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PREFACE

Entrepreneurship, as the mindset and process needed to create and develop economic activity, blending risk taking, creativity, and/or innovation within a new or existing organization, is very depending on the ecosystems to make it flourish in each organization, institutions, nations, and the world. It has been the ventures; yet the change is needed is not just what is thought but how it is taught in the right environment.

The FKP Postgraduate Colloquium 2021 was held in Kampus Kota, Universiti Malaysia Kelantan on 9 and 10 August 2021. It was a delightful event with 54 participants, consists of students and lecturers, had many fruitful discussions and exchanges that contributed to the success of the colloquium. 54 papers have been successfully presented during the colloquium.

The main objective of the colloquium is to be a platform for students to present and publish their works as well as to share their research progress with their colleagues and experts. The theme of “Accelerating the Knowledge Revolution via Research Culture” was chosen to represent the power and strength of entrepreneurship and business in the advancement of a society. It is a suitable theme considering the nature of Universiti Malaysia Kelantan that has always been promoting entrepreneurship throughout Malaysia.

All in all, the FKP Postgraduate Colloquium 2021 was very successful. The editors would like to express their gratitude to all participants and the committees that have helped in ensuring the smooth sailing of making the colloquium into a reality.

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Halal Supply Chain in Nusantara Fishery Port

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ABSTRACT

This study was conducted at the Nusantara Fisheries Port (PPN). This study focuses on halal supply chain activities for fishers at the Nusantara Fishery Port by looking at fraud in fishing activities. Furthermore, this study will identify the activities of fishers and the Nusantara Fisheries Port from the halal supply chain aspect by using a qualitative approach by using source triangulation to answer the problems that arise. This study contributes further to the significant areas of the halal supply chain for fishers and fishing ports, such as preparation for the departure of fishers, the process of unloading fish at the pier, determining fish prices, and product delivery to factories. The study results show that many fraudulent supply chain activities in fishers cause the product to become *subhat*/unclear. The aspects that give rise to fraud are the administration process from departure to docking, which is considered a normal fishers' habit. In addition, in determining the price of fish at the port, fraud often occurs between fishers and buyers; some agents/suppliers play the price without a basis to measure it.

Keywords: halal supply chain; fishers; Nusantara Fisheries Port.

INTRODUCTION

Along with the growing awareness of the need for halal products and services in Indonesia by Muslims, the number of halal industries in the country is also increasing. This encourages the importance of developing the Indonesian Halal Supply Chain ecosystem. Halal products and services are in high demand globally and in Indonesia, and the need for halal items is not restricted to food. Food, tourism and travel, clothing and fashion, cosmetics, finance, pharmaceuticals, media and recreation, fitness, education, and cultural arts are among the ten halal industries contributing significantly economically and commercially to the halal sector (Katadata.co.id, 2020). The halal product sector in its development is increasing along with public awareness of hygienic products, quality, following the dosage, rules/permits, and guaranteed safety. This is closely connected to the world's growing Muslim population, where the more extensive the world's Muslim population, the greater the demand for halal products and services. According to (Noordin, Md Noor, Hashim, & Samicho, 2009), the global Muslim population in 2012 was 1.8 billion people; in 2030, it is projected that the world's Muslim population will reach 2.2 billion. In addition, awareness of halal products is no longer loved by only Muslims. Even non-Muslims are currently enjoying halal products for consumption and use in their daily lives.

This phenomenon is in accordance with Ibrahim and Adinugraha (2020) that the global halal product industry is not only surrounded by countries with a majority Muslim population, such as Indonesia and Malaysia. Companies from China, Thailand, the Philippines, the UK, and Luxembourg are also scrambling to produce halal goods. For non-Muslim consumers, the

halal logo represents a symbol of cleanliness, quality, purity, and safety. Thus, the halal logo becomes the world's new standard and barometer that determines the quality of the products.

Halal logistics has its own set of challenges in Indonesia, particularly the perception among the general public and consumers that halal logistics is not a need. This is different from other nations where halal logistics are required. This occurs because the current state of halal products in Indonesia only focuses on the substance of a specific foodstuff or ingredient rather than the method through which the product reaches customers, such as warehousing and transporting or shipping. When it comes to government regulations, Indonesia has regulated halal logistics under Law Number 33/2014 concerning Halal Product Guarantee, which covers everything from the initial process until the product delivery to consumers is guaranteed halal.

Halal Supply Chain is viewed as an innovation in logistics operations for logistics agents. However, to ensure Halalan – Toyibban on food products, several improvements must be made along the supply chain for Halal products. The renewal from conventional logistics operations to halal logistics operations can be considered as an improvement. Apart from logistics agents providing good logistics services, they also offer better logistics services for halal products. However, to offer good logistics services for halal products, several factors need to be considered.

Indonesia is a large country, 68% of which are islands with wider waters than the land (Maula, 2019). So then, the fishery and marine industry became the main livelihood of the majority of Indonesian people. To control fishery and marine activities, the Indonesian government pays special attention to fishers to create superior and competent fishers who can become the driving force of the country's economy. The government assists fishers by establishing the Ministry of Maritime Affairs and Fisheries (KKP). The Ministry of Maritime Affairs and Fisheries oversees several fishing ports in Indonesia. There are four types of fishing ports in Indonesia, which is (1) Ocean Fishing Port or Type-A port, (2) Nusantara Fishing Port or Type-B port, (3) Coastal Fishing Port or Type-C port, (4) Landing Base Fish Port or Type-D port. The types of fishing ports are distinguished from the intensity of fishing at the port.

Indonesia has 8 Type-A fishing ports, 14 Type-B fishing ports, 28 Type-C fishing ports, and 526 Type-D fishing ports. Compared to 2018, there is an increase in the number of Type-B and Type-D fishing ports, by one port for Type-B and five ports for Type-D (Badan Pusat Statistik Indonesia, 2017, 2019, 2020). Out of 576 fishing ports in Indonesia, 69% have Fish Auction Place – *Tempat Pelelangan Ikan* (TPI), while 31% do not. The Type-A fishing port is the type of port with the least TPI number based on its category. On the other hand, Type-D fishing port has the most TPI (Badan Pusat Statistik Indonesia, 2020)

By distinguishing the type of port from the pattern of fishing and port activities, there are also many supply chain activities at each port where many stakeholders also participate in these activities. This means that there will be cultural and ethnic diversity in Indonesia that will participate in the supply chain activities and cause each region to have its characteristics before and after sailing. From the many supply chain activities in ports and the background above, the researcher focus on 1) how the supply chain activities in the Indonesian fisheries ports are, 2) how the supply chain activities of fishers are carried out whether they have led to the halal supply chain. Therefore, this study aims to determine supply chain activities at the Nusantara Fisheries Port and how the fishers' supply chain activities are halal. Through this study, the researcher tries to prove that by looking at the impacts and opportunities on developing halal products, Indonesia should become a halal pioneer for fishery and marine products in particular.

RESEARCH METHOD

This study used a qualitative case study method and was conducted in Nusantara Fishery Port (PPN). The data include primary and secondary data: 1) primary data is obtained through direct observation of various activities carried out at the port. In addition, interviews were conducted with the Head of Port, Staff, fishers, fish traders, suppliers, and exporter companies. 2) secondary data was obtained from related agencies/institutions, including Nusantara Fishery Port, Central BPS, and literature studies in the form of collecting information from both printed and electronic media. The case study research method was carried out to explore the supply chain activities of fishers at the Nusantara Fisheries Port by looking at the halal supply chain aspect. Through a case study approach, it is hoped that this research will provide an overview of halal supply chain activities for fishers and halal supply chain at the Nusantara Fisheries Port. This study involves several qualitative research data collection methods, including unstructured interviews and observation. Miles & Huberman in Sugiyono (2015) argues that the effectiveness of qualitative data analysis is carried out interactively and continues until it is complete so that the data is saturated. This study uses data analysis techniques that refer to the concept of Milles & Huberman, namely an interactive model that classifies data analysis into three steps, namely data reduction, data display, and conclusion drawing or verification. In order to validate the data, an examination technique is needed. The implementation of the inspection technique is based on several certain criteria. There are four criteria used: degree of trust, transferability, dependence, and certainty.

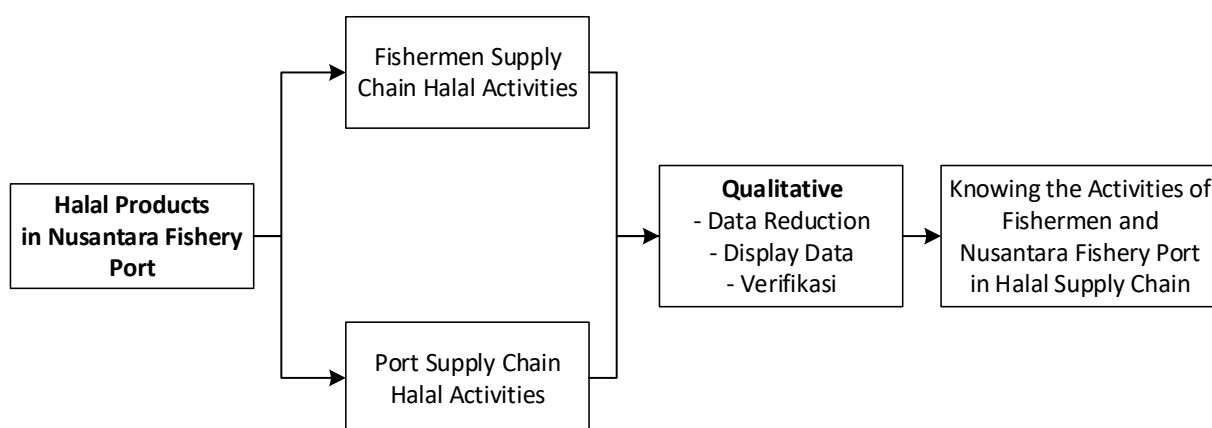


Figure 1: Conceptual Framework

According to Moleong (2018), triangulation is the best way to eliminate differences in the construction of reality in the context of a study when collecting data about events and relationships from various perspectives. In this study, triangulation was carried out through source triangulation. Although there are 14 Nusantara Fishery Ports in Indonesia, there is still little discussion about the halal supply chain at fishing ports from the literature review.

FINDING AND DISCUSSION

The data were analyzed in two stages. To begin with, a case analysis was conducted to find out the activities of the Nusantara Fisheries Port in a single context. In contrast, cross-case analysis was conducted to determine the activities of fishers. Thus, the consistency of the

description for each case is generated through in-case analysis by capturing all relevant information about activities related to the halal supply chain.

The high supply chain activity at the Nusantara Fishery Port is often seen to neglect several halal aspects that ultimately affect the product, which becomes unclear in the process. The activities that appeared in the pre-survey conducted by the researchers found several fraud activities. These include manipulating the size of fishing vessels that did not match the information stated in the Fishing Vessel Permit (SIKPI), a closed fish auction process between the fish owner and the buyer, as well as the existence of "*Tukang Ngorek*" who takes fish without the knowledge of the fish owner. In addition, there is also the use and operation of non-environmentally friendly fishing gear, the use of formalin, the use of bombs and potassium, dyes, and bleaches. The use of these hazardous materials can harm consumers health. Moreover, there is also fraud in the supply chain activities of fish caught by fishermen, such as the indefinite amount of catch that fish collectors directly purchase. Without clarity regarding the quantity of fish, it results in losing one of the parties in the movement transaction.

Halal Supply Chain Activities at Nusantara Fishery Ports

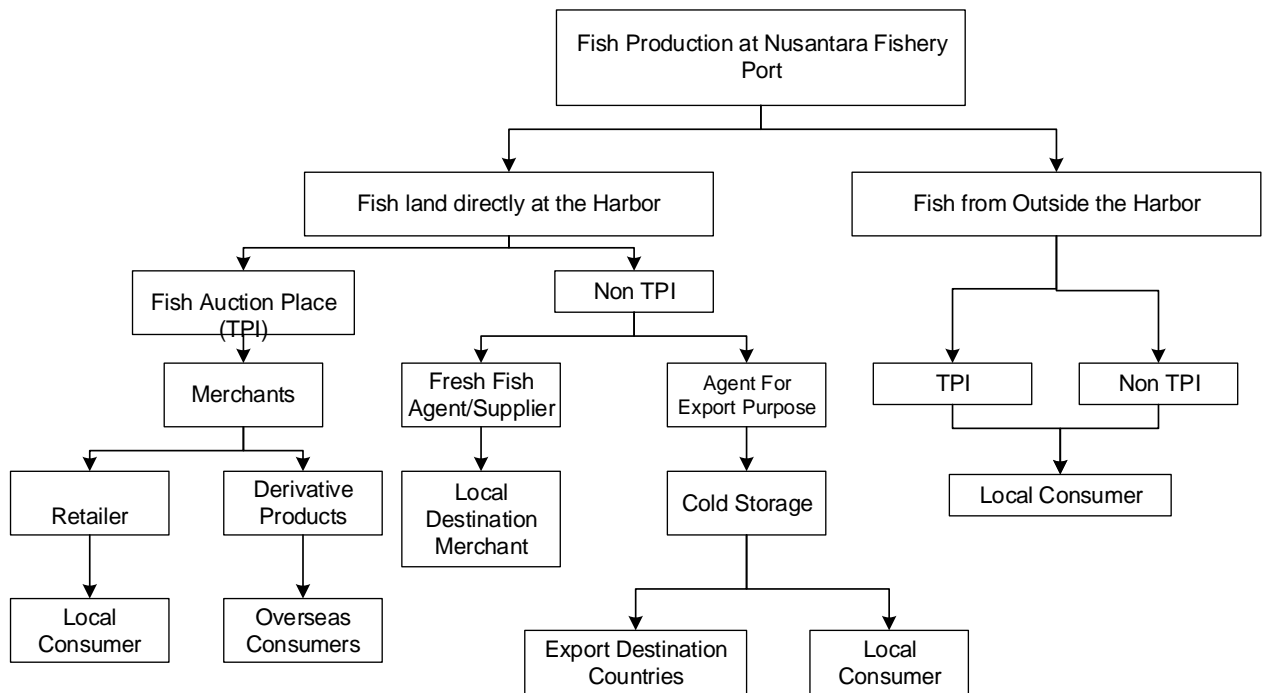


Figure 2: Nusantara Fishery Port's Supply Chain
(Source: Researcher Observation, 2021)

The results of study found supply chain activities at the Nusantara Fisheries Port, where there are two fish production activities carried out, (1) sending fish by land route where supply is sent from other ports and (2) unloading fish directly at the port dock. The first activity is fish production from other ports by land route, selling fish directly to traders or agents to be sold directly in the market and local consumers who buy direct suppliers, determining the fish price by considering fish size, fish type and fish quality. This activity usually carried out by daily fishers (fishers who go fishing and return to sell fish on the same day), and in general are fish

products for the needs of local consumers.

The second is the production of fish on land or which is unloaded at the port dock directly. This activity takes place quite a lot, starting from the ship docking at the port dock according to the size of the ship. At the Nusantara Fisheries Port, fishing boats that can enter the port is 5 – 30 GT. Fish that enter the dock from ships with >10GT will enter the Fish Auction Place (TPI), but some do not go through the TPI. Fish that enter the TPI are usually fish consumed by the local or the surrounding area with a price determination through the fish auction place. At this stage, a fish auction will be carried out through an existing method. Then the fish will be sold to retailers and producers of marine products for resale to local consumers and consumers outside the region. Fishers and agents/suppliers rarely carry out activities at TPI because this process takes a long time, causing quality to decline. Meanwhile, fish that do not go through TPI are usually selected fish that have become commodities for export with high quality (e.g. Tuna, "Baronang" Fish, Snapper). There are many ways that fishers do to offer fish to consumers at TPI or Non-TPI. Usually, fishers will look for agents who the boat owners have trusted to sell them to get the highest price. However, fraud often occurs in this activity before fish enters the fish factory or market. One of them is the agent changes the price at will to sell. Even if it is the fish season which means that there is an abundant supply of fish, the price can fall significantly below its fair price, and this causes fishers to suffer relatively large losses.

The research results from observations and interviews conducted by researchers at the Nusantara Fishery Port found many findings from the aspects of fishers, baskets/traders, suppliers. One of the findings was in the fishers' preparation, the fishing gear was not in compliance with the Regulation of the Minister of Maritime Affairs and Fisheries of the Republic of Indonesia No. 71 of 2016 concerning Fishing Paths and Placement of Fishing Equipment in the Fisheries Management Area of the Republic of Indonesia. The fishers do this by stealth to avoid raids from the port officials. *".....ya tidak kita laporkan untuk alat tangkap karena tidak boleh sama pemerintah, kalau ketahun akan dilarang untuk berlayar bahkan pernah teman saya surat ijin kapalnya tidak bisa di perpanjang.... (... Yes, we don't report our fishing gear because it is not allowed by the government. If caught, we will be prohibited from sailing. Even once my friend's ship's license couldn't be extended.)"*, said Mudhor, one of the fishers at the port.

Another finding found in this study was the use of chemicals to keep fish looking fresh. Although not all fishers use chemicals, for sure, this is not allowed in terms of health. During the unloading and sorting of fish at the port, it was discovered that certain ships were using chemicals such as formalin to make certain fish look fresh. This chemical-based fish is promptly placed away by the PPN officer upon discovery to not mix with other fish. Bagus Triawan, PPN officer, when checking the report of loading and unloading fish at the port mentioned, *".....beberapa nelayan memang ada yang nakal mas, ikan yang awal didapat biasanya di beri formalin agar awet, alasannya mencari ikan perlu waktu 3-4 hari sehingga takut kualitas menurun (... some fishers are really naughty, bro, the first fish they get is usually given formalin to make it durable, the reason is that it takes 3-4 days to find fish so they are afraid of decreasing quality)"*. Not to mention the problem of determining the price of fish that often occurs by choosing price speculation. The supplier is more on the benchmark of how many fish is unloaded so that the selling price is often manipulated at fish auctions. Most of the fish auction processes in PPN do not carry out price speculation activities because this auction process is not profitable for traders and suppliers. *".....kalau pakai lelang mas, kita tidak dapat keuntungan yang rata karena lelang pasti yang memiliki modal besar saja yang bisa ikut pelelangan, sedangkan bagi pedagang/supliyer yang modalnya pas-pasan tidak memiliki kesempatan.... (... If we use the auction, we won't get an even profit because only*

those who have large capital can participate in the auction, while traders/suppliers with mediocre capital don't have a chance.)”, said Sumaji, one of the fish suppliers and traders at PPN.

Fishers' Halal Supply Chain Activities

The first stage is the debriefing stage, which is the concept of the halal supply chain, which is carried out under Islamic law because the way to obtain all the needs needed to carry out shipping is obtained by buying legally. At this stage, preparations will be made for all the needs needed during the voyage, be it ship needs, personal needs. The goods for fishing that are prepared at the time of debriefing are halal goods, which means that obtaining them is also done lawfully through official and legitimate sales agents. Regarding the Shipping Permit that fishers will carry out, the Syahbandar office of Nusantara Fisheries Port has issued an integrated service for fishers, hoping that fishers will no longer falsely report the fishing gear used, the type of fish caught and the size of the vessel to be used. One of the activities that become an advantage for fishers if they take care of this shipping permit correctly is that fishers get diesel/fuel for subsidized vessels from the government. This is expected to suppress fraudulent activities in fishing supplies.

The second stage is sailing, the main activity, sailing to catch fish in the sea. Then, judging from the purpose, the voyage is carried out to work, where work is a command from Allah SWT to all His servants to fulfill the necessities of life. Moreover, working as a fisherman is lawful and not a job that is prohibited by religion. Judging from the object, which is marine animals or fish, then no religious law is violated. Fish or marine animals are halal to be consumed regardless of their condition, alive or dead, following Q.S. Al-Maidah verse 96. Another aspect of being considered is the use of nets/trawls for fishing. The nets/trawls used are environmentally friendly media and do not contain substances that can harm human health. Based on these aspects, this stage meets the halal criteria. Therefore, the work concept used must also be honest and legal. An understanding of the use of chemicals must be intensively carried out so that fishers do not take this action. The Nusantara Fisheries Port will check using a fish detector when unloading at the port dock. If the fish contains chemicals, it will be placed on a special dock, and the port will revoke the fishers' sailing permit for the next one month so that the ship cannot be used for sailing. This consequence is taken hoping that fishers' livelihoods to support their families can be carried out properly and by applicable regulations.

The third stage is storage. Storage is an activity carried out by fishers to maintain the quality of fish so that the fish remains fresh and in good condition. For example, the storage process carried out by fishers at the Brondong-Lamongan Nusantara Fisheries Port is by using ice cubes to keep the temperature low to make sure that the fish are still fresh. Storage is carried out in a layered system, in which ice cubes are arranged at the bottom of the hold with fish placed on top of it, and then another ice cube is arranged, then fish have placed again until the ship's hold is full. The use of ice cubes for storing fish so that its freshness is maintained does not violate Islamic law. The ice cubes used to keep the fish from rotting quickly also do not add harmful substances to health. This storage will cause the stored fish to die or can be said to turn into the carcass. However, according to Islamic law, carcasses from fish and other marine animals are still fit for consumption and are declared halal. Therefore, the fish stored with ice cubes is halal in the process, and the product can be said to be *thayyiban* because it is still good for consumption. So it can be concluded that the concept of storage like this is halal because it keeps the quality of fresh fish with natural ingredients and does not harm when consumed.

The next stage is to sell the catch. This is done so that the fish caught can be replaced with some money. In this case, the researcher did not find any violation that violated Islamic law. Although at first glance this is like a sale and purchase, which is prohibited by Islamic law because it contains elements of vagueness or *gharar*, after conducting a study of the transaction process carried out between the shipowner as a fish seller and the contractor as a fish buyer, the researcher saw that there were steps before the sale and purchase transaction contract and clear and agreed solutions by both parties (fishermen and buyers) if after the purchase contract errors occur. Therefore, it can be said that the wholesale buying and selling process does not contain any vague or *gharar* elements of buying and selling. It can also be said that the concept of buying and selling is per Islamic law so that the buying and selling process is declared *halal* because the buying and selling activities are carried out voluntarily by both parties.

The next stage concerns distributing wages for both the fishers and the sorting workers (*tukang ngorek*). In this case, all have agreed that both the shipowners and fishing crews who work to find fish in the sea and sorting workers as sorters of fish caught by the fishers will receive wages following what was agreed. Wages will be made after the workers complete their work. From this, it can be said that the shipowners have given the rights of the fishing crew as agreed. Therefore, in this process, it is known that it is under Islamic law and is *halal*. This concept of payment method is also *halal* because there has been a prior agreement between the two parties.

Halal Certification by LPPOM MUI for Nusantara Fishery Ports

On the other hand, the implementation of *halal* supply chain management still faces several obstacles. For example, in its execution, the LPPOM MUI (Lembaga Pengkajian Pangan, Obat-obatan dan Makanan – Majelis Ulama Indonesia) *halal* certificate is limited to the production process and has not touched suppliers and retailers. The cost of *halal* certification still varies and is relatively expensive for the perpetrators. *Halal* certificates for Micro-enterprises issued by LPPOM MUI also have not been recognized by other countries, so that in exporting *halal* products, they still have to get the *halal* certification of the destination country, which adds to the operational burden. Some companies which produce daily consumed products even have not pocketed the LPPOM MUI *halal* certificate. Law Number 33 of 2014 concerning *Halal* Product Guarantee (JPH) has not been enforced compulsorily for all industries.

CONCLUSIONS

This study concludes that to carry out *halal* supply chain activities, the Nusantara Fishery Port must prepare beforehand both from the management aspect, leadership vision, infrastructure feasibility, and understanding of the *halal* product itself among stakeholders. Logistics is a part of the supply chain which involves many business entities such as suppliers, manufacturers, distributors, and retailers. All of these entities will work together to obtain raw materials and turn them into final products. *Halal* logistics is an approach to avoid contamination of raw materials and perishable foodstuffs during transportation or distribution activities. This is also to prevent misinformed products and ensure that Muslim consumers will accept and only consume *Toyibban Halalan* products. In the Malaysian Standard for *Halal* Logistics (MS 2400:2010), *halal* logistics requirements under Sharia law include requirements for logistics providers for transportation, warehousing, and retail. Meanwhile, in Indonesia, through LPPOM-MUI Law Number 33/2014 concerning guarantees for *halal* products, it is still limited to certification labels on final products.

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