

WAVES

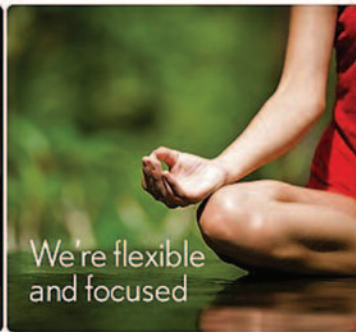


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Foreword

Dear Members,

As we move into the last quarter of 2018, I am pleased to share that we have achieved a great deal in Q3.

On the home front, SSA has made notable progress in its digitalisation journey, engaging in several Proof of Concept initiatives. We have recently completed a milestone checkpoint review, and the companies involved have reported productivity improvements in terms of simplifying work processes, which have resulted in time saved by up to four hours a day (20 hours per work-week). We are excited to wrap up our Proof of Concept stage and roll it out to all members in the industry for review and adoption.



On the regulatory front, great progress was made in the implementation of the Ballast Water Convention. Taking centre stage now is the upcoming mandatory 2020 Sulphur Cap. The 2020 cap is one of the defining moments of our industry, which is why SSA will be working very closely with other stakeholders to help ensure that the transition will be as smooth as possible for Singapore's maritime sector. In the long run, we hold great confidence that the shipping industry will find ways to uphold its commitments towards emissions and environmental requirements.

In this edition of WAVES, we are also proud to share with you two feature stories, which highlight the exciting journey of two passionate souls who leverage on technology to make a positive difference in the maritime industry – Mr Chua Chye Poh, Founder & CEO of ShipsFocus, and Mr Jimmy Koh, Chief Pilot, Pilotage Services at PSA Marine.

The last section in this issue showcases the activities that the Young Executives Group (YEG) has organised over the last quarter involving educational talks, community outreach and networking activities.

Finally, I would like to convey my heartfelt gratitude and a big thank you to everyone who attended SSA's 33rd Anniversary Gala Dinner on September 21, 2018. With almost 2,000 guests in attendance, it was a memorable night filled with delectable food, classy music, meaningful conversations and excellent networking. I wish to give a special mention to our sponsors who have contributed generously to the event, making it a such a success! Likewise, you, our most valued members, who purchased tables inviting your guests to the event, deserve a mention for your loyal support all these years. Thank you for making this the biggest event of the year for Singapore's shipping industry!

As we look forward to the joyous holiday season to come, I would like to take this opportunity to send my best wishes to all our members.

Wishing one and all a Happy Deepavali, Merry Christmas and Happy Holidays ahead!

Lisa Teo

SSA Vice President & Honorary Secretary,
General Affairs Committee Chairman

THOUGHT LEADERSHIP

Piloting ships at the world's busiest container transshipment hub

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SSA celebrates 33 years of service to the maritime industry

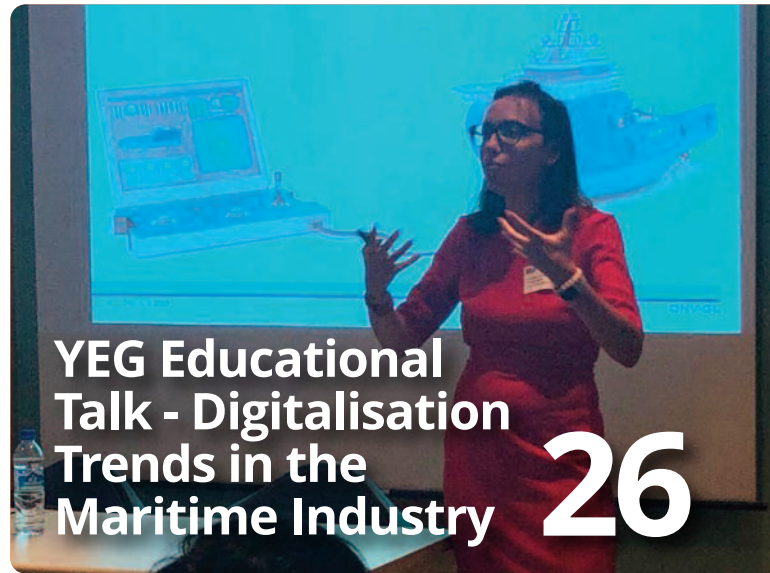
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Notice to all SSA members – stay in contact

