

The Application of Halal Logistic in Korean Halal Industry: A Model from Malaysia Perspective

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Abstract: The emergence of Halal logistics industry is objectively anticipated to be a crucial factor in the near future. Considering the increasing of Halal industry and market with an explosive inclination of the Islamic population, the Halal logistics has the urgency for compliance especially in non-Islamic nations. However, the non-Islamic nations are going to confront obstacle due to the unprepared resources for the Halal logistics industry. Assuming for the global tendency of fortifying the Halal industry among Islamic countries, coping with the future is imperative on the position of Korea. Because of that, this research revealed the issuable factors out from current industry of Korean logistics by adjusting MS 2400-1:2010 to industrial factors of Korean logistics. To contribute in making up of the definite establishment of Halal logistics for the pre-existing industry of Korean logistics, the criterion in this research is based on MS 2400-1:2010 and pre-existence manual of Korean logistics industry which is allocated to every single factor consisting of the existing environment of logistics in Korea. Thus, this research denotes veiled factors which are not adjustable to Halal logistics by analyzing the current status of Korean logistics by adding a comparison between MS 2400-1: 2010 and present status of domestic logistics.

Keywords: Halal logistics; MS2400-1:2010; Korean logistics

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Introduction

The Halal logistics is estimated as the primary step in Halal trade as to keep the integrity of Halal products from farm to fork. Because of such rationale, the crucial role of Halal logistics is gradually accepted and implemented all around the world. In the case of several ports located in Europe such as Marseille and Rotterdam, they have already adopted the Halal logistics guided by the specific manuals in preparing exclusive storage for Halal freights and separating cargos in the process of operational logistics. The overall procedure and process of Halal logistics including the supply chain-circumstance from the beginning step of transport to shipment on the board. There are diverse methods and factors which related to Shariah that are majorly involved in many parts of logistics in order to contribute to the sustainability of Halal supply chain in this Halal industry (Ngah, Zainuddin, & Thurasamy 2012; Van der Spiegel *et al.*, 2012). The operation of conventional logistics is a contrary to Halal logistics because the latter must abstain from suspicious factors that can be a threat to the integrity of Halal cargo. Surprisingly, most of the products which use the conventional logistics are exposed to an unpredicted contamination contracted while in the process of logistics (Yeo, Thai & Roh, 2015). Thus, this research serves the purpose to study whether Halal logistics can be implemented into Korean logistics industry by analyzing the revealed problems against Halal logistics manual.

Fundamental of Halalan Toyyiban in Logistics Concept

According to Malaysian Standard MS2400-1:2010, the fundamental of Halal logistics revolves around Shariah ritual, filth (Najs) and Quranic resources that the majority of elements to be implemented on the process of logistics. The definition of Halalan Toyyiban on the view of Halal logistics is derived from historical and religious belief of the Muslim regulating overall Islamic values and mandatory (Ngah, Zainuddin, & Thurasamy, 2014). It is almost impossible to define specific means of Halal in this paper due to the wide arrangement of the Halal logistics. However, in short, the core of Halal logistics is to separate and protect cargo from any contamination which can risk the Halal logistics regulation and its requirements in all steps of procedure. There are many clauses from MS2400-1:2010 needed to be highlighted for this Halal logistics. It is, however, realistically impossible to adopt a total mandatory change for domestic logistics industry without any modification or exceptional selection of clauses (Syazwan, Abdul Hamid, Hafiz Zulfakar & Jeeva, 2014). If several significant conditions should be picked out from MS2400:2010, there are several clauses that are suitable for domestic logistics industry to implement such as clauses from 2.12 to 2.14 including 2.28 potential contaminant and others from 4.4.3 to 4.4.7 indicating the requirements of storage and transport, loss/damage and

documentation. Not only these options but also others in chapter 5 about the handling of mixed goods and/or cargo and 6.6 cleaning and sanitation are able to be debatable factors for Halal logistics to be adjusted to domestic industry of logistics in Korea. Clauses on contamination and cleansing, sanitation of process of Halal logistics is the first issue to be highlighted and documenting and handling Halal cargo follows after.

