Rotterdam	Rotterdam
7	Hamburg	Hamburg	Hamburg	Hamburg	Athens/Piraeus
8	Athens/Piraeus	Athens/Piraeus	New York/New Jersey	Athens/Piraeus	Ningbo Zhoushan
9	New York/New Jersey	New York/New Jersey	Athens/Piraeus	Ningbo Zhoushan	Hamburg
10	Tokyo	Ningbo Zhoushan	Ningbo Zhoushan	New York/New Jersey	New York/New Jersey

Karmjit Singh
Chairman



**CILT INTERNATIONAL
COUNCIL OF TRUSTEES WEBINAR
3 SEPT 2024, 5.00 PM (SGT)**

WEBINAR | 10.00 - 12.00 BST
**MEET THE COUNCIL
OF TRUSTEES**
 3RD SEPTEMBER 2024

Register today to join our Council of Trustees for an introductory webinar giving you the opportunity to get to know the leaders of CILT International, ask questions and find out about the future plans and strategy for the Institute.

We are excited to announce the first exclusive online webinar to meet with the Council of Trustees for CILT International, which guides and structures the Institute’s activities.

For CILT members only. You will have the chance to:

- Ask any pressing questions and present any queries for our Trustees about CILT’s activities, initiatives and future plans
- Gain further transparency and visibility into the workings of the Institute
- Understand how the Council of Trustees supports individual members and the wider CILT community as a whole

[REGISTER](#)

**CILT UK WEBINAR:
HUMANITARIAN LOGISTICS –
SUPPLY CHAIN RESILIENCE IN
ACTION
10 OCT 2024, 2.30 AM (SGT)**

**CILT UK Webinar:
Humanitarian Logistics
– Supply Chain
Resilience in Action**

Thames Valley Group is privileged to welcome Alia Garaibeh, Regional Director for the Middle East, HELP Logistics, as speaker in their latest humanitarian logistics webinar.

Humanitarian actors today face a multitude of operational and environmental risks that can result in supply chain disruptions. Building resilient supply chains is key to ensuring the availability of life-saving commodities and begins with understanding the operating environment and the contextual factors that make them susceptible to disruptions.

Registration for CILT members is free. For non-members registration is £5.00 inc. VAT.

[REGISTER](#)

SEE THE BUZZ: CILTS, Members & Friends

CIVIL SERVICE COLLEGE / MINISTRY OF FOREIGN AFFAIRS PROGRAMME



At the invitation of the Civil Service College (CSC), a statutory board under the Public Service Division, CILTS 2nd Vice Chairman and Director of Business Development Edward Lau was a speaker at the **Singapore Cooperation Programme on Supply Chain Management**, conducted jointly by CSC and the Ministry of Foreign Affairs.

Mr Edward Lau spoke on '**Current Trends in Supply Chain Management**' to 30 mid-to-senior level government officials from developing countries in Asia, Africa, Europe and the Pacific Island States.

MPA SINGAPORE SAFETY@SEA (SS@S) WEEK

The 11th edition of the Singapore Safety@Sea (SS@S) Week returns with the theme '**All Hands On Deck: Safety First!**'. This annual event brings together the maritime community to discuss safety at sea and share best practices on [#maritimesafety](#).



A key highlight was the launch of the new Safer Seas Volunteer Programme (SSVP), with 17 volunteers appointed to support search and rescue (SAR) efforts in Singapore's waters. Developed by MPA with support from the pleasure craft community and marina managers, the SSVP provides volunteers with specialised training to assist in emergency situations. Under the programme, MPA may contact volunteers whose craft are in the vicinity of an incident to request their assistance to search and report sighting of man overboard (MOB) to MPA.

Source: [LinkedIn \(MPA\)](#)

WiLAT GLOBAL NEWSLETTER

Our Women in Logistics and Transport (WiLAT) forum share the 12th edition of their global newsletter: [Wings of Change](#)

SOON TO BE ANNOUNCED:

**ANOTHER NEW CILTS
COLLABORATION**

Watch out for the exciting news on the CILTS website and next month's edition of CILT Buzz!

LOGISTICS & TRANSPORT DISRUPTION UPDATE



After the CrowdStrike IT Outage: Lessons Learned & Restoring Confidence

People will remember July 19, 2024, for a long time, whether they are IT professionals or not. That day will become a part of technology folklore. The time for tactically focusing on recovery has passed. Technology leaders and professionals need to inspire confidence in stakeholders and the general public. They must be able to communicate the lessons of July 19th and what must be done – and not done – moving forward.

Join this complimentary Gartner cyber risk webinar as a panel of Gartner experts leading the research on this incident offer the latest insights on addressing stakeholder concerns, avoiding overreaction, building better capacity for the inevitable next IT crisis and celebrating some success stories from the trenches. You will walk away from this session with answers to your vital questions and recommended actions to help you achieve your goals.

- **Address stakeholder concerns on the impact of the global IT outage**
- **Build better capacity for the inevitable next IT crisis**
- **Identify longer-range implications and remedies**

WATCH WEBINAR (1 hr)

SOURCE

[Gartner](#)

PURSUE CPL & SCPD PROFESSIONAL CERTIFICATES WITH SKILLSFUTURE

Use Your SkillsFuture Credits – Pay No Cash*

Up to 90% Government Subsidy from SkillsFuture

You pay only \$63.50 per SCPD module (UP: \$545)* with your SkillsFuture Credits

*Subject to SkillsFuture eligibility

Singapore Citizen (SC) aged 40 and above	\$63.50
Singapore Citizen aged below 40 Singapore Permanent Resident (PR)	\$163.50
SC or PR sponsored by SME	\$63.50
Non-SC/PR (no subsidy)	\$545

COURSE FEES PER SCPD MODULE

Additionally, NTUC members are eligible for Union Training Assistance Programme (UTAP) funding.

PROGRAMME STRUCTURE

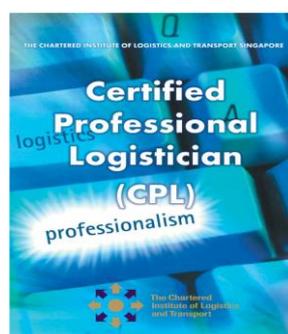
The CILTS [Supply Chain Professional Development \(SCPD\) Programme](#) comprises two levels, the **Advanced Professional Certificate** (four modules: SCPD05-08) and the **Professional Certificate** (four modules: SCPD01-04). The SCPD modules, progressively updated to keep abreast of advancements in the industry, have a substantial fit with the [Skills Framework for Logistics](#) published by SkillsFuture, a Singapore Government initiative and the [Key Knowledge Areas](#) published by CILT International.

The syllabus for the Advanced Professional Certificate level also addresses the knowledge competency for the **Certified Professional Logistician (CPL)** certification, which is exclusively awarded by CILT Singapore. CPL candidates taking the four advanced SCPD modules shall proceed to sit for the CPL Examination upon meeting eligibility conditions of work experience and qualifications. Successful candidates shall be awarded the CPL certificate.

Click on image for more information:



Enrol for SCPD



Certified Professional Logistician (CPL)



SCPD modules

CPL RENEWAL

Successful completion of an SCPD module is accepted as proof of Continuous Professional Development for CPL renewal.

Enquiries: secretariat@cilt.org.sg

SkillsFuture credits can be used for more than 30,000 new online courses from Aug 28

Starting from Aug 28, Singaporeans can access more than 30,000 new courses on two online learning platforms using their SkillsFuture credits.

Learners can offset a 12-month subscription fee on Coursera and Udemy Business to get access to courses on topics such as data science, business management and artificial intelligence (AI).

The Coursera subscription gives access to more than 7,700 courses, 2,500 guided projects – tutorials for new skills – and 130 professional certificates, while Udemy's subscription will give access to 27,000 online courses.

Singaporeans aged 25 and above can offset the subscription fees for the two platforms by using the SkillsFuture opening credit of \$500 and the one-off top-up of \$500 given in 2020. The subscriptions can be claimed via the [MySkillsFuture](#) portal.

SOURCE

[The Straits Times](#)

Use Your SkillsFuture Credits for CILTS Supply Chain Professional Development (SCPD) Programme

Each SkillsFuture-subsidised SCPD module (SCPD01-08) costs only **\$63.50¹ / \$163.50²** payable through SkillsFuture credits

¹ Singapore citizens aged 40 and above

² Singapore citizens aged below 40, and Permanent Residents

(more details on SCPD on page 7)

MY CAREER PORTAL

- 

UPS ASIA GROUP PTE. LTD.

Supply Chain Solutions Senior Marketing Manager

📍 East 🕒 Permanent ... 🏢 Manager 🏷️ Logistics / Supply Chain ...

\$10,000
to \$19,000

Monthly
- 

MICROSOFT REGIONAL SALES PTE. LTD.

Technology Specialist – Finance and Supply Chain

📍 Central 🕒 Permanent ... 🏢 Professional 🏷️ Information Technology

\$10,000
to \$19,000

Monthly
- 

OFFICE PRODUCTIVITY SOLUTION PTE. LTD.

Procurement and Supply Chain Director

📍 Islandwide 🕒 Permanent ... 🏢 Middle Management

🏷️ Logistics / Supply Chain ...

\$7,500
to \$9,500

Monthly
- 

STARZ ADVISE MANAGEMENT PTE. LTD.

Director of Supply Chain - ISG (SG)

📍 Islandwide 🕒 Permanent ... 🏢 Senior Management

🏷️ Logistics / Supply Chain

\$16,000
to \$20,000

Monthly
- 

BOEHRINGER INGELHEIM SINGAPORE PTE. LTD.

Head of Demand Supply Planning AH & HP, ROPU ASKAN

📍 East 🕒 Permanent ... 🏢 Middle Management

🏷️ Healthcare / Pharmaceutical

\$11,581
to \$22,583

Monthly
- 

GME CHEMICALS (S) PTE LTD

Regional Supply Chain Manager

📍 Central 🕒 Permanent ... 🏢 Manager 🏷️ Logistics / Supply Chain

\$8,000
to \$10,000

Monthly

For more career search:

- SOURCE
- [My Careers Future](#)



Talent Acquisition - Human Resources

CILTS Board Director for Corporate Membership, Mr Eddie Sng, Supply Chain Consultant and former Managing Director of Agility International Logistics, shares his thoughts and perspectives on Human Resources.

Employees join companies but people work for people. In the race for talent acquisition, the name of the game is now talent retention ahead of talent acquisition.

Post COVID pandemic, the workforce landscape has changed forever. Long serving staff are leaving their careers behind and it is even more difficult to hire new talent. So, when a company is successful in acquiring new talent, the question now is “How do we keep them with the company?”

Company culture and leadership are critical in today’s environment - more so in the age of Gen Z employees and social media.

Many managers today are the "baby boomers" and those called Gen X. Their outlook in life and work is vastly different from the current Gen Z. Adaptation and expectation management is critical on both parts. For the Boomer manager, they have to understand the mindset of the Gen Z worker. Likewise, the Gen Z worker needs to pay attention when speaking with a Boomer manager. Both parties need to give-and-take in order to create a positive working environment.

Next comes leadership by example - what you say versus what you do it critical. Gen Zs will question and challenge and if they are not satisfied, they leave. Leaders may establish a set of values but if they don’t practise what they preach, or worse, go against what they espouse, the staff will know it’s just a show.

Similarly, there is no place for favouritism because it builds camps and cliques and promotes office politics. And when the company is an SME with less than 30 employees, how the leader behaves is even more visible and open to criticism. Why is one group more important than another? Regardless of designation or department, all employees must be treated the same. It’s easy to say, but definitely difficult to put into practice. But we try.

Back to my original statement - employees join companies but people work for people. Humility, compassion, transparency and integrity goes a long way in being a good manager/leader. Only then will they be able to retain good employees and grow the company.

Think about it this way - when was the last time you quit a job and was the reason for leaving because of the company’s policy or director or was it because of an individual managing the company? What do you think?

THE CAUSEWAY

A Lasting Link Between Two Neighbours



Listen to this article 5 min

The Johor–Singapore Causeway is a 1.056-kilometre causeway consisting of a combined railway and motorway crossing that links Singapore to Malaysia. It is one of the world's busiest border crossings, with 360,000 travellers and 100,000 vehicles daily. The causeway also serves as a water pipeline between the two countries. Since March 2022, both countries have permitted pedestrians to walk along the Causeway by foot, but this is not a common occurrence.

1. Historical Context

The Johor–Singapore Causeway, affectionately known as the "Wooden Bridge" in its early days, emerged as a testament to human ingenuity and cooperation. Constructed during the British colonial era, it symbolized the shared aspirations of Singapore and Johor—a bridge across time and space that would shape their destinies.

2. The Physical Link

The Causeway spans the Johor Strait, connecting Woodlands in Singapore to Johor Bahru in Malaysia. Its 1,056-meter length stands as a tangible link between the two territories. But its significance extends far beyond mere concrete and steel.

3. Facilitating Cross-Border Movement

Before the pandemic, the Causeway buzzed with activity. Daily commuters—workers, students, and families—crossed its expanse, weaving a complex social fabric. Here's how it facilitated movement:

- **Daily Commutes:** Over 300,000 people traversed the Causeway daily, commuting to jobs, schools, and medical facilities.
- **Trade and Commerce:** Trucks laden with goods rumbled across, ensuring a steady flow of supplies.
- **Tourism and Leisure:** Travelers explored both sides, savouring diverse cuisines, shopping, and cultural experiences.

4. The Supply Chain Nexus

a) Food Security

Johor plays a pivotal role in Singapore's food security. Let's delve into specifics:

- **Eggs:** Johor produces a significant portion of Singapore's eggs. These humble oval wonders sustain breakfast tables across the island.
- **Palm Oil and Fruits:** The Causeway channels palm oil, tropical fruits, and vegetables into Singapore's bustling markets.
- **Tubers, Pork, and Fish:** Johor's fertile soil yields tubers, while its farms raise pork and harvest fish for Singaporean tables.

b) High-Value Shipments

Beyond sustenance, the Causeway facilitates high-value exports:

- **Flowers:** Johor's flower farms bloom with vibrant orchids and other blossoms. These delicate blooms find their way to international markets via Changi Airport.
- **Ornamental Fish:** Aquaculture thrives in Johor. Exquisite ornamental fish—swirling with colours—embark on global journeys from Singapore's ports.

c) Intermediate Inputs

Singapore's manufacturing and logistics sectors rely on Johor's intermediate inputs. Raw materials, components, and machinery traverse the Causeway, powering industries on both sides.

5. Economic Synergy

Strategic symbiosis between Johor and Singapore. Their economies intertwine:

- **Manufacturing:** Singapore's precision engineering and electronics benefit from Johor's proximity.
- **Logistics and Warehousing:** Johor's logistics hubs support Singapore's global trade.
- **Tourism:** Visitors explore Legoland, Iskandar Puteri, and the vibrant streets of Johor Bahru.
- **Workers travel between Malaysia and Singapore for their jobs.**
- **Education and Health Services:** Students and patients access educational institutions and medical facilities on either side.
- **Shopping and Leisure:** People explore shopping opportunities and leisure activities.
- **Gateway to the World:** The Causeway acts as a gateway to destinations beyond Singapore and Johor.

6. Challenges and Adaptations

The Causeway isn't without challenges. Traffic congestion, maintenance, and security concerns persist. Yet, both nations adapt. The upcoming Rapid Transit System (RTS) link promises seamless rail connectivity, easing congestion and enhancing cross-border mobility.

The Johor–Singapore Causeway transcends its physical form. It's a conduit of dreams and a lifeline for millions. The Causeway stands as a testament to cross-border cooperation, enabling the flow of essential goods, services and people—a lifeline that continues to shape both nations' destinies.

A LASTING LINK BETWEEN 2 NEIGHBOURS. As it enters its second century, may it continue to bridge hearts, minds and futures.

[Listen to this article](#) 4 min

Birth of a Vital Link



Background and conception

From the 19th century, Malaya's commodities such as tin, rubber, pepper and [gambier](#) were largely shipped through the port at Singapore, a British colony. These materials were transhipped across the Johor Straits by ferry. The early 1900s saw a rise in cross-straits traffic of both goods and passengers, and the ferry system grew increasingly congested.

By 1911, the demand for the ferries was so high that they had to be operated round the clock. The volume of traffic and high maintenance costs of the ferries led the colonial authorities to search for an alternative system.

In 1917, the British government commissioned consultant engineer Coode, Fitzmaurice, Wilson & Mitchell to prepare plans for the causeway, which were presented to the FMS, [Straits Settlements](#) (SS) and Johor governments in 1918.

Construction

In June 1919, the colonial authorities awarded the contract for the Causeway's construction to Topham, Jones & Railton, a London-based engineering firm. The Causeway was the largest engineering venture in Malaya then. The quarry on [Pulau Ubin](#) was re-opened to supply rubble and crushed stone, and the granite supply was later boosted by stone from the Bukit Timah quarry.

In April 1920, a ceremony was held to mark the laying of the Causeway's foundation stone. The ceremony culminated in the emptying of the first two loads of rubble containing some 500 tons of granite into the straits.

Opening

The straits were sealed up by June 1923 and the Causeway was opened to goods trains from 17 September. On 1 October, the Causeway was opened for public use and the first passenger train that travelled across it arrived at the Tank Road station in Singapore at 7.41 am. A Causeway toll, which amounted to 40 cents for first-class carriage passengers, replacing the ferry fee, was introduced.

Officially opened on 28 June 1924, the Causeway's construction involved more than 2,000 workers, both locals and Europeans, over nearly five years and used 1,599,900 cubic yards (1.22 million cu m) of stone.

On 28 June 1924, the Causeway's official opening ceremony was held in Johor Bahru, and a public holiday was declared there. During the ceremony, the Malay rulers and British officials were the first to be driven across it in a convoy of 11 motorcars, after which the roadway was opened for public use.

Japanese Occupation and the post-war period

During the Japanese invasion of Malaya, retreating British troops set off two explosions on the Causeway on 31 January 1942. The first wrecked the lock's lift-bridge, while the second caused a 21.33-metre gap in the Causeway. The pipelines carrying water to Singapore were also severed. The Japanese subsequently constructed a girder bridge over the gap before taking control of Singapore.

Independence period

Following Singapore's separation from Malaysia in August 1965, the Causeway became the border connector between the two countries. Immigration checkpoints were built on both sides, with passport controls implemented on the Singapore side from June 1967 and on the Malaysian side from September.

Expansions

In 1964, the Causeway was broadened. It was further widened in 1976, and again from 1989 to 1991, to accommodate the growing traffic. Customs and immigration facilities on both sides were also expanded several times, with these expansions being accommodated through land reclamation.

SOURCE[National Library Board](#)

How the Causeway evolved over 100 years

How did people and goods travel across the Johor Strait before the Causeway existed? They went by rail and ferry boats.

Passengers in Singapore had to disembark in Woodlands on the Singapore-Kranji Railway, and then board ferry boats to cross the Johor Strait. There were two steam-powered ferry boats – one named Singapore and the other Johore. Each ferry could take up to 160 passengers. By 1912, a third ferry, named Ibrahim, was deployed.



A ferry boat at the Johor jetty.

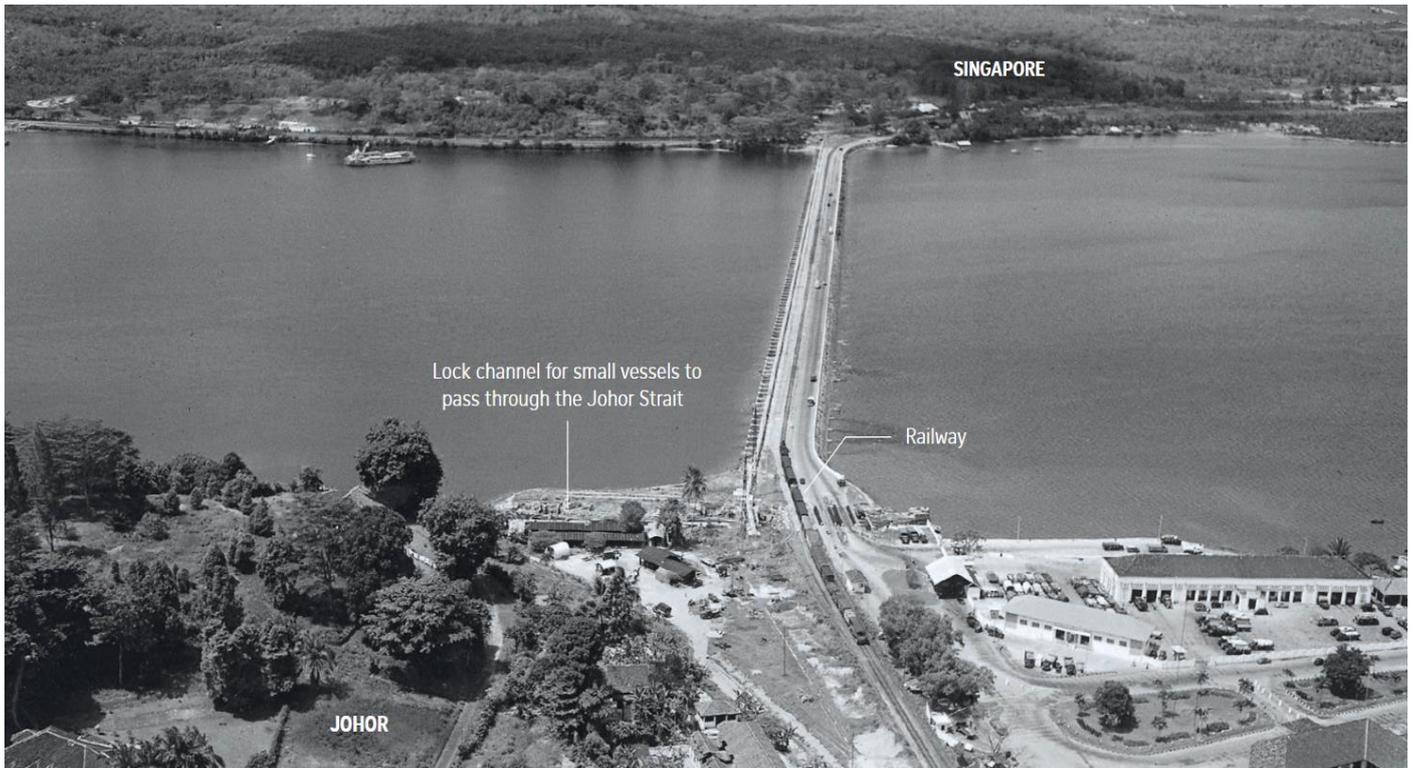
Wagon ferries, or train ferries, were introduced in mid-1909 to keep up with demand and ease congestion. Used initially for transporting goods across the Johor Strait, they were barges specially outfitted with railway tracks and were capable of transporting whole train carriages.



Each wagon ferry could carry six train carriages per trip.

In 1919, construction of a causeway commenced. The Causeway's foundation is made mostly of rubble and crushed stone from Pulau Ubin, which were cheaper alternatives to steel that would have been used to build a bridge.

A stone causeway would also be more resistant to bombing if it were attacked during a war. **Construction was officially completed on June 11, 1924** – three months ahead of time. It was then the largest engineering project undertaken in Malaya.



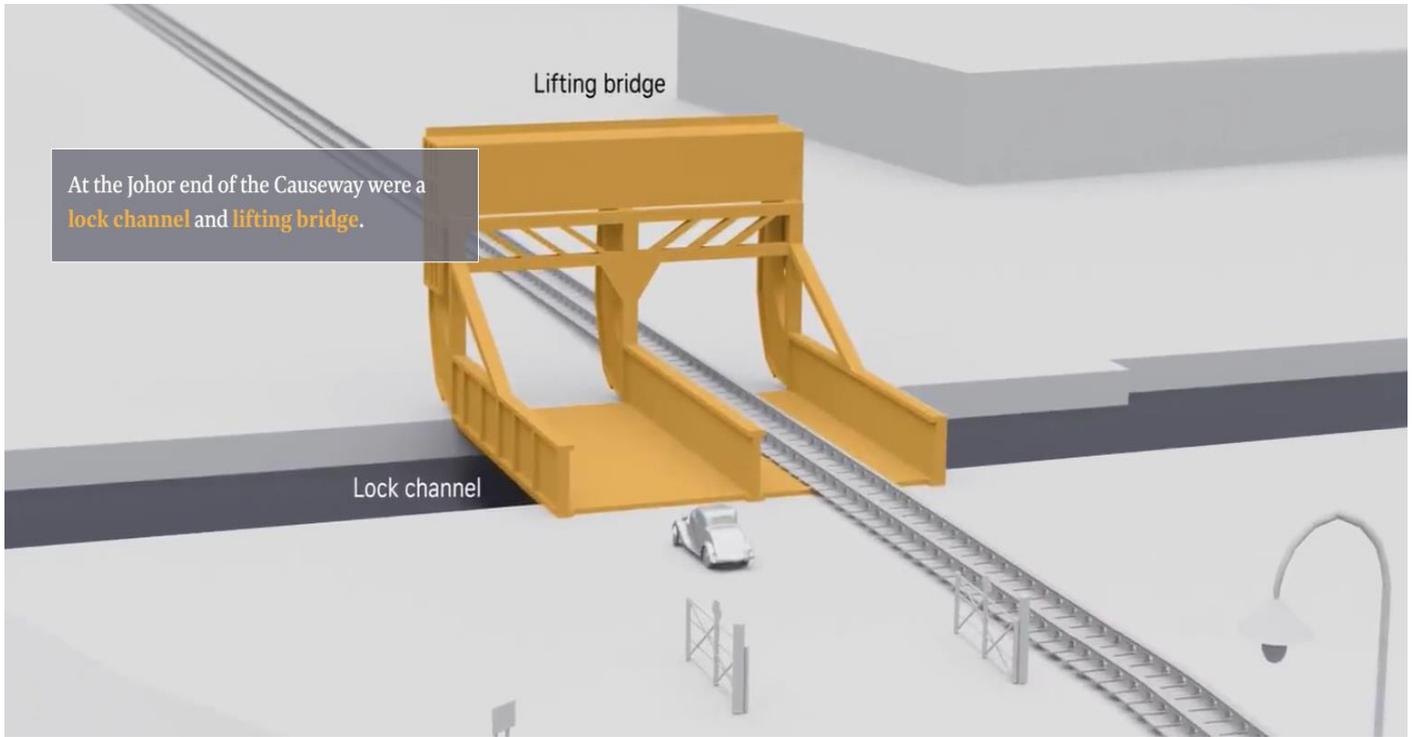
The total cost of construction – about 17 million Straits dollars – was borne jointly by the governments of the FMS, Johor and Straits Settlements.



How the original Causeway looked in 1924.

The original Causeway was 1.056km long and 18.3m wide. It was made with more than 1.15 million cubic m of rubble, quarried from Bukit Timah and Pulau Ubin. **There was a single motorway track, a footway and a railway track.**

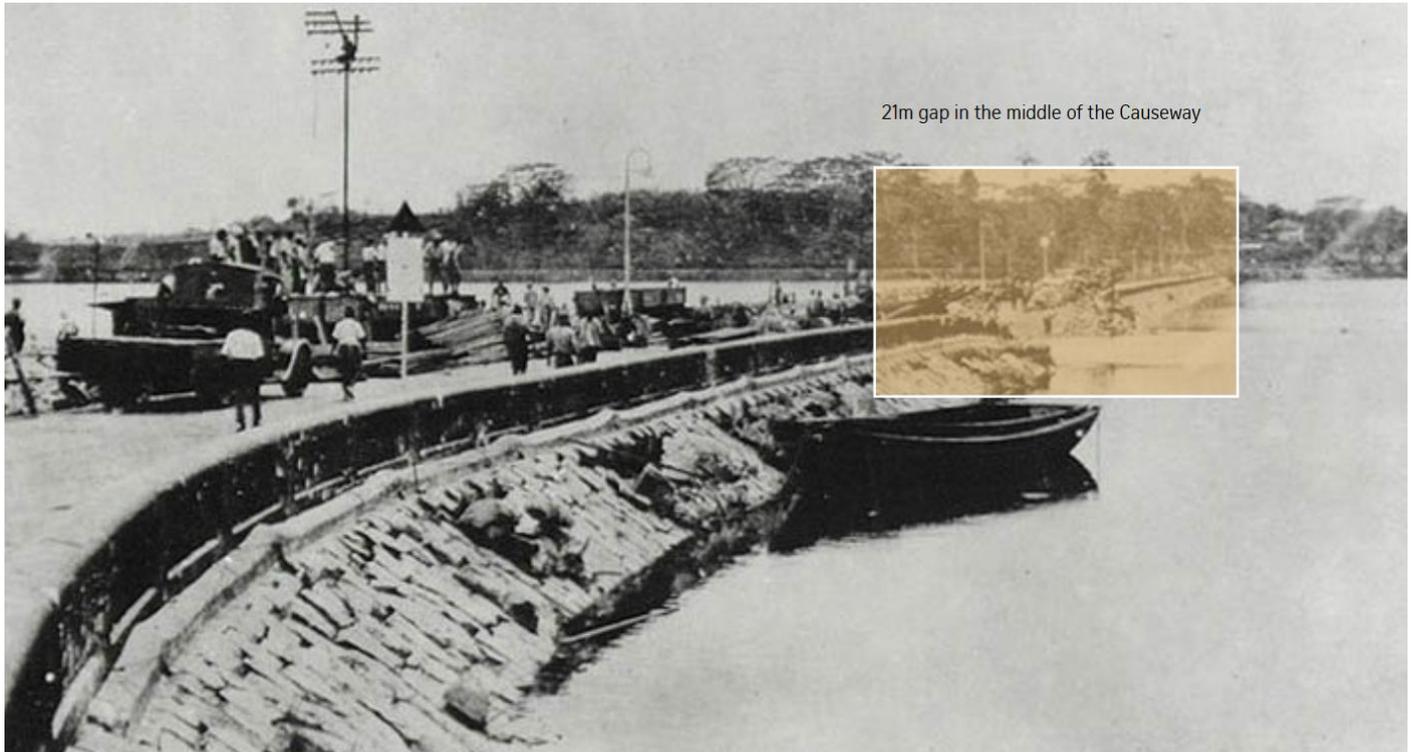
The lock channel and lifting bridge were built to allow small vessels to pass through the Johor Strait. Today, the lifting bridge and lock channel no longer exist. They were destroyed by British explosives during World War II to prevent Japanese troops from advancing.