As you are aware, the SSA Secretariat often sends out email circulars to inform you, our members, of SSA's events and the latest developments in the industry. We have noticed that some of you may not be receiving the email circulars sent out by the SSA Secretariat – as your office email server may have classified our emails as spam.

To resolve such issues, kindly include SSA's domain name ssa.org.sg into your email whitelist/safe list so that you remain in our communication channel. Thank you for your kind attention



**SSA YEG Community
Outreach: Project
Painting Smiles**

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October

sun	mon	tue	wed	thu	fri	sat
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
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28	29	30	31			

October 2018

- 03/10** Young Executives Group (YEG) Committee Meeting
- 06/10** **Event:** YEG Pink Ribbon Walk
- 09/10** 2020 Global Sulphur Cap Sub-Committee Meeting
- 11/10** **Event:** YEG Educational Tour DNV GL Lab Visit
- 12/10** MFM Sub-committee Meeting
- 16/10** International Tax Sub-Committee Meeting
- 18/10** **Event:** Sulphur Cap 2020 Panel Discussion
- 22/10** Operations, Training & Manning Sub-Committee Meeting
- 31/10** Maritime Safety & Security Sub-Committee Meeting

November

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November 2018

- 02/11** Cruise Sub-Committee Meeting
- 06/11** **Public Holiday:** Deepavali
- 08/11** Marine Fuels Committee Meeting
- 13/11** International Committee Meeting
- 14/11** **Event:** YEG Annual Bowling Challenge
- 15/11** Technical Committee Meeting
- 29/11** SSA Council Meeting
- 29/11** **Event:** SSA Year End Cocktail Reception
- 30/11** Offshore Services Committee Meeting

December

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December 2018

- 05/12** Services Committee Meeting
- 06/12** **Event:** YEG End Networking Event
- 12/12** **Event:** YEG Autonomous Shipping and Insurance Seminar
- 12/12** Legal & Insurance Committee Meeting
- 25/12** **Public Holiday:** Christmas

This event calendar is subject to change

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*Serene Chai of Waves interviews PSA Marine Chief Pilot **Jimmy Koh***

Cutting an approachable and lively persona, PSA Marine Chief Pilot Jimmy Koh struck me as someone who is very passionate and knowledgeable about his profession. A self-professed family man with a strong affinity for water, Jimmy enjoys swimming and sea sports when he is not at the helm of pilotage operations at 'the port that never sleeps'.

Managing a team of more than 300 harbour pilots at PSA Marine is no mean feat. As the Head of Pilotage services at Singapore's leading marine services provider, Jimmy feels responsible for his pilots' safety and their well-being on the job. Clearly enjoying the camaraderie of his colleagues at work, it is evident that Jimmy and his team of managers have created a conducive working environment for the team.

Joining him on board an ultra-large container vessel that was headed for its next destination, it was an eye-opening experience to observe how he calmly manoeuvred and guided the vessel from its berth at the Port of Singapore to our local waterways. Also notable was his ability to multi-task, as he communicated with the vessel's Captain and crew members, while keeping his eyes fixed on the movement of the vessel and her surroundings.

We spoke to him to find out more about his unconventional





profession, where there is never a dull day out at sea.

SSA : Why did you choose to carve a career in the maritime industry?

JK: As a youth, I was amazed at the majestic sights of ships whenever I was at East Coast Parkway. Somehow, the idea of working on board ships became a calling. After learning more about the shipping industry and its relevance to Singapore, I decided to pursue the Diploma in Nautical Studies programme at Singapore Polytechnic. Upon graduation, I joined the then-Neptune Orient Line (NOL) and began my career as a seafaring officer.

