



ASSOCIATION OF MALAYSIAN HAULIERS  
ROS NO 1383

## OFFICIAL CIRCULAR NOTICE

Your Ref. :  
Our Ref. : CIR/NOTICE/AMH/AZU250310  
Date : 10<sup>th</sup> March 2025  
To : AMH Members, Port Stakeholders, Shippers & Consignees,

### **COMPLIANCE WITH LPK OVERWEIGHT POLICY & HAULIER WEIGHT LIMITS**

Dear Members, Shippers, Consignees & Port Stakeholders,

This notice is issued in response to the **Ministry of Transport (MOT) instructions to LPK during the NLTF Meeting 2024** regarding the strict enforcement of the *LPK Overweight Policy*. The Association of Malaysian Hauliers (AMH) strongly reminds all parties of the need to adhere to hauliers' equipment weight limitations to ensure compliance with safety regulations and operational efficiency.

## 1. Operational Limits

Due to the majority of haulier equipment having a **maximum capacity of 38,000 kg**, AMH has set a **VGM weight limit of 25,000 kg**. This weight restriction ensures compliance with the LPK Overweight Policy and is essential for maintaining safety and operational efficiency. The weight limits apply to the following:

### A. VGM Maximum Limit

- *Trailer (20ft & 40ft) VGM Limit: 25,000 kg*
- *Side Loader VGM Limit: 22,000 kg* (Due to LPK Over Weight enforcement and heavier SL trailer weight)

## 2. Overweight Responsibility

- The shipper/consignee is fully responsible for ensuring that they load according to the AMH VGM guidelines (below 25,000 kg).
- The shipper/consignee must declare the VGM to the haulier upon ROT submission and comply with AMH VGM guidelines.
- Failure to comply will result in the shipper/consignee being fully liable for any legal claims, damages, charges, or penalties imposed on their container, whether directly or indirectly.

Additionally, **hauliers hold no liability for any port-related penalties**, including but not limited to **storage charges, demurrage, detention, and SSR fees**, that may arise due to this implementation. Any costs incurred due to overweight violations, including **recouping losses if a prime mover is blacklisted from entering terminals**, shall be fully borne by the customer.

No 88-B2 , Lebuhr Beringin 42000 Pelabuhan Klang,  
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Furthermore, if legal penalties or other punitive actions arise as a consequence of overweight shipments, all associated costs and liabilities will be the full responsibility of the shipper/consignee. This includes financial losses, potential legal actions, and any other repercussions caused by non-compliance with the stated weight restrictions.

### 3. Operational Guidelines for Compliance

- **Hauliers must strictly enforce the weight limits** outlined above and ensure customers declare container weight before entering ports to prevent disruptions.
- **Overweight laden back-to-back operations must be discontinued** unless they fall within the permissible weight limits.
- Any deviations from these limits will be the sole responsibility of the shippers/consignees.

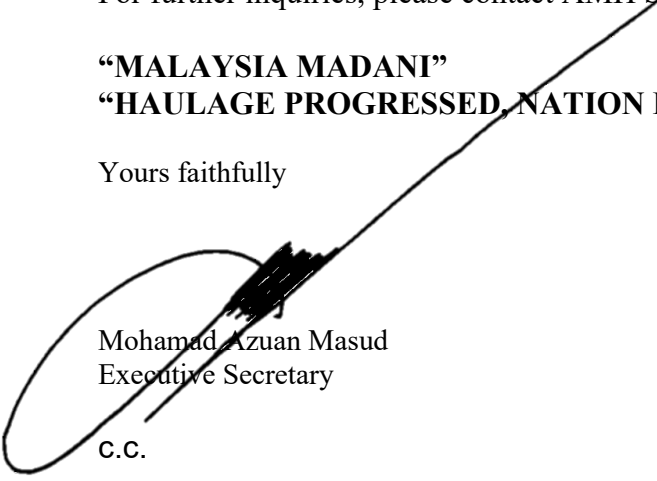
By implementing these weight restrictions, AMH aims to ensure compliance with the LPK Overweight Policy while safeguarding hauliers from unnecessary risks. We appreciate your cooperation in adhering to these regulations.