The Model of Malaysia Halal Logistics (MS)

The factors which consist of Halal logistics are based on the MS2400-1:2010 covered from procedure to the management of supply chain. The focus is to eliminate dangerous factors on the side of shipment and contamination that can be hazardous to the process of Halal logistics. The performance conducting the said process complies typical process flow by abiding the Halalan-Toyyiban Assurance Pipeline (Halalan Toyiyiban Assurance Pipeline: The pipeline provides assurance that products, goods and/or cargo delivered from one custodian to another are in accordance with Halalan-Toyyiban requirements) (MS2400-1: 2010).

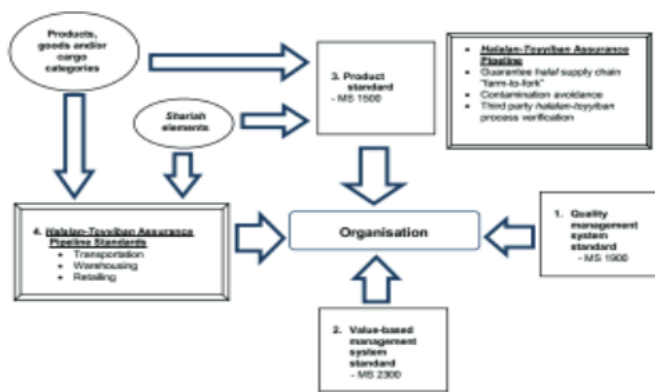


Figure 1. Halalan Toyiyiban Assurance Pipeline (Source from MS2400-1:2010)

Figure 1 indicates the overall flow chart for Halal logistics procedure based on assurance pipeline including the pertinent factors in Halal supply-chain. It is composed of four sections which show each different standard belongs in the pipeline.

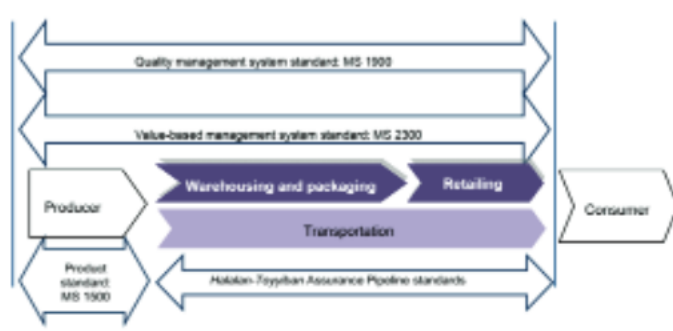


Figure 2. Halal logistics structure (Adopted from MS 2400: 2010)

The model of Malaysia Halal Logistics is important to other countries as their guidelines in technique and development. The specific rationale how Malaysia leads domestic Halal logistics to be globally known is because of the Islamic infrastructure which is widely settled up in the area from the air-way to sea-way

than any other countries. These advantages of the aspect of the growth of Halal industry are originated from the high Muslim population and exclusive status of globally dominating the Halal industry in technique, policy, and regulation. Back to the issue of modeling the Halal logistics on the position of Malaysia, majority of logistics corporations perform conveyance and storage under Halal regulation (Talib, Hamid, Zulfakar, & Chin, 2015).

The rigid policy of Malaysia government is against the Non-Islamic value which is industrially does not based on Shariah law and MS rules (Hashim & Shariff, 2016) From the transporter who is the primary source in Halal logistics to shipping cargo on the board should comply with the Halal manual of logistics. Well-organized supply chain system acts as a fundamental base in the part of Halal logistics. Due to a structural model of the population in Malaysia, there is no worries about Halal logistics system. It means that the Muslim population can consume Halal products except for several cases of Non-Halal factors. That means, the supply chain system in Malaysian Halal logistics is well protected by Halal logistics regulations.