SSA : How did you end up as a harbour pilot?

JK: After sailing for several years, I decided that I wanted to be a harbour pilot as I could continue doing what I loved most - handling ships, whilst allowing me to be with my family here.

SSA : You have spent over 16 years working in the shipping industry. What motivates you to get out of bed every morning?

JK: I feel honoured to be given the opportunity to lead my fellow harbour pilots. Knowing that they are well-equipped with the necessary resources and well trained to carry out their duties safely, professionally, reliably and efficiently is what keeps me going. I am supported by an excellent team of managers, and I carry the belief that we are always ready to overcome challenges and make things better.

SSA : What are some of the common challenges that harbour pilots face today?

JK: The size of ships has grown significantly. Today's mega-container ships can go up to nearly 400 metres in length and carry more than 20,000 TEU. With an average of 500 piloted vessel movements per day in 2017, we also face heavy traffic in waterways within the port limit.

SSA : As the size of the ship affects the level of difficulty for a harbour pilot to manoeuvre, it must be nerve-wrecking albeit exciting to pilot a huge vessel. Share with us one of your memorable experiences.

JK: One of the biggest ships that I have piloted in recent times was the US Navy aircraft carrier *USS Theodore*

“I feel honoured to be given the opportunity to lead my fellow harbour pilots. Knowing that they are well-equipped with the necessary resources and well trained to carry out their duties safely, professionally, reliably and efficiently is what keeps me going.”



Roosevelt. It can accommodate about 5,000 personnel and carry many military aircrafts on board. The carrier's Captain and most of the officers were unfamiliar with Singapore waters. Hence, I had to gain their trust and confidence in a very short time before I could berth her alongside Changi Naval Base.

SSA : Share with us a common misconception about the job of a harbour pilot.

JK: One of the common misconceptions is that we take over from the Master of the ship and manually steer the vessel. The truth is, a harbour pilot works alongside the Master and his bridge team. Harbour pilots are responsible for providing navigational advice to ship Masters to ensure the safe berthing and unberthing of the vessels.

SSA: How would you describe the relationship between a harbour pilot and the Master?

JK: It is a partnership. On one hand, the harbour pilot has deep knowledge about the port and its waters. He is also an experienced ship-handler and is trained to manoeuvre ships in waterways with high traffic density. On the other hand, the Master knows the vessel's unique characteristics and constraints as well as the condition of its machinery and equipment. It is crucial for both the harbour pilot and Master to work together to uphold the highest standards of vessel and port safety.



SSA : A pilot license is location-specific. Do you require another license to pilot a ship at another port?

JK: Yes. It is important for a harbour pilot to have a sound localised knowledge such as the berth infrastructure, tidal and weather conditions etc. This means a harbour pilot holding a pilotage licence issued by the Maritime and Port of Singapore Authority can only pilot a vessel in Singapore waters.

SSA : How has technology brought about benefits for harbour pilots?

JK: In recent years, we leveraged on technology and created useful and pertinent mobile applications to assist our harbour pilots. Each of them is issued with an iPad that is pre-loaded with these applications. For example, we developed an electronic checklist that captures relevant information in the Master-pilot exchange which takes place at the bridge. Essential information is retained and archived digitally to make the process more efficient and to encourage a paperless culture.

“As a youth, I was amazed at the majestic sights of ships whenever I was at East Coast Parkway. Somehow, the idea of working on board ships became a calling.”

.....

SSA: Is there an application that specifically caters for PSA harbour pilots?

JK: An application that we have developed is 'I Know Vessel', which facilitates information exchange between harbour pilots and enhances their situational awareness. For instance, when I pilot a ship, I would observe issues that will impact ship-handling, and note these observations in the application, which can be viewed or updated by other harbour pilots subsequently. This

simple yet effective method allows our harbour pilots to take necessary precautions and pre-emptive actions where needed. We also use the SEAiQ application to embed essential information for our harbour pilots. These include the identity of harbour pilots on board vessels in the vicinity and key vessel movement information. In addition, the use of SEAiQ minimises VHF communication between harbour pilots and encourages greater situational awareness.