For further inquiries, please contact AMH Secretariat.

**“MALAYSIA MADANI”**

**“HAULAGE PROGRESSED, NATION DEVELOPED”**

Yours faithfully



Mohamad Azuan Masud  
Executive Secretary

C.C.

**Y.B. ANTHONY LOKE SIEW FOOK**  
Transport Minister of Malaysia

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Ruj. Tuan:

Ruj. Kami: LPK.100-1/3/1 Jld.2 ( 3 )

Tarikh : 5 Mac 2025

## **EDARAN KEPADA SEMUA PENGGUNA-PENGGUNA PELABUHAN**

Tuan / Puan,

### **PEKELILING PENGURUS BESAR LEMBAGA PELABUHAN KELANG BIL.1/2025**

### **PENGUATKUASAAN SEKATAN KE ATAS PENGELUARAN / PENGHANTARAN MUATAN MELEBIHI BERAT GABUNGAN KENDERAAN (BGK) DARI / KE PELABUHAN KLANG**

Adalah saya dengan segala hormatnya merujuk kepada perkara di atas dan surat LPK.600-1/1/9(15) bertarikh 6 Disember 2024 adalah berkaitan.

2. Dimaklumkan bahawa selaras dengan keputusan Mesyuarat Pasukan Petugas Logistik Kebangsaan (NLTF), Kementerian Pengangkutan Malaysia (MOT) melalui surat rujukan bertarikh 18 Februari 2025 telah mengarahkan Lembaga Pelabuhan Kelang (LPK) untuk melaksanakan sepenuhnya sekatan ke atas kenderaan Haulier yang membawa muatan melebihi berat gabungan kenderaan (BGK) dari / ke Pelabuhan Klang seperti berikut:

- i. Transaksi Import akan disemak di peringkat tempahan (*booking level*) dan tempahan akan ditolak sekiranya jumlah muatan melebihi BGK;
- ii. Transaksi Eksport akan ditimbang di pintu masuk pelabuhan. Sekiranya kenderaan Haulier didapati telah melanggar jumlah muatan melebihi BGK sebanyak tiga (3) kali maka kenderaan Haulier tersebut akan disekat daripada memasuki Pelabuhan Klang.

3. Justeru, Syarikat Haulier diminta untuk memastikan kenderaan Haulier yang membawa keluar kontena Import dari pelabuhan tidak melebihi had muatan yang ditetapkan. Manakala bagi kenderaan Haulier yang menghantar kontena Eksport ke pelabuhan, Syarikat Haulier diminta untuk mengambil tindakan yang sewajarnya jika menerima peringatan / mesej amaran daripada pihak Operator Pelabuhan berkaitan lebihan muatan.

4. Disamping itu, Syarikat Haulier juga dinasihatkan untuk membuat tempahan melalui Sistem CargoMove **selewat-lewatnya satu (1) jam sebelum** pengeluaran / penghantaran kontena di Pelabuhan Klang supaya mempunyai masa yang mencukupi untuk menukar kenderaan ataupun kontena bagi memastikan kelancaran pergerakan serta mengoptimumkan pengurusan haulier dan trafik di kawasan pelabuhan.
5. Pelaksanaan ini akan **berkuat kuasa mulai 1 Mei 2025**.
6. Sebarang pertanyaan lanjut berhubung pelaksanaan ini boleh diajukan terus kepada Jabatan Pusat Sehenti LPK di talian 03-3168 8211 samb. 2039 / 2040 / 2045 / 2047 atau emel [osc@pka.gov.my](mailto:osc@pka.gov.my).

Sekian, terima kasih.

**“MALAYSIA MADANI”  
“BERKHIDMAT UNTUK NEGARA”**

Saya yang menjalankan amanah,



**(R. SRI MUHUNAN)**

Pm. Pen. Pengurus Besar (Korporat dan Pembangunan)  
b.p. Pengurus Besar  
Lembaga Pelabuhan Kelang