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Waqf Logistics: An Exploratory Study of its Existence and Implementation

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Abstract

Waqf logistics is already in practice around the globe! However not many people understand about the existence of such waqf branch because the concept is very niche that no academic paper has explored the subject at all. Due to that, *waqf logistics* practices has been ongoing for years without anyone able to extract such activity. One of the well-known examples of *waqf logistics* is the case of Larkin Sentral, in Malaysia. Hearse services and warehouses are some of the other examples of *waqf logistics* activities that has never been cited. There are also very strong possibilities that *waqf logistics* is in practice at various waqf cities, waqf plantations and waqf manufacturing setups around the globe because these activities require the movement of goods (MOG) and movement of people (MOP). This exploratory paper aims to establish the general principles of *waqf logistics* for the benefit of the future researchers and implementers.

Abstrak

Logistik wakaf sudah dipraktikkan di seluruh dunia! Namun tidak banyak orang yang memahami keberadaan cabang wakaf tersebut karena konsepnya sangat niche sehingga tidak ada makalah akademis yang membahas topik ini sama sekali. Karena itu, praktik logistik wakaf telah berlangsung bertahun-tahun tanpa ada yang bisa mengekstraksi aktivitas tersebut. Salah satu contoh logistik wakaf yang terkenal adalah kasus Larkin Sentral, di Malaysia. Layanan mobil jenazah dan gudang adalah beberapa contoh lain dari kegiatan logistik wakaf yang belum pernah disebutkan. Ada juga kemungkinan yang sangat kuat bahwa logistik wakaf dipraktikkan di berbagai kota wakaf, perkebunan wakaf, dan pabrik wakaf di seluruh dunia karena aktivitas ini memerlukan pergerakan barang (MOG) dan pergerakan orang (MOP). Makalah eksplorasi ini bertujuan untuk menetapkan prinsip-prinsip umum logistik wakaf untuk kepentingan para peneliti dan pelaksana di masa mendatang. Untuk mencapai hal ini, definisi yang jelas tentang logistik wakaf perlu diterapkan.

Kata kunci:

Pergerakan Barang (MOG),

Pergerakan Orang (MOP),

Logistik, Wakaf, Logistik

Wakaf

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1. Introduction

Islam is the actual way of life. As a complete religion, Islam covers all aspect of life from living, education, economy, logistics or just being a simple human being. One section of the way of life is the waqf system. Waqf was said to have started by the Prophet Muhamad (SAW) who practices waqf himself and subsequently the practice is adopted by his companions. Masjid al-Quba and Masjid al-Nabawi are said to be among the first few properties that has become as the foundation of waqf in Islam. There are other examples of waqfs like the Ruma Well by Saidina Uthman bin Affan (RA), University Al-Azhar and also Bayt Al-Hikmah. Waqf advantages is not limited to Muslim community but it expands across the boundaries of religion, social, racial and cultural (Kahf, 1998).

Waqf or awqaf (plural of waqf) is also seen in the act of providing food for the street cats and dogs, allowing usage of clean and drinking water to the public, providing shelters at public places, providing a public kitchen to feed the poor and many others deed. There are also new initiatives by the public to pool cash funds to purchase hearse vehicles, ambulances, pickup vans/trucks to serve the public. All these activities are seen to assist on the economic impact to the society. In the Quran Allah SWT says, “You will never achieve righteousness until you donate some of what you cherish. And whatever you give is certainly well known to Allah” (Al-Quran, 3:92)

Nevertheless, the recent development for the interest of logistics, provides the opportunity to look closely into the economic activities and perhaps to reclassify the general waqf into a specific type of waqf that is *Waqf Logistics*.

2. Literature Review

2.1 Overview of Logistics

What logistics got to do with waqf? In order to coin logistics to waqf, firstly we need to understand what logistics means. Logistics is generally the detailed organization and implementation of a complex operation to manage the movement of goods (MOG) and/or movement of people (MOP). One of the most widely accepted definition of logistics is the one by Council of Logistics Management who define logistics as the detail *process of planning, implementing and controlling the efficient, effective flow and storage of goods, services and related information from point of origin to the point of consumption for conforming to customer requirements* (Yahya, 2018).

Logistics is not complete until it satisfies the 7 Rights or the 7Rs of logistics. The concept was explained in detail by Yahya (2020) where the author lines up seven requirements that the customer is expecting upon receiving the goods. The full detail is as shown in **Table 1** below:

Table 1. 7 Rights or 7Rs of Logistics

No	7 Rights of Logistics	Explanation
1	Right product.	Complete information about the kind of product and proper product knowledge is important for the management of time and resources to deliver the right product.
2	Right Customer	Product should be delivered to the customer who orders them. Receiving a product that is not required is a not a privilege.

3	Right Quantity	It is critical to know and to send the right quantity of products to the customer. Right quantity varies from business to business and from season to seasons.
4	Right Condition	The condition of the product when it reaches the end customer should be as ordered by the customer. The products shouldn't be broken, and the packaging must be intact.
5	Right Place	The product ordered should reach the location that has been assigned. Inability to do that will create additional operation cost.
6	Right Time	Time plays a critical role. There should be no delay when it comes to delivery of the product to the end customer. Prior planning and management needed to be done in advance.
7	Right Cost/Price	This perhaps is the one of the greatest concerns of the purchaser as we are experiencing escalating operational cost almost in all aspect.

2.2 The Relationship Between Logistics and Waqf

There are many studies about waqf that has been compiled over the years but the as of today, there is no evidence of a writeup on *waqf logistics*. Therefore, the rest of this paper will attempt to define what is *waqf logistics* by using proven focus group discussion which is based on guided questionnaire. This paper too provides some examples of *waqf logistics* in Malaysia and also from around the world.

3. Methodology to Define *Waqf Logistics*

Waqf logistics has been practiced by Muslims around the globe for centuries. However, the practice has either not being recorded properly or the people practicing it did not realize that such waqf practices exist. In order to derive to *waqf logistics* definition, a focus group has been identified for discussion and fact findings (Stokes & Bergin, 2006; Ruyter, 1996). We follow the recommendations by McClelland (1994) to use four steps method to conduct this initiative:

i) *Planning*

Our initial plan is to bring together the invited focus group to attend a one-day discussion session. However, the plan is put on hold because of the inability to get everyone at the same time. We then develop a more practical method that is by creating a guided interview questions and distributed to the focus group and to be responded/interviewed within 60 days.

ii) *Recruiting*

Participants of this focus group is invited based on *purposeful selection* (Maxwell, 2005). Thus, a mixture of participants of different expertise like waqf knowledge, endowment knowledge, logistics knowledge, male, female, non-Muslim and Muslims was selected.

iii) *Conducting*

Due to the inability to get all the targeted participant together at the same time, we have improvised the methodology to suit the convenience to most of the respondents. A guided interview with a sum of fifteen questions have been developed. Five-point Linkert scale are used to understand thirteen questions while to the final two question is open ended ones. Thirty guided interview questions were distributed out for 60 days from the 1st of April 2022 until 30th May 2022. Our response rate is relatively high as the interviewer calls personally all the targeted responded to explained the waqf concept and also to record the open-ended question.

iv) *Analyzing*

A full 30 days were allocated to run complete analysis of the study is done starting from 1st June 2022 until 30th June 2022. Between 1st July to 31st July were allocated to review and to further clarify any answers to the previous respondent. This is important to further classify the ideas into explainable patterns, themes or perspective (Grudens-Schuck *et al.*, 2004; Chamber & Munoz, 2009).

The questions are developed to understand the participants knowledge in logistics and also waqf. There is no right or wrong in answering this questionnaire. By using this technique, the interviewee is allowed to ask questions especially in the definitions. The interviewer too is allowed to further give explanation of *waqf logistics* as this concept is very niche and very not many people understand it.

The focus group is very useful to allowed carefully planned series of questions to obtain general perceptions in a specific area of interest in a trusting, permissive yet non-threatening environment (Kruger & Casey, 2000). Out of the 30 individuals that is handed the guided interview questions, 70% or 21 individuals responded with complete answers. Larson *et al* (2004) had categorized this as acceptable and fulfills the category of large discussion group which is the effective to reach consensus. Nevertheless, a more comprehensive study is required to determine the completeness of the *waqf logistics* definition.

4. Results

The large focus group of 21 respondents allow greater visibility of certain patterns. This is an important criterion to allow capturing the essence and to observe possible uncertainties. Throughout the fifteen questions that has been asked, we can establish eight (8) common areas. The observation is fully explained in **Table 2** below:-

Table 2. General Respondent Patterns and Observation

Criteria	Patterns	General Observation
1	Gender & Age	Has no bearings on the knowledge and impact on <i>waqf logistics</i> .
2	Muslim vs non-Muslim	The exposure to waqf/endowment knowledge contributes significantly to the body of knowledge. However, the minimal knowledge in logistics seems to limit the respondents to establish the definition. 80.95% of the responded have knowledge in logistics but 19.05% does not have knowledge in logistics. The mismatch happens because the 19.05% group is the one that understands waqf concept with higher understanding.
3	Knowledge on Waqf	Only 4 respondents have very good knowledge on waqf and they are Muslim practicing waqf in various organization. The Non-Muslim are experts in the logistics sector but do not understand <i>waqf logistics</i> at all.
4	Knowledge on <i>Waqf Logistics</i>	5 respondents said that they have very limited knowledge on <i>waqf logistics</i> and the remaining 16 respondents said that they have “zero” knowledge in <i>waqf logistics</i> . Due to this fact, all other questions pertaining to <i>waqf logistics</i> might not carry significant weight because the key issue here is that 76.29% of them do not understand what is <i>waqf logistics</i> .
5	Waqf practices for the rest of the world	There are mixed reactions on this subject since not many of the respondents understand endowment/waqf in the first place

6	Is waqf practices is good for the society?	The majority of the participants acknowledge that endowment/waqf practices is good for the society
7.	The long-term effect on waqf to the society.	38.09% respondents said that it will bring prosperity or growth, 33.33% respondents said that it will be loss in profit, 4.77% said depends on how waqf is implemented while 23.81% said that they don't understand the question
8.	The possible challenges of <i>waqf logistics</i> implementation	23.81% respondents said that are afraid to break the law, 66.67% said that they don't understand while 9.52% said that they are afraid the break the law

Based on the focus group guided interview and the finding as established in **Table 2** above, it is a daunting task to establish a *waqf logistics* definition. The fundamental issue that is missing is that that both of the respondent should have significant knowledge in waqf and also in logistics.

Therefore, taking all these points and constrains into considerations, this paper would like to define *waqf logistics* as:

“The charitable act of surrendering of logistics related property or services throughout the logistic ecosystem process for the religious purposes of giving benefits to the society”

The *waqf logistics* definition that we propose is the combination of logistics from the Council of Logistics Management (Yahya, 2018) and the general acceptable definition of waqf (Masjid Al-Huda, 2011). Nevertheless, the general waqf principals will apply through the life-long because the owner has disowned the asset or services as *sedekah jariyah* in perpetuity for the pleasure of Allah. Once *waqf logistics* has been donated, it is subject to several rules like the asset/services becomes inalienable, irrevocable, to be held in perpetuity, can never be sold nor donated nor bequeathed because the eventual owner of the asset/services is Allah.

5. Discussion

5.1 Selected Case Studies Of *Waqf Logistics* In Malaysia

The *waqf logistics* has already been in practice for some time but due to the niche concept, not many people understand it. It is a paradox of knowledge, most of the waqf experts does not understand waqf and at the same time most of the logistics experts (especially the non-Muslims) do not understand waqf.

The following are some of the proven *waqf logistics* that is already in practice in Malaysia. We have looked into Larkin Sentral, hearse waqf, ambulance waqf and many more. Nevertheless, we would focus on Larkin Sentral as they have publicly open up *saham waqf* or waqf shares to the public without realizing it is actually a *waqf logistics* in practice.

Larkin Sentral

Larkin Sentral is located in the heart of Johor Bahru, a city at the southern most of Malaysia. It started operations decades ago only as a wet market called *Pasar Awam Larkin* with a bus stop next to it.

In 2017, *Larkin Sentral Property Berhad* (LSPB) a wholly owned subsidiary of *Waqaf An-Nur Corporation Berhad* (WANCorp) plans to raise RM8.5 million to upgrade *Pasar Awam Larkin* to become Larkin Sentral that is a

large complex comprising of a bus terminal, a taxi terminal, a wet market and some shopping arcade. This plan is made possible via offering of new waqf shares of up to 850 million shares at RM0.10 per share. These shares will then be endowed to WANCorp.

This is actually the first public offering of waqf shares in the world (Waqf Saham Larkin Sentral, 2019). The waqf program has gone through many processes and has been approved as Shariah-compliant by the Shariah Advisory Council of the Securities Commission Malaysia. To the general public, Larkin Sentral has been known as a property waqf.

However, in addition to the property waqf which is financed by the issuance of shares, we can also categorise Larkin Sentral as *waqf logistics*. This can happen because of the two elements that is about the “arrangements” and also on “terminal facilities”.

Detail of it is as explained below:-

i) Arrangements

a. Waqf shares offerings

In the prospectus, it was clearly stated that the shares offering is the world first waqf shares arrangements that has been debated and approved by the local shariah committee.

b. Dividends usage

As listed in the prospectus, 90% of the dividends declares will be used to provide reasonable affordable rental rates for the tenants, small business owners, bus operators and taxi operators . The remaining 10% will be given to state sole waqf trustee (MAIJ). Of the 10% dividends, 5% will be for retention while the other 5% will be distributed for charitable cause involving entrepreneurship, healthcare and education (Waqf Saham Larkin Sentral, 2019)

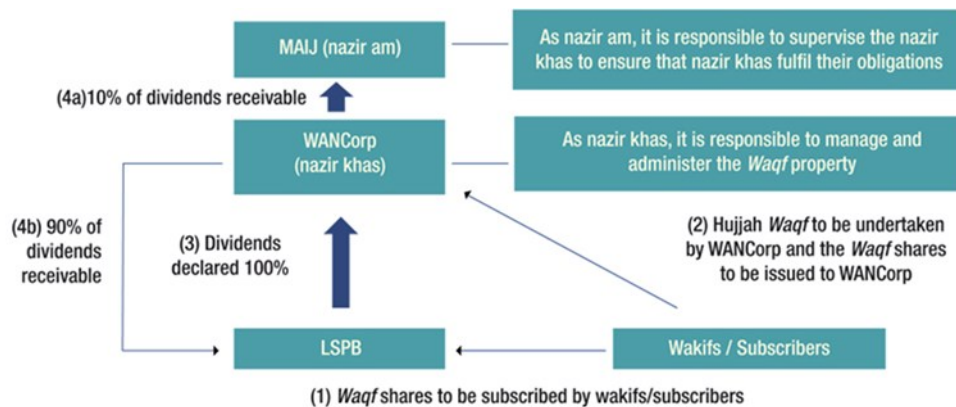


Figure 1. Dividend distribution

ii) Terminal facilities

After the 2017 upgrading, Larkin Sentral is now the main public transport terminal and the largest in Johor Bahru. It became a focus of the public who wish to use public transport such as buses and taxis. Today, it is estimated that on daily basis some 60,000 people visits this terminal (Larkin Sentral Main Page, n.d). The terminal usage normally increases substantially on weekends, school holidays and during public holidays.

a. Bus Terminal

As the major transportation terminal, the public bus services offer a hassle free, safe and modern ticketing facilities comparable to airport operations. The bus services travels to all destinations in Malaysia, Singapore and to Thailand.

b. Taxi Terminal

Taxi services provide trips to major cities in Johor and travel long distances to destinations outside Johor. There is also a taxi segment that only provide direct services to Singapore.

Hearse Waqf

A hearse or also known as a funeral coach, is perhaps the most well-known type of funeral car. This is the type car that is seldom used but important to have. Most of the big mosque in Malaysia, normally have a corpse bathing room and also hearse van. Although no data is readily available, but normally the corpse bathing room is by waqf. The hearse van is also by waqf. These waqf is normally collected via cash waqf and when the collection is enough, the organizer will purchase a hearse to be distributed to mosque. Usage of the facilities are free as there are already being waqf by donors.

Why is hearse considered as *waqf logistics*? It satisfies the logistics definition for movement of people (MOP - in this case movements of dead people or corpse/corpses) from the point of origin to the assignment point. It also satisfies the 7Rs of logistics.

Ambulance Waqf

An ambulance can also be considered as *waqf logistics*. In simplest form it satisfies the logistics definition, satisfy the 7Rs of logistics and also method of cash collection satisfies the cash waqf notion. Ambulance waqf allows the needs of a sick person to be attended especially transporting the unfortunate person (MOP) from place of accidents/home/hospitals to the desired location for necessary actions. In Malaysia, the cash waqf for purchase of ambulance is allowed to claim tax relieve under *Section 44(6) Income Tax Act 1967* (Laws of Malaysia, 2006).

5.2 Other Opportunities for *Waqf Logistics* in Malaysia

As mentioned earlier, the *waqf logistics* has been around for quite some time. However, due to the lack of knowledge, this section of waqf is not specifically mentioned. In Malaysia, there are abundance of activities that can easily fulfill this category. Below are some of the windows of opportunities for *waqf logistics* that we can summarize:-

a) *Bas Muafakat Johor* (BMJ)

The BMJ services started operation in 2016 in the Iskandar Malaysia area. This is a free bus service funded by the Johor State Government and Local Authorities. BMJ is one of the initiatives to reduce local people’s burden in managing the escalating transportation cost. In addition to that BMJ also provide convenient and effective public transport network throughout the state. (Bas Muafakat Johor (BMJ), n.d.)

Waqf Logistics Opportunity

BMJ satisfies the minimum requirement of movement of people (MOP) within the scope. To allow *waqf logistics* to happen, the Johor State government could:

Table 3. *Waqf logistics Bas Muafakat Johor*

No	Activity	Remarks
1	To waqf the bus, bus terminal and the shops to a specific <i>waqf logistics</i> organization	Relatively easy as waqf control is within the state government.
2	For sustainability, need to charge:- i. Bus tickets to non-locals (this is free bus services to Malaysians) ii. Shop rentals at the terminals	Relatively easy as waqf control is within the state government.
3	For sustainability, need to create:- i. Cash waqf	Relatively hard as it requires few levels of approvals

b) *Bus Stops*

The other synonyms of a bus stop can as either a bus terminal, bus depot, coach station, terminal, terminus or just a depot. This is a place where buses stop for passengers to get on and off the bus. Some bus stops are clustered together into transport hubs to allow easy interchange between routes and to maximize convenience.

Waqf Logistics Opportunity

In the common logistics term, a terminal is defined as a facility where passengers and freight are assembled or dispersed during transportation (MOP). This fits into the *waqf logistics* definition. In order to execute it, will require:

Table 4. Waqf logistics Bus Stops

No	Activity	Remarks
1	To waqf the ownership of the bus stops to a <i>waqf logistics</i> organization	Relatively easy as waqf control is within the state government.
2	For sustainability, need to create:- i. Cash waqf	Relatively hard as it requires few levels of approvals <u>Note:</u> Cash waqf is preferred as the will not be income generating activities at the bus stop but requires regular maintenance.

c) Ferry Terminals

A ferry terminal allows ferry to dock and allow passengers (MOP) and freight (MOG) to safely alight or to board the ferry.

Waqf Logistics Opportunities

Please see **(b) Bus stops** as it contains the same concept explanation.

d) Haj Flights

Haj operations in Malaysia is handled by *Lembaga Urusan & Tabung Haji* (LUTH). LUTH manages the flight booking, accommodation, food and other related haj activities that is required by the pilgrimages during the haj session. For sustaining LUTH operations, LUTH has invested into various economic activities including real estate, plantation, engineering and many more. However, LUTH does not own any aircrafts.

Waqf Logistics Opportunities

In the common logistics term, a flying aircraft that transport people to assigned locations satisfy the movement of people (MOP) concept that eventually fits the logistics terms. To capitalize this to become a *waqf logistics*:

Table 5. Waqf Logistics Haj Flights

No	Activity	Remarks
1	To lease aircraft to certain period for transportation of the pilgrimage to and from Jeddah	Relatively easy as there are many aircraft leasing companies. However, the negotiation needs to be done especially on the tenure and terms of leasing
2	For sustainability, need to create:- i. The aircraft can also be used to transport to other locations and tickets must be charges	Challenging! The planning needs to be precise and correct because running aircraft operations is not cheap.
	ii. Cash waqf	Relatively easy and requires to fund the high-cost operations

e) Fishing Boats

Traditional fishermen are not rich people. The fish they catches is important as one of the protein sources of human being. Normally, the fishermen have to spend most of the revenue to service boat installments and also on purchasing diesel.

Waqf Logistics Opportunities

In the common logistics term, fishing boats carries the ocean catches from the place of catch and then to the jetty. Thus, fishing boat satisfy the logistics language for the movement of goods (MOG) concept. To capitalize this to become a *waqf logistics*:

Table 6. Waqf Logistics Fishing Boats

No	Activity	Remarks
1	To purchase the boats and then handover to a <i>waqf logistics</i> organization for the management of the boats	Relatively easy.
2	For sustainability, need to create:- i. Sales support system to sell the catches to the public iii. Cash waqf	Relatively easy by using the current Fishery Department modus operandi . Relatively easy to set up.

The above are only examples of the *waqf logistics* opportunities that we can introduce to Malaysia. The operations are already in place, but needs some extra effort for the promotions and implementation.

5.3 Other Opportunities for Waqf Logistics Around The Globe

In addition to the *waqf logistics* activities in Malaysia, there are other opportunities around the globe where we could capitalize on it. Some of the program is a complete *waqf logistics* but some of it we have to restructure the waqf to include logistics elements into the program. The basic structure is already in place but need a bit of finetuning.

We have identified many possible areas where *waqf logistics* can be highlighted or introduced in the activities. But we will look closely into two of this waqf activities-

a) Waqf City (in Conakry – Guinea)

Waqf property is one of the most popular research areas in waqf. There are many examples of waqf property around the globe. In this instance, we will look into the USD23.7 million waqf city in Conakry-Guinea where the project to construct commercial and residential complex. The rentals derived from the waqf properties is hoped to create a stable income for Islamic Development Bank-Guinea Waqf (WBG).

WBG is an independent waqf organization in Guinea. Nevertheless, WBG has specifically declared that that the waqf proceeds would be used on education and health related activities (Construction of Phrase 2, n.d.).

Waqf Logistics Opportunities

The lack of knowledge in the existence of *waqf logistics* perhaps is the cause that the waqf type was not mentioned at all. The WBG prospectus only mention about education and healthcare. Within waqf city, *waqf logistics* can possibly happens in the following circumstances:

Table 7. Waqf Logistics for Waqf City

No	Activity	Remarks
1	Waqf of vehicle for commercial usage	Waqf of commercial trucks/van can happen to carry the movement of goods (MOG) from the designated place to another. Waqf for taxi is also possible as serves as a mode for movement of people (MOP). Both of the situations will satisfy the fundamentals of logistics concept but at the same time confirms to the waqf principles.
2	Waqf of vehicle for non-commercial usage	Direct waqf for non-commercial bus can happen to carry the movement of people (MOP) from the designated place to another. For instance, from the residential area to the school vice versa. It will satisfy the fundamentals of logistics concept but at the same time confirms to the waqf principles. Bicycles too can be waqf to the community for the people to move around.
3	Waqf of motive power	The vehicles that have been waqf is unable to move until they have proper motive power (fuel). The waqf can come in the from of waqf cash or in equivalent form.
4	Waqf of terminals	Refer back to the terminal concept of Larkin Sentral.
5	Waqf of roads	The road constructions are critical for movement of goods and movement of people to happen. To finance road construction and also maintenance, the roads can have toll or even paid parking area.

b) Waqf Plantation (in Cambodia)

Emaan Foundation Cambodia (EFC) is non-profit Islamic organization whose mission is to improve the living conditions through socio-economic and education for the Muslim community in Cambodia. Among their projects include managing a free Madrasah, free international school, free hostel for university undergraduates, solar street lights and food aid. EFC operations is purely based on waqf cash and international donations. However, this traditional approach is not sustainable as the funds is not consistent.

A new way of fund raising need to be adopted. According to Solomon (1997) agriculture can contribute to the poverty alleviation of people. The main objective is to improve the quality of life for those people currently living in poverty. In another similar study by Kamuzora-Ngirwa (2007) and Amuda *et al* (2014), addresses institutional design and poverty reduction and also the opportunity to improve the livelihood of the local people. Amunda *et all* (2019) conquer with the two earlier studies as they argued that the agribusiness of waqf property would ensure food sustainability, generate employment and generating more income.

Therefore, to ensure the sustainability of its projects for the benefit thousands of underprivileged, EFC initiates a **Waqf Jackfruit Plantation Project** to collect USD33,000. The funds are planned to purchase two hectares of land and plant 1,650 of jackfruit trees. Each waqf lot introduced is prized at USD20/per tree with the perpetual yield from the plantation will be used to support EFC's activities (Wakaf Jackfruit, n.d.).

Unfortunately, the program is not able to proceed because there seem to be lack of interest from the community. Nevertheless, if the waqf plantation is successful, we could have witness possible *waqf logistics* as there will be active movement of goods (MOG) from the farm to the marketplace to sell the jackfruits.

Waqf Logistics Opportunities

Waqf Logistics can possibly happen in two occasions that is during the loading of the jackfruits onto the trucks and also during the procurement of motive power to move the trucks from the farm to the marketplace where the jackfruits can be sold.

Table 8. Waqf Logistics for Plantation-Based Activities

No	Activity	Remarks
1	Waqf of vehicle	<i>Waqf logistics</i> happens once the fruits are loaded into the vehicle (MOG) that has been waqf in the name of Allah. The vehicles can be in any form like motorbike, pickup truck or the normal trucks.
2	Waqf of motive power	All vehicles can't move until they are supplied with motive power or fuel. These fuel source can come from cash waqf and/or donations.

The above are only two examples of the *waqf logistics* opportunities that can be promoted around the globe. There are many other related opportunities that needs to be defined and educated amongst the strategic stakeholders for them to understand and correctly use the term. Please see **Table 9** for other examples:

Table 9. Waqf Logistics Project Opportunities

No	Activity	Country	Beneficiaries	Waqf Value
1	Al Azhari Residential & Commercial Complex ³	Sudan	National Student Welfare Fund	USD8.0 million
2	Construction of Makola Twin Tower Commercial	Sri Lanka	Makola Orphanage	USD10.0 million
3	Construction of Al-Ihsan Commercial & Residential Building	UAE	Al-Ihsan Charity Association, Ajman, UAE	USD11.0 million
4	Construction of Residential & Commercial Complex	Uganda	Uganda Muslim Education Association	USD12.75million

5	Construction of CAIR Plaza in Washington DC	USA	Washington Trust Fund Foundation	USD16.0 million
6	Construction of a Hotel in the Madinah	Saudi Arabia	Al Bayan Charitable Foundation	USD8.8 million

Source: Annual Report: Building Resilience in Times of Uncertainty. APIF Awqaf Property Investment Fund (2021).

6. Conclusion

This paper proves that *waqf logistics* is already in existence around the globe. There are many instances where we can relate and perhaps redefine the type of waqf. This paper too attempts to define *waqf logistics* that has been around for sometime without people knowing it. After considering all factors, we define *waqf logistics* as “*The charitable act of surrendering of logistics related property or services throughout the logistic ecosystem process for the religious purposes of giving benefits to the society.*” This paper also provides real examples of waqf projects that could be redefined as *waqf logistics*. We provided some examples in Malaysia like Larkin Sentral which has been deemed initially as waqf property. We further provide examples around the globe where if equipped with knowledge, can be recategorized as *waqf logistics*. Finally, we like to establish the fact that there are still many areas that we need to work to ensure that *waqf logistics* is an acceptable concept and for this type of waqf to be continued for the benefit of the ummah.

Acknowledgement and Limitation

The concept of *waqf logistics* is fairly new while the practice has been around for some time. The author acknowledged that more studies need to be done to solidify its acceptance and the definition. It is highly recommended that a follow-up research paper that will be more quantitative in nature to be produced. Frequent open discussion between logistics experts with waqf experts too is needed to bridge the knowledge gaps.

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“The authors declare no conflict of interest.”

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