SSA: Earlier this year, PSA Marine inked a contract with EY Solutions to develop a new application, Blue 5.0. Tell us more about this application.

JK: PSA Marine has invested in the design and development of Blue 5.0, an application which leverages data analytics and machine learning to achieve higher productivity for the terminals, vessel operators and vessel charterers. The application predicts pilotage transit durations and allows terminals to plan and allocate their resources more efficiently. It helps vessel operators and vessel charterers to estimate the total duration of their voyage within the port of Singapore more accurately.

SSA: Is there a mobile application to provide real-time communication and alerts to your stakeholders?

JK: PSA Marine aims to connect its stakeholders in the shipping community with the mobile app,



“An application that we have developed is ‘I Know Vessel’, which facilitates information exchange between harbour pilots and enhances situational awareness”



ONEHANDSHAKE, to help facilitate information exchange and alerts. At the launch of ONEHANDSHAKE's first phase in March 2018, we linked oil terminal operators, shipping agents and surveyors on this single platform. In subsequent phases, PSA Marine will further integrate ONEHANDSHAKE with our existing order systems and mobile applications to provide a seamless customer experience. Additional features in the pipeline will include vessel arrival timings, vessel tracking and pilot booking.

SSA: Looking ahead, do you foresee technology replacing the role of a harbour pilot someday?

JK: We need to embrace technology as we transition into a highly digitalised world. Remote piloting, where one is not physically on board the ship, is a feasible idea – albeit at a much later stage. We are exploring this idea as we speak. For now, harbour pilots are very much needed on board the vessels as we continue to keep our eyes on the waters and surrounding vessels.

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Interview

Mr. Chua Chye Poh

Founder & CEO of ShipsFocus group of startups

We speak to Chua Chye Poh, Founder of ShipsFocus, about rapid technological advancement and how it will impact the shipping industry.

What are your expectations on the Singapore ASEAN chairmanship and on the future of ASEAN?

ASEAN turned 50 last year. I would like a Singapore-chaired ASEAN in 2018 that can reflect the will of the people of ASEAN. Not just as citizens of our 10 separate countries, because ASEAN people know we are interconnected, our destiny is intertwined and common. Our national and ASEAN policies and politics must keep up and evolve with the realities of a globalised world we live in today. As Singaporeans, we must not just have farther sight and broader mind, but also a bigger heart. With an active ASEAN leadership and pursuit of its aims and purposes, capitalising on each member state's unique strength rather than taking a competitive attitude, we all can look forward to a diverse, inclusive and prosperous 630-million-strong ASEAN.

What has been the impact of the ASEAN Economic Community on the shipping sector?

There are tangible benefits. In terms of seaborne liquid chemical trade alone (which is a focus of ours), exports from the region grew 13% or by about 1.8 million tonnes, while import also grew to over 16 million tonnes at about 9%, in 2017. More notably, Intra-ASEAN trade grew 14% to 6.1 million tonnes from 5.4 million tonnes in 2016. We expect to see such ASEAN growth to continue with inclusive and cooperative policies.



On the one-year anniversary of the Committee on the Future Economy (CFE) report, what is your analysis of its success and your expectation moving forward?

It may be too early to call success or failure, but we do see follow-up actions. In general, the Singapore government's continuous efforts are commendable. If I had a wish-list, specifically I would like to see adjustments in these areas:

1. A more balanced emphasis on 'high-tech' startups. It is not just in high-tech that we will achieve great results. In fact 'low-tech' companies can and do produce many innovative ideas. Sometimes, we cannot achieve high-tech innovations before we get low-tech to work first. For

“We need to encourage our people by giving plenty of room for individual creativity to experiment, create, apply, learn from mistakes, re-do and thrive. Coincide it with education. It may take time.”

eg. in digital transformation, if we don't get companies to adopt digitalisation, we cannot capture digitalised data, which is a basic ingredient for high-tech applications like AI to work.