Pre-existing Status of Korean Logistics

The current situation of domestic logistics nowadays is absolutely abiding the conventional logistics industry derived from the rule of global logistics originated from the standard of Europe influenced by the UK. The majority of countries are not Islamic countries where they followed the conventional logistics and the notion of Halal logistics is recent emergence in the world. Because of such rationale, Korea has adopted conventional operation of logistics in the same way.

Table 1. Remarkable MS 2400: 2010 regulations on the view of the adoption of Halal logistics

MS2400-1:2010	Requirements
2.12 Contaminant	Non-Halal or any suspicious substances are non-Halalan
2.13 Contaminated product	Product which is non-Halalan is contaminated by potential contamination
2.14 Contamination	Any factors are not under Shariah perspective is contaminated
2.15 Custodian	Only authorized staff is allowed to be the custodian
2.28 Potential contamination	Unpredicted contamination against the rule of MS 2400: 2010
4.4.2 Storage	Blocking deterioration up in advance by separating Halal cargo
4.4.4 Transport condition	Environmental condition of transport such as humidity and temperature, air pressure, etc.
4.4.6 Loss/damage	Loss/damage to the process of logistic should be documented
4.4.7 Documentation	Proper documentation with collective action for Halal logistics
5.3.2 Handling of Mixed Goods and/or	Preventing mixed good and cargo on the process of logistics with collective action to dispose of the contaminated cargo

including the land transporter. Their supply chain is well organized

5.7 Control of monitoring and Measuring equipment	Preparation of measuring equipment for monitoring <i>Halalan-halalan-toyyiban</i> -Risk Management plan
6.6 Cleaning and sanitation	Settlement of certain cleaning and disinfection program by adjusting requirement of Shariah ritual cleansing process
6.10.1 Physical, Chemical and Biological Control	Establishing a system to avoid contamination of good and cargo by physical, chemical, biological factors originated from Non- <i>Toyyiban</i>
6.10.2 Pest control	Blocking extent pest up in advance to protect Halal cargo and good

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Table 1 shows the condition of strict requirement for maintaining the rule of Halal logistics. Each title is picked up as a concerned issue not able to be adjusted to the current status of Korean logistics without partial modification of industrial resources.

Table 2. Analysis of the current status of Korean logistics

MS2400:2010	Status of domestic logistics	Possibility of collective action
2.12 Contaminant	Non-Manual	High
2.13 Contaminated product	Non-Manual	High
2.14 Contamination	Non-Manual	High
2.15 Custodian	Non-Manual	High
2.28 Potential contaminant	Non-Measurement	Low
4.4.2 Storage	Non-Manual	Middle
4.4.4 Transport condition	Manual not Halal	Middle
4.4.6 Loss/damage	Manual	High
4.4.7 Documentation	Non-Manual	Middle
5.3.2 Handling of Mixed Goods and/or cargo	Non-Manual	Low
5.7 Control of monitoring and Measuring equipment	Non-Manual	Low
6.6 Cleaning and sanitation	Non-Manual	High
6.10.1 Physical, Chemical and Biologicals	Manual not Halal	Low
6.10.2 Pest control	Manual not Halal	Low

