



INFOLIB

**POLITEKNIK
SULTAN
SALAHUDDIN
ABDUL AZIZ SHAH**

Bil.20

SESI JANUARI 2011

LAWATAN KERJA KE POLITEKNIK BANTING

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Pada bulan Mei yang lepas staf perpustakaan PSA telah ke Politeknik Banting untuk berkongsi pengalaman kerja pemrosesan buku kepada kakitangan perpustakaan. Seorang kakitangan telah ditugaskan menjaga perpustakaan bermula Oktober tahun lepas menggantikan Penolong Pegawai yang telah berpindah atas urusan kenaikan pangkat. Oleh kerana tidak mempunyai kepakaran di dalam menguruskan bahan-bahan perpustakaan, maka Pengarah Politeknik Banting telah meminta bantuan dari perpustakaan PSA. Sehubungan itu sebanyak tiga kali lawatan kerja telah dibuat iaitu pada 4, 5 dan 10 Mei 2011. Selepas tiga kali lawatan kerja dibuat diharap kakitangan berkaitan dapat mengikuti proses yang diberikan dan seterusnya menguruskan buku-buku sebelum kemasukan pelajar pada semester akan datang. Semasa lawatan tersebut pihak perpustakaan PSA telah menunjuk ajar sambil membantu menguruskan buku-buku tersebut termasuklah urusan penerimaan bahan, pendokumentasian dan melekatkan strip pada buku.



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PAMERAN HARI SENIMAN 2011

Pihak perpustakaan PSA telah mengadakan pameran sempena sambutan Hari Seniman 2011. Pameran ini bermula pada 8 Jun hingga 30 Julai 2011. Antara yang dipamerkan ialah maklumat berkaitan seniman di Malaysia dan pameran buku-buku berkaitan. Objektif Sambutan Hari Seniman adalah untuk:

- Menghargai sumbangan dan peranan penggiat seni tana hair dalam membangunkan Negara menerusi aktiviti seni dan budaya;
- Mempergiatkan tahap bidang seni ke tahap cemerlang;
- Meningkatkan kesedaran dan penghayatan masyarakat terhadap peranan warga seni; dan
- Mewujudkan Masyarakat Malaysia yang berjati diri dan menghargai seni budaya.



TETAMU KITA

Seramai 20 pensyarah dari Politeknik Sultan Salahuddin Abdul Aziz Shah, Shah Alam, mengadakan lawatan sehari ke Kumpulan Media Karangkraf bagi mendalami proses penerbitan majalah dan akhbar Sinar Harian. Mereka dibawa melihat proses penerbitan bahan bacaan terbitan Karangkraf sebelum diakhiri dengan lawatan ke bahagian percetakan. Lawatan diketuai Timbalan Pengarah (Sokongan Akademik), Nazri Idris.



Keratan akhbar Sinar Harian...Lawatan daripada sebahagian staf PSA ke Kumpulan Media Karangkraf

ALUAN PUSTAKAWAN

Assalamualaikum dan salam I Malaysia...

Tahniah dan selamat datang diucapkan kepada pelajar-pelajar baru. Sesi Januari 2011 seramai 1050 orang pelajar pelajar dan jumlah ini dijangka meningkat 700 orang pada semester Julai ini. Pertambahan pelajar setiap semester ini dijangka turut meningkatkan bilangan pelajar ke perpustakaan. Walau bagaimanapun pihak perpustakaan telah bersedia dengan pertambahan bilangan kakitangan. Seramai 4 orang staf telah melapor diri sepanjang semester ini.

Dari sudut perolehan bahan, kesemua bahan-bahan perolehan tahun 2010 telah diterima dan diletakkan di atas rak. Senarai judul boleh didapati di mukasurat 8. Diharap kesemua bahan dapat digunakan sebaik mungkin dan

dijaga dengan cermat. Pihak perpustakaan ingin merakamkan setinggi penghargaan kepada kakitangan yang telah menderma buku iaitu Pn. Kamalia Ahmad, Pn. Susila Devi Gnanasagaran, Pn. Fatimah Bahari, Dr Mariam dan En. Hoo Men Boon. Bahan-bahan rujukan Standards Malaysia juga telah diperolehi dan akan dapat dirujuk sedikit masa lagi setelah siap pendokumentasian bahan-bahan tersebut.

Dari sudut perkhidmatan, pihak perpustakaan merancang mewujudkan perkhidmatan penasihat pengguna yang akan dibuka dan diletakkan berhampiran meja OPAC. Tujuannya ialah untuk membantu pengguna dari aspek pencarian maklumat. Kaunter ini hanya dibuka pada 11.00 pagi – 1.00 petang dan 2.00 – 4.00 petang dari Isnin hingga Khamis.

Untuk makluman tuan puan bilik SALC telah dijadikan ruang surau untuk pelajar lelaki dan pelajar perempuan. Bilik Kenanga juga dibuka untuk menempatkan bahan-bahan majalah dan suratkhbar. Meja Penasihat Pengguna juga mula beroperasi setiap hari bermula jam 11.00 pagi - 1.00 petang dan 2.00 petang - 4.00 petang.

Dari sudut disiplin, pihak perpustakaan menerima maklumbalas dari pengguna yang berhubung penggunaan blazer. Setelah mendapat persetujuan Ahli Mesyuarat Pengurusan, pengguna perpustakaan tidak lagi diwajibkan memakai blazer ke perpustakaan.



SENARAI LATIHAN YANG TELAH DIHADIRI

1. Bengkel pemantapan pelaksanaan QE anjuran ULPL, PSA pada 7 Januari 2011 — Pn. Noor Selina Idris dan Pn. Nor Parasila Ahmad Kamali.
2. Seminar penerbitan : Terbitan Kerajaan anjuran Perpustakaan Negara Malaysia pada 30 Mac 2011 — Pn. Noor Selina Idris & Pn. Nurzuliana Dellnoor.
3. Kursus pengurusan perolehan kerajaan anjuran ULPL, PSA pada 15-17 Mac 2011 — Pn. Siti Fatimah Wahab
4. Kursus Induksi (umum & khusus) bagi kumpulan 2 Bil 1/2011 anjuran Kem. Pengajian Tinggi pada 17—25 April 2011 — Pn. Noor Selina Idris.
5. Kursus Peningkatan Profesionalisme Staf di Pekan, Pahang anjuran ULPL, PSA pada 24—26 Jun 2011 — En. Nur Izwan Berahim, Pn. Nor Rizan Ibrahim, Pn. Nor Parasila Ahmad Kamali, Pn. Azleena Basiron dan Cik Nurul Farhah Dalail
6. Kurus Perancangan Perpustakaan Digital anjuran Perpustakaan Negara Malaysia pada 25-27 Jun 2011 — Pn. Nurzuliana Dell Noor

BERITA STAF

MAJLIS MAKAN TENGAHARI : BISTRO QASEH

Pn. Siti Fatimah Wahab telah meraikan semua staf perpustakaan dengan jamuan makan tengahari di Bistro Qaseh, Seksyen 13 pada 24 Mei 2011. Majlis ini adalah sempena selesainya projek sempena cuti semester iaitu pengubahsuaian Bilik SALC dan penyusunan semula bahan kertas peperiksaan. Kesemua staf telah hadir dan majlis berlangsung dengan suasana penuh muhibah. Beliau berharap staf terus memberi perkhidmatan yang terbaik agar prestasi kecemerlangan perpustakaan terus dilonjakkan ke tahap yang lebih tinggi pada masa depan.



STAF BARU : PN. AZLEENA BINTI BASIRON

Pn. Azleena telah melapor diri di PSA pada 03 Mei 2011. Beliau merupakan lantikan baru sebagai Pembantu Perpustakaan gred S17. Sebelum ini beliau pernah bekerja di syarikat swasta dalam bidang peruncitan. Beliau berasal dari Muar Johor, telah berkahwin dan mempunyai seorang anak perempuan berusia 2 tahun. Kini beliau tinggal di Seksyen 16, Shah Alam.

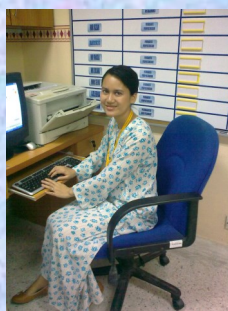


STAF BARU : CIK NURUL FARHAH BINTI DALAIL

Cik Nurul telah melapor diri pada 16 Jun 2011. Berasal daripada Bagan Datoh, Perak. Beliau merupakan lantikan baru sebagai Penolong Pegawai Perpustakaan gred S27. Sungguhpun begitu beliau pernah berkhidmat di Perpustakaan Desa selama 2 tahun. Seorang graduan UiTM dalam bidang Ijazah Sarjana Muda Pengurusan Pusat Sumber Maklumat.



PELAJAR PRAKTIKAL : CIK EMMEL INEKINTA ANAK SAGIN



Cik Emmel Inekinta lebih mesra dengan panggilan Kikin ini sedang menjalani latihan praktikal di perpustakaan PSA dari 16 Mei hingga 15 Julai 2011. Beliau berumur 21 tahun, berasal dari Sibu Sarawak dan berketurunan Iban. Kini sedang mengikuti program Sarjana Muda Pengurusan Maklumat (Pengurusan

Perpustakaan & Maklumat dari UiTM Puncak Alam. Latihan yang akan dijalannya merangkumi proses dokumentasi buku dan pengurusan perkhidmatan pengguna.

KELAHIRAN ANAK : PN. NORHAYATI MAJID

Pn. Norhayati telah selamat melahirkan anak ketiga beliau pada 26.1.2011. Beliau mengambil cuti selama 3 bulan dan kembali bertugas semula pada 2 Mei lepas. Anak beliau dinamakan Muhammad Muaz bin Faizul, dilahirkan pada usia kandungan 34 minggu melalui kaedah caesaerean kerana tekanan darah tinggi. Pembedahan tersebut dilakukan oleh Dr. Siti Esah Bari di hospital KPJ.