2. A more balanced approach on entrepreneurial quantity with quality, so that efforts and resources can

channel towards these identified entrepreneurial qualities to achieve better returns.

3. Tweaks on our manpower policies for more proportion of diverse talents from our ASEAN neighbours. On the other hand, to have Singaporeans acquire deep skills, and enterprises strengthen innovative capabilities effectively, some fundamental changes in our approach are required.

It is necessary to shift to a more skill and performance than a qualification focus that we have today. We need to encourage our people by giving plenty of room for individual creativity to experiment, create, apply, learn from mistakes, re-do and thrive. Coincide it with education. It may take time. But, once we start moving to be less pragmatic in our attitude, we will be on a clear path in building a new social norm where creativity is allowed to thrive, those seven strategies will have better chances of success.



What are the impacts and implication of the Sea Transport Industry Transformation Map in your sector and how strong have you seen the tripartite approach?

The Sea Transport ITM was launched only in Jan 2018, so it is not meaningful to talk about its impact now. But we do see a few initiatives taking place, for example an agreement by MPA, Singapore Customs and Singapore Shipping Association to look into digitalising trade and maritime documentation. The tripartite approach is a sensible one which we practice in Singapore. A key point is continually ensuring that such tri-partism is upheld fairly and meeting its objectives for all stakeholders.

How important is the International Maritime Centre (IMC) 2030 strategy for the Singapore Maritime sector to flourish?

Our maritime sector cannot flourish without continuously active participation, engagement and involvement of the various stakeholders. I believe the IMC 2030 committee which included 22 members are good representations of these very diverse stakeholders. It was formed by MPA to undertake a strategic review and chart a development strategy to take Singapore's IMC to 2030 and beyond, so both the public and private sector stakeholders did not only participate, engage or involve but actually stake our commitment in charting the strategy together.

“Any undertaking to transform is likely as big as the disruption it will bring about. Impact is limited currently as digitalisation efforts are not yet wide spread.”



MPA Chairman Mr. Niam Chiang Meng described the Strategic Report as one that maps out a set of bold recommendations for Maritime Singapore; and some of the recommendations dovetail ongoing efforts under the Sea Transport ITM. In other words, these are not isolated but are coordinated efforts. These strategies and recommendations when effectively executed will no doubt help Maritime Singapore develop our strengths further, seize prevalent opportunities and flourish.

Digitalisation is set to play a role in the sector moving forward. Can you tell us more about the impact of technological disruption in the sectors and the opportunities it is set to create?

There are both public and private sector digitalisation initiatives but it is early days and I think the maritime sector is still in a conundrum today. It is not without reasons. First of all, many of the shipping Uberisation ideals and startups have failed to create real digitalisation benefits. Secondly, because of the B2B nature of the maritime business, major disruptions are less likely to come from tech alone like it has happened for Uber, Airbnb, even the FANGs (Facebook, Amazon, Netflix and Google) which succeed through effectively acquiring numbers as a B2C business. So we do need to see more industry own efforts to move forward. Thirdly, a long chain of parties including intermediaries deals with a significant amount of paper documents required in the maritime business poses both a challenge and opportunity. These are gatekeepers who have strengthened the industry but now become obstacles to change. Any undertaking to transform is likely as big as the disruption it will bring about. Impact is limited currently as digitalisation efforts are not yet wide spread. I believe most efforts will be stepped-in and mainly focused on efficiency rather than creating new business models, until the time is right.

You define your company, ShipsFocus, as a startup with a startup mentality. Can you tell us more about your vision over the next 10 years?