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Table 2 compares the current status of Korean logistics whether it has the possibility to adjust Halal logistics into the domestic industry by referring to MS 2400-1:2010. Majority of the sections have no single manual or else, they have the manuals but are not Halal compliant except for clause 4.4.6 which is the Loss/damage. It frequently occurs in logistics part during navigation or in the case of common process related to logistics. The clause 2.28 potential contaminant is an exceptional case because of unpredictable variables which does not have the accurate definition that is regulated to prohibition factor but are estimated as suspicious case. Certain verification cannot be guaranteed by the Non-Islamic nations due to lack of information. Thus, the collective action against Non-Halal process in logistics is used based on the situation of Korean logistics. The sections on contamination, cleaning and sanitation are esteemed as having high priorities than others. The rationale of the high priorities of the said collective actions is that most of the process related to the hygiene of logistics in a port and other place for logistics are controlled by the government through operation of the exclusive bureau which is responsible for quarantine and disinfection (Altuntaa & Tuna, 2013; Tieman & Ghazali, 2014). The systemic management of procedure and conduction for logistics against hazardous factors is on the stable level compared to other countries. In contrast, the group of possibility of collective action for low and middle levels in Table 2 are placed on the high-priority clauses. The current situation of domestic logistics is not allowing to correspond to a condition in the low and middle level of collective action. This is because most of them are inferior to the establishment of the new rule or re-modeling extant operation to adjust the Halal requirement into conventional performances of logistics due to a complex of procedure and high-investment.

Currently, the scale of Korean Halal logistics is not much bigger than other Islamic countries which have the well-organized infrastructure. Besides clauses belonged in 4 and 5 are related with private corporations. Each of them has the responsibility of their work engaged in logistics such as freight forwarder and liner etc. Even though if the government pushes silently Halal logistics by announcing it to be official to the nations, the government has no authority to persuade them for investment in Halal logistics on the position of corporations; which seeks the benefit behind of every move (the initial aim). Those companies deeply connected with the logistics industry in Korea have adopted their own logistics operating system so far. Thus, exceptional classification of document and storage, control of monitoring, verification of handling of mixed cargo are not able to perform totally at once. In short, the merge of their system with Halal logistics is impossible due to several reasons above and competition among those corporations without mutual cooperation, concealing the internal information of a company. The clauses belonged in 6 are on the side of scientific issue based on Halal science which Islamic values are referred to. For the reason, using pesticide and chemical, physical, biological control to eliminate hazardous factors such as insect and bacteria should not be easily undertaken without certain specialty in Halal science. Unless it is settled up as a strict rule in advance, it can be a potentially hazardous issue in Halal logistics when rules are neglected. Serious factors that can be identified against adoption of Halal logistics in Korea are; a) less infrastructure of the Halal industry, b) the impossibility of integrity of separated logistics system, and c) the absence of Halal science Knowledge.

The Application of Halal Logistics in Korean Halal Industry

Adoption of Halal logistics to Korea logistic industry is estimated to be complicated due to the existing status and environment of Korea. The reason is that, the absence of professional information related to Halal logistics and unqualified mandatory of Halal certification for logistics. Both reasons are the core issues regarded as an obstacle against the implementation of Halal logistics in Korea. Pre-existing logistics manual which has been historically used all around the world through consensus among nations has been perfectly settled up.

Furthermore, Halal logistics is still regarded to them as complicated and duplicated operations on the view of conventional logistics process. Basically, the corresponding requirement of Halal logistics is complex and inferiority on the view of profit with demand (Iskandar, Tan, Razali & Husny, 2012). Besides, inputting extra investment for exclusive warehouse and acquiring professional knowledge of the Halal industry with a scientific technique for Halal will consume a lot of money. According to BPA, the Korean government has no scheme to promote Halal logistics due to less benefit and adamant public opinion against the Halal industry by Christian society in Korea. However, global Halal trading has been gradually increasing per annual year and it is anticipated to be inclined more than now. Because of that, the government and other corporations must be prepared to cope with future demand in advance (Lee, Ooh & Han, 2013).

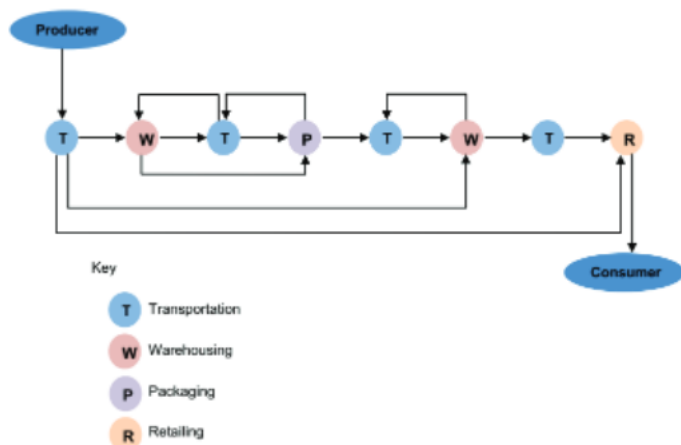


Figure 3. Flowchart of global logistics process (Adopted from MS 2400:2010)

The flow chart in Figure 3 denotes the general procedure and process of logistics, it seemingly has the special characteristic of Halal logistics but it is indeed a conventional logistics formation. It is originated from western union's view which is established by ICC. The majority of global logistics abide by traditional regulation derived from ICC in 1919. This organization takes part in promoting trade regulation and logistics. ICC covers the argument about trading issues among countries. One of the rules related to shipping is incoterms 2010 which is the criterion of shipment from consignee to the consignor. In the process of it, there has any mention of Halal logistics because it has globally based on traditional shipment compliance through its manual. Thus, in the case of Halal logistics, it has not been adopted by old system of ICC due to the young age of Halal logistics system.

In addition, the insurance of Halal cargo is not globally settled because of the absence of accurate definition about Halal regulations in the logistics industry. The exclusive regulation by

reviewing the profitable effect on the existing logistics process. The bad sides of Halal logistics to be implemented into the domestic logistics are; a) More infrastructure to maintain Halal logistics; b) The complicated condition of abiding to Halal logistics; and c) Extra tariff for using the exclusive container for Halal cargo.

Firstly, in order to adjust Halal logistics into extant logistics of Korea, it requires several conditions such as the establishment of sustainable monitoring bureau of Halal logistics under control by qualified bureau having public trust and building infrastructure which is supported by the government. But it is not esteemed to complete in near future due to the massive asset to set it up. For instance, setting a separated area for Halal warehouse in a port or yard for storage.

Secondly, the complicated conditions of Halal logistics are one of the elements hindering the implementation of Halal logistics. It is realistically near to be impossible on the position of Korean logistics. Because it has been operated under compliance with ICC regulation (Roh, Jang & Han, 2013). Halal logistics has its owned rules requiring to comply procedure against extant mandatory of global logistics which is partially derived from ICC. Scheduling exclusive space for Halal freight and classifying Halal cargo among countless cargoes come to the freight-forwarders and staffs belonged in the logistics industry are recognized as complicated problems. Besides, the hygiene of loaded freight in a container is a crucial concern in this case. Normally, the contaminant by the insects of cargo is able to re-use through sterilization in Korea but it is banned to recycle for using in the clause of Halal logistics about the disposal of contaminated cargo.

Thirdly, the consequent debate on the implementation of Halal logistics is the extra tariff for using the container to load Halal freight. The clause of MS 2400:2010 mentions that contaminated freight is prohibited by the view of Halal regulation. It indicates that all shipment related to Halal logistics must be performed exclusively by being apart from extant logistics operation regarded as Non-Halal. For the reason, the cost of conveyance is supposed to be increased in the comparison between general operation and exclusive Halal conveyance because of compliance of exclusive performance and classification for Halal cargo. Those kinds of subjects are the main factors that hinder the adoption of Halal logistics into Korea due to extra cost and independent operation in the domestic industry.

Not only the negative factors mentioned above but also other different problems are identified. The debatable issues in the case of applying Halal logistics to Korea logistics are apparently classified into two sections and initiative factors consist of four factors such as transporter, transportations, the port including warehouse and container. Because of complicated and diverse characteristics of Halal logistics, they may act on collapsing the scheme of adopting it. Besides, that seems to be a burden on the side of diversity. Because the policy of government and manual of freight forwarder for cargo, management of port, liner shipping system are subsequent factors regarded to the crucial role of running logistics process (Suh, Yu, & Hong, 2013).

On the top of that, the logistics industries are obliged to maintain hygiene against any contamination for instance in taking care of personal hygiene to avoid having the hazardous potentiality of Halal contamination in the view of Halal logistics (Talib, Rubin, & Zengyi, 2013). The hygiene regulation which is originated from clause of MS 2400:2010 describing hazardous factors which are virus, infestation and violating things against Halal regulations is another concern between transporter and cargo with contamination on the process of conveyance (Ahmad & Mohd Shariff, 2016). The Halal products are sensitive that they

regulations in the logistics industry. The exclusive regulation by Halal cargo is not adaptable in the global logistics industries by

need to be segregated with Non-Halal product and contaminant

if in the same space. As one of the precautions for protecting Halal cargo, the health and personal sanitation of transporter is essential to be concerned. Transportation is considered as subject because of its feature carrying cargo. It means that unpredicted danger can be detected during navigation and movement with destroyed freight such as loss and damage by an external factor and some kinds of physical variables (Zulfakar et al., 2014).

The types of transportation are diverse from aircraft, train and ship to other land transportations. The variables are much various and unpredictable. The one concerned point among variables is the environment surrounded by the unpredictable natural sources such as climate, wind and sea wave which may influence to cargo with loss and physical damage (MS 2400:2010-1). Natural elements also can be threatened as hazardous factors. The subject of natural elements is important in Halal logistics. An unidentified creature is estimated to be the most serious factor in the internal place. For instance, exposed to the micro-biological creature in a container. The inner area of container with the unidentified bacterial source will influence the cargo and humidity thus providing the proper environment to the virus and fungus to contaminate packaging loaded in a container. This isolated space is enough to be invaded by the insects due to contribution for setting pertinent abode to the invaders. Such diverse threatens derived from the mismanagement of containers. Above case has been a serious issue in not only general logistics but also Halal logistics industry (Suh, Yu & Hong, 2013).

The consequent title of this section is a port including the warehouse. Right now, there is no exclusive area and warehouse for Halal freight in any ports of the Korean peninsula. The specific rationale of it is a yard allocated to private corporations which are nominated for retaining temporary authority in use of yard through tender among competitors over several decades. In addition, the owner ship set the warehouse up in the internal area of the yard is on the private company (Lee, Seo & Dinwoodie, 2016). Thus, exclusive Halal area is not able to be established without the consensus of them. On the aspect of cost and profit, the implementation of Halal warehouse manual really depends on their position. Those kinds of reasons stir some disturbance against the adoption of Halal logistics in Korea.

Back to indirect factors mentioned on the top of this chapter, they are invisible elements. First of all, the policy of the government on adoption of Halal industry is objected by the Christians in Korea. They are against the implementation of Halal logistics industry into Korea because of the conflict of interest between both religions. Basically, most of the governments in the world show being reluctant to implement policy about the Halal industry because of the backlash from the public. This phenomenon is originated from Islamic phobia spread by a distorted report from media without specific information.

Because of that, the initiative for domestic Halal infrastructure and industry is curtailed dramatically than last year by the Korean government. For instance, the plan for establishment of slaughtering house for Halal poultry and meat, building Halal cluster which is supposed to be established in Ik-San city was cancelled by public and the support of tax-free National Food Cluster is being developed in Iksan in Southwestern Korea, with a specially-dedicated Halal zone, modelled on Malaysia's 12 Halal Parks (Park, 2017) where is nominated to act as the role of food cluster including Halal cluster (Tieman, 2015). But now it is ceased by demonstration of public. According to the port management leading logistics industry of Korea, the scheme of Halal logistics also stays on a

There is no any plan and support to develop Halal logistics in Korea according to BPA; Busan Port Authority: operating Development and operations of port facilities, land formation, management and operations of the port. Port redevelopment and construction of marina port facilities, Businesses delegated by the state and the local governments (Busan port Authority) due to another project to extend the area of the port and organizing marine cluster area. Thus, the implementation of Korean Halal logistics is nowhere near in the future.

Another concerned factor is manual for the Halal cargo of freight forwarder in Korea. The absence of manual for Halal cargo makes the possibility of accepting Halal logistics went down. Each of forwarders uses their owned consolidation system for freight to be shipped to transportation with loading container on the board. It reveals that the existing system for handling cargo is exposed to mixed consolidation concerned by Halal logistics regulation banning cross-contamination between Halal and Non-Halal freights on the process of loading cargo into a container. The liner shipping system also indicates problems related to the container by the historical record. The traceability of container records the history of shipment that was loaded in a container. The previous record of a container and shipment is a crucial role in Halal logistic (Mohamad, Mansor, Ahmad, Adnan & Muhammad Wali, 2016).

A container which has a history of shipping Non-Halal product such as chemical or invisible elements may affected to next cargo most importantly Halal materials, will be a serious contamination to Halal logistics. Unfortunately, so far, there is no tracking specific information in the existing system of the liner except for Radio-Frequency Identification (RFID) which uses radio waves to read and capture information stored on a tag attached to an object (Bandara, Garaniya, Chin, & Leong, 2015). It is a technique to seize location of conveyance during navigation or movement of cargo in Korea. Many reasons above outstandingly show the impossibility of adoption Halal logistics on this current situation of Korean logistics without adaptation and revision from local bodies.

Challenges in Korean Halal Logistics

Through reviewing of the current status of Korean logistics, it is estimated that the implementation of Halal logistics is possible if modifying the existing structure and plan. Even though Halal logistics is not predicted to be compulsory on the boundary of Halal industry in near future, when the plan of Indonesia's implementation supposed to apply to several Halal industrial products in 2019 consider that there remains value of preparation against exposure of unpredictable situation due to mandatory of Halal logistics. In order to cope with that, focusing on the development of not only Halal logistics but also overall Halal industry is essential. There still remains expectable value on the section of Halal logistics. The rationale of it is that the industrial structure of Korea exclusively relies on export and import according to the research of Korea industry. The high population of dependency to trading which is responsible for GDP of a nation over 90% is going to be a crucial role to accept Halal industry in near future (Lee, Seo & Dinwoodie, 2016).

However, it needs to seek for adjustable alternatives to apply to extant logistics industry of Korea by revising pre-existence factors to be suitable. It can be indicated for several performances; a) establishment of the exclusive organization responsible for monitoring Halal logistics, b) elevating investment from the

system for Halal logistics, and d) finding a shipping container not having a historical record of loading Non-Halal cargo.

These four titles are pertinent alternatives in order to adopt Halal logistics on the current status of Korean logistics. The clause a) means organizing exclusive bureau which is able to be responsible for whole procedures of Halal logistics such as monitoring each step of performances related to confirmation abiding by Halal regulations and specific detail clauses based on MS 2400:2010 are going to be a contribution to adopt Halal logistics into Korea. Not only monitoring process but also participating in the step of quarantine and disinfection must be settled up by adjusting Halal regulation to every single cargo which containerized Halal freight in order to perform precaution against factors under control of Halal regulations.

Subsequently, the method to correspond to clause b) is persuading government. An inducing government which has an adamant opinion to the Halal industry should be urged by suggesting profitable vision through specific research about the potentiality of Halal industry. There are many reasons why the government curtails asset allocated to the development of Halal industry project. One of the remarkable points is the profitable potential of Halal industry. So far, less and uncertain information about the Halal industry is dispersed in Korea. Lack of awareness gives low impact to people who are potentially can contribute to promote industrial investment about the new beneficial industry (Lee, Ooh & Han, 2013). In this section, the only method which can give government pressure is to do continual researches and releasing results related to the Halal industry through scholar channel and public media. On the other hand, the government has the authority to set policy without disturbance from the opposite side. The objection from the Christian is not possible to be avoided in this case. Because religious belief and activity are legitimate in Korea, suppressing that kind of public opinion is prohibited by law. Due to such several reasons, it is highly complicated to make the government to elevate incentive for Halal industry. Thus, the only proper consensus between opposite side and government is the key to increasing incentive for Halal logistics.

Thirdly, clause c) means the suggestion of creating a new integrity system for classification of Halal cargo. Majority of freight forwarders in Korea are not equipped with pertinent scheduling and classifying system for Halal cargo so far because of technical problem for renewing system to add Halal cargo manual into the extant system and the extra expense for the Halal manual is esteemed to be more than to profit. Thus, the alternative way is to launch an exclusively integrated system for Halal cargo. The new official bureau authorized to take part in the procedure for Halal cargo will act as a linker connecting with general manual and Halal procedure among freight forwarder without any disturbances in the Halal logistics industry. On the effective view of reducing cost and flexibility to manage Halal cargo, the establishment of the new bureau which is responsible for Halal logistics is the realistic way to promote it (Yeo, Thai & Roh, 2015).

Consequently, the shipping container is a primary and crucial factor in Halal logistics what more in Halal certification. Most of the freights to be conveyed by the ship toward oversea are loaded in a container. Therefore, emphasizing the importance of container is essential in logistics sections. However, in the case of Halal logistics, it is more sensitive against hazardous factors which are able to risk the Halal cargoes under Halal control.

For the reason, this minimized unit must be under systematic management to carry Halal throughput. The responsibility of maintenance of container is on the liner. Most of the liners have not have manual to sustain the hygiene and safety of container abiding by Halal logistics regulation (Tieman, 2013). Blocking a risky container included in suspicious cargoes against Halal preservation up is mandatory in advance (Roh, Jang & Han, 2013). Thus, the designated effective alternative is using a second-hand container which has no risk of contamination of historical shipping record. For instance, through verifying a container which has been used for the conveyance of electric devices and machine which are not against Halal conditions. In particular, it is superior to spend on the position of the liner without extra cost to adopt exclusive Halal container. By opting this method, it acts on liners and contributes to adopt Halal logistics in Korea.

Conclusion

The conclusion of this research is an evaluation of whether pre-existing Korean logistics has the capability to accept Halal logistics regulation which is based on MS 2400-1:2010 or not. The most debatable problem is less infrastructure of the Halal industry with lack of intention of domestic companies to invest into Halal logistics. Realistically, implementing total requirements of Halal logistics regulation is impossible due to the distance between abstraction and reality of these works. Thus, the proper compromise is by accepting partially modified conditions which are suitable to the current status of Korean logistics industry. Even though modified performance is not going to be adjusted into the extant environment of logistics industry in Korea, continual publishing researches and releasing media which covers vision of Halal industry will be constantly exposed to the public, then it will increase the possibility to advance Halal logistics in Korea. The above suggestions in this paper is the most effective alternatives because it points out the significant elements of profit and the prospect of a new industry.

In addition, the geographic location and status of the global trading proportion of Korea in the world are going to attract sight of government and private companies in near future. The isolated location of a nation automatically and inevitably leads it to stretch out toward other section to seize wealth and future of its country. However, one concerned thing is the public opinion of the Christian and opposite group which against the Halal industry because of the Islamic Phobia. That atmosphere could not begone from their head easily than the expectation of government and companies for the benefit. Thus, the advancement of Halal logistics is responsible in second-handed persuading them. Consequently, the alternatives listed on above chapters are pertinent and Korea has capability to absorb Halal logistics by modifying suitably several conditions of MS 2400-1:2010 into current situation of Korean logistics industry with minimized cost of adoption.

Conflict of Interest

The authors declare that there is no conflict of interest in this work.

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