

CIRCULAR NO: 76/2025

DATE: 17 JUNE 2025

TO: ALL MEMBERS

FOLLOW-UP: NATIONWIDE ENFORCEMENT OF MINISTRY OF TRANSPORT'S OVERWEIGHT POLICY & PORT-SPECIFIC IMPLEMENTATION CLARIFICATIONS

Further to [MPMA'S CIRCULAR NO. 49/2025 ON 'COMPLIANCE WITH THE LEMBAGA PELABUHAN KLANG \(LPK\) OVERWEIGHT POLICY'](#), we wish to highlight several important clarifications and updates regarding the Ministry of Transport's (MOT) nationwide enforcement of the Overweight Container Policy. Please be reminded that the Ministry of Transport's Overweight Policy is applicable to all ports in Malaysia. While our previous circular focused on Port Klang, members are urged to recognize that similar compliance requirements are either already in place or pending implementation at other major ports.

CLARIFICATION ON POLICY REFERENCES

We strongly advise all members to refer directly to official circulars issued by respective port authorities (for example, LPK, Johor Port Authority, Penang Port Commission) when seeking guidance or clarification regarding the Overweight Policy. Interpretations or secondary information from third-party sources, including industry associations, should not substitute for official policy documentation.

PORT-SPECIFIC IMPLEMENTATION UPDATES**Port Klang**

1. Back-to-Back trailers using standard skeletal trailers are still allowed, provided the total load complies with BGK (Gross Combination Weight) limits.
2. Back-to-Back trailers using side-loaders will be prohibited effective 1 July 2025.

Pasir Gudang Port and Port of Tanjung Pelepas

The use of laden Back-to-Back trailers is strictly prohibited effective 1 July 2025.

Penang Port

The port authority is currently collecting data on containers for assessment from 1 July to 31 December 2025. Enforcement will be effective by 1 January 2026.

Responsibilities of Shippers, Consignees, and Hauliers

1. Shippers/Consignees must declare accurate container weight during Request of Transport (ROT) and coordinate with hauliers to ensure compliance with VGM and BGK limits.
2. Hauliers must deploy suitable vehicles aligned with regulatory weight limits. If hauliers are unable to provide compliant trailers, shippers/consignees are encouraged to engage alternative hauliers capable of meeting the operational requirements.

For detailed reference and further clarification, you may refer to [LPK'S GENERAL MANAGER'S CIRCULAR NO. 3/2025](#) and [JOHOR PORT AUTHORITY CIRCULAR NO. 2/2025](#), which outline the relevant procedures and requirements in full.

Should you have any questions or require additional information, please do not hesitate to contact Mr Fariz at T: +603 7876 3027 or via email at fariz@mpma.org.my.

Thank you.

MALAYSIAN PLASTICS MANUFACTURERS ASSOCIATION

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