Sometime between probably 5 years and 10 years from now, is a tipping point when Industry 4.0 - the 4th

Industrial Revolution - shipping applications will start to come together and make sense. I hope I am wrong and this happens sooner. But they will consist of cohesive systems connectable via APIs linking networks together like trade, banking, insurance, ship-chartering and operations etc. in a new and unencumbered ecosystem charged with a new efficiency. This includes the Blockchain, and results from various experimentations that are going on now. If I liken it to the Internet, we are just in the slow 'dial-up' days with prevailing stovepipe systems, so it may be hard to visualise now.

“Digitalisation means a change of system. Now all those systems, processes and linkages – many of which are seen as costly – could or should be replaced or displaced to achieve new efficiency.”

But there is much in store for maritime shipping – no less a major transformation from a largely unsexy or even undesirable industry to one that is more deserving of recognition for the work it does for world trades and many lives it helps improve. ShipsFocus and all that we are doing now position us to be right there, being both part of this wave and an enabler of this change. We will continually help companies digitalise and create value, from port services, shipping agents, ship-operators, ship-brokers to linking with the charterers and their trades.

This interview first appeared in *The Worldfolio*, and we would like to thank them for giving permission to reproduce it for the benefit of our Waves readers.

**For more information visit :
www.shipsfocus.com**

PIER71: Gearing up tech start-ups to digitalise the maritime industry

More than 50 members of the Singapore maritime community gathered at the Singapore Shipping Association's main office on August 8, 2018 to learn about the PIER71 (Port Innovation Ecosystem Reimagined at BLOCK71) programme and its opportunities for maritime innovation.

PIER71 is an ecosystem that pulls together innovators, start-ups, entrepreneurs and industry partners to drive digital transformation in the maritime industry. It is a joint partnership by NUS Enterprise, the entrepreneurial arm of the National University of Singapore, and the Maritime and Port Authority of Singapore (MPA) and has been established to build a dynamic and buzzing maritime innovation ecosystem.

PIER71 support programmes

Through its various programmes, such as the Smart Port Challenge and PIER71 Accelerate, PIER71 aims to gear tech-start-ups in the maritime sector with the tools they need to transform the industry. PIER71 Accelerate is an eight-week mentor-led market validation and business development programme for ventures to productise their technologies to meet actual needs from the industry and develop viable business models that are attractive to corporates and independent venture investors.

Smart Port Challenge (SPC) is an annual innovation competition which invites global technology start-ups to tackle challenging issues faced by maritime corporates with the help of their developed technologies. The challenge aims to advance digital transformation in the maritime industry, focusing on areas such as ports, shipping and maritime logistics. Finalists stand a chance to win up to SGD \$10,000 cash prize and are eligible to apply for MPA's prototype development grant of up to SGD \$50,000. Winners of the Smart Port Challenge will then have the chance to participate in PIER71 Accelerate.

The initiative

A panel discussion featuring representatives from MPA, NUS and PIER71 Accelerate's programme instructors



who are serial entrepreneurs and industry veterans followed an introduction to the PIER71 initiative by Dr Mark Lim, Programme Director of PIER71 at NUS Enterprise.

Collaboration

The discussion touched on the relevance of the PIER71 initiative, the country dynamics, and entrepreneurial perspectives on the accessibility of resources, offering attendees insights into how various sectors can collaborate to move the maritime industry forward.

Mr Desmond Tay, who oversees the Research and Technology and Industry Development Division in MPA, spoke about the purpose of PIER71 in Singapore's maritime sector, and how technology can be wielded to attain better productivity, efficiency and security. "My focus in MPA right now is to develop PIER71, to inculcate a group of innovators for maritime Singapore, where we can look at the next 10 years and see how we can digitalise and stay ahead of the competition," said Mr Tay.

Prof Wong Poh Kam, Lead Instructor of PEIR71 Accelerate and Senior Director of NUS Entrepreneurship Centre explained: "Entrepreneurial start-ups will drive many of the innovations that are significantly transforming the maritime industry cluster. In collaboration with MPA, NUS Enterprise hopes to apply what we have learned in building vibrant start-up ecosystem over the years to contribute towards making Singapore a vibrant start-up hub in the world for maritime innovations. We look forward to working with SSA members who are industry veterans in this space."