STATISTIK

10 PEMINJAM TERBANYAK (PELAJAR)

BIL	NAMA	NO.MATRIK	JABATAN
1	NOR AZURA BINTI ABDUL GHANI	08DPM09F2077	JPG
2	SITI NOR FITRAH BINTI RASHID	08DJK10F1060	JKE
3	ZULFAQIS BIN ASRI	08DEU09F2120	JKE
4	AFIQAH BINTI MOHD SANI	08DMP10F1029	JKM
5	HANNA SU	08DPM10F1049	JPG
6	INTAN ASZURA BINTI MOHIDIN	08DBK10F1018	JKA
7	LAILA AZNI BINTI AMRI	08DJK08F1036	JKE
8	CLEMENTINA SOON	08DPM10F1018	JPG
9	MAIZATUL AD-AWIAH BINTI ABDUL WAHED	08DPI09F2020	JPG
10	MAIZATUL AMIRAH BINTI ISHAK	08DJK08F1015	JKE

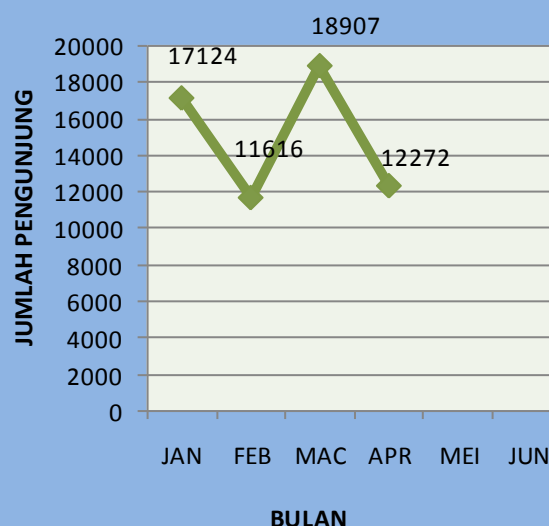
10 PEMINJAM TERBANYAK (STAF)

BIL	NAMA	NO. IC	JABATAN/UNIT
1	ZALINA BT MOHD ARIS	751206145684	JHEP
2	HAYATI BT MAT YAACOB	750605035592	PER-PUSTAKAAN
3	NURZULIANA BINTI DELLNOOR	840414075208	PER-PUSTAKAAN
4	RAHAYU BT HAYAT	751026105212	JKA
5	SITI ROSMINAH BT MD. DERUS	720518045058	JPP
6	LEE YONG YONG	830724145698	JPAM
7	HERLIANA BT HASSAN	770506105266	JKA
8	KARTINI SUMIYATI BT MOHD SALLEH	711113015964	JMSK
9	NURUL SYAKILA BINTI BA-HARUDDIN	830212085062	JMSK
10	RAHIDA BT RAMLI	760426105312	JPG

STATISTIK NOMBOR AKSESAN SEHINGGA 10 JUN 2011

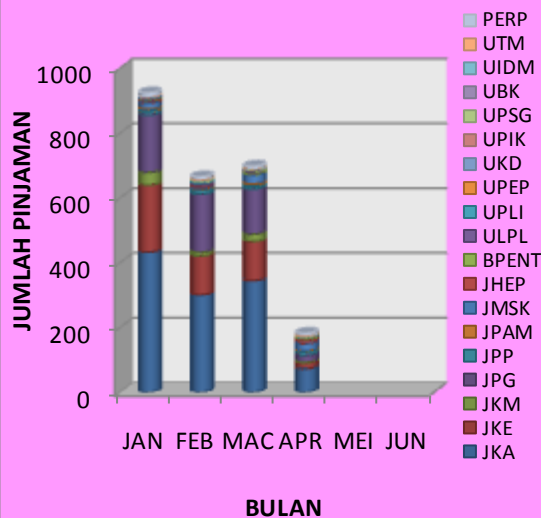
CD	Video CD	55
VCD	Audio CD	45
SER	Serials	57
DSK	Diskette	98
DVD	Digital Video Disc	152
KIT	Kit Multimedia	199
CAS	Cassette	200
VID	Video	601
CDR	CD-ROM	3212
BOK	Book	47460
TOTAL ACCESSION		52079

STATISTIK PENGUNJUNG PERPUSTAKAAN JAN-JUN 2011

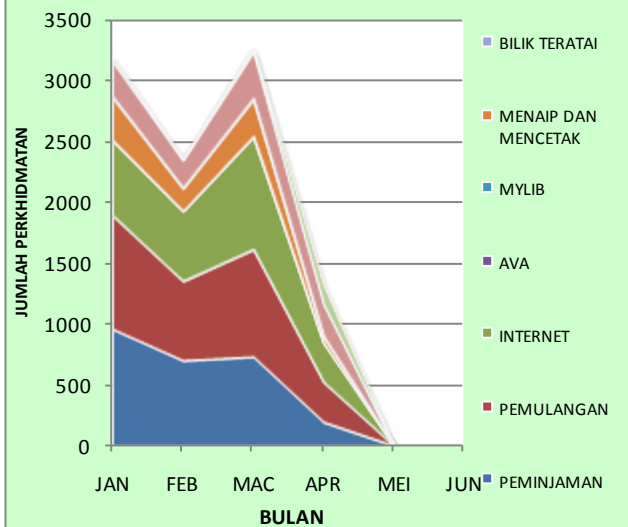


Tiada data yang diperolehi untuk bulan Mei dan Jun kerana cuti semester.

STATISTIK PEMINJAMAN BAHAN PERPUSTAKAAN J/B/U JAN-JUN 2011



STATISTIK PENGGUNAAN PERKHIDMATAN PERPUSTAKAAN JAN-JUN 2011



JAB-BAH-UNIT/BULAN	JAN	FEB	MAC	APR	MEI	JUN
JKA	432	300	344	72	CUTI SEMESTER	CUTI SEMESTER
JKE	207	120	121	18		
JKM	39	11	22	1		
JPP	177	180	140	22		
JPP	11	11	8	11		
JPAM	7	2	7	2		
JMSK	19	4	28	23		
JHEP	6	4	0	10		
BPENT	3	0	6	6		
ULPL	5	8	5	0		
UPLI	0	3	0	2		
UPEP	0	0	0	0		
UKD	0	0	0	0		
UPIK	0	0	0	0		
UPSG	0	8	5	1		
UBK	1	0	0	0		
UIDM	0	0	0	0		
UTM	4	2	1	3		
PERP	13	12	11	11		

PERKHIDMATAN	JAN	FEB	MAC	APR	MEI	JUN
PEMINJAMAN	963	704	735	196	CUTI SEMESTER	CUTI SEMESTER
PEMULANGAN	933	652	882	327		
INTERNET	618	577	929	326		
AVA	11	5	11	0		
MYLIB	0	1	0	0		
MENAIP DAN MENCETAK	344	179	297	48		
BILIK TERATAI	7	6	9	5		
BILIK PERBINCANGAN	283	221	375	259		
BILIK KAREL	32	13	27	158		

LAPORAN

MAKLUMBALAS PELANGGAN TERHADAP PERKHIDMATAN PERPUSTAKAAN

Melalui rekod maklumbalas pelajar mendapati pihak pelajar amat tidak berpuas hati dengan tindakan pihak perpustakaan menguatkuasakan pemakaian blazer di dalam perpustakaan. Ini terbukti kerana dengan penguatkuasaan pemakaian blazer ini telah menjadikan statistik kedatangan pelajar ke perpustakaan telah menurun dengan mendadak. Peraturan ini menyebabkan pelajar tidak dapat memasuki perpustakaan. Sehubungan itu perkara tersebut telah dibawa ke dalam mesyuarat Ahli Mesyuarat Pengurusan Bil 2 pada 2011. Pihak AMP telah membuat keputusan bahawa pemakaian blazer tidak diwajibkan ketika memasuki perpustakaan.

SAMAN DAN DENDA YANG DIKELUARKAN OLEH PERPUSTAKAAN

Sejumlah 33 saman telah dikeluarkan oleh pihak perpustakaan atas pelbagai kesalahan yang dilakukan oleh pelajar pada semakan pertama dan kedua sesi Januari 2011. Pelajar perlu membayar saman-saman tersebut kepada Unit Kewangan Pentadbiran. Antara kesalahan pelajar yang paling banyak dikenakan saman ialah tidak memulangkan buku atau bahan-bahan perpustakaan yang dipinjam dalam tempoh yang ditetapkan.

SENARAI BUKU BARU JANUARI 2011

NO	TAJUK BUKU	NO. ISBN
1	DR. MAHATHIR MOHAMAD: A DOCTOR IN THE HOUSE	9789675997228
2	ACOUSTIC WAVE AND ELECTRO-MECHANICAL RESONATORS	9781607839774
3	AN ENGINEER'S GUIDE TO AUTOMATED TESTING OF HIGH-SPEED INTERFACES	9781607839835
4	CELL-BASED BIOSENSORS: PRINCIPLES AND APPLICATIONS	9781596934399
5	COGNITIVE RADAR: THE KNOWLEDGE-AIDED FULLY ADAPTIVE APPROACH	9781596933644
6	DISCRETE OSCILLATOR DESIGN	9781608070473
7	ENERGY HARVESTING FOR AUTONOMOUS SYSTEMS	9781596937185
8	HUMAN-CENTERED INFORMATION FUSION	9781596934344
9	INERTIAL NAVIGATION SYSTEMS ANALYSIS	9781608070787
10	LAB-ON-A-CHIP: TECHNIQUES, CIRCUITS, AND BIOMEDICAL APPLICATIONS	9781596934184
11	METHODS IN BIOENGINEERING : 3D TISSUE ENGINEERING	9781596934580
12	METHODS IN BIOENGINEERING: ALTERNATIVE TECHNOLOGIES TO ANIMAL TESTING	9781608070114
13	NANOSCALE COMMUNICATION NETWORKS	9781608070039
14	PRINCIPLES OF BIOMEDICAL ENGINEERING	9781608070558
15	RADIO FREQUENCY INTEGRATED: CIRCUIT DESIGN	9781607839798
16	WAFER-LEVEL TESTING AND TEST DURING BURN-IN FOR INTEGRATED CIRCUITS	9781596939899
17	SUBSTRATE NOISE COUPLING IN ANALOG	9781596932715
18	AEROTHERMODYNAMICS OF TURBOMACHINERY: ANALYSIS AND DESIGN	9780470825006
19	BIOECONOMICS OF FISHERIES MANAGEMENT	9780813817323
20	CARBON CAPTURE AND STORAGE	9781856176361
21	CHEMICAL PROCESS EQUIPMENT: SELECTION AND DESIGN	9780123725066

NO	TAJUK BUKU	NO. ISBN
22	CLASSICAL AND MODERN DIRECTION OF ARRIVAL ESTIMATION	9780123745248
23	COMPTIA LINUX + CERTIFICATION STUDY GUIDE	9781597494823
24	COMPUTATIONAL TECHNIQUES FOR MULTI-PHASE FLOWS	9780080467337
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27	DESTINATION BRANDING: CREATING THE UNIQUE DESTINATION PROPOSITION	9781856178204
28	ECONOMY POLICY 53	9781405173940
29	FATIGUE AND TRIBOLOGICAL PROPERTIES OF PLASTICS AND ELASTOMERS	9780080964508
30	FISHERIES MANAGEMENT: A MANUAL FOR STILL-WATER COARSE FISHERIES	9781405133326
31	FUNDAMENTALS OF STOCHASTIC SIGNALS, SYSTEMS AND ESTIMATION THEORY	9783540709909
32	GLOBAL BANK REGULATION: PRINCIPLES AND POLICIES	9780126410037
33	GLYPHOSATE RESISTANCE IN CROPS AND WEED	9780470410318
34	HANDBOOK OF ASSESSMENT IN CLINICAL GERONTOLOGY	9780123749611
35	INTEGRATED DESIGN OF MULTISCALE, MULTIFUNCTIONAL AND PRODUCTS	9781856176620
36	ISO 9001: 2008 FOR SMALL BUSINESS	9781856178617
37	LOW-POWER DESIGN OF NANOMETER	9780123744388
38	MACHINERY VIBRATION AND ROTORDYNAMICS	9780471462132
39	BEHAVIOR OF MARINE FISHES	9780813815367
40	ECHOCARDIOGRAPHY BOARD REVIEW	9780470518229
41	SMART DATA: ENTERPRISE PERFORMANCE OPTIMIZATION STRATEGY	9780470473252
42	HUMAN ERROR	9780521314190

NO	TAJUK BUKU	NO. ISBN
43	ELECTRICAL SUBMERSIBLE PUMPS MANUAL	9781856175579
44	HARDWARE IMPLEMENTATION OF FINITE-FIELD ARITHMETIC	9780071545815
45	MULTIMEDIA CONTENT ENCRYPTION	978142006527
46	ELECTRICAL SAFETY-RELATED WORK PRACTICES	9780763754280
47	ELECTRONICS TECHNOLOGY FUNDAMENTALS	9780135048740
48	INTRODUCTORY TO SIGNAL & SYSTEM ANALYSIS	9780534466060
49	ENGINEERING MECHANICS DYNAMICS	9780495438175
50	125 PHYSICS PROJECTS FOR THE EVIL GENIUS	9780071621311
51	MANAGEMENT IN THE AIRLINE INDUSTRY	9780415390781
52	STANDARDS FOR ENGINEERING DESIGN AND MANUFACTURING	9780824758879
53	SMART TECHNOLOGIES FOR SAFETY ENGINEERING	9780470058466
54	GETTING DESIGN RIGHT: A SYSTEM APPROACH	9781439811153
55	QUANTUM OPTICS	9783540285731
56	PHYSICS OF COLLECTIVE BEAM INSTABILITIES IN HIGH ENERGY ACCELERATORS	0471551848
57	MODERN CONTROL SYSTEMS: AN INTRODUCTION	9781934015216
58	TEST AND DIAGNOSIS OF ANALOGUE, MIXED-SIGNAL AND RF INTEGRATED CIRCUITS: THE SYSTEM ON CHIP APPROACH	9780863417450
59	VISUALIZATION, MODELING, AND GRAPHICS FOR ENGINEERING DESIGN	9781401842512
60	MODERN CONTROL SYSTEM	9780136024583
61	ELEMENTS OF ENGINEERING ELECTROMAGNETIC	9780131139619
62	ETHICS FOR INFORMATION AGE	9780132133876

NO	TAJUK BUKU	NO. ISBN
63	WIRELESS SENSOR NETWORKS	9780470167632
64	HUMAN ANATOMY AND PHYSIOLOGY LAB MANUAL WITH CD-ROM	9780805349870
65	CIRCUITS & APPLICATIONS USING SILICON HETEROSTRUCTURE DEVICES	9781420066944
66	CLIMATE CHANGE & ADAPTATION STRATEGIES FOR HUMAN HEALTH	9783798515918
67	COMPUTER MEDIATED COMMUNICATION	9780761949534
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72	GAME DEVELOPMENT ESSENTIALS-GAME STORY & CHARACTER DEVELOPMENT	9781401878856
73	LIGHTING CONTROLS HANDBOOK	9781420069211
74	NANOCRYSTALLINE MATERIALS	9780080446974
75	RF & MICROWAVE HANDBOOK – (3 VOLUMES SET) – 2/E	9780849372179
76	ZINC OXIDE BULK, THIN FILMS & NANOSTRUCTURES	9780080447223
77	BUILDER'S GUIDE 2 WELLS & SEPTIC SYSTEMS	9780071625975
78	RADIANT FLOOR HEATING 2E	9780071599351

NO	TAJUK BUKU	NO. ISBN
79	CARPENTRY AND CONSTRUCTION 5E	9780071624718
80	CIVIL ENGINEERING FORMULAS	9780071614696
81	ARCHITECT'S GUIDE TO RESIDENTIAL DESIGN	9780071605632
82	CONSTRUCTION PURCHASING & SUPPLY MANAGEMENT	9780071548854
83	RESIDENTIAL VENTILATION HANDBOOK	9780071621281
84	PLANNING & INSTALLING SUSTAINABLE ONSITE	9780071624633
85	INSIDE THE CIVANO PROJECT	9780071599313
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94	FORENSIC STRUCTURAL ENGINEERING HANDBOOK	9780071498845
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96	ELECTRICIAN'S GUIDE TO CONTROL & MONITOR	9780071700610
97	WIRE BONDING IN MICROELECTRONICS (SET2) 3ED	9780071476232
98	SILICON-ON-SAPPHIRE CIRCUITS AND SYSTEMS	9780071608480

NO	TAJUK BUKU	NO. ISBN
99	PROBLEMS MANUAL TO ACCOMPANY GROB'S BASI	9780077238322
100	DO-IT-YOURSELF HOME ENERGY AUDITS	9780071636391
101	PRE-CALCULUS KNOW-IT-ALL	9780071627023
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105	PROPERTY TABLES BOOKLET THERMODYNAMICS	9780077359997
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108	GLOBAL PROJECT MANAGEMENT	9780071621830
109	HEAT TRANSFER IN PROCESS ENGINEERING	9780071624084
110	WASTEWATER COLLECTION SYSTEMS MANAGEMENT	9780071666633
111	STEEL WATER STORAGE TANKS	9780071549387
112	HVAC SYSTEMS DESIGN HANDBOOK 5ED.	9780071622974
113	NANOSTRUCTURING OPERATIONS NANOSCALE SCI	9780071622950
114	STEEL CONNECTION DESIGN & DTL 2ED	9780071550055
115	MANSORY STRUCTURAL DESIGN	9780071638302
116	PRODUCTION SYSTEMS ENGINEERING FOR IMPROVE	9780071701884
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COMPETITION BETWEEN PORT KLANG WITH OTHER MAJOR PORTS IN SOUTHEAST ASIA

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Introduction

Container ports in Southeast Asia handled an estimated 54 million TEUs in 2010, half of which consisted of transshipment containers. This volume can be translated into an estimated 30.0% of the world's transshipment traffic in 2010. The share of the region's transshipment trade was forecasted to increase to 32.5% in 2015. The ports of Port Klang, Singapore and Tanjung Pelepas are the major container ports in Southeast Asia in terms of volume handled. The three ports accounted for 43.8 million TEUs in the region in year 2010. Transshipment traffic handled in the three ports had been growing healthily over the past five years.

The strategic locations of Port Klang, Singapore and Tanjung Pelepas along the Straits of Malacca, a major artery of maritime traffic, enabled their respective container terminal operators to capitalise on transshipment opportunities presented by container trades that traversed between major economic regions in Europe, East Asia and North America.

In the quarter century following the adoption of the New Economic Policy (NEP) in 1971, Malaysia's gross domestic product grew at an average of 7 per cent per annum, making it one of the fastest growing economies in Asia. Malaysia has become a successful global exporter of manufactured goods: they increased from 11 per cent of total exports in 1970 to 60 percent in 1990. The Malaysian middle class has grown both in size and affluence. Thus by the 1990s Malaysia was approaching the status of a newly industrialising economy.

Malaysia needs to minimize transport costs throughout the entire transport chain in order to remain internationally competitive. Ships carry about 90 per cent of Malaysia's international trade and therefore its ports serve as vital points of exit and entry for exports and imports. These ports are spread along a long coastline of about 3,500 kilometres (including Sabah and Sarawak), which flanks the Malacca Straits/South China Sea, one of the world's major sea routes.

Port Klang, Malaysia's leading port was established on 1st Jul 1963 and by that time it was handled by Port Klang Authority (PKA) who took over the administration of Port Klang from the Malayan Railway Administration. In tandem with the government policy to infuse private sector management and discipline in vari-

ous government owned/controlled undertaking in the country, the first privatisation of major port facility took place in Port Klang. In 1986 the container terminal facilities operated by Port Klang Authority was privatised to Klang Container Terminal Berhad (KCT). The Authority maintains 20% equity in the new company. Subsequent to this exercise, the remaining operational facilities and services of the port were privatised to Klang Port Management Sdn Bhd (KPM) in 1992. Then, in year 1998 KCT and KPM merger and become Northport. The new port facilities developed in the island of Pulau Indah was privatised to Kelang Multi Terminal Sdn Bhd in 1994. In order to become more competitive Kelang Multi Terminal Sdn Bhd changed their name to Westport.

Westport and Northport operated Port Klang, which was the third largest transshipment centre in Southeast Asia after Port of Singapore and Port of Tanjung Pelepas. The Port Klang vision is to act as the national load centre & preferred logistic Hub for the region. By achieving this, Port Klang managed around 8.9 million TEUs in 2010 and making the port ranking 13th from 16th the year before. (**Exhibit 5**). By year 2010, Port Klang had a total of 32 berths, 61 key cranes, 154 Rubber Tyred Gantry (RTG) and a combined annual capacity of 12.1 million TEUs. (**Exhibit 4**).

The challenges for Port Klang started when 2.5 million TEUs of Malaysian Freight still flowed through the Port of Singapore even though the Malaysian government imposed a levy on trucks transporting transshipment cargo across the causeway bridge linking the two countries and encouraged local manufacturers to use Port Klang. It is also said that the reason most of the Malaysian Freight still flowed through the Port of Singapore due to lower container handling rates at Port Klang and the other reason of course is because of the superior efficiency handling and wider network connectivity offered by PSA. Furthermore, in 1996, PSA capitalized on the increased demand for experienced port operators to take over inefficient state-owned ports, and expanded into the international port operation business which Port Klang never think of it before as to expand their business internationally. Besides that, Port Klang not only compete regionally with PSA but the port also compete domestically with Port of Tanjung Pelepas one of Port Klang main domestic competitor who has become the second

largest transshipment centre in Southeast Asia region within a span of three years.

Global Trade and East Asia

In year 2000, the East Asia countries is growing because of many foreign investors invested in East Asia countries in China, Taiwan, Thailand and Malaysia by opening a manufacturing bases in order to reduce their resources cost. The impact from that, many East Asia countries had developed into becoming the world-class manufacturing centres. And since these countries has become as a manufacturer to the world therefore there was the growth of its shipping trade as well as the increasing use of port service. By now container ship has become the primary means of transportation for manufactured goods and raw materials compare to conventional ship. Any ship travelling from East Asia to either Europe or the East Coast of the United States would of course use the route of Straits of Malacca (**Exhibit 2**) which provide the shortest sea route between East and West Asia.

The weak economy in the year 2009, coming as the spiralling effect of the financial crises in the United States and Europe have been directly translated into a market of reduced demands in terms of both goods and services associated with global trade. Consequently there was a reduced volume of demand for haulage and logistics service. This worsens a situation that is already characterized by stiff competition amongst the major ports in Southeast Asia region.

The Port Industry Operations

Ports normally provide export/import gateways that involves containers were transported from exporter country to importer country and as for import it involves containers were transported from importer country to exporter country. Another role of port is providing transshipment gateway to shippers whereby containers were unloaded from ships and stored in transit at the port, to be reloaded onto another ship for ship to continue its journey to the port of destination. Ports eventually compete based on domestically and regionally competition. The less time a ship spent at berth loading and unloading, the greater the number of ships that a port was able to service. Technology also plays an important role to speed up managerial of documentation that will also optimize the complex handling of container loading and unloading. Furthermore, many ports offered value-added services to shipping lines, so that the ports not only serve as a gateway but also as logistics hubs. The services offered are such as bunkering service, warehousing service, integrated logistics handling and vessel repair and maintenance.

Ownership

Traditionally, ports were owned and operated by state however there are certain situation when a port

is been commercialized through three ways. The three ways are through a lease agreement, a joint venture with a private port operator or through a port privatization exercise. Lease agreement is where a private port operator managed the port operations without have an ownership of the port's capital assets. Every month or year as agreed upon contract, the private port operator will pay a certain amount of land leasing to the government. In a joint venture agreement, a private port operator will joint venture with local government and formed a wholly owned company and this company is a public listed company and will operate the port as a commercial enterprise. Finally, as for port privatization is where the existing state-owned port will be incorporated or privatized or in other words the state owned the land but let the corporation to operate the port.

Charges and payments

A port normally charged the shippers on the main services and value-added services offered to the shippers. Main services that port offered to shippers are berthing, loading and unloading. Whereas, value-added services offered to shippers are such as bunkering service, warehousing service, integrated logistics handling and vessel repair and maintenance. These charges were normally depending upon the number of container handles, the duration of the berthing, the size of the vessel and the efficiency and quality of services offered to the shippers. Besides that, a private port operator also paid the government some combination of an annual lease, upfront fee and royalties according to company's gross revenue.

The Shipping Industry

The competition in shipping industry is very high. Many shipping lines competed aggressively to provide similar services to exporter and importer. Their competition normally based on costs, network connectivity and speed. Shippers eventually formed competition on the services that they offered according to the region where they offered their services. The effect of the financial crisis in the United States and Europe which have been directly translated into reducing of the market demands for both goods and services. Consequently there was a reduced volume of demand for export and import and due to that the shipping industry had performed poorly in recent years, with many shipping lines reporting losses or declining profits in 2009. Therefore, many shippers had started to change their business into full-service logistics providers, taking over port operations, warehousing and land transportation to cover back their losses.

Port Klang

Company History

Port Klang was named after Port Swettenham on September 15, 1901 and it was developed as a new port after a

study found that its coastal area had a harbour with deep anchorage, free from dangers and very suitable for wharves. Its development was accelerated further with the extension of a railway line from Kuala Lumpur to the new port. In the same year when all the work was completed, the port facilities were handed over to the Ways and Works Department of the Malayan Railway Administration (MRA) who was made responsible for the port and its administration

In 1955, the port's throughput touched the one million tonne mark for the first time in its history. The 1960's witnessed the dawning of a new era for the port. There was a paramount need for additional and better deepwater harbour facilities. In the same year, the construction of a new deepwater port at North Klang Straits begun and thus, Northport was born. For some time, the port's rapid growth had prompted calls for a separate administration. So the Railway formed the Port of Swettenhem Advisory Board (PSAB) to advice on the administration of the port.

On July 1 1963, a milestone in the new era for Port Klang was established. The management of the port passed from the Malayan Railway to the newly established Port Swettenhem Authority, which subsequently was changed to Port Klang Authority (PKA). The port then provided about 40,000 direct and indirect jobs in operational activities such as cargo handling, pilot age, fire services, security, shipping and forwarding at the North and south Ports. It was a far cry from the days when the only labour force was contract labour.

In 1964, PKA commenced commercial operations with the completion of four new berths. PKA took over all cargo handling services, previously provided by three private labour contractors. With the absorption of the private companies' employees, the PKA's population swelled to over 5,550, making it the single largest employer in the Klang area. In June 1972, construction of the RM87 million container terminals was completed. Facilities included an 853m wharf (comprising 3 berths), a container freight station, three warehouses, three quay cranes and eight straddle carriers. In August the same year, the world's first third-generation containership, the Tokyo Bay, arrived in Port Klang, marking the beginning of containerization in Malaysia.

In November 1972, Prime Minister Tun Abdul Razak declared the container terminal open and in May 1974, the Second North Port Extension project, which involved the construction of six more berths for break bulk cargo and a dry bulk cargo terminal, began. The project was implemented in two phases. The first phase involved the construction of three berths (No. 16 - 18) and a dry bulk cargo wharf. Phase two involved the construction of another three break bulk berths (N. 19 - 21). Phase one was completed in 1977.

On March 17, 1986, PKA's container terminal became the first major port facility to be privatized. The

new operator of the terminal was Klang Container Terminal, a private company with equity held by the PKA (49%) and Konnas Terminal Klang (51%).

In January, 1988, construction work began on a new 244-meter berth, No. 15, as an alternative to the immediate development of West Port. In December, 1992, Klang Port Management (KPM) took over the rest of the port services from PKA under the second phase of the privatization programme and on 26th August, 1993, KPM's container terminal, Klang Port Container Terminal (KPCT), commenced operation. In October, 1998, merger between KCT and KPM entered into an operational collaboration under the NORTHPORT banner with the launch of the new logo to symbolize the alliance. As for Klang Multi Terminal Sdn Bhd they changed their named to Westport. Until now, Port Klang was operated by two port operators which are Northport and Westport.

Company Profile

Port Klang was strategically located midway along the Eastern shore of the Straits of Malacca, about 40 miles from the Malaysian capital of Kuala Lumpur. (**Exhibit 1 & 2**). Port Klang developed trade connections with 500 ports in 120 countries and managed around 8.9 million TEUs in 2010 (**Exhibit 6 & 7**) making it the 13th ranking port of the world. (**Exhibit 5**). Port Klang through Westport consistent with its reputation as one of the world's Top Five in productivity when on Nov 17 last year (2008), despite heavy rain and wet conditions, recorded a speed of 665 moves per hour in the first hour of operation surpassing its previous record of 456 moves set in June 2006. Port Klang also achieved its second record vessel productivity by moving 4,427 TEUs within 10 hours.

Now, in year 2010, Port Klang had a total of 32 container berths, 61 key cranes, 154 RTG and a combined annual capacity of 12.1 million TEUs. (**Exhibit 4**). The port also offered rates of MYR55 to MYR70 (approximately \$14-\$18) per container. Port Klang actually compete with domestic and regional competitors. Its main domestic competitor is Port of Tanjung Pelepas whereas its major competitor for Southeast Asia region is Port of Singapore or well known as PSA.

Furthermore, Port Klang used new Container Terminal Operating System (COSMOS), New Generation Conventional Cargo System (NGCCS), Smart card Security System, Electronic Data Interchange (EDI) and e-Terminal. COSMOS function is to control the entire scope of container terminal operations from planning such as; berth allocation, ship planning, yard planning and rail planning to quay, yard, rail and gate operations. With planning capability tightly coupled with operations which capture real-time movements within the container terminal. The overall operations of monitoring, optimized equipment utilization and resource allocation enable Port Klang to meet the next decade's demands in terms of productivity and increasing throughput.

NGCCS is the first major system developed in-house by Port Klang in 2003. The system control all work processes in conventional cargo operations for dry bulk, break bulk, liquid bulk and RORO terminals. Its goal is to simplify and automate the conventional cargo processes from documentation to billing.

As a key maritime port, Port Klang adheres to strict border and marine security practices. The Smart card Security System is a security solution that utilizes the smart card technology. Smart cards are issued as an identification and authentication card for all forwarding agents, freight forwarders and hauliers. The adoption of this technology reduces the risk of loss and theft of containers, thus adding a greater level of assurance to cargo owners. It also enhances security in preventing document forgery as well as authenticates all entries and exists at the port. Port Klang is connected electronically to Da-gangNet that enables the exchange of information between shipping lines, customs and other maritime agencies.

In year 2000, there is a research done through Data Envelopment Analysis (DEA) shows that in terms of container ports, the Port Klang along with Port of Singapore and Port of Tanjung Pelepas rate amongst the highest efficiency practice. This research data has been collected from 21 container ports in the Cargo Systems Journal 1999 list of top 100 container ports. These figures are capped to ensure that the ceiling of relative efficiency of any port does not exceed 100%. However if the scale is not adjusted then Port Klang has a score of 110.23 and PTP stands at just 110.13. This therefore denotes that these ports main specialisation is likely to be in containers. (Figure 1)

Figure 1 - Relative efficiency of ports

Rank	Relative Efficiency rating	Port
1	100	PORT OF SINGAPORE
2	100	PORT KLANG
3	100	PORT OF TANJUNG PELEPAS
4	100	CHARLESTON
5	92.28	NEW YORK/JERSEY
6	91.77	HOUSTON
7	87.16	LOS ANGELES
8	84.96	VANCOUVER
9	70.85	LONG BEACH
10	67.73	PENANG
11	54.72	ROTTERDAM
12	46.84	SOUTHAMPTON

13	45.51	MIAMI
14	44.27	SYDNEY
15	43.82	MELBOURNE
16	34.01	GOTEBORG
17	31.16	HALIFAX
18	24.91	AUCKLAND
19	23.50	LIVERPOOL
20	20.33	SEATTLE

The figures for Asian ports may be distorted by the fact that they include within the equation the asset value converted to USD. Due to the difference in land values and the value of assets in general Port Klang would naturally be expected to rate more favourable than a port in the West where land and other goods are relatively more expensive. Therefore by including assets within the equation it is likely that a port situated in the East would achieve a higher ranking than a port in the West.

A source estimates the global halal food industry stood at RM1.86 trillion a year, catering to some one billion Muslims around the world. This is potentially very huge and is a growing market that spans globally. Malaysia, being a nation with a majority Muslim population, will stand to win in the halal market, as it seeks to develop into a halal export hub. Port Klang has invested in facilities for halal certified containers that are Syariah compliant. Northport has also recently partnered with the Port of Rotterdam to ensure that the services provided remain halal at every stage from farm to consumer. In East Malaysia, Sarawak is set to become a hub for the halal industry. Several places have been identified to promote halal food production, in an effort to help Malaysia become an international halal food hub for the promotion, distribution and production of halal food. The ports will play an important role in the logistics of halal food and agricultural products.

Major Booster

A major booster for the logistics industry in the country is the Ninth Malaysia Plan (9MP). It is estimated that by 2010, Malaysian ports are expected to handle a total container throughput of 18 million TEUs and 130,000 ship calls. Compared to the Eighth Malaysia Plan (2000-2005), the handling capacity of Malaysian ports will be increased by 26%, from 118.4 million tons to 126.7 million tons under the 9MP. Under the 9MP, efforts will focus on enhancing performance and productivity of ports in view of stiff competition from regional ports, as well as attracting more main line operators, by improving its service delivery system and upgrading port facilities.

In addition, with strong marketing strategies put in place, more major shipping lines are expected to shift their operations to Malaysian ports. Of late, China's biggest shipping company, China Shipping, touted the fifth

largest in the world, has relocated its hub from Singapore to Port Klang. Others such as the Hapag-Lloyd, Orient overseas Container Lines, NYK Line yang Ming Line, Maersk and MISC Bhd have also started calling on Malaysian ports. Unlike its counterpart, Singapore, analysts see Malaysia's ability to provide ample hinterland for setting up warehouses, factories and mills within the immediate proximity of a port to enjoy the advantage of a quick and efficient turnaround time for inbound as well as outbound cargo, as an added advantage.

Given that Port Klang has been registering strong growth, which surpassed its volume targets, it is unlikely been affected by the weakening United States economy. With analysts saying that Port Klang would continue to enjoy healthy and sustainable growth this year, after registering a total of 8.9 million TEUs (twenty-foot equivalent units) in 2010, the urgency is now to expand capacities, improve the delivery system by offering among others integrated logistics services as well as exploring new service sectors to support an expanding halal food industry.

Competition Challenger 1: PSA and the Port of Singapore – The 1990s

Port Klang faced its first round of competitive action in 1993 with the Port of Singapore. The Port of Singapore was established in 1964 by the ruling Singapore government and was been operated by the Port of Singapore Authority (PSA). After 33 years of operation as a state statutory, PSA was incorporated in 1997. The new status gave the freedom to operate on a commercial basis, while remaining state-owned. The port managed 27.68 million TEUs of container traffic in 2010, making it the world's second-busiest port, trailing only the Port of Shanghai. PSA was awarded as one of the World's Largest Refrigerated Container (Reefer) Ports whereby it handled about 1.2 million TEUs of reefers in 2010. Besides that, PSA also has 200 shipping lines with connections to 600 ports in 123 countries. This includes daily sailings to every major port in the world.

In 1993, PSA has defeated Port Klang by continue enhancing its strategy to provide the highest quality service at premium prices and continued to fine-tune its operations and IT systems to achieve breakthrough levels of efficiency. PSA used a computer-integrated terminal operations system (CITOS) which was an enterprise resource planning (ERP) system that integrated communications and provided a paperless clearance system. In spite of significantly lower container handling rates at Port Klang, many shippers and logistics providers transfer their ship to Port of Singapore. As to overcome this problem, Malaysian government imposed a levy on trucks transporting transshipment cargo across the causeway bridge linking the two countries and encouraged local manufacturers to use Port Klang. Due to that, Port Klang had succeeded in reclaiming some por-

tion of the gateway trade from the Port of Singapore. However, an estimated 2.5 million TEUs of Malaysian freight still flowed through the Port of Singapore for its superior efficiency and network connectivity. PSA also capitalized on the increased demand for experienced port operators to take over inefficient state-owned ports, and expanded into the international port operation business which Port Klang never think of it before as to expand their business internationally.

This situation has actually give serious round of competitive challenges to Port Klang. Therefore, Port Klang has used its advantages over the Port of Singapore by offered lower port rates ranged to shippers, used new Container Terminal Operating System (COSMOS), New Generation Conventional Cargo System (NGCCS), Smart card Security System, Electronic Data Interchange (EDI) and e-Terminal to improve their efficiency and at the same compete with PSA's CITOS system. Port Klang also has an access to lower labor costs and land leases that give them an opportunity to offered lower charges to their customers. As for their marketing strategies, Port Klang through Northport has also recently partnered with the Port of Rotterdam entered into a halal export hub industry by providing services in ensuring that the products remain halal at every stage from farm to consumer. Port Klang also offered space in the port and terminal for shippers to operate their own containers at Port Klang which PSA had long been opposed to allowing shipping companies to operate dedicated terminals at their port.

Although Singapore continues to enjoy a dominant position as the premier transshipment hub in the region in terms of market share by both transshipment throughput and slot capacity, the evidence suggests that its hold on the market appears to be slipping, albeit gradually. The decline in Singapore's market share is a result of Port Klang and Tanjung Pelepas emerging as credible alternatives for transshipment operations. This has encouraged some shipping lines to relocate their transshipment hubs to these ports from Singapore. Some shipping services drop Singapore and call at Port Klang or Tanjung Pelepas instead. As a result, Port Klang is able to increase their share of exclusive calls.

The Emergence of a Domestic Challenger: 1999 to 2010

Barely eight years old been operated, the Port of Tanjung Pelepas (PTP) was ranked as 17th busiest container port in the world. Its location is strategic for international shipping lines. Within the first four years of operation, it has recorded a double digit growth, from 418,000 TEUs in 2000 to 4 million TEUs in 2004, with good chances of hitting at least 6 million TEUs this year. Currently, with 10 berths forming 3.6 km of linear wharf, it has an annual handling capacity of 8 million TEUs. However, foreseeing good prospects, early this year, its Chairman, Datuk Mohd Sidik Shaik Osman announced that PTP would be investing into four other berths, with

expected completion date in 2010.

And now since it has completed, it would be forming another 1.44 km of linear wharf, boosting PTP's throughput in excess of 12 million TEUs. As the second transshipment port for South East Asia, almost 95% of the cargo going through PTP is transshipment cargo. Industry sources predict that the scenario is likely to change with developments at Pelepas Free Zones (PFZ), with a shift expected towards a more balanced ratio between local cargo and transshipment cargo. Ideally, the balance is thought to be somewhere in the region of 85% transshipment and 15% local cargo.

To its credit, PTP had a unique set of advantages over the Port Klang. PTP has good connections with other modes of transportation, and PTP provides easier access to Peninsular Malaysia and especially the development in Johor, as well as to Thailand. Also, PTP provides access to other Malaysian ports by navigation wholly within Malaysian waters, which apparently is an advantage. PTP has good connections with other modes of transportation. Phase One included an access road of 5.4 kilometer which links PTP to the Second Link Expressway and thereby to the North-South highway, and a rail link of 31.5 kilometer to the national rail grid at Kempas. In addition, Malaysia's state railway plans to develop an east coast rail landbridge from PTP to Bangkok, Thailand. (The west coast network is congested with 50 freight train services daily, and, in contrast, there are only two freight train services daily on the east coast line.) With these facilities, PTP is able to handle an annual throughput of 3.8 million TEUs. In addition to containers, PTP will provide facilities for liquid, dry bulk, and conventional cargo.

The difference between Port Klang with PTP is that PTP focus more on transshipment whereby 85% of the cargoes are transshipment cargo 15% are local cargo. Whereas, Port Klang focus more on local cargo whereby 65% of the cargoes are transshipment cargo 35% are local cargo. Besides that, the systems used by PTP are Smart-trail System, Container Management System, Gate Control and Monitoring System (GCAMS), Port Radar Systems and Vessel Clearance Systems (VCS) and all those systems similar to PSA's systems. Compared to Port Klang the efficiency of their systems are not as good as PTP's systems. In addition, Port of Tanjung Pelepas has become the second largest transshipment centre in Southeast Asia within a span of three years compared to Port Klang who took more than three years to become only the third largest transshipment centre in Southeast Asia. PTP also given 30% shares to Maersk Sealand which allowing it to operate a dedicated terminal within PTP.

However, the PTP challenges for domestic competition turned out to be nothing more than a minor offensive, given Port Klang as pioneer Malaysian port who has depth of operational experience compared to PTP. Therefore, it is a good idea for Malaysian government to open up PTP as giving a healthy competition domestically with Port Klang. By doing this, Port Klang can focus more on export/import cargo whereas PTP can focus more on transshipment cargo.

Competition Challenges: Issues or Problem

The competition challenges here are that Port Klang not only compete domestically with other domestic ports but Port Klang also compete regionally with Port of Singapore. It seems that Port of Tanjung Pelepas has become the second largest transshipment centre in South-east Asia ahead one stair from Port Klang in becoming the third largest transshipment centre in Southeast Asia. However the main issues here started when 2.5 million TEUs of Malaysian Freight still flowed through the Port of Singapore even though the Malaysian government imposed a levy on trucks transporting transshipment cargo across the causeway bridge linking the two countries and encouraged local manufacturers to use Port Klang. It is also said that the reason most of the Malaysian Freight still flowed through the Port of Singapore due to lower container handling rates at Port Klang and the other reason of course is because of the superior efficiency handling and wider network connectivity offered by PSA.

The successful efforts by Westport to persuade CMA-CGM and China Shipping to relocate their transshipment hubs from Singapore enabled Port Klang to secure significant gains in market share in terms of annualised slot capacity along key east-west and intra-Asia trades. However, the failure to attract major operators on the Far East-Middle East, Southeast Asia-Australasia and Southeast Asia-Africa trades to hub at the port saw Port Klang's market share fall on these routes.

Competition between Tanjung Pelepas and Port Klang appeared to be less intense in comparison to that with Singapore. This was confined mainly to the consolidation of transshipment containers at Tanjung Pelepas by Maersk Sealand as CMA-CGM and China Shipping did not call at the port to begin with. In 1999, 58.4% of ASC deployed by Maersk Sealand that called at Singapore also called at Port Klang. The emergence of Tanjung Pelepas resulted in this capacity, including additional ones, calling solely at the port. As for Evergreen, the line continued to maintain a relatively high number of calls by ASC at Port Klang (578,000 TEUs) even though its main transshipment hub was at Tanjung Pelepas (1.4 million TEUs). However, the future could see Evergreen consolidating its transshipment operations at one location.

Overall, competition for transshipment containers was mainly effected between Singapore and the ports of Tanjung Pelepas and Port Klang rather than between Port Klang and Tanjung Pelepas. Although Singapore continued to enjoy a dominant position as the premier transshipment hub in the region in terms of market share by ASC, the evidence suggested that its hold on the market appeared to be slipping, albeit gradually. As the description provided above relates to performance at the aggregate level, it would be useful to examine the competitive dynamics by individual trade routes connected to the three ports.

It is also said that PSA's now focus on international expansion and competing among the premier port operators like Hutchison Whampoa, P&O Ports and AP Moller Terminals. The strategy of expanding port business internationally is actually a good strategy been done by PSA which Port Klang still thinking of doing it. This is because Port Klang is still lacked of skill labour, lacked of capital and has no international port experience. How actually Port Klang overcome all these problems?

The Solutions

While Port Klang was able to attract some of the world's largest carriers to hub their transshipment activities at the port, continued success in expanding the share of transshipment containers vis-à-vis Singapore and Tanjung Pelepas would depend on the port's ability to succeed in three tasks: (1) by creating and sustaining a viable and independent feeder network to support its transshipment hub, (2) to attract other lines to hub their transshipment activities at the port and (3) consider expanding their port business internationally.

The first task is challenging as most common and dedicated feeder operators continued to rely on Singapore as the major source of local and transshipment cargo, in particular, on the smaller trade routes, despite attempts to develop Port Klang as the national load centre by the Malaysian government. Marketing programmes citing lower costs as compared to Singapore also had limited success suggesting such advantages of hubbing at the port could be outweighed by other disadvantages such as network diseconomies. Port Klang also should offer shippers to operate their own terminal in order to attract more shippers to come to Port Klang. In addition, Port Klang should also increasing their network connection from 500 ports to 600 port so that Port Klang can compete with PSA in the eyes of the shippers at the same time focusing on internal improvements such as upgrading the systems used in order to improve the efficiency of their port in offering the best quality services to shippers at a lower price.

As for the second task, the spate of events over the past five years spurred PSA to act to anchor major container shipping lines in Singapore. Hence, persuading

lines to hub their transshipment operations at Port Klang would require greater efforts and resources, a development that would become critical should growth in indigenous and organic transshipment demand fail to match up to supply of new container terminal capacity.

Finally, as for the third task Port Klang should consider expanding their business internationally by offering any local port operator to joint partnership with any shipping lines into opening new terminal at other ports in another countries. Port Klang maybe can start expanding their international business operation at Vietnam's port. Since one of the reason Port Klang still didn't go for internationally because lack of skill labour maybe they can overcome this problem by hiring expatriates that have depth experiences in handling port business.

In the end, whatever strategies Port Klang's management agreed upon, it was clear that the competition that had arrived in the Southeast Asia ports industry was not going to disappear. As we know, ports competition is based on the basis of price, quality and value-added services. Therefore, Port Klang should be prepared in the competitive challenges mainly from Port of Singapore and domestically from Port of Tanjung Pelepas. Now it was up to Port Klang management team to ensure that Port Klang achieves their vision and mission in the

Sumbangan jurnal untuk bacaan bersama...

Berikut adalah biodata penulis artikel ini:-

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Sebagaimana yang kita maklum, jurnal adalah alat komunikasi di kalangan penyelidik, oleh sebab itu Pihak perpustakaan mengambil inisiatif untuk menghasilkan **Jurnal Perpustakaan Politeknik Shah Alam**. Justeru itu, pihak kami mengalukan sumbangan artikel dari semua pensyarah PSA. Jurnal yang diterbitkan adalah tidak berwasit. Jurnal boleh dibuat dalam Bahasa Melayu mahupun Bahasa Inggeris. Jurnal ini akan diedarkan ke Politeknik dan Maktab Perguruan seluruh Malaysia.

TIP DAN MOTIVASI

AMALAN HIJAU DI PEJABAT

AMALKAN 3R (REDUCE-REUSE-RECYCLE)

- Berhemat dalam penggunaan alat tulis
- Cetak atau membuat salinan hanya jika perlu
- Cetak atau membuat salinan di kedua-dua belah mukasurat bagi dokumen formal
- Gunakan semula kertas terpakai semasa mencetak dokumen tidak formal (salinan draf)
- Gunakan semula sampul surat dan fail yang telah digunakan
- Fikir dulu sebelum buang
- Gunakan tong kitar semula yang betul
- Pesanan makanan untuk mesyuarat/ majlis dibuat mengikut keperluan



GUNAKAN PRODUK MESRA ALAM

- Gunakan bahan kimia bio-degradasi untuk pembersihan dan penyelenggaraan pejabat

TIPS MOTIVASI KERJA DARIPADA DR. FADHILAH KAMSAR

“Ada orang datang ke pejabat dengan perasaan penuh gembira & ceria, ada datang dengan perasaan ‘biasa’ dan ada datang dengan perasaan serba tak kena.. Ingat lah, sesiapa yang datang hanya dengan perasaan ‘biasa’ saja, hasilnya adalah ‘biasa’ saja, sesiapa yang datang dengan ceria, hasilnya akan jadi lebih daripada biasa ataupun luar biasa. Bekerja lah dengan ceria agar menghasilkan produktiviti yang luar biasa yang akan menggembirakan orang di sekeliling kita. Semoga hasil itu akan mendapat keberkatan insyallah...” — Datuk Dr. Fadilah Kamsar **Jadi renungi lah :-**

- Ada antara kita datang ke pejabat hanya memenuhi tanggung jawab ‘DATANG BEKERJA’ tapi hampeh, hasilnya macam kita ‘TAK DATANG’ kerja.
- Ada kala kita rasa kita BUSY giler, rupanya kita hanya ‘KELAM KABUT’.
- Adakala kita rasa kita PERIHATIN’, tapi rupanya kita BUSY BODY.

- Nilai kebolehpayaan produk untuk dikitar semula
- Amalkan perolehan hijau
 - Elakkan penggunaan botol air plastik
 - Elakkan penggunaan penyegar udara di pejabat

KAFETERIA

- Gunakan pembungkus makanan yang mesra alam
- Bawa bekas makanan sendiri untuk membungkus makanan dan minuman

PENGANGKUTAN

- Gunalah pengangkutan awam atau amalkan perkongsian kenderaan
- Gunakan perkhidmatan ‘Park and Ride’ untuk mengurangkan kesesakan tempat parkir

JIMATKAN TENAGA

- Padamkan lampu di ruang yang tidak digunakan
- Gunakan tangga untuk ke aras lain
- Meletakkan komputer peribadi ke

sleep mode apabila tidak digunakan

- Gunakan peralatan elektrik mengikut keperluan
- Jangan buka tingkap apabila pendingin hawa beroperasi
- Pastikan peralatan elektrik dimatikan sebelum meninggalkan pejabat
- Memaklumkan kepada pihak yang berkenaan dengan segera mengenai sebarang kerosakan

JIMATKAN AIR

- Kawal penggunaan air
- Pastikan pili air ditutup dengan rapat
- Elakkan ‘flushing’ yang tidak perlu
- Maklumkan juruteknik dengan segera jika terdapat kerosakan atau kebocoran

Petikan daripada:
BERITA HARIAN
KHAMIS 19 MEI
2011 m/s C16



Tak dapat gaji lebih pun tak apa sebab pahala dapat, kita *draw* kat akhirat nanti, tapi kalau kita asyik dengki mendengki, nasib la sebab dah ditentukan jalan yang sukar itu yang kita pilih...

Renungi lah, berapa orang kawan kita dan berapa orang lawan kita, nescaya itu lah kayu pengukur diri yang sebaiknya



Maka untuk itu, mari kita mula senyum, ceria, mesra sesama kita dan tingkat kerjasama dalam kerja, tak rugi kita semai rasa ‘kekeluargaan’ dalam tugas, kalau kita kurang kerja, cari la kerja membantu teman-teman yang lain.

TIP DAN MOTIVASI

PETUA CEPAT MENINGAT

1. Ada kemahuan yang kuat.
2. Beri tumpuan fikiran.
3. Lazimkan diri dengan kegiatan menghafal.
4. Mengingat berfaedah kepada diri sendiri.
5. Minat yang tinggi terhadap sesuatu perkara.
6. Tidak terlalu banyak kegiatan atau perkara yang perlu dihafal dalam satu-satu masa.
7. Berehat sebentar selepas membaca atau menghafal.
8. Sesuatu fakta itu benar-benar difahami.



9. Tiada gangguan persekitaran terutama perkara yang disukai nafsu.
10. Elakkan dari

memikirkan perkara yang tiada kaitan atau yang bertentangan.

11. Ulang bacaan atau hafalan.
12. Latih tubi (amalan yang dibuat berulang-ulang).
13. Jangan mendengar semata-mata tanpa diulangi menyebutnya sehingga menjadi sehati dengan darah daging.

PETUA MUDAH MENGHAFAH

1. Mengerjakan solat malam.
2. Selalu dalam keadaan suci (berwuduk).
3. Bertaqwa kepada Allah, baik dalam keadaan sembunyi ataupun dalam keadaan terang-terangan. Tunduk dan patuh kepada segala perintah Allah dan meninggalkan segala laranganNya.
4. Niat makan untuk beribadah, bukan makan menurut kehendak hawa nafsu.
5. Selalu bersugi.

KAEDAH MENGHAFAH

1. Mula menghafal peringkat kanak-kanak.
2. Hafalan disertai latihan.
3. Tumpukan minat sepenuhnya.
4. Bahan hafalan tersusun rapi.
5. Difahami terlebih dahulu.
6. Selalu mengulangi.

WAKTU YANG PALING BAIK UNTUK MENGHAFAH

1. Waktu subuh sebelum terbit fajar siddiq.
2. Selepas solat subuh.
3. Sebelum tidur malam.
4. Malam yang sunyi sepi.
5. Suasana sekitar yang tidak sibuk.
6. Jauh daripada bunyi atau sesuatu yang mengganggu.

TIP UNTUK TANGANI SIKAP PANAS BARAN

- Banyakkan membaca buku-buku motivasi
- Kenali diri sendiri dan ketahui faktor-faktor yang boleh menjadi pemicu kepada sikap panas baran itu. Cuba untuk berada dalam kawalan setiap kali faktor tersebut wujud.
- Ingatkan diri sendiri bahawa apa yang dilakukan terhadap orang lain satu hari nanti akan berlaku ke atas diri kita sendiri pula.
- Sedar apa yang ada dalam kawalan kita dan apa pula yang tidak. Jika sesuatu itu bukan dalam kawalan kita, maka marah tidak akan mengubah apa-apa. Sebaliknya ia sekadar membawa penat dan meningkatkan rasa tertekan yang diakhirnya memudaratkan diri sendiri.
- Jika sikap panas baran itu sukar dikawal maka perlu temui kaunselor atau pakar psikiatri sebelum sesuatu yang tidak diingini berlaku.
- Sentiasa berfikir positif dan ka-



takan pada diri bahawa setiap yang berlaku itu ada hikmah dan kebbaikannya. Dengan cara ini kita telah berjaya alihkan fokus minda dari tertumpu kepada sesuatu yang boleh mencetuskan perasaan baran.

- Mereka yang panas baran perlu banyak riadah sebab badan yang cergas membantu akal untuk mengawal emosi.
- Jaga pemakanan, elakkan dari banyak memakan daging merah.

Sebaiknya lebihkan memakan sayur dan buah-buahan.

BANTUAN BAGI KURANGKAN PANAS BARAN SESEORANG

- Jangan tambah lagi kemarahan seseorang itu hingga boleh membawa kemudaratan kepada dirinya atau orang sekeliling.
- Bersabar dengan mereka yang panas baran. Cuba bercakap dengannya

dalam nada yang perlahan lagi lembut.

- Ajar dia beristighfar dan menarik nafas dalam-dalam.
- Berikan dia segelas air sejuk.
- Wujudkan kumpulan sokongan yang membolehkan berkumpul berbincang dan meluahkan isi hati. Ada ketikanya menyedari bahawa masalah ini bukan masalah kita seorang banyak membantu kita untuk menerima hakikat dan berusaha memperbaiki diri.

Petikan daripada: MEGA (UTUSAN MALAYSIA) RABU 11 MEI 2011 m/s 4



SINOPSIS BUKU PILIHAN

TAJUK: Cerita dari Hati (Cintakan ALLAH Tiada Kecewa)

ISBN: 9832672694

Aisya Humaira, seorang gadis remaja yang membesar dengan suasana zaman moden yang menuntut manusia berubah bersamanya. Namun dengan secebis kesedaran yang terdetik dalam kelopak iman, Aisya Humaira membesar dengan mempertahankan agama dalam dirinya biarpun hidup di zaman penuh arus globalisasi. Berpegang pada prinsip la illah haillallah, Aisya Humaira tabah melalui dugaan yang menimpa perjalanannya hidupnya.

Sudah menjadi adat manusia mencari Allah di kala kesusahan, Aisya Humaira cuba memberi bantuan. Membawa dan memimpin manusia kembali kepada Allah iaitu mencintai Allah di tingkat yang paling atas.

Namun, di kala dia cuba memimpin, ada juga yang menentang. Aisya Humaira tetap nekad dengan niatnya untuk mengajak manusia kembali kepada fitrah asal. Sesungguhnya dia tahu, itulah 'janji' yang telah Allah berikan pada siapa yang berjuang di jalanNya. Di hatilah Aisya Humaira memanjatkan doa dan harapan agar insan yang dibimbingnya menemui cinta Ilahi yang lebih hakiki.

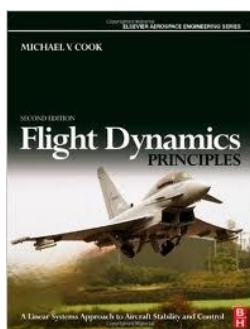
Hinggalah satu ketika Aisya Humaira sendiri di uji Allah. Aisya Humaira terpaksa membuat pilihan antara cinta manusia dan cinta Allah, antara cinta dan cita-cita. Aisya Humaira sukar membuat pilihan. Semakin dia istikharah, semakin dia kabur dengan jawapannya. Semakin dia mengharap, dia rasa semakin disisihkan olehNya. Sehingga dia merasakan ujian Allah padanya telah melemahkan prinsip yang dipegangnya selama ini.



TITLE: Flight Dynamics Principles

ISBN: 9780750669276

The study of flight dynamics is required of all aerospace and aeronautical engineers; this book is an all-encompassing reference for anyone in the field. The study of flight dynamics requires a thorough understanding of the theory of the stability and control of aircraft, an appreciation of flight control systems and a comprehensive grounding in the theory of automatic control. Flight



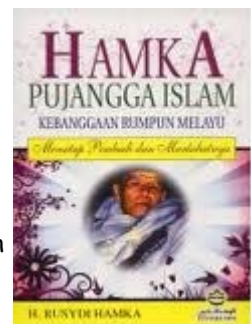
Dynamics Principles provides all three in an accessible and student focused text.

TITLE: HAMKA Pujangga Islam

ISBN: 9839422464

Selain perkara umum, agama dan politik, tak kurang menariknya ialah kehidupan peribadi Hamka sebagai seorang : Suami, Ayah, Datuk dan Mamak serta orang tua daripada suatu keluarga Syeikh (Tuan Guru) asal

Minangkabau yang punyai budaya dan adat resam tersendiri. Penulis juga mengetengahkan kemahiran Hamka membahagi waktu antara mengarang, berkhotbah, ceramah, beri syarahan dan kuliah subuh, membaca buku dan tilawah Al-Quran serta menerima ramai tetamu yang meminta nasihat. Nasihat masalah keluarga, urusan peribadi dan lain lagi; sehinggalah orang ramai perlu beratur mengunggu giliran, seperti halnya hendak berjumpa doktor perubatan di klinik atau hospital. Semua itu dilakukannya penuh ikhlas, tanpa mendapat bayaran, apatah lagi meminta. Ia kerana Allah, demi membantu sesama insan. Itulah pengabdianya kepada Allah, menerusi kasih sayang kepada sesama ummah.



JOSEPH R. GUERCI

Cognitive radar : the knowledgeaided fully adaptive approach

Norwood, MA ; Artech House, 2010. 175ms.

For the first time in one book, this unique volume brings together major new developments in optimal and adaptive multi-input, multioutput (MIMO) radar and knowledge-aided (KA) processing. These breakthroughs yield an entirely new dynamic radar architecture that possesses unprecedented capabilities for adaption in challenging real world environments. This practical resource includes many illustrative examples that help the reader with a number of diverse applications, from optimizing detection of weak targets in complex interference backgrounds, to target identification. Although packed with cutting-edge materials, this book is written in an accessible style consistent with the author's previously well-received *Space-Time Adaptive Processing for Radar* (Artech House, 2003)

WILLIAM P. SPENCE & EVA KULTERMANN

Construction materials, methods and techniques : building for a sustainable future

New York : Cengage Learning, 2011. 934pms.

ISBN 9781435481084

Explore the most up to date methods for residential and commercial building construction, along with the construction materials and properties needed to carry them out with this newly revised book. Construction materials, methods and techniques : building for a sustainable future, third edition offers comprehensive coverage of these topics and presents them using a logical, well-structured format that follows the natural sequence of a construction project. With an emphasis on providing the most current information available, including sustainability and green design, this third edition is fully equipped with content that reflects the 2004 Edition of Construction Specifications Institute (CSI) MasterFormat and information that is based on the input of hundreds of today's top manufacturers and professional and trade organizations. In addition, relevant building codes are frequently referenced, rounding out this need-to-know coverage that is critical to your success in the industry.

STEPHEN BEEBY & NEIL WHITE

Energy harvesting for autonomous systems

Norwood, MA ; Artech House, 2010. 292ms.

ISBN 9781596937185

This unique resource provides a detailed understanding of the options for harvesting energy from localized, renewable sources to supply power to autonomous wireless systems. Professionals are introduced to a variety of types of autonomous systems and wireless networks and explore the capabilities of existing battery-based solutions, RF solutions and fuel cells. This book focuses on the most promising harvesting techniques including solar, kinetic and thermal energy. Readers also learn the implications of energy-harvesting techniques on the design of power management electronics in a system. This in-depth reference discusses each energy-harvesting approach in detail, comparing and contrasting its potential in the field.

DR. 'ALA AL-DIN KHARUFAH

Aqad hutang piutang : menurut syariat Islam dan undang-undang sivil

Kuala Lumpur : Crescent News, 2008. 424 ms.

ISBN 9789830617121

Musuh Islam dan orang-orang Islam yang sudah dipengaruhi oleh sistem ekonomi kapitalis kerap mencela fiqh Islam. Mereka menuhkan fiqh itu sebagai jumud dan tidak maju kerana mereka mendakwa tidak adanya nas-nas yang jelas, bahagian-bahagian akad yang sudah ditetapkan dan kaedahnya yang sempit.

Barangsiapa yang benar-benar menaruh perhatian pada hukum fiqh Islam, bukanlah susah untuk menepis tuduhan dusta ini, kerana sesungguhnya fiqh Islam semuanya maju dan berkembang. Ia disifatkan sebagai sesuatu yang sudah biasa dan diterima dalam segala zaman dan tempat.

Buku yang berasal dari sebuah disertasi yang dibentangkan untuk memperolehi ijazah Ph.D di Universiti Al-Azhar ini, membentangkan masalah akad dan hutang piutang yang seakan-akan sudah dilupakan oleh sebahagian besar kaum Muslimin di zaman moden ini. Penulis membentangkan masalah tersebut secara jelas dan terperinci dengan dalil-dalil dan hujah yang kuat. Selain dapat dijadikan sebagai panduan, huraian yang terdapat dalam buku ini juga boleh digunakan untuk menangkis tohmahan musuh Islam terhadap fiqh dan ajaran Islam.

AKTIVITI PERPUSTAKAAN (JANUARI SEHINGGA JUN 2011)

TARIKH	AKTIVITI
21 JANUARI 2011	LAWATAN DARI MALAYSIA QUALIFICATIONS AGENCY (MQA)
27 JANUARI 2011	LAWATAN QE DARI INSTITUT LATIHAN KEHAKIMAN DAN PERUNDANGAN (ILKAP)
02 FEBRUARI 2011	LAWATAN DARI PILITEKNIK SULTAN IDRIS SHAH (PSIS)
02 MAC 2011	LAWATAN SPA DARI PPD
06 MEI 2011	MESYUARAT PERPUSTAKAAN BIL 1/2011
11 MEI 2011	PEMERIKSAAN ASET PERPUSTAKAAN
11-12 MEI 2011	PENYUSUNAN SEMULA BAHAN DI RAK KERTAS SOALAN DAN RUJUKAN
13 MEI 2011	PENGUBAHSUAIAN BILIK SALC KEPADA BILIK KENANGA DAN SURAU
30 MEI 2011	AUDIT DALAMAN MQA BAGI KURSUS AEU
31 MEI 2011	AUDIT QE BIL. 1/2011
13 JUN 2011	GOTONG-ROYONG SEMPENA HARI KONVOKESYEN KE 13
14-17 JUN 2011	JAMUAN MAKAN VVIP DI BILIK TERATAI, PERPUSTAKAAN SEMPENA MAJLIS KONVOKESYEN KE 13
23 JUN 2011	LAWATAN KERJA KE PERPUSTAKAAN INSTITUT TANAH DAN UKUR NEGARA (INSTUN), POLITEKNIK SULTAN AZLAN SHAH (PSAS) DAN PERPUSTAKAAN DAERAH TANAH RATA.

GAMBAR-GAMBAR AKTIVITI

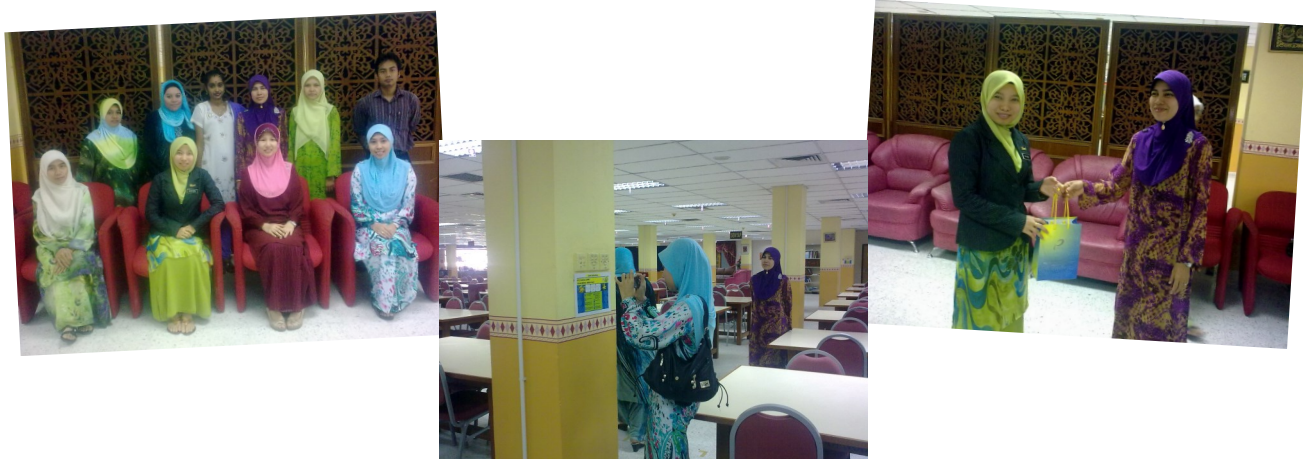
LAWATAN DARI MALAYSIA QUALIFICATION AGENCY(MQA) PADA 21 JANUARI 2011



LAWATAN QE DARI INSTITUT LATIHAN KEHAKIMAN DAN PERUNDANGAN (ILKAP) PADA 27 JANUARI 2011

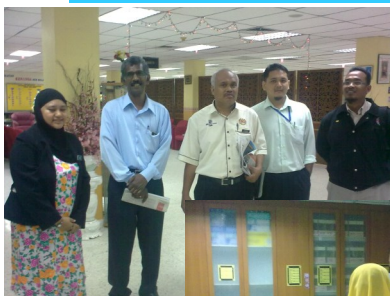


LAWATAN DARI PSIS PADA 02 FEBRUARI 2011



Seramai 6 orang staf perpustakaan Politeknik Sultan Idris Shah telah mengadakan lawatan kerja ke perpustakaan PSA. Rombongan ini diketuai oleh pustakawan Pn. Noor Azira bt. Abdull Razak. Lawatan kerja ini bertujuan meninjau aspek pengurusan perpustakaan disamping mengeratkan hubungan antara staf perpustakaan politeknik. Lawatan kerja ini telah berlangsung selama hampir 3 jam di mana taklimat telah diberikan oleh Pn. Nor Rizan bt. Ibrahim. Pihak perpustakaan PSIS amat berminat dengan amalan QE yang dijalankan di PSA.