The Lock Channel on the Johor side.

During World War II, parts of the Causeway were blown up to prevent Japanese troops from advancing.

Reports indicate there were two great explosions – one wrecked “the steelwork lock system” and the second blew a 21m-wide gap in the Causeway itself (see photo below). The second demolition also severed the pipeline carrying water from Malaysia into Singapore.



From 1967, travellers crossing the border from either side were required to carry passports and have them stamped on their entry and exit. To coincide with the launch of immigration control, special 64-page passports were issued to Singaporeans and were valid for travel only between Singapore and West Malaysia.

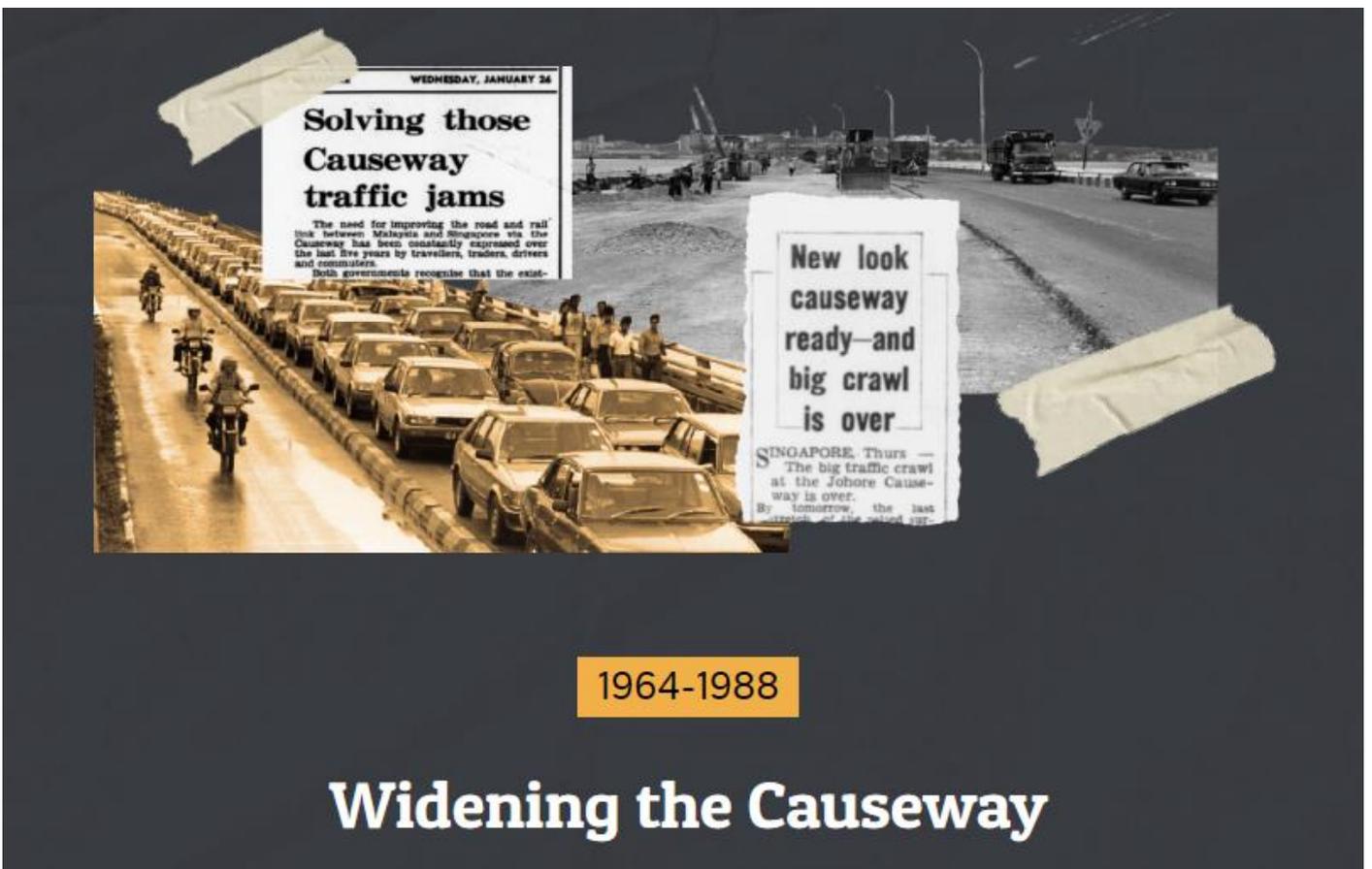
However, it was not until 1964 that work to widen the Causeway began. Between 1964 and 1988, the Causeway was widened three times to cope with the increased volume of trade and human traffic. It was further widened between 1989 and 1991.

But the most significant move was between 1974 and 1976, when the Causeway was expanded from three to six lanes.

One development was the special lane for lorries carrying perishable goods from Malaysia to Singapore. There were 50 to 60 such lorries plying the route every day. The special lane was implemented in 1985, allowing lorries to use it between 6am and 8am. Today, there are dedicated lanes for heavy vehicles such as lorries and buses.



A heavy traffic jam on the Causeway before it was widened in 1976.



WEDNESDAY, JANUARY 24

Solving those Causeway traffic jams

The need for improving the road and rail link between Malaysia and Singapore via the Causeway has been constantly expressed over the last five years by travellers, traders, drivers and commuters.

Both governments recognise that the exist-

New look causeway ready—and big crawl is over

SINGAPORE, Thurs — The big traffic crawl at the Johore Causeway is over. By tomorrow, the last stretch of the road will

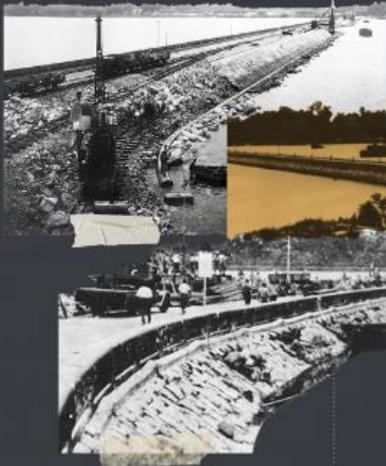
1964-1988

Widening the Causeway

War, separation, congestion. Here are some of the Causeway's milestones in the past 100 years.

1919-1924

Under the British government, construction of the Causeway began in 1919 and took about five years to complete. An opening ceremony was held on June 28, 1924.



1964-1988

The Causeway was widened three times during this period. The biggest expansion happened between 1974 and 1976 when it was widened from three to six lanes.



1996-2006

During this time, there were calls from Malaysia to replace the Causeway with a bridge. Malaysia eventually scrapped the plan in 2006.



1942

Parts of the Causeway were blown up during World War II, leaving a 21m-wide gap.



1967

Immigration checkpoints and passport controls were implemented and built on both sides after Singapore's separation from Malaysia.



2020

Borders were closed to stop the spread of Covid-19. Only food supplies and essential goods were allowed across the Causeway. It reopened on April 1, 2022.



In 1998, the Second Link was built, becoming the second vehicular link between the two countries. The Second Link – a 1.9km-long bridge linking Tuas in north-west Singapore to Tanjung Kupang in Gelang Patah, located in south-west Johor – opened without much fanfare.

The [Johor Bahru-Singapore RTS Link](#), which is slated to be completed in 2026, will facilitate the flow of people using public transport. However, those travelling in motor vehicles, as well as trucks carrying food supplies and goods, will still have to use the Causeway or the Second Link.

SOURCE [The Straits Times](#)

JB-SG RTS LINK

New link will ease traffic congestion



A railway viaduct is taking shape across the Strait of Johor. A trestle bridge has also been erected.

To alleviate traffic congestion on the Causeway and Tuas Second Link, especially during festive seasons, the Johor Bahru–Singapore Rapid Transit System (RTS) Link will run in a north-south direction connecting Bukit Chagar station on the Malaysian side and Woodlands North station on the Singaporean side.

Passenger operation is expected to commence by January 2027 and is projected to reduce traffic on the Causeway by at least 35%, with an estimated **10,000 passengers per hour in each direction**.

As of July 2024, the RTS Link rail infrastructure is 83 % completed.

The RTS Link is a light rail stretching 4km. The project is estimated to cost \$2.9 billion. Touted as a game changer by both the Singapore and Malaysia governments, the rail shuttle service is expected to ease traffic congestion on the Causeway, an issue that has frustrated hundreds of thousands of daily commuters and day-trippers for years.

The RTS route

The four-carriage RTS Link train will travel between the underground Woodlands North station in Singapore and the above-ground terminus at Bukit Chagar, which is next to the JB checkpoint. **Travelling at about 80kmh, it will complete the journey in just six minutes. Train frequency is expected to be 3.6 minutes during peak hours.** On the Singapore side, passengers will be able to transfer from the RTS Link to the Thomson-East Coast Line (TEL) via an underground link, without needing to exit the station.



To expedite arrivals, a **single-point clearance immigration system** has been proposed. According to Singapore’s Land Transport Authority, there will be joint Customs, Immigration and Quarantine facilities at both RTS stations. Passengers will need to clear both Singapore and Malaysia immigrations only at the point of departure.



Artist’s impression of the RTS Link Woodlands North station.

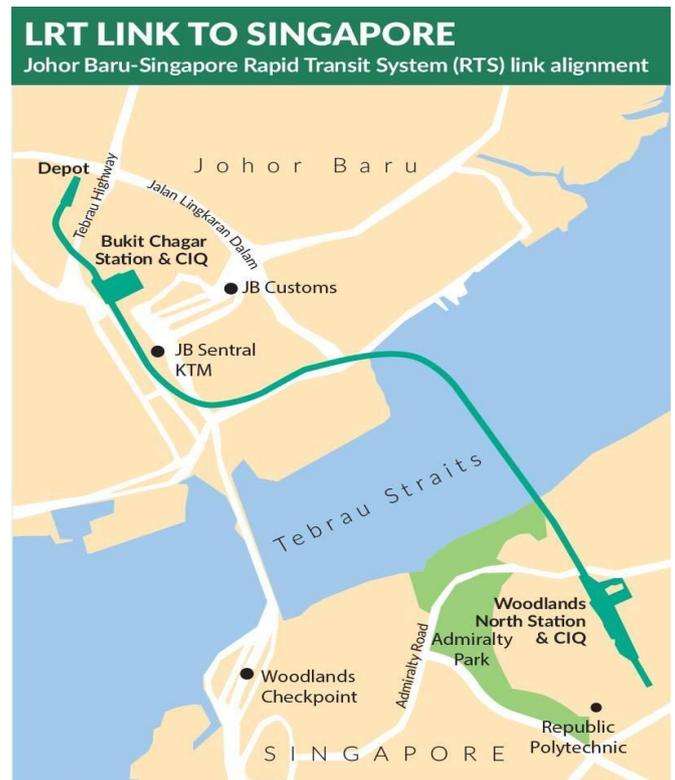
Artist’s impression of the RTS Link Bukit Chagar station.

SOURCE

[The Straits Times](#)

RTS Link at a glance

- Rapid transit system between Bukit Chagar (Johor Bahru, Malaysia) and Woodlands North (Singapore)
- Approximately 4 km long: 2.7 km in Malaysia, 1.3 km in Singapore
- Served by 8 sets of 4-car light metro trains; maintenance depot at Wadi Hana (Malaysia)
- Co-located customs at each end
- Operated by an SMRT-Prasarana joint venture
- Maximum capacity of 10,000 passengers per hour per direction



Video preview of RTS Link



[Click on image to view](#)

[Listen to this article](#) 5 min

JOHOR-SINGAPORE SPECIAL ECONOMIC ZONE (SEZ) Set to Boost Supply Chain

There has been much excitement about the [proposed Johor-Singapore Special Economic Zone \(SEZ\)](#) since a Memorandum of Understanding was signed between Singapore and Malaysia in January 2024.

During his introductory trip to Malaysia on 12 June 2024, Singapore Prime Minister Lawrence Wong highlighted the potential of the SEZ, saying that it could unlock massive economic benefits for both countries.

Touted as a potential “Shenzhen of Southeast Asia”, details of the geographical scope of the SEZ in the southern Malaysian state are still being finalised, as are the specific economic sectors. A series of meetings are scheduled to take place between the Malaysia and Singapore working groups, which could provide more clarity. A full-fledged agreement is expected to be signed in September.

CARVING A NICHE

Both Malaysia and Singapore are significant players and partners in the semiconductor ecosystem, and the SEZ will strengthen both countries’ position in the electrical and electronics sector.

Once the SEZ is established, it could help to attract skilled talent to the hub, thus retaining talent within Malaysia. This can be supported by the [passport-free QR code clearance](#) on both sides, facilitating faster clearance of people at land checkpoints.

As supply chains become more integrated between Singapore and Johor, Malaysia could retain and grow its talent pool, depending on how companies set up their operations within the SEZ.

A SEMICONDUCTOR HUB FOR THE REGION

Manufacturers seeking expansion opportunities in the region due to the ongoing geopolitical climate are likely to be attracted to the SEZ. This is likely to enhance its competitiveness against neighbouring countries like Thailand and Vietnam.

Singapore has leading companies carrying out R&D and wafer fabrication work in the country, while Malaysia plays a critical role in the assembly and testing of chips. With land scarcity and rising costs in Singapore, the SEZ allows talent from Singapore to travel quickly to Johor, facilitating the exchange of ideas and best practices. Marketing the hub will showcase Johor's expanded capabilities, from backend assembly to packaging, testing and potential upstream activities.

Johor's robust infrastructure, including [numerous large data centres](#), enhances its appeal. By mid-2024, Malaysia will host some of the world's fastest supercomputers, making it ideal for companies focusing on smart manufacturing and automation to optimise their processes.

With the semiconductor industry racing to reduce its carbon footprint, a technology hub in the SEZ could potentially help alleviate some sustainability concerns. Companies can set up front-end fabrication facilities in Singapore, while having the assembly and testing of chips or logistics warehouse in Johor to reduce costs. The proximity between Singapore and Johor would also mean lower greenhouse gas emissions for a company's carbon footprint.



Sedenak Tech Park in Johor's Kulai district will be the biggest data centre in Malaysia.

Johor has seen new investments due to its land, geographical location, connectivity and resources. It has also benefited from the supply chain diversification, as more companies have also set up bases in Johor. The SEZ will continue to propel this growth in Johor, and these companies that set up in Johor can also tap on the regional treasure centre opportunities in Singapore. This will also help further contribute to Singapore's growth and development.

A one-stop business service centre will open later this year in Johor to facilitate the application processes for various approvals and licenses necessary for Singapore businesses to set up in Johor. This centre is the first of its kind and will see the collaboration of all federal and state agencies related to investments, benefiting companies looking to have a presence in the Southeast Asia region.

With the strengths of Singapore and Johor packaged together, both can use the SEZ and the existing ecosystem to draw investments into the two regions.

SOURCE

[Channel News Asia](#)

[Listen to this article](#) 4 min

“Like an F1 pit stop”

QR code system has made immigration clearance more efficient

A car pulls up next to Immigration and Checkpoints Authority (ICA) officer Fatin Amirah Abdullah’s booth at Woodlands Checkpoint.

A flash of his phone screen, a quick check of his face and identity by Sergeant Fatin, and the lone driver is off, crossing the border into Singapore.



“Just like an F1 pit stop,” quipped the assessment and investigation officer.

Sgt Fatin is among the hundreds of ICA officers whose workflow has been made more efficient by the launch of the QR code clearance system for cars in March this year.

“When I first started, we all used to scan the passport physically ... So when there's a car with 10 people, we have to scan them each one by one,” said Sgt Fatin, who has been with the agency for just over a year.

The manual scanning was more tedious and took longer, she said, and the new QR code concept has cut down the clearance timing per car by “a lot”.

For instance, to clear a car of four travellers, an officer had to click about 20 times on the immigration clearance system on the computer. That has now been reduced to four clicks.

“So, there's about an 80 per cent reduction, and this reduction in the clicking time also translates to faster clearance for the car travellers,” said Superintendent Peck Yong Tat, senior assistant director for cargo and conveyance in the ICA’s future operations and transformation branch.

A NEW CONCEPT IN SINGAPORE

QR code clearance for cars started on Mar 19 this year, before being extended to buses on Apr 15. This only applies to bus drivers, and passengers still have to alight and physically scan their passports and clear immigration, before boarding the bus again.

The system will be progressively extended to other zones, such as motorcycles and lorries, by the end of this year, said Supt Peck. Indeed, with effect from 15 August, motorcyclists and their pillion riders arriving in and departing Singapore via Woodlands and Tuas checkpoints can use QR codes in lieu of passports for faster and more convenient immigration clearance.

Cars were selected for the first use of the new QR code clearance system due to the heavy reliance on manpower when it came to clearing cars.

Clearance for motorcycles has been automated since 2017, while more automated lanes for buses have been added since 2020, with automated immigration clearance the default at passenger halls today.

“At our cargo zones, we have also introduced the paperless clearance initiative which removes the need for the driver to provide hardcopy permits, reducing the clearance time by more than two minutes per vehicle,” said Supt Peck.

In contrast, the clearance process for cars remained largely manual, with an officer having to be stationed at every lane.

The car zones are also where multiple travellers clear immigration at the same time, compared to motorcycles where a QR code would have only up to two travellers, said Supt Peck.

“We wanted to start deploying the QR code clearance at a zone where we would be able to observe the most gains in terms of reducing the waiting time.”

Finding a way to improve the clearance efficiency for cars hence became a priority, said Supt Peck, amid the reality of manpower constraints and increasing traveller volume.

The QR code clearance is also a stepping stone to the introduction of the Automated Passenger Clearance System lanes at Tuas Checkpoint from 2026, and at the redeveloped Woodlands Checkpoint from 2028.

[What you need to know about using the QR Code](#)

SOURCE

[Channel News Asia](#)

[Listen to this article](#) 5 min

Malaysia-based AGX Singapore carves niche in aerospace logistics

When an Airbus A330 plane had to make an emergency landing in Perth in 2017 due to a mid-flight engine failure, time was of the essence as several aircraft on-ground (AOG) logistics companies sprang into action to get the plane up and running.

They arranged for the necessary parts and engines to be flown in from Xiamen in China, Paris and the United States within just 48 hours. The airport maintenance team quickly went to work, and soon the plane was ready to take to the skies again.

Such unexpected incidents are big business for logistics companies, not least due to their fat margins of up to 35 per cent due to this specialised segment.

One of them that's tapping this niche in Southeast Asia is integrated logistics solutions provider AGX Singapore, a subsidiary of Malaysia-based AGX Group.

Mark Penu, the executive director and managing director of AGX Singapore, reckoned that the AOG segment will continue to grow, led by rising air traffic on the back of robust tourism and e-commerce activities, and greater demand for maintenance, repair and overhaul services.

"AOG logistics services are critical for the aerospace industry, as every minute a plane sits on the tarmac means money lost for airline operators," he told The Business Times.

A growing segment

The AOG logistics market in the Asia-Pacific region is expected to reach US\$13.3 billion (S\$17.96 billion) this year and will reach US\$19.3 billion (S\$26.07 billion) by 2030, with a compound annual growth rate (CAGR) of 6.4 per cent, according to Mordor Intelligence.

Established in 2004, AGX Group listed on Bursa Malaysia's Ace market in February this year. This market is a sponsor-driven market designed for companies with growth prospects.

Last year, AGX Group posted annual revenue of RM186.8 million (S\$53.6 million), with 38 per cent coming from the aerospace logistics segment, which handles the AOG service.

The group's revenue is primarily driven by sea and air freight forwarding services, which account for just over half (52 per cent) of total revenue.

The remainder is generated from a range of other services, including warehouse management, third-party logistics services, and road freight transportation.

Currently, AGX Group provides AOG logistics services in Malaysia, the Philippines and Singapore to clients located in different parts of Southeast Asia.

While there are global competitors in places such as Dubai and London, Southeast Asian countries are gaining traction due to more robust tourism activities and the fact that more companies employing a China+1 strategy, said Penu.

He noted that the increasing adoption of the China+1 diversification strategy has prompted many companies to seek alternative manufacturing destinations outside China, with Southeast Asia being a preferred choice.

Malaysia, which is a hub for electronic and electrical manufacturing, stands to benefit from this, and this puts AGX in an advantageous position, he added.

Tapping Johor's proximity

Currently, AGX Singapore contributes around 11 per cent, or RM15.8 million (S\$4.54 million), to the parent company's revenue. With the expanding warehousing and aerospace logistics business, Penu expects this contribution to increase significantly.

"If all plans materialise, I believe AGX Singapore will see revenue increase by another 10 to 20 per cent from the previous year," said the 52-year-old Singaporean, who joined AGX Group in 2010 and set up the Singapore office in the same year.

To complement its Singapore operations, AGX established a warehouse in the Port of Tanjung Pelepas in Johor Bahru, just 24 km away from its warehouse in Singapore.

This 35,000-square-foot facility in Johor Bahru allows AGX to double its capacity at reduced costs, saving around 40 per cent on rental and 60 per cent on labour, said Penu.

SOURCE

[Economic Development Board](#)

Listen to this article 8 min

Building Resilient Supply Chains in ASEAN

ASEAN poised to increase share of global trade as manufacturers seek more resilient supply chains



Singapore and other ASEAN economies may have a unique opportunity to increase their share of world trade as an increasing number of global manufacturers seek to move sourcing of supplies and production out of China.

The trend is not new, but China’s disruptive Covid-19 lockdowns and intensifying tensions with the United States have added a sense of urgency among multinational companies seeking more resilient and conflict-free supply chains.

Supply chains act like veins through which global trade flows. The increasing efficiency of this intertwined web has for decades guided investments into cost-effective production, and then smoothed the flow of finished products to willing consumers.

But this arrangement is buckling under the pressure of geopolitics and increased competition for investments and jobs.

The Hong Kong-based Pacific Basin Economic Council, Monash University Malaysia and consultant KPMG recently published a joint study on the subject of shifting supply chains in the Asia Pacific region. **The study, based on a sample of 132 companies that are considering changing or have already altered their supply chain destinations between 2018 and 2023, found geopolitics taking the lead as the top concern over tariffs that started to rise as the US-China trade war intensified.**

Experts believe the reconfiguration of supply chains provides ASEAN companies the incentive for vertical integration – taking direct ownership of various stages of production rather than relying on external suppliers.

This vertical integration, which can also boost intra-ASEAN connectivity, trade and capital flows, is important because companies seeking an additional or alternative base of production and source of supplies will be hesitant to move to a region where most of their vendors and partners are also dependent on imports from China.

Moody's Analytics research showed that nearly 70 per cent of multinationals worldwide are ramping up their investments in supply chain risk detection, which involves seeking third-party risk management and supplier due diligence tools.

This shows that as global players future-proof their businesses from reputational damage, sanctions and supply shocks, they will look closely at the vulnerabilities of their vendors as well.

Mr Tom Kidd, a Singapore-based partner of consultants Bain & Company, said: "As global businesses are looking to diversify their supply chains outside of China, that's a very clear opportunity for businesses in Southeast Asia to essentially gain share versus Chinese businesses and play a larger role in the global supply chain."

However, competing with China is a tall order. In 2021, China accounted for over 15 per cent of global goods exports. In comparison, ASEAN's share was only 7.8 per cent. China's dominance of global goods exports follows decades of strong foreign direct investment that helped it scale up manufacturing and the skill set of its labour force.

At the same time, China has lost cost competitiveness in many industries as it maximised the potential of its cheap migrant workforce, which is now shrinking. As wages rose, the cost of a host of manufacturing inputs soared as well.

Meanwhile, increasing emphasis on weaning away growth drivers from trade to domestic consumption – the dual circulation economy – means China's overall policy framework of incentives and subsidies is now more tilted in favour of producing higher-value goods and services that are less price sensitive.

In the past decade, several foreign and even Chinese producers of lower value-added industries such as footwear and garment manufacturing have moved to Vietnam, Cambodia and Myanmar – a strategy popularly known as "China-plus-one". But even these offshore operations remain heavily reliant on imports from China of inputs and capital goods that are essential to them.

Japanese companies that were among the first movers under the China-plus-one strategy found that their manufacturing facilities in ASEAN were still sourcing 13.5 per cent of raw materials and parts from China, noted a 2021 report by the Mercator Institute for China Studies, a German think-tank.

Meanwhile, their factories operating in China sourced more than 90 per cent of inputs locally, and the rest from Japan, making them less vulnerable to external shocks, it said.

Mr Stewart Paterson, research fellow at Hinrich Foundation, said **the rise in China's cost base and its intent to move up the value chain give an opening to some Southeast Asian economies to replace China in the global value chain.**

"However, breaking the dependency on China will involve a far higher degree of vertical integration and intra-ASEAN connectivity," he noted.

Mr Paterson said China's imports from ASEAN rose by about 56 per cent from 2011 to 2020. In the same period, ASEAN's imports from China grew by 94 per cent.

Taking into account the US\$700 billion (S\$930 billion) rise in ASEAN's combined gross domestic product (GDP) over the same period, it becomes obvious that every US\$100 of ASEAN GDP growth was accompanied by US\$20 of imports from China. That shows ASEAN's marginal propensity to import from China is 20 times higher than China's marginal propensity to import from ASEAN.

"Trade flows over the past decades suggest measures to facilitate trade between China and Southeast Asia have an asymmetric impact. The goods tend to flow south, and earnings flow north. Greater intra-ASEAN trade can alter this dynamic," Mr Paterson said.

Boosting intra-ASEAN trade will become even more important as the world's largest economies – the US, China and the euro zone – increase their efforts to localise their supply chains and production.

The Monetary Authority of Singapore's latest Macroeconomic Review report said that the US and China together accounted for more than 70 per cent of total semiconductor investments in 2021, underpinned by domestic investments amid the push for greater localised sourcing.

This trend could intensify over time, as seen by direct investment flows. "Greater (localised) sourcing among the US and China could have an adverse impact on electronics and overall output in the rest of Asia," it said.

While the April report showed Singapore has maintained its share of around 6 per cent in global electronics exports from 2017 to 2021, the lack of gain in the share is notable as well.

Experts like Mr Paterson believe **ASEAN could increase its footprint in global manufacturing output by putting to greater use the diversity of its 10 economies, some of which offer a cheaper cost base while others higher productivity, innovation and the access to higher-value chain**

SOURCE

[Economic Development Board](#)



Singapore launches talent initiatives to grow SCM Workforce

Listen to this article 7 min

- Rapid shifts in global supply chains over the past five years have made companies pay more attention to their supply chain management (SCM) functions.
- Singapore is becoming a preferred SCM hub for global companies, with leading industry players like Procter & Gamble, Schneider Electric and VF Corporation anchoring SCM functions here.
- There is growing demand for SCM talent across many industries, along with more opportunities for local small and medium-sized enterprises (SMEs) and startups.
- There are currently around 70,000 SCM professionals in Singapore. New talent initiatives will equip the local workforce with the skillsets and capabilities to access good SCM jobs such as supply chain planning, sourcing and procurement, and logistics management.

Global trends

An increasingly complex global operating environment has resulted in two significant supply chain shifts which present new opportunities for Singapore.

- The diversification of business and supply chains within Asia are increasing investments in manufacturing and SCM activities and job roles in Southeast Asia.
- Trends around digital and sustainability, as well as the desire for more resilient and responsive supply chains, are changing the job scopes and required skillsets for SCM job roles.

New SCM job scopes and skillsets

Singapore currently has around 70,000 SCM professionals across both manufacturing and non-manufacturing industries such as food and beverage, wholesale, and retail trade. SCM job roles reside within manufacturers and brand owners, and include supply chain network design, planning and sourcing, production planning, as well as aftermarket services. SCM professionals also oversee logistics functions within manufacturers and brand owners to support the physical fulfilment of goods, such as inbound and outbound transportation, fleet management, warehousing, and the management of third-party logistics service providers.

There will be 700 new professionals, managers, executives and technicians (PMET) job openings in SCM from now till 2025. SCM professionals currently command a median salary of approximately S\$5,900, which is higher than the national median salary of S\$4,680. Global trends are reshaping the job scopes and skillsets required for these SCM roles.

- **Supply chain planning in Asia Pacific:** As companies expand sourcing and manufacturing networks within Asia Pacific, there is increasing focus on optimising supply and demand planning and managing risk of disruptions at the regional level.
- **Sourcing and procurement:** Driven by the need to reduce reliance on a single source and to drive sustainability, global companies are looking for expertise to help expand sourcing and procurement activities and diversify their supplier base across South and Southeast Asia, while meeting ESG (Environment, Social and Governance) concerns.
- **Logistics management:** Companies are investing in logistics management capabilities to orchestrate a more efficient and resilient flow of raw material supplies to manufacturing facilities, and transportation of goods from the manufacturing facilities to end customers.

Ramping up efforts to develop SCM professionals

a) Equipping our workforce with the skillsets to take on SCM job roles

i. [Pilot Supply Chain Masterclass:](#)

The Singapore University of Social Sciences (SUSS) and o9 Solutions, a globally leading software provider, are coming together to offer a Masterclass that addresses the emerging digital and resilience skillsets required for advanced supply chain planning.

ii. [Industry Practice Masters \(IPM\):](#)

The Singapore Management University (SMU) Academy's IPM programme includes a SCM specialisation track, focusing on digital supply chain and intelligence. The curriculum features modules offered by the SMU Academy for priority skills identified by SSG that have high demand and transferability.

iii. [Graduate Diploma in Logistics and Supply Chain Management:](#)

SUSS' new postgraduate one-year Graduate Diploma covers emerging developments in SCM, such as supply chain digitalisation, supply chain analytics and green supply chains, and will involve both academics and senior industry practitioners.

iv. [SkillsFuture Career Transition Programme \(SCTP\) in Digital Supply Chain:](#)

The Singapore Institute of Technology (SIT) offers the first run of SCTP from 2024, targeting mid-careerists who intend to transit to SCM job roles. The programme aims to equip participants with in-demand supply chain competencies.

v. [Revamped Work-study Diploma \(WSDip\) in Logistics and Supply Chain Management:](#)

The Institute of Technical Education's (ITE) WSDip in Logistics and Supply Chain Management course focuses on building SCM skills and knowledge in the areas of digitalisation, technologies and innovation, sustainability, data analytics and operational excellence.

vi. [Career Conversion Programme \(CCP\) for Supply Chain and Logistics Professionals:](#)

This On-The-Job training (OJT) programme reskills Singaporeans to adapt to growing supply chain careers or redesigned job roles. Companies that hire mid-career individuals or reskill existing employees may receive up to 90% salary support for the CCP duration.

One-stop guide on SCM job roles and skills

b. SCM Skills Plan:

EDB and SkillsFuture Singapore (SSG) have co-developed a one-stop reference guide for companies' in-house training teams, schools and training providers, highlighting trends that will reshape SCM job scopes and raising awareness on in-demand skillsets that SCM practitioners need to remain relevant and competitive.

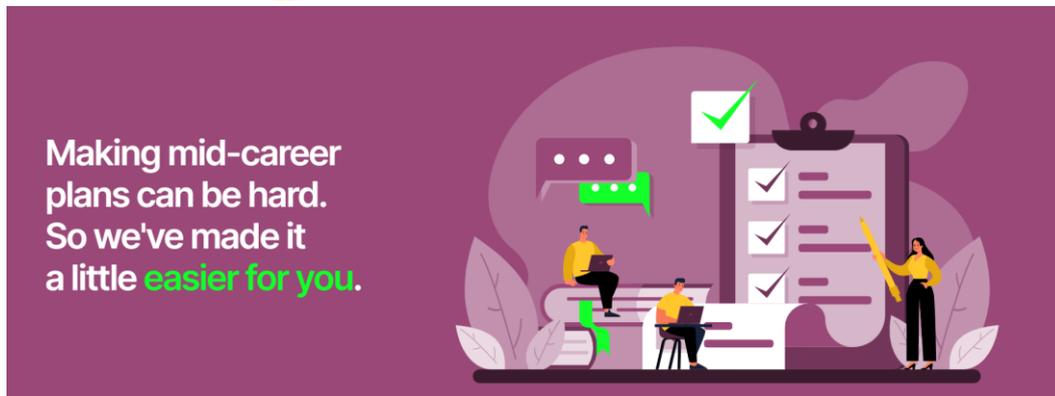
The [SCM Skills Plan](#) guides training providers in curriculum development, help enterprises in the enhancement of their in-house SCM training programmes, and provide individuals with information to upskill and reskill to take on jobs in SCM.

SOURCE

[Economic Development Board](#)

For Certified Professional Logistician (CPL) and Supply Chain Professional Development (SCPD) programmes of CILT Singapore, see feature on page 7.

MySKILLSfuture



Here's how to start Get mid-career support to begin upskilling!

Click on → in the graphics below for details

FOR 40 YEARS OLD AND ABOVE

Financial Support



- Up to \$4000 credit top-up →
- Up to 90% subsidy of course fees →

Personalised Guidance



- Free one-to-one skills consultation →
- Free workshops and seminars →

Flexible Programmes



- Online Courses →
- Stackable Courses ⓘ →
- Short Courses less than 1 week →

Changing to a new job or sector



- Train-and-place programmes ⓘ →
- Place-and-train programmes ⓘ →

SOURCE [MySkillsFuture](#)



The leading public transport event in the Asia Pacific region: SITCE 2024

CILT Singapore is proud to support the leading public transport event in the Asia Pacific region: SITCE 2024! The **LTA-UITP Singapore International Transport Congress & Exhibition (SITCE)** is a global professional platform connecting urban mobility stakeholders who are passionate about advancing our transport networks and redefining urban journeys.

Themed “**Smarter Journeys for Sustainable Cities**”, SITCE 2024 is the fifth edition and will explore key issues such as sustainability, accessibility, and smart technology in urban transport as well as how the transport workforce can be equipped to embrace these evolving demands.

If you are an industry leader, urban mobility planner, operator, service provider, or researcher, join us to network, forge partnerships and shape the future of urban mobility.

SPEAKERS AT THE CONFERENCE



Mariko Utsunomiya
General Manager, Railway Engineering & Consulting Headquarters
Japan International Consultants for Transportation (JIC)
Japan



Lee Ling Wee
Deputy Group CEO & President
STRIDES International & Engineering
SMRT Corporation
Singapore



Cheng Siak Kian
Managing Director/
Group CEO
ComfortDelGro
Singapore



Chang Che Son
Executive Chairman
Key Direction Limited & Key Direction (Malaysia)
Hong Kong



Renée Amilcar
President
UITP
General Manager of Transit Services
City of Ottawa
Canada



Mark Tan
Group Director, Technology & Industry Development / Chief Sustainability Officer
Land Transport Authority
Singapore



Alana Dave
Director of Urban Transport
International Transport Workers' Federation (ITF)
United Kingdom



Andy Lord
Commissioner
Transport for London
United Kingdom



Bertrand Goalou
Principal Transport Specialist
Asian Development Bank
Philippines



Lilli Matson
Chief Officer, Safety, Health & Environment
Transport for London
United Kingdom

Don't miss out on this incredible opportunity!

REGISTER NOW: <https://www.sitce.org/website/7302/register-2024/> and be part of the movement towards smarter, sustainable urban journeys or visit the [website](#).

EDUCATION

EVENTS ON CILTS WEBSITE

To keep up with the latest developments and sharing in the Supply Chain, Logistics and Transport industry, check out the [EVENTS](#) section of our website, which includes the following insightful webinars:

- [CILT INTERNATIONAL WEBINAR: MEET THE COUNCIL OF TRUSTEES](#)

3 SEP 2024

Join us via Zoom where you will have the chance to:

- Ask any pressing questions and present any queries for our Trustees about CILT's activities, initiatives and future plans
- Gain further transparency and visibility into the workings of the Institute
- Understand how the Council of Trustees supports individual members and the wider CILT community as a whole

- [THE MOST IMPACTFUL EMERGING TECHNOLOGIES FOR 2025](#)

16 SEP 2024

Find out which technologies are considered fast movers, fast followers, majority followers or laggards in their respective markets. You will walk away from this session with answers to your vital questions, a copy of the research slides and recommended actions to help you achieve your goals.

- Discover key themes of high-impact emerging technologies for 2025
- Explore use cases driving innovation in emerging tech
- Align investment plans with adoption timelines for emerging trends

- [FORCED LABOR, WITHHOLD RELEASE ORDERS AND MANAGING RISK](#)

25 SEP 2024

Forced Labor is a global problem, and is often an invisible step in the production process of many everyday products. Are you conducting sufficient forced labour due diligence to avoid disruption to your supply chain, and limit reputational damage?

In this webinar, we will explore forced labour and recent USCBP withhold release orders. We will also discuss what you can do to ensure there are no forced labour indicators in your supply chain.

- [AS/RS: NOT JUST FOR RETAIL ANYMORE](#)

27 SEP 2024

Operations and warehouse leaders are under pressure to tackle labour shortages, reduce costs and maximize asset utilization. Automating with AS/RS (automated storage and retrieval systems) can be a game changer, yet many have falsely assumed it's only for e-commerce and retail. In this webinar from SupplyChainBrain, experts from Tecsys, EXOTEC and Sedlak debunk this myth to reveal how integrating advanced systems can transform industrial distribution.

What you will learn:

- How automated storage/retrieval systems can be used in B2B/industrial distribution applications
- Ways to identify whether your distribution operation can benefit from an AS/RS
- Software requirements and the role of the warehouse management system (WMS) in implementing automation
- How to embark on an automation project

KNOWLEDGE CENTRE

CILTS Members have exclusive access to our online Knowledge Centre, a rich repository of more than **1,300 publications and webinars** on **SUPPLY CHAIN, TRANSPORT, MILITARY LOGISTICS AND MANAGEMENT/SELF DEVELOPMENT.**

To access Knowledge Centre, use your CILTS member-registered email address to log in at www.cilt.org.sg/account/knowledge-centre

If you have not set your password yet, click on "Forgot Password". If you need help to log in, please contact secretariat@cilt.org.sg.

PUBLICATIONS

Click on image to read:



As glaringly exposed by the 2020 pandemic, supply chains are increasingly complex and fragile. Supply chain executives must design resilient networks capable of rapidly and effectively responding to everchanging business circumstances, including supply shortages, resource limitations, demand fluctuations and logistical delays.

This requires the ability to continuously monitor the supply chain for disruptions, track inventories over the entire supply network and assess upstream suppliers and downstream customers to evaluate and respond to risk.

The Deglobalization Myth: How Asia's supply chains are changing

BY THANG NGUYEN-QUOC
OXFORD ECONOMICS

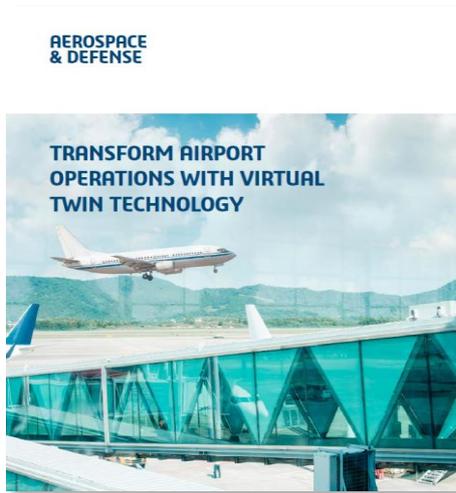


This report presents an up-to-date overview of global and Asian supply chains and assesses these different claims by focusing on data for bilateral cross-border trade of Intermediate Goods (IG), a granular class of products that more accurately represents supply chain componentry than the final goods used in most other analyses.



This study is designed to examine:

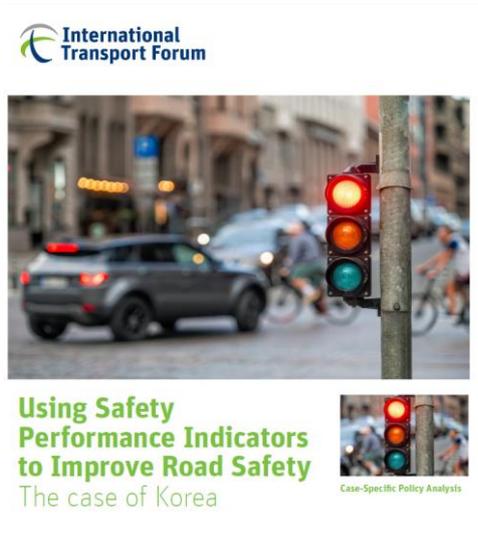
- Consideration of robotics
- Organizational readiness of adopting robotics
- Barriers to adoption of robotics
- Adoption of robots for which use cases
- Experience with your robot decision
- Probability of adopting robots for additional use cases over the next 2 – 3 years



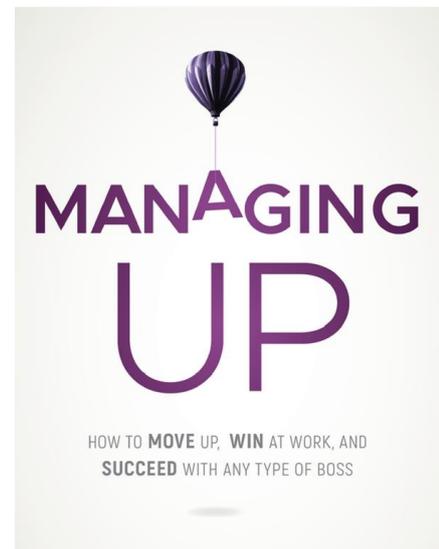
Airport operators must handle exponential demand without sacrificing the passenger experience. At the same time, they must achieve operational excellence. As it stands, most airports are almost reaching maximum capacity and new infrastructures cannot be built in time to cope with increasing passenger demand. As such, airport operators must optimize operations and passenger flow with existing facilities and resources.



Given the dynamic environment in which ASEAN Connectivity takes place, it is crucial to consider the emerging trends that will influence the ASEAN Connectivity 2025 agenda.



Developing safety performance indicators involves identifying and prioritising policy areas, selecting relevant indicators, continuously monitoring and evaluating progress, and aligning selected indicators with national road safety strategies. Regular monitoring, realistic target setting, and the flexibility to update and introduce new indicators are crucial.



This is a guide to decoding “The Boss” and navigating various management styles to advance your career (without losing your soul).

A “must read” for people looking to maximise their career opportunities and young professionals aspiring to accelerate their success.

Who We Are

The Chartered Institute of Logistics and Transport Singapore is part of the leading, global professional body for those engaged in supply chain, logistics and transport – covering all sectors of the industry, namely air, land and sea, for both passenger and freight transportation.

Our primary objectives are to support our members in continuous professional development to future-proof their careers, as well as to work in close collaboration with the public and private sectors, Government agencies and the academia to develop opportunities and synergy for industry transformation and growth, underpinned by strategic thrusts in digitalisation and sustainability.

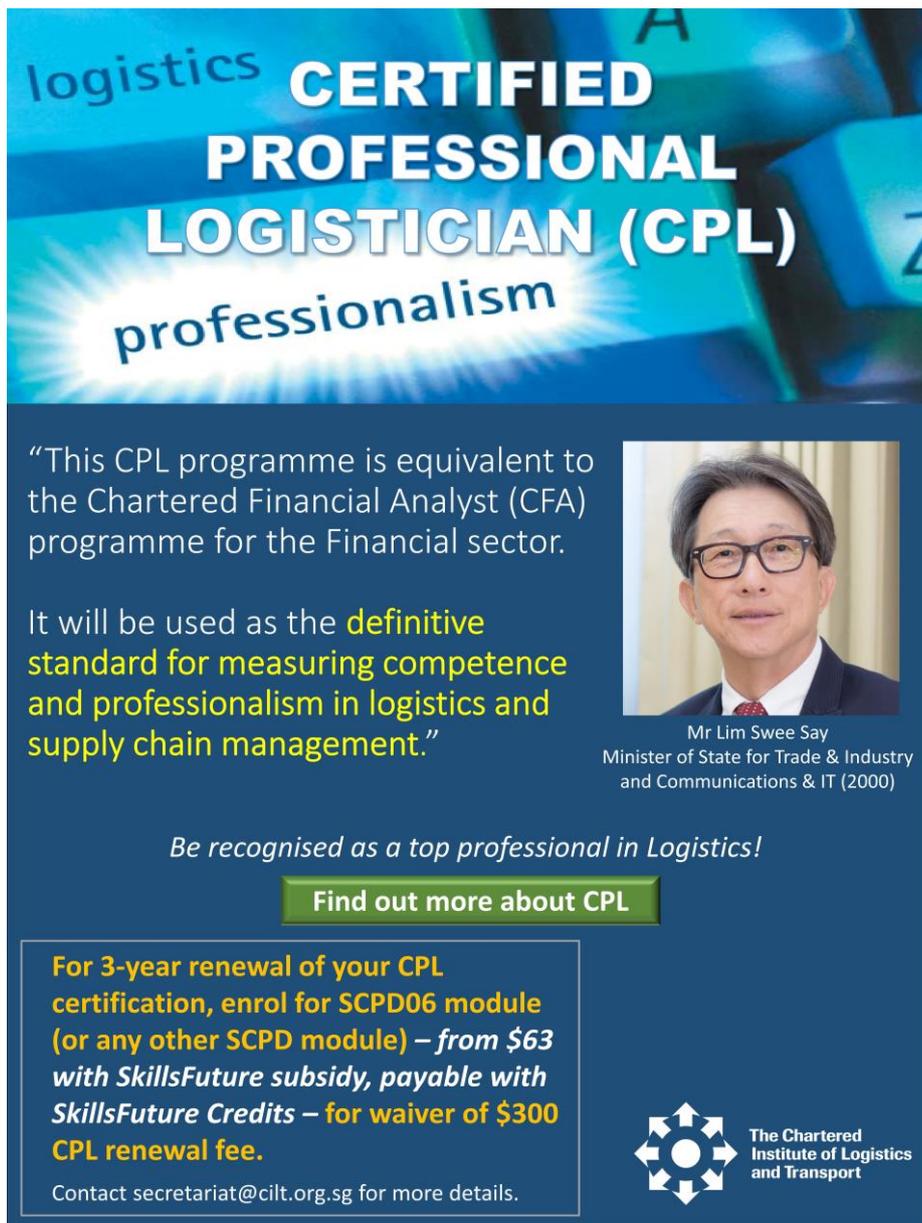
Contact Us

The Chartered Institute of Logistics and Transport Singapore

5 Jalan Kilang Barat
 #06-03 Petro Centre
 Singapore 159349
 Email: secretariat@cilt.org.sg

[CILTS Personal Data Protection Policy](#)

For advertising interest in CILT Buzz, please contact: secretariat@cilt.org.sg

logistics CERTIFIED PROFESSIONAL LOGISTICIAN (CPL) professionalism

“This CPL programme is equivalent to the Chartered Financial Analyst (CFA) programme for the Financial sector.

It will be used as the **definitive standard for measuring competence and professionalism in logistics and supply chain management.**”



Mr Lim Swee Say
 Minister of State for Trade & Industry and Communications & IT (2000)

Be recognised as a top professional in Logistics!

Find out more about CPL

For 3-year renewal of your CPL certification, enrol for SCPD06 module (or any other SCPD module) – from \$63 with SkillsFuture subsidy, payable with SkillsFuture Credits – for waiver of \$300 CPL renewal fee.

Contact secretariat@cilt.org.sg for more details.



The Chartered Institute of Logistics and Transport