As a testament to PIER71's efforts, maritime start-up Portcast's founder and CEO Nidhi Gupta gave a short introductory talk on why it is important for corporate



Nidhi Gupta, co-founder and CEO of PortCast – a predictive data analytics platform – sharing the importance of having access to the right data in order to map business operations accurately. Chamber of Commerce

giants to be as nimble and efficient as start-ups, and how having access to the right data is critical to achieve efficiency. Portcast is a machine learning platform using real-time external data to predict cargo flows.

SSA Members who have missed out on this panel discussion and are keen to explore opportunities with PIER71 can check out <https://www.pier71.sg/> for more details.

Panel discussion: Implications of the global sulphur cap

The Singapore Shipping Association (SSA) in conjunction with Ince & Co and Incisive Law is organising a panel discussion on the global sulphur cap. This will take place on Thursday 18 October 2018, from 2pm to 5pm at the Marina Mandarin Hotel, Singapore.

The Panel discussion will be moderated by David Roberts, Managing Director of the Standard Club Asia and will include panellists from across the industry who will each give their views on the global sulphur cap.

The event is intended to be interactive, so if you have any questions or thoughts of your own on this topic, please join us for what will hopefully be a lively discussion

18 OCT 2018
1:30pm – 5pm

Marina Mandarin Hotel, Singapore

The Panellists 



Abhishek Pandey
Head of Ship Financing and Leasing
Standard Chartered Bank



David Roberts
Managing Director
Standard Asia



Douglas Raitt
Global FOBAS Manager
Lloyd's Register



Harry Hirst
Partner
Ince & Co



Nicolas Treen
Marine Engineer
London Offshore Consultants Pte Ltd



Punit Oza
General Manager
Klaveness Asia Pte Ltd



Phillip Harwood
Fleet Director
Petredac

Snapshot :1 January 2020 - Decision time

The international Maritime Organisation (IMO) has set a new global limit for the sulphur content in the fuel oil that is used on board ships. The current maximum is 3.5% mass by mass (m/m) for vessels operating outside a sulphur emission control area (ECA), but on 1 January 2020 this will reduce to 0.5% m/m. The requirement to use fuel oil with a sulphur content of less than 0.1% m/m within an ECA will remain in place. The new regulations will significantly reduce the amount of sulphur oxide emanating from ships. This will benefit the environment and the health of the global population.

Whilst the shipping industry recognises the importance of the environment and the benefits that the new regulations will bring, the new regulations do give rise to a number of practical, technical and commercial challenges. These challenges will not only affect ship owners but the entire shipping industry.

There are three main approaches that a shipowner can take to comply with the new regulations:

1. Use new blends of compliant fuels that have a maximum sulphur content of 0.5% m/m.
2. Continue to use high sulphur fuel oil (HSFO) with a maximum sulphur content of 3.5% m/m. The continued use of HSFO requires the ship to be fitted with an approved exhaust gas cleaning system or scrubber.
3. Use an alternative marine fuel such as liquefied natural gas (LNG) or methanol.

Each option comes with its own set of issues and challenges. Examples include: increased bunker costs; availability of compliant fuels and HSFO; installation and running costs of an approved exhaust gas

cleaning system; compliance and enforcement; and technical issues related to the use of new fuels.

At this stage, it is unclear which option will prove to be the most cost-effective and efficient method for compliance and the shipping industry is currently split on how best to prepare for implementation of the global sulphur cap on 1 January 2020.

SSA celebrates 33 years of service to the maritime industry

It was a night filled with lively chatters and gastronomical delights at the SSA 33rd Anniversary Gala Dinner held at the Sands Expo and Convention Centre Grand Ballroom at the Marina Bay Sands hotel on 21 September 2018.

Celebrating yet another year of growth and success at the Singapore Shipping Association, the event was graced by Guest of Honour, Senior Minister of State for Health and Transport, Dr Lam Pin Min.

To kick off the evening, SSA President, Esben Poulsen delivered a welcome speech that highlighted a recent milestone checkpoint review, where the companies involved reported productivity in terms of simplifying work processes.

With over 1,800 maritime professionals in attendance, guests were treated to an impressive opening performance by 11-piece jazz band, Summertimes Big Band and renowned homegrown vocalist, Hazrul Nizam. As the evening progressed on, guests enjoyed their meals accompanied by classic jazz pieces.

Ending the night on an exuberant note, SSA Council Members and Dr Lam Pin Min toasted to the continual





growth and prosperity of our shipping and maritime industry.

SSA is thankful to receive its members' unwavering support and attendance at the SSA Gala Dinner. We would also like to express our sincere gratitude to our sponsors for their generous contribution in making the event a huge success:

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Maritime Campus Outreach Programme at Meridian Junior College

SSA was pleased to support this year's Maritime Campus Student Outreach, which took place at Meridian Junior College. The event was organised by the Association of Singapore Maritime Industries (ASMI) under the MaritimeONE initiative, which focuses on educating students about the maritime sector.

Visitors to the stand were introduced to the maritime industry through an exhibition and quiz which shone a light on the maritime world. Students were given the opportunity to gain useful perspectives on scholarship and career opportunities within the maritime industry.



Record 400 students participated in Singapore Maritime Dialogue 2018

A record 400 students attended the annual Singapore Maritime Dialogue (SMD) on 28 July 2018. Organised by the Maritime and Port Authority of Singapore (MPA), the event aims to create awareness of the maritime industry amongst young people, and provide them with an insight into the wide range of educational and career opportunities in the sector.

This is the first time MPA has teamed up with students from the National University of Singapore to engage and encourage their peers to participate in the SMD.

Centred on the theme 'Building a Future-Ready Maritime Singapore', a high level panel led by Guest-of-Honour, Senior Minister of State for Ministry of Transport and Health, Dr Lam Pin Min, explored the various opportunities and career paths in the maritime sector and shared candidly their experiences and views on Maritime Singapore.

The young maritime professionals on the panel spoke about the industry's push to be more innovative and well-versed with digital trends. They gave the participants a better understanding of how the Sea Transport Industry Transformation Map is helping maritime enterprises build deeper capabilities, compete more efficiently and venture into new growth areas such as e-platforms and technology solutions.

In his closing speech, Dr Lam said, 'Maritime Singapore will see many new and rewarding jobs. Besides ship charterers, brokers, marine insurers and maritime lawyers, we now have data analysts, robotics experts and cyber-security specialists joining the ranks of maritime professionals. I hope this provides you with a good glimpse of the many opportunities Maritime Singapore has to offer.'



MaritimeONE scholars meeting SMS Dr Lam at the event.



SMS Dr Lam interacting with seafaring cadets before the start of Singapore Maritime Dialogue 2018.



A lively session with panellists sharing interesting personal anecdotes about their maritime experiences.

SSA YEG Community Outreach: Project Painting Smiles

More than 50 volunteers from the SSA YEG and Swire Group of companies, comprising Swire Pacific Offshore, The China Navigation Company, Cathay Pacific and Swire Oilfield Services, gathered on August 3, 2018 at the Bishan Home for the Intellectually Disabled to paint a series of murals with a garden theme.

As part of the collaboration between Swire Pacific Offshore Operations (Pte) Ltd and the Central Singapore Community Development Council (CDC), volunteers were divided into two teams – mural painting volunteers and befrienders.

“At Swire, we believe in supporting local communities where we operate. Through this collaboration with Central Singapore CDC, we hope to connect with the community and enable our staff volunteers to learn about the good work of non-profit organisations serving the underprivileged community in Singