

# AUSSEN WIRTSCHAFT BRANCHENREPORT MALAYSIA

## AUTOMOTIVE AND AEROSPACE INDUSTRIES IN MALAYSIA

AUSSENWIRTSCHAFTSCENTER KUALA LUMPUR  
MAI 2026

*go international*  
Bundesministerium  
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und Tourismus 

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## THE NEW INDUSTRIAL MASTER PLAN 2030

The **New Industrial Master Plan 2030 (NIMP 2030)** was unveiled in September 2023 to transform the nation's manufacturing sector by enhancing economic complexity, creating high-value job opportunities, and promoting sustainable practices. The plan focuses on six key goals: increasing economic complexity, creating high-value job opportunities, extending domestic linkages, developing new and existing clusters, improving inclusivity, and enhancing ESG practices. The government has allocated RM8.2 billion for the implementation of NIMP 2030 from 2024 to 2030.

The **aerospace sector** stands as a cornerstone of NIMP 2030 vision, aiming to secure RM55.2 billion in industry revenue by 2030. It aims to elevate Malaysia's position in the global aerospace industry by focusing on high-value activities such as integrated circuit (IC) design and wafer fabrication. The plan seeks to develop new and existing clusters, improve inclusivity, and enhance ESG practices within the aerospace industry.

In the **automotive sector**, NIMP 2030 aims to accelerate the adoption of electric vehicles (EVs) by targeting a 20% share of new car sales by 2030, fostering domestic EV manufacturing, and transitioning 3,000 factories into smart manufacturing hubs. The plan also includes the development of supporting infrastructure for EVs and a strong focus on green technologies in both sectors, positioning Malaysia to become a regional leader in aerospace and sustainable automotive industries.

### AUTOMOTIVE INDUSTRY

Situated at the heart of Southeast Asia, Malaysia stands as an upper-middle-income nation bolstered by a robust manufacturing ecosystem and advanced transport and logistics infrastructure. The country serves as an ideal gateway for investors looking to tap into the broader Southeast Asian market, a vibrant and rapidly expanding region home to nearly 700 million consumers. This region exhibits significant demand for both passenger and commercial vehicles. Notably, Malaysia has distinguished itself as the first country in Southeast Asia to successfully develop homegrown automotive companies capable of designing and producing vehicles locally, showcasing its innovative capabilities and industrial maturity. Malaysia's automotive industry is led by its two national car brands, **Proton** and **Perodua**, making it the only country in Southeast Asia to design, engineer, and manufacture cars from the ground up.

Malaysia is also a manufacturing and assembly hub for many more foreign brands. With a total of 27 car brands operating in the country and over 700,000 cars and commercial vehicles sold annually, Malaysia has the third largest automotive industry in Southeast Asia and the 20th largest in the world. Foreign companies such as BMW, Mercedes, Volkswagen, Toyota, Ford, Kia, Mazda, Mitsubishi and Nissan maintain long established production activities through trusted contract manufacturers or joint ventures.

**VEHICLES SALES AND PRODUCTION STATISTICS IN MALAYSIA  
FOR THE YEAR 2020 TO 2023**

	<b>NO. OF VEHICLES PRODUCED AND ASSEMBLED</b>	<b>SALES OF VEHICLES</b>
<i>PASSENGER VEHICLES</i>	457,755	480,971
<i>COMMERCIAL VEHICLES</i>	27,431	48,543
<b>TOTAL IN 2020</b>	<b>485,186</b>	<b>529,514</b>
<i>PASSENGER VEHICLES</i>	446,431	452,663
<i>COMMERCIAL VEHICLES</i>	35,220	56,248
<b>TOTAL IN 2021</b>	481,651	508,911
<i>PASSENGER VEHICLES</i>	650,190	641,773
<i>COMMERCIAL VEHICLES</i>	52,085	78,885
<b>TOTAL IN 2022</b>	<b>702,275</b>	<b>720,658</b>
<i>PASSENGER VEHICLES</i>	724,891	719,145
<i>COMMERCIAL VEHICLES</i>	49,709	80,676
<b>TOTAL IN 2023</b>	<b>774,600</b>	<b>799,821</b>
<i>PASSENGER VEHICLES</i>	744,604	747,180
<i>COMMERCIAL VEHICLES</i>	45,743	69,567
<b>TOTAL IN 2024</b>	<b>790,347</b>	<b>816,747</b>

Source: Malaysian Automotive Association (MAA)

**PROTON AND PERODUA - The Domination of National Car Brands**

Proton and Perodua have long dominated the Malaysian automotive market due to their competitive pricing and cost-effective ownership. In 2024, Perodua managed to record 358,102 units of sales while Proton with 147,587 units accounting to **67.7% of total market share** (passenger vehicles) for these two brands alone. Following behind is Toyota with 100,701 units, Honda with 81,699 units, and Chery (includes Jaecoo) with 19,683 units. As national car manufacturers, both brands benefit from **government incentives**, allowing them to offer vehicles at a more affordable price compared to foreign competitors. For instance, Perodua’s best-selling model, the **Bezza**, starts at RM34,580 (EUR 7,447), while **Proton Saga** another popular choice, is priced from RM34,800 (EUR 7,500)—significantly lower than many foreign brands in the same segment. Their models are strategically positioned to cater to the mass market, providing budget-friendly options with modern features that appeal to a wide range of consumers from students to young professionals.

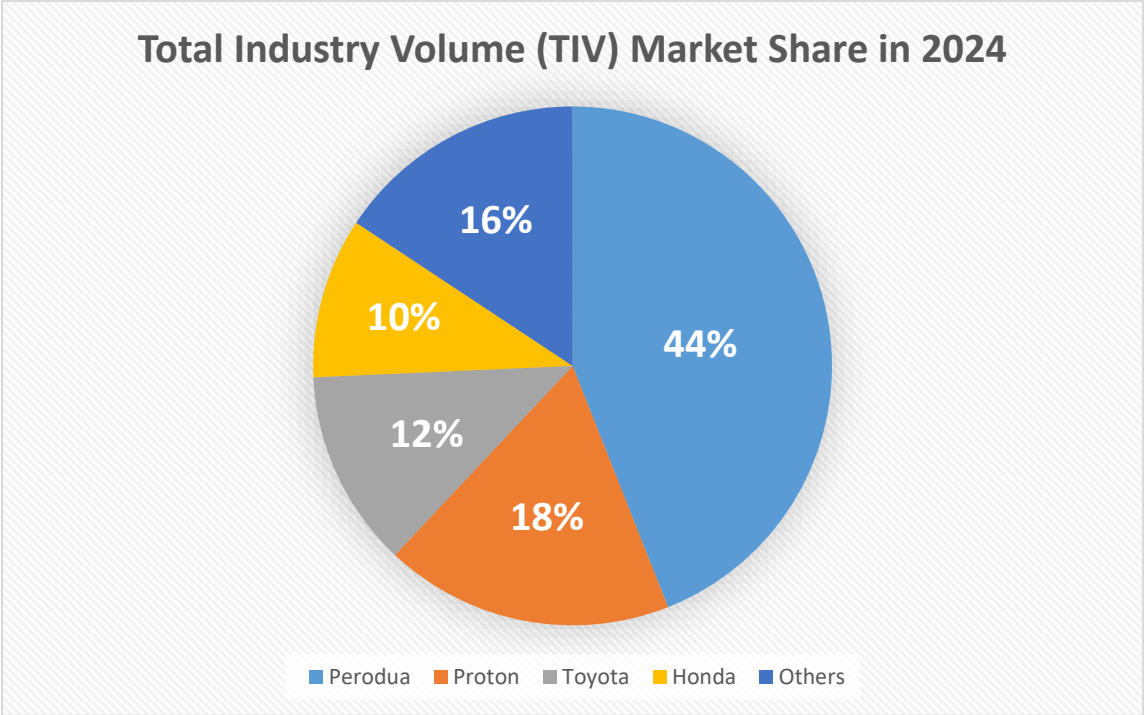


Figure 1: Market share in 2024 for passenger and commercial vehicles combined. (Source: MAA)

Figure 1 illustrates the market share distribution of the Total Industry Volume (TIV), representing the total number of passenger and commercial vehicles registered throughout the year. In 2024, Perodua led the market with a 44% share, followed by Proton at 18%, Toyota at 12%, and Honda at 10%. The remaining 16% of total vehicle sales was distributed among Chery (Jaecoo), Mitsubishi, Mazda, and Isuzu, each holding 2%. Additionally, BMW, BYD, Nissan, Mercedes-Benz, Ford, and Hino each accounted for approximately 1% of the market share.

Beyond affordability, Proton and Perodua vehicles are known for their low maintenance costs, making them a practical choice for long-term ownership. With a well-established after-sales service network across the country, spare parts are readily available and reasonably priced, reducing the overall cost of repairs and servicing. Their cars are designed to be fuel-efficient and durable, addressing the needs of everyday commuters while ensuring minimal expenses on upkeep. This combination of affordability and cost-efficient maintenance has cemented Proton and Perodua’s stronghold in the Malaysian automotive market, making them the go-to brands for practical and budget-conscious consumers.

Japanese and German car brands, such as Toyota, Honda, and Mercedes-Benz are generally less favoured by mass-market consumers in Malaysia due to their higher prices compared to local alternatives. While Toyota and Honda remain popular among the middle to upper-middle-class, and Mercedes-Benz appeals to the affluent urban demographic, the overall market is shifting. The rise of Chinese car brands like BYD and Chery is driven by their competitive pricing and advanced technology. This trend indicates that price-sensitive and younger buyers are increasingly opting for value-driven, tech-enhanced Chinese vehicles over traditional Japanese and German brands.

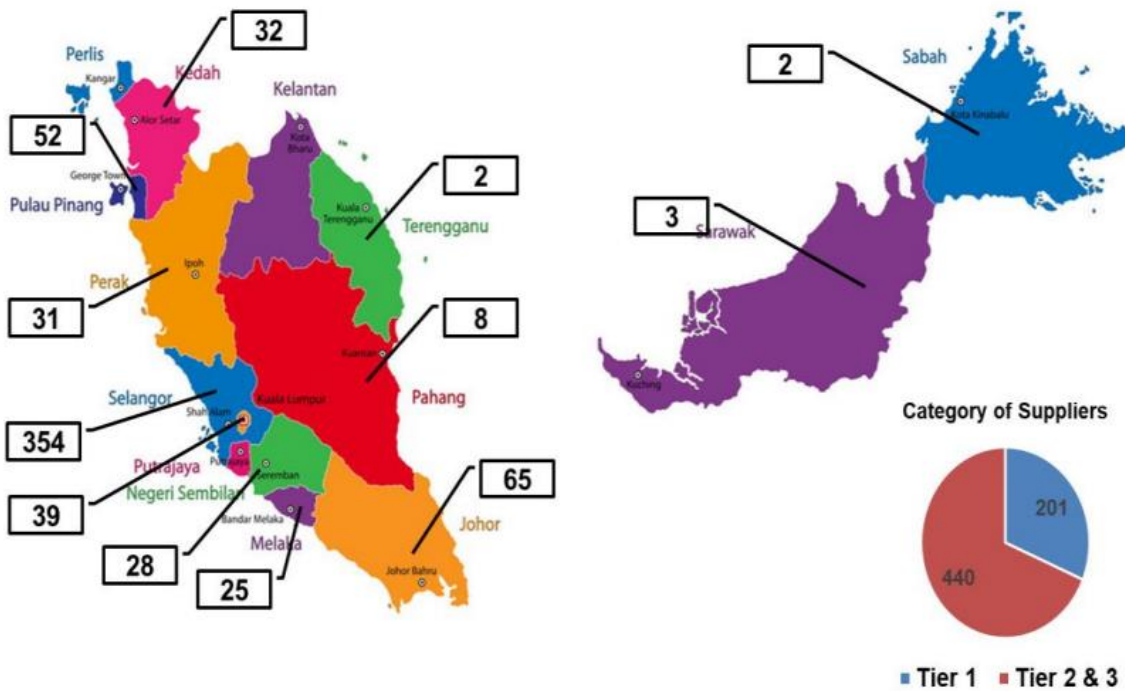


Figure 2: Malaysia automotive suppliers' distribution throughout the country. (Source: MARii)

### STRONG COMPONENT AND SUPPORTING INDUSTRY

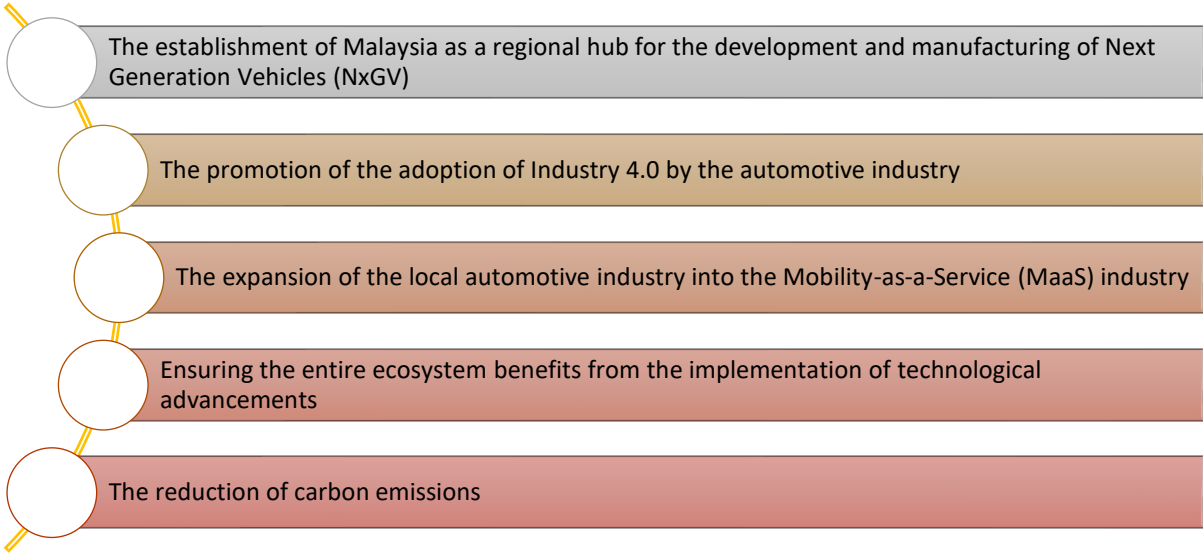
Malaysia is not only host to many **automotive manufacturers**, but also has a strong and sizable component and supporting industry. Over 640 **component manufacturers** operate in Malaysia, including global brands such as Robert Bosch, ZF Friedrichshafen, Delphi Technologies PLC and Continental AG catering to both local and regional demand.

Domestic companies include **APM Automotive**, **DRB-HICOM**, **Inokom Corporation**, **Ingress Corporation**, **Sapura Automotive Industries**, **Naza Automotive Manufacturing**, **MBM Resources**, **Delloyd Ventures** and **Tan Chong Motor Holdings**. These companies cater to both domestic and regional OEM markets, with significant export destinations including Thailand and China among major export destinations.

Malaysia's globally significant electrical and electronics (E&E) industry includes a large and rapidly expanding semiconductor industry and strong engineering support industries. The development of these industries such as mould and die, machining, metal stamping and casting, metal surface finishing and heat treatment provide immediate supply and support to the automotive industry via short delivery routes.

**NATIONAL AUTOMOTIVE POLICY 2020**

Malaysia’s overall strategy for its automotive industry is set out in the **National Automotive Policy 2020 (NAP)**. The current NAP serves as the general policy framework for the development of the sector until 2030. The NAP and its subordinate policies, strategies and roadmaps are regularly updated and amended to adapt to new technological developments and market trends. The NAP formulates five key objectives of the automotive industry to be achieved by 2030:



To achieve these objectives, the government is focusing on attracting foreign investment, local development of critical components and technologies for NxGVs, expanding the export sector for components and related services, increasing the competitiveness of the sector, strengthening the local skilled workforce, and promoting new environmentally friendly technologies. The currently ongoing review of NAP 2020 will focus particularly on technological advances in the realm of energy efficient vehicles and electric vehicles.

**ELECTRIC VEHICLES**

Malaysia boasts a highly developed and comprehensive electric vehicle (EV) ecosystem, supported by its robust local automotive manufacturing capabilities. These capabilities play a crucial role in enabling EV localization, with automakers serving as the primary drivers of growth. The rapid expansion of key players in EV components, alongside advancements in education, research, technology, service operations, and autonomous solutions, has significantly accelerated the development of Malaysia’s EV ecosystem.

A notable example of this progress is Proton, Malaysia’s national automotive brand, which has partnered with China’s Geely to enter the EV market. In December 2024, Proton launched its first EV model, the e-MAS, marking a significant milestone in the country’s EV journey. Similarly, Chery, a prominent Chinese automaker, has identified Malaysia as a strategic hub for its global expansion and introduced its EV lineup to the Malaysian market this year.

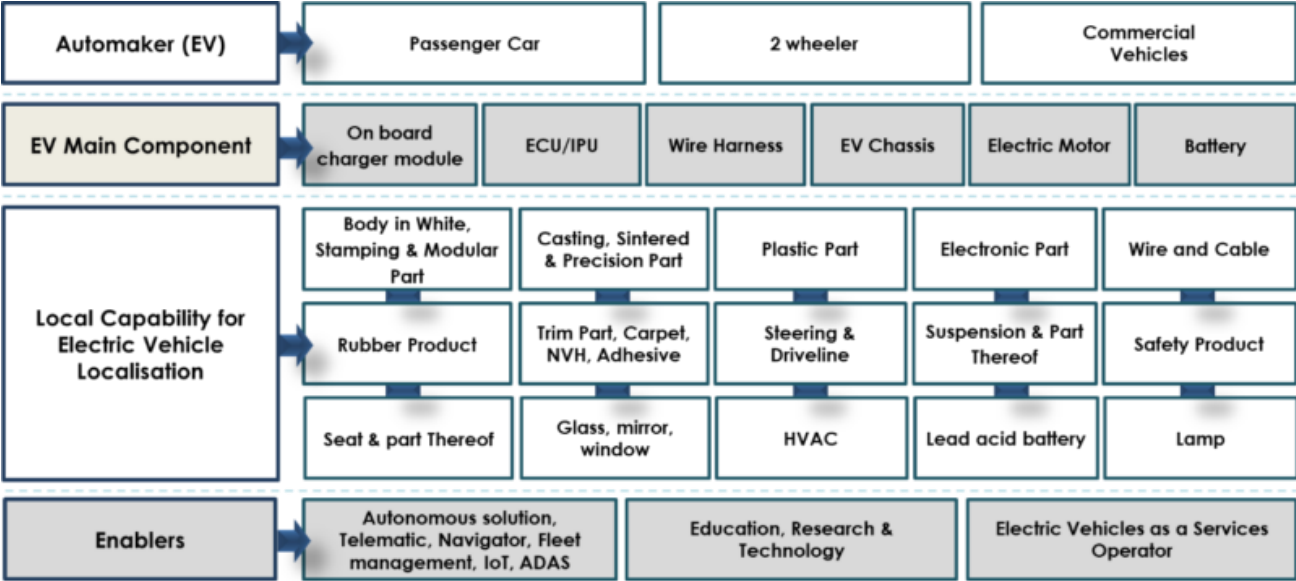


Figure 3: EV ecosystem in Malaysia (Source: MIDA)

Additionally, EVE Energy, a leading Chinese battery manufacturer, has established a production facility in Malaysia to produce cylindrical lithium-ion batteries for electric two-wheelers and power tools, further strengthening the country's position in the EV supply chain.

Malaysia's EV industry is heavily supported by favourable government policies, such as tax incentives, import duty exemptions for EVs, and investments in charging infrastructure. The government has also announced plans to install 10,000 charging stations across the country by 2025, as well as significant investment in clean energy to ensure a green power supply for large-scale electric vehicle use and industry growth.

**INCENTIVES FOR ELECTRIC VEHICLES**

To bolster NAP and the overall growth of the automotive sector, Malaysia provides a range of incentives for local companies and investors. Key initiatives include the Pioneer Status, which grants companies a partial income tax exemption for five years, and the Investment Tax Allowance, allowing companies to offset a percentage of their qualifying capital expenditure against corporate income tax over a five-year period. Additionally, the government offers grants for training, research and development (R&D), and other tailored incentives for the automotive industry. Special incentives are also available for investments in designated areas, such as the **Automotive Hi-Tech Valley** in Tanjung Malim and the **Pekan Automotive Park**.

Through the Malaysian Investment Development Authority (MIDA), the government has introduced enhanced auto-industry incentives to encourage local expansion in car development and manufacture as well as improved performance and efficiency in the parts sector. This scheme remains open until December 2025 and until now has approved 13 projects of over USD 1.1 billion.

These **incentives** include the full exemption of imported electric vehicles from excise, sales and import taxes until the end of 2025, while locally assembled electric vehicles and their components will be exempted until 31 December 2027. The purchase and maintenance of electric vehicles by individuals is incentivised by full road tax exemption of electric vehicles until the end of 2025.

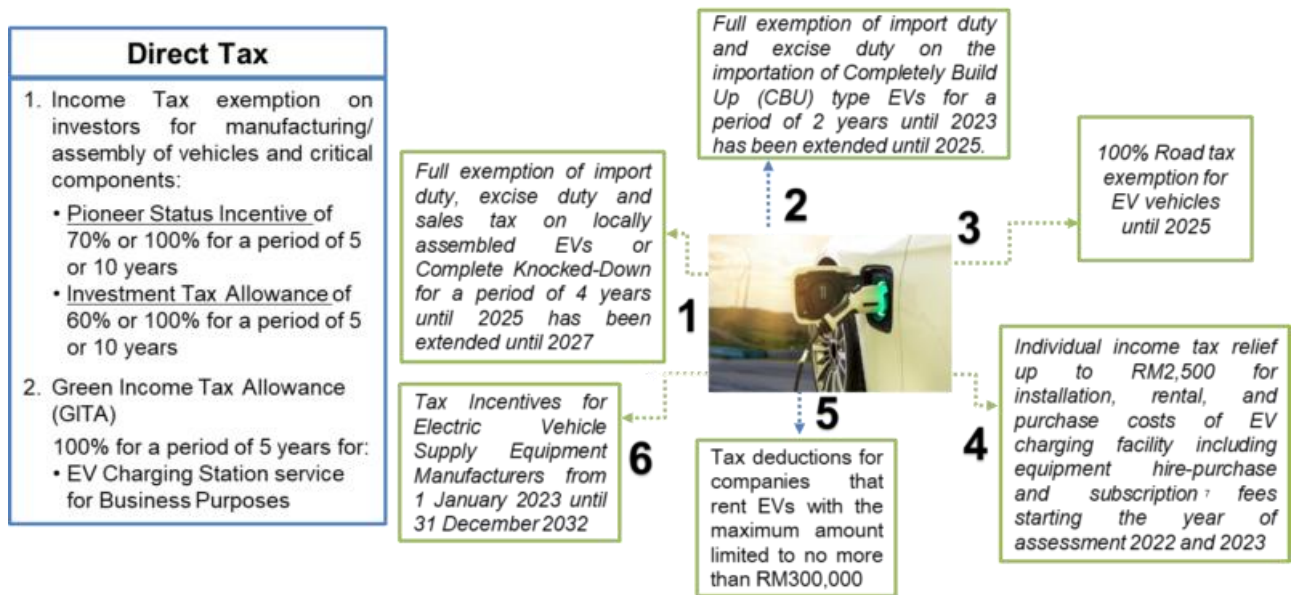


Figure 4: Government incentives and measures. (Source: MIDA)

A road tax exemption of up to 100% will be provided for EV vehicles, in addition to individual income tax relief of up to RM2,500 on the cost of purchase, installation, rent, hire purchase as well as subscription fees for EV charging facilities. Under the **Low Carbon Mobility Blueprint (LCMB)** and **National Energy Transition Roadmap (NETR)**, Malaysia aims for xEVs to constitute for 20% of new car sales by 2030, 50% by 2040 and 80% by 2050.

Special tax incentives are also provided for the development of battery management systems, on-board charging systems, charging infrastructure, battery swapping technology and artificial intelligence. These include, for example, a full tax exemption for Malaysia-based manufacturers of electric vehicle chargers until 2032 and a full investment tax allowance for five years.

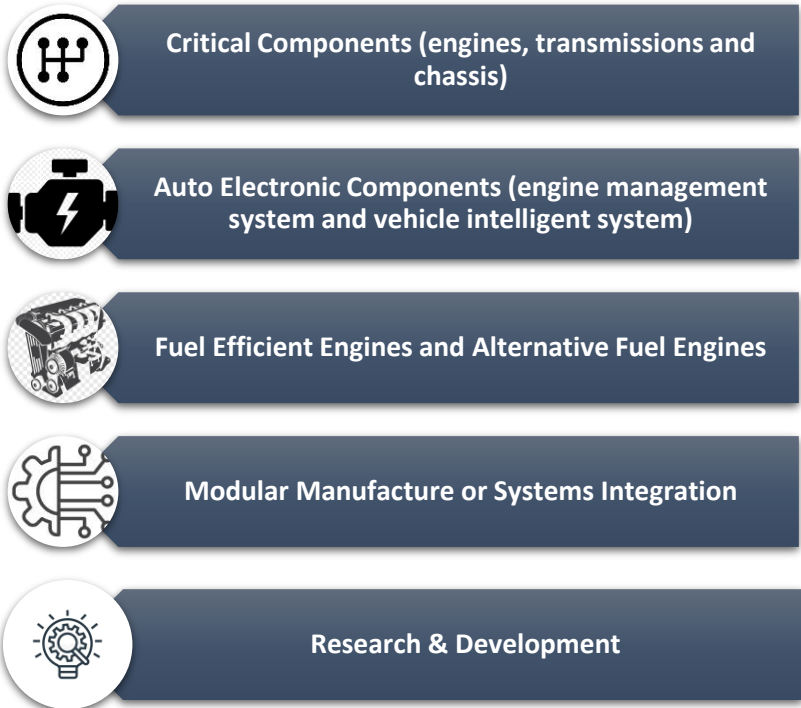
Malaysia's strategic location in Southeast Asia, combined with its robust manufacturing base, positions it as an attractive hub for global EV players. With a strong emphasis on sustainability and green technology, Malaysia is well-positioned to emerge as a regional leader in the EV market, contributing significantly to the global shift toward cleaner and more sustainable transportation solutions.

**OPPORTUNITIES**

Malaysia serves as a significant hub for the production centre for major manufacturers of automotive components. These manufacturers produce a wide range of components, such as body panels, brake parts, engine parts, transmission and steering parts, rubber parts and E&E parts. These automotive suppliers are encouraged to upgrade their skills and technologies in tandem with the EV technologies.

In July 2023, Geely, announced their investment of USD 10 billion supported by DRB-HICOM, owner of Proton, to develop Tanjung Malim in Perak province into Malaysia’s largest auto city, Automotive High-Technology Valley (AHTV). The focus here will be to work with a range of brands and carmakers as well as the manufacture of high-tech components and parts for export and for the emerging EV sector and its attending infrastructure.

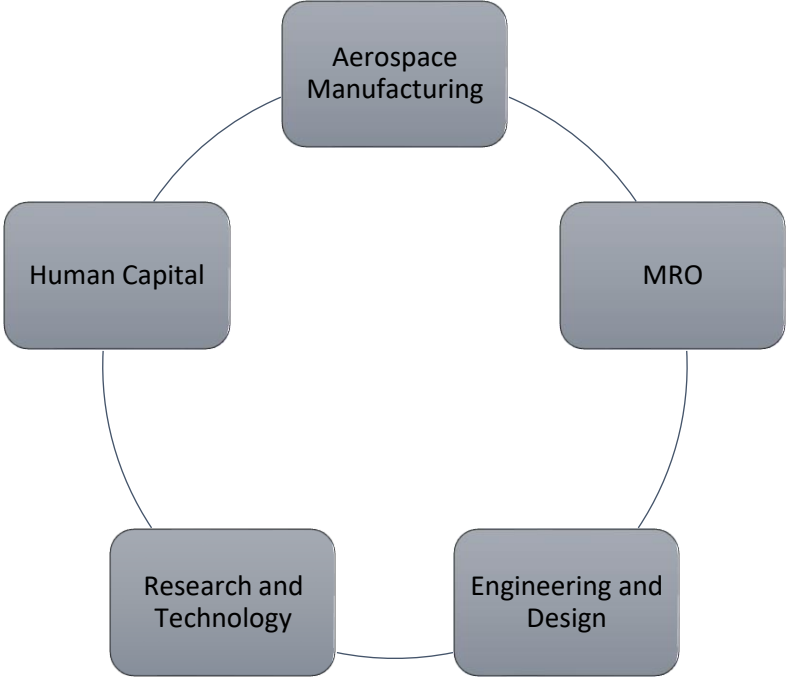
With a diversified automotive industry ecosystem, Malaysia offers vast and attractive opportunities for investors. The Malaysian government encourages investments in the following areas:



Investors should also consider the impact of ASEAN’s trade liberalization, which has unlocked a vast regional market, creating export opportunities for automotive and parts manufacturers. Establishing regional operations in Malaysia, with its cost-efficient structure and advanced infrastructure, offers a strategic advantage for accessing the broader ASEAN market. Furthermore, automakers can leverage competitively priced components sourced from ASEAN nations and capitalize on potential economies of scale to enhance their operations.

**2.0 AEROSPACE INDUSTRY**

In recent years, Malaysia has rapidly positioned itself as a significant player in the global aerospace supply chain, transitioning from a relatively minor role to becoming a key hub for aerospace manufacturing, maintenance, repair, and overhaul (MRO) services. This remarkable transformation has been driven by a combination of strategic government initiatives, robust foreign direct investments (FDI), and strong collaborations between public and private sectors. Malaysia's commitment to sustainability and innovation further strengthens its competitiveness, attracting both multinational corporations and emerging aerospace enterprises seeking a dynamic and well-supported ecosystem.



*Figure 5: Five core areas in Malaysia's aerospace industry*

The Malaysian Government considers the industry to be a catalytic high-value industry under its 11th Malaysia Plan (11MP), which runs from 2016 to 2020. To that end, they have emphasised the development of the aerospace industry, its supply chain, and its competency through industry-led research and technology (R&T). On top of the 11MP initiatives, the Government has also put in place the **Malaysian Aerospace Industry Blueprint 2030 (MAIB2030)** to help drive the industry's growth. The Malaysian aerospace industry has grown significantly to become the second largest in Southeast Asia, providing more than 27,500 jobs mostly in the MRO and aero-manufacturing subsectors.

**MALAYSIA AEROSPACE INDUSTRY BLUEPRINT (MAIB 2030)**

MAIB 2030 is an initiative by the **Malaysian Industry-Government Group for High Technology (MIGHT)**, an organization under the Prime Minister’s Department, as the Secretariat of the Malaysian Aerospace Council (MAC). This blueprint was introduced to chart the long-term plan for the development of the aerospace industry in Malaysia until 2030 to become Southeast Asia’s top aerospace nation by becoming an integral part of the global aerospace supply chain. The blueprint targets a total revenue of RM55.2 billion (EUR11 billion) and the creation of more than 32,000 high-income jobs.

MAIB2030 lays out Malaysia’s aerospace industry by focusing on the following five areas:

MRO	Aero Manufacturing	Systems Integration	Engineering & Design Services	Education & Training
<ul style="list-style-type: none"> <li>•To capture at least 5% of global market share.</li> </ul>	<ul style="list-style-type: none"> <li>•To be ranked first for aerospace parts and component sourcing by becoming a large sub-assembly, Tier-1 and Risk Sharing Partner</li> </ul>	<ul style="list-style-type: none"> <li>•To become self reliant with at least 70% local content in integration and upgrading of strategic assets</li> </ul>	<ul style="list-style-type: none"> <li>•To capture at least 3.5% of global market share</li> </ul>	<ul style="list-style-type: none"> <li>•To be the No.1 supplier of industry talent within Southeast Asia</li> </ul>

**OPPORTUNITIES**

Malaysia’s ascent in the aerospace industry is largely attributed to the strong collaborative efforts between public institutions and private enterprises. To accommodate this rapid growth, Malaysia has developed a network of specialized aerospace hubs across the country, each catering to various segments of the industry. These include Subang Aerotech Park, KLIA Aeropolis, UMW High-Value Manufacturing Park, Senai Airport Aviation Park, Nusajaya Tech Park, and Kulim Hi-Tech Park. These industrial zones provide investors with flexible options, ranging from fully equipped, ready-built facilities to customizable land plots for specialized developments. This infrastructure, combined with Malaysia’s skilled workforce and pro-business policies, facilitates seamless investment opportunities and enhances the nation’s role as a preferred destination for aerospace manufacturing and services in the Asia-Pacific region.

The government’s initiatives have been effectively supported by active involvement from private players, both domestic and international, creating a thriving environment for technological advancement and skill enhancement. Companies have been incentivized to establish manufacturing and service hubs in Malaysia, benefiting from favorable policies and financial incentives. Notable examples of such partnerships include collaborations between the Malaysian government and global aerospace giants like Airbus and Boeing, which have set up substantial manufacturing and service centers in the country. Local firms, such as CTRM Aero Composites, have also partnered with international companies to supply critical components for major aircraft programs, specializing in the production of advanced composite materials for industry leaders.

**GOVERNMENT INCENTIVES**

The Malaysian government has introduced a range of incentives to bolster the growth and competitiveness of the aerospace industry, making the country an attractive destination for both local and foreign investors. One of the key incentives is the income tax exemption which offers significant financial relief to companies operating in the sector. This incentive is available in two forms: the **Pioneer Status** and the **Investment Tax Allowance**. Under the Pioneer Status, companies can enjoy income tax exemptions ranging from 70% to 100% for a period of 5 or 10 years, depending on the nature and scale of their operations. Alternatively, the investment tax allowance provides a 60% or 100% exemption on qualifying capital expenditure for a period of 5 years. These measures are designed to reduce the financial burden on companies during their initial years of operation, allowing them to reinvest their savings into further development and expansion.



In addition to that, the government also offers a reinvestment allowance to encourage continuous growth and modernization within the aerospace industry. This allowance permits companies to claim 60% of qualifying capital expenditure for 15 consecutive years, providing long-term support for businesses looking to upgrade their facilities and technologies. Furthermore, the government has also implemented an import duty exemption to reduce the cost of essential inputs for aerospace manufacturing. This exemption applies to raw materials, components, machinery, and equipment that are imported for use in the industry.

By eliminating or reducing import duties, the government aims to lower production costs and enhance the global competitiveness of Malaysian aerospace products. Collectively, these incentives demonstrate the government’s commitment to fostering a robust and sustainable aerospace industry, positioning Malaysia as a key player in the global aerospace supply chain.

## THE MALAYSIAN AEROSPACE ECOSYSTEM

### SUPPORTING GOVERNMENT AGENCIES

- MITI MALAYSIA
- NAICO MALAYSIA
- SME CORP
- TDA
- MIDA
- MATRADE
- MARA

### REGULATORS

- CIVIL AVIATION AUTHORITY MALAYSIA
- DIRECTORATE GENERAL TECHNICAL AIRWORTHINESS MALAYSIA
- AGENSI ANGKASA MALAYSIA

### AERO MANUFACTURING

TIER 1	TIER 2
<ul style="list-style-type: none"> <li>- SPIRIT AEROSYSTEMS</li> <li>- HONEYWELL AEROSPACE</li> <li>- SAFRAN</li> <li>- UMW AEROSPACE</li> </ul>	<ul style="list-style-type: none"> <li>- CTRM</li> <li>- AEROSPACE COMPOSITES MALAYSIA</li> <li>- AEROTECH UPECA</li> <li>- SAM AVIATION</li> <li>- CELESTICA</li> <li>- PLEXUS MANUFACTURING</li> <li>- KAREL MANUFACTURING</li> </ul>
TIER 3	TIER 4
<ul style="list-style-type: none"> <li>- PARADIGM METAL INDUSTRIES</li> <li>- BENCHMARK ELECTRONICS</li> <li>- IAC MALAYSIA</li> <li>- JECMETAL</li> </ul>	<ul style="list-style-type: none"> <li>- INNOPEAK</li> <li>- ALLSTAR MANUFACTURING</li> <li>- ASAHI AEROSPACE</li> <li>- BOHLASIA STEELS</li> <li>- ALL METAL SERVICES</li> <li>- NEWTOOLS AUTOMATION</li> </ul>

### TRAINING AND EDUCATION

- |  |   |
|--|---|
| - UTM                                      | - ASIA AEROSPACE CITY                     |
| - MATA-MALAYSIAN-AVIATION TRAINING ACADEMY | - INTERNATIONAL COLLEGE OF YAYASAN MELAKA |
| - IIUM                                     | - NILAI UNIVERSITY                        |
| - UPM                                      | - KOLEJ TATE                              |
| - DTS-DILOG TRAINING & SERVICES            | - AVIATION MANAGEMENT COLLEGE             |
| - APR-AVIATION TRAINING CENTRE             | - ADMAL AVIATION COLLEGE                  |
| - USM                                      | - ADTEC SHAH ALAM                         |
| - UKM                                      | - KKTU MASJID TANAH                       |
| - INSITUT KEHMAHIRAN MARA                  | - GERMAN MALAYSIAN INSITUTE               |
| - UITM                                     | - POLITEKNIK BANTING                      |
| - ASIA PACIFIC FLIGHT TRAINING             | - MHS AVIATION                            |
| - UTHM                                     | - AWAN INSPIRASI                          |
| - MALAYSIAN AIRLINES                       | - KISMEC                                  |
| - MSU                                      | - UniKL-MIAT                              |
| - AACE                                     | - IEDC                                    |

### RESEARCH AND TECHNOLOGY

- AMIC
- UTM
- GERMAN-MALAYSIAN-INSTITUTE
- KKTU MASJID TANAH
- UM
- UPM
- USM
- UKM
- UNIVERSITY OF NOTTINGHAM MALAYSIA CAMPUS
- UniKL-MIAT
- ILUM

### MRO

- KLAS
- AIROD
- ZETRO
- AEROCLEAR
- MAB ENGINEERING
- AJ AEROSERVICES
- SCANDINAVIAN AVIONICS
- BHIC AERO SERVICES
- AGUSTAWESTLAND
- DESTINI BERHAD
- GE ENGINE SERVICES MALAYSIA
- AIROD TECHNO POWER
- HAMILTON SUNDSTRAND
- RUAG
- VAS AERO
- PARKER AEROSPACE
- GKN AEROSPACE
- AIROD AEROSPACE TECHNOLOGY
- SEPANG AIRCRAFT ENGINEERING
- AIRASIA ENGINEERING
- SYSTEM AVIATION SERVICES
- SR TECHNICS
- KOP AVIATION
- AIRBUS HELICOPTERS
- MYCOPTER AVIATION SERVICES
- MHS AVIATION
- SAPURA AERO
- GLOBAL TURBINE ASIA
- HAWKER PACIFIC
- AEROSPACE TECHNOLOGY SYSTEMS CORPORATION (ATSC)
- AAR
- HONEYWELL
- SAPURA TECHNICS
- DVIATION

### SYSTEM INTEGRATION

- CTRM SYSTEMS INTEGRATION
- CONTRAVES
- ADVANCED AIR TRAFFIC (AAT)
- ATSB
- IKRAMATIC
- SAPURA SECURED TECHNOLOGIES
- PUSPEKA
- AVIALITE

### ENGINEERING AND DESIGN

- STRAND AEROSPACE
- AIRBUS CUSTOMER SERVICES
- AVIATION DESIGN CENTRE
- CAIDMARK
- MAWEA INDUSTRIES
- SDMK
- STRIDE
- CENTRE FOR AEROSPACE DESIGN (CAED)

## **CONCLUSION**

Malaysia's automotive and aerospace industries are experiencing robust growth, supported by strong government initiatives and a strategic industrial framework. The automotive sector is evolving into a regional hub for energy-efficient and electric vehicles (EVs), driven by the National Automotive Policy (NAP 2020) and aligned with the New Industrial Master Plan (NIMP) 2030, which prioritizes high-value manufacturing and sustainability. The sector benefits from incentives such as tax exemptions, grants, and R&D support, attracting global automakers and suppliers. With growing consumer demand, advancements in local production, and strong supply chain integration, Malaysia is strengthening its position as a key player in Southeast Asia's automotive landscape.

Similarly, the aerospace industry is thriving, with Malaysia emerging as a regional hub for maintenance, repair, and overhaul (MRO), aircraft parts manufacturing, and engineering services. Under the Malaysia Aerospace Industry Blueprint 2030, the sector aims to become a top aerospace producer in the region, supported by strong foreign investments and partnerships. The NIMP 2030 further reinforces this ambition by promoting advanced manufacturing, digitalization, and talent development. Key aerospace clusters in Selangor and Johor host major industry players, benefiting from tax incentives and infrastructure support. As demand for commercial aircraft and MRO services grows, Malaysia is well-positioned to capture a larger share of the global aerospace market.

## CONTACTS – MINISTRIES, AGENCIES & ASSOCIATIONS

### Malaysian Investment Development Authority (MIDA)

MIDA is the government's principal agency to oversee and drive investment into the manufacturing and services sectors in Malaysia. MIDA assists companies which intend to invest in the manufacturing and services sectors, as well as facilitates the implementation of their projects. The services provided by MIDA include providing information on the opportunities for investments, as well as facilitating companies which are looking for joint venture partners. They also evaluate the following applications for projects in the manufacturing sector and selected services sub-sectors: Manufacturing licenses, Tax incentives, Expatriate posts, and Duty exemptions.

### Malaysia Automotive Robotics and IoT Institute (MARii)

MARii is a driving force under the Ministry of Investment, Trade & Industry (MITI). As the engine powering the heart of Malaysia's automotive sector, they serve as the industry's focal point, coordination centre, and think tank. MARii's core mission is to empower and enhance the capabilities of all automotive stakeholders and ecosystems through technology, human capital, supply chain, market outreach and aftersales.

### Malaysia Automotive Association (MAA)

MAA was established in November 1960 and originally called the Federation of Malaya Motor Traders Association (FMMTA) as an association for local motor traders to discuss issues relating to the motor industry which involved mainly the import and distribution of motor vehicles in Completely Built-up (CBU) form. Over the years, MAA had grown and assumed a much greater role encompassing both the trade as well as the manufacturing aspects of the industry.

### National Aerospace Industry Corporation (NAICO)

NAICO Malaysia, operating under MITI, coordinates, implements and monitors the implementation of the Malaysian Aerospace Industry Blueprint 2030 and overall aerospace industry development programmes in Malaysia. NAICO is the centre of excellence for ecosystem development that promotes and facilitate the involvement and growth of the local supply chain into the global aerospace supply chain. NAICO also acts as the Secretariat to the Malaysian Aerospace Council (MAC).

### Malaysia Aerospace Industry Association (MAIA)

MAIA is an industry association with its main objective to support and represent the voice of Malaysian aerospace companies in an effort to develop Malaysia as an aerospace hub in Asia. MAIA offers platform to network, discover, and create new business development opportunities between local and international companies to grow the aerospace industry for the common benefit of all players.

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