LAWATAN SPA DARI PPD PADA 02 MAC 2011



MESYUARAT PERPUSTAKAAN BIL.1/2011 PADA 06 MEI 2011



Mesyuarat ini dipengerusikan oleh Pn Siti Fatimah dengan kehadiran semua staf seramai 8 orang. Antara yang telah dibincangkan tentang projek cuti semester, penggunaan bilik-bilik di perpustakaan, bantuan kepada perpustakaan Politeknik Banting, latihan staf, bajet pembelian buku 2011 dan pendokumentasian bahan sumbangan.

PEMERIKSAAN ASET DI PERPUSTAKAAN PADA 11 MEI 2011



Pemeriksaan aset telah dijalankan di perpustakaan PSA oleh En. Islamuddin daripada Bahagian Pentadbiran sambil dibantu oleh Pn. Nor Rizan Ibrahim dan Pn. Nor Parasila Ahmad Kamali. Pemeriksaan telah dijalankan selama 2 jam bermula jam 2.00 petang. Pihak Perpustakaan mengambil maklum segala nasihat dan pandangan yang diberikan.

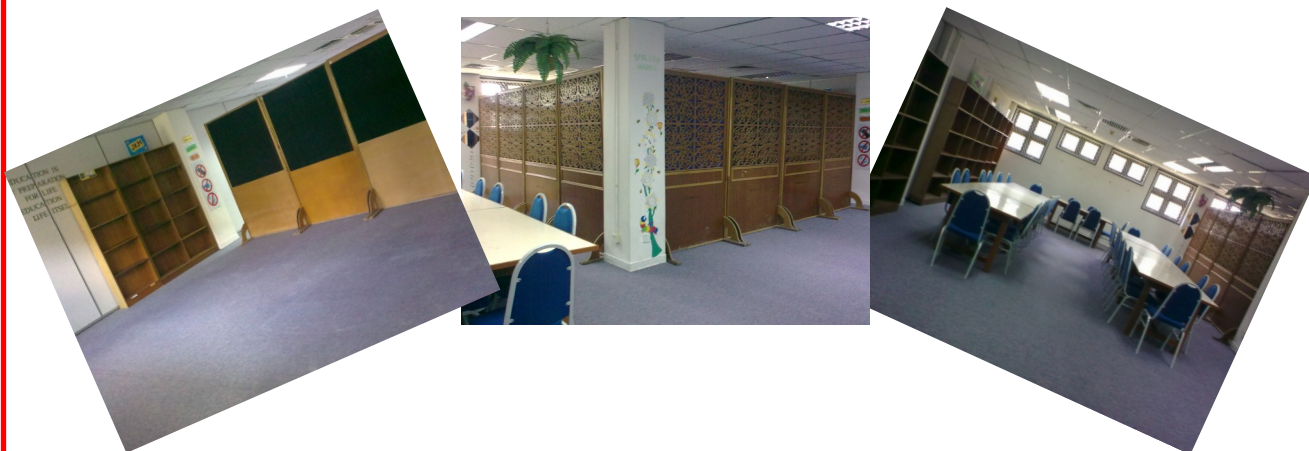
PENYUSUNAN SEMULA BAHAN DI RAK KERTAS SOALAN DAN RUJUKAN PADA 11-12 MEI 2011



Penyusunan semula kertas soalan peperiksaan telah dilakukan dengan kerjasama semua staf. Kertas peperiksaan ini adalah bahan sangat digemari oleh pelajar menjelang peperiksaan. Bahan peperiksaan ini disusun dan disisih mana yang sudah tidak relevan lagi dengan silibus semasa.



PENGUBAHSUAIAN BILIK SALC KEPADA BILIK KENANGA DAN SURAU PADA 13 MEI 2011



Pengubahsuaian Bilik SALC kepada Bilik Malaysiana dan ruang solat untuk pelajar lelaki dan perempuan. Pengubahsuaian ini telah diketuai oleh Pn Hayati Mat Yaakob bersama staf sokongan yang lain dengan dibantu oleh staf kontraktor pembersihan. Pihak perpustakaan berharap kedua-dua kemudahan ini akan dimanfaatkan sepenuhnya oleh pelajar demi keselesaan mereka.

AUDIT DALAMAN MQA BAGI KURSUS AEU PADA 30 MEI 2011



AKTIVITI PUSPANITA



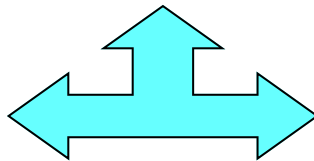
Staf perpustakaan tidak melepaskan peluang bagi menyertai kursus-kursus anjuran Puspanita PSA. Antaranya ialah Pn. Norhayati Majid telah menyertai Kursus Membuat Kek di Kolej Komuniti Shah Alam pada 20 & 27 Mei 2011. Tenaga pengajar bagi kursus ini ialah Pn Sarimah Jantan dari Hidayah Cookies, Seksyen 36 Shah Alam. Pn. Hayati Mat Yaacob pula telah menghantar tiga anak beliau iaitu Yasmin Zulkiflee, 12 tahun Siti Asiah 10 tahun dan Muhammad Sufi, 7 tahun, manakala Pn. Nor Rizan turut menghantar anaknya Nor Farah Diyana, 8 tahun dan Allisya Syazwanie, 12 tahun untuk mengikuti Kursus Lukisan Gelas pada 31 Mei & 1 Jun 2011.

AUDIT QE BIL. 1/2011 PADA 31 MEI 2011



Audit persekitaran berkualiti (QE) telah dijalankan ke atas perpustakaan pada Mei 2011. Juruaudit yang terlibat ialah Pn. Khasniza Karim, Pn. Norsuraidah Harun, Pn. Hafizah Mohd Yusoff Dan Pn. Norhazlin Mohammad. Zon Kenanga memperoleh markah sebanyak 87%.

GOTONG-ROYONG SEMPENA HARI KONVOKESYEN PADA 13 JUN 2011



Gotong –royong dilakukan sempena hari konvokesyen bagi menceriakan lagi suasana di perpustakaan apabila tetamu terhormat datang. Ini kerana Bilik Teratai dijadikan ruang bagi tetamu tersebut. Gotong-royong ini mendapat kerjasama dari semua staf perpustakaan.

Kami juga melaksanakan pemantauan tempat-tempat pembiakan aedes dengan membersihkan pelapik pasu-pasu bunga.

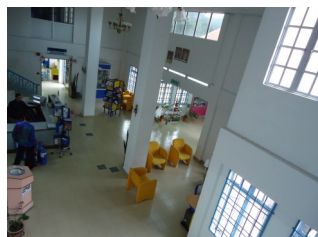


JAMUAN MAKAN MAJLIS KONVOKESYEN KE 13 PADA 14-17 JUN 2011



LAWATAN KERJA KE PERPUSTAKAAN INSTITUT TANAH & UKUR NEGARA (INSTUN), POLITEKNIK SULTAN AZLAN SHAH (PSAS) DAN PERPUSTAKAAN DAERAH TANAH RATA PADA 23 JUN 2011

23 Jun 2011 — Lawatan kerja telah dibuat ke INSTUN, PSAS. dan Perpustakaan Daerah Tanah Rata. Lawatan ini bertujuan mendedahkan staf dengan pengurusan perpustakaan dari sudut susun atur dan tadbir urus perpustakaan.



PERPUSTAKAAN

**Politeknik Premier Sultan Salahuddin
Abdul Aziz Shah, Persiaran Usahawan,
Seksyen U1, 40150 Shah Alam,
Selangor Darul Ehsan.
No. Tel: 03-51634000 Ext: 079/80/81
Talian Terus: 03-51634079/80/81
No Faks: 03-55691903
Laman Web : [http://library.psa.edu.my/
library](http://library.psa.edu.my/library)
E-mail : pustaka@psa.edu.my**

SUMBANGAN BUKU

Pihak perpustakaan mengalu-alukan kepada mana-mana staf yang ingin menghadiahkan koleksi buku kepada pihak perpustakaan. Sumbangan boleh terus dimajukan kepada Pustakawan, Pn Siti Fatimah Wahab. Sumbangan ini akan dikategorikan sebagai hadiah kepada perpustakaan PSA.

“KNOWLEDGE IS POWER”

POLITEKNIK SULTAN SALAHUDDIN ABDUL AZIZ SHAH

PENGARAH

PUAN ASMARA BINTI SULONG

PENASIHAT PERPUSTAKAAN

ENCIK NAZRI BIN IDRIS BPC

PUSTAKAWAN (S44)

PUAN SITI FATIMAH BINTI WAHAB

PUSTAKAWAN (S41)

PUAN NORHAYATI BINTI MAJID

PENOLONG PEGAWAI PERPUSTAKAAN (S27)

NURUL FARHAH BINTI DALAIL

PEMBANTU PERPUSTAKAAN (S17)

NOR RIZAN BINTI IBRAHIM

HAYATI BINTI YAACOB

NOR PARASILA BINTI AHMAD KAMALI

NURZULIANA BINTI DELLNOOR

NOOR SELINA BINTI IDRIS

AZLEENA BINTI BASIRON

PEMBANTU AM PEJABAT (N1)

NUR IZWAN BIN BERAHIM

OPERASI PERKHIDMATAN

SEMASA SEMESTER:

ISNIN - KHAMIS

8.30 PAGI - 9.00 MALAM

JUMAAT

8.30 PAGI - 6.00 PETANG

CUTI SEMESTER:

DIBUKA PADA WAKTU PEJABAT

SAHAJA

8.30 PAGI - 5.00 PETANG

TUTUP:

SABTU DAN AHAD SERTA CUTI UMUM

DOA UNTUK ANAK



“Ya Allah, mudahkanlah anakku melalui ujian di dunia apatah lagi di akhirat. Tunjukkanlah dia memilih yang benar dan hindarkan dia dari memilih yang salah. Dengan rahmatMu Ya Allah lindungilah dia dari kejahatan segala makhluk yang boleh menggugat imannya kepadaMu.

Kasihaniilah dia dengan penjagaanMu yang tak pernah tidur, gengamlah jiwanya dengan kelembutanMu dan bimbinglah akal dan perasaannya dengan cahaya ilmu-Mu. Ya Allah jadikan dia sebagaimana Ismail A.S. disisi Ibrahim A.S. pada diriku, sesungguhnya Engkau tidak pernah menghampakan hambaMu yang memohon dengan menyangka baik pada ketentuanMu. Wahai Tuhan Yang Maha Belas Kasihan kuserahkan jiwa anakku dalam penjagaanMu.

BAHAGIAN KANAK-KANAK

Pihak perpustakaan mengalu-alukan anak-anak staf untuk membuat peminjaman buku-buku di perpustakaan. Walau bagaimanapun kanak-kanak berumur 7 tahun ke bawah harus dikawal oleh penjaga masing-masing untuk mengelakkan gangguan kepada pengguna yang lain.

Dipetik dari artikel “Doa menggilap anak bagi permata” oleh Dr. Hj. Juanda bin Haji Jaya. Beliau bertugas sebagai Mufti negeri Perlis menggantikan Dr. Asri Zainal Abidin. Sebelum ini pernah bertugas sebagai Naib Mufti Sarawak. Selain itu beliau juga adalah perunding undang-undang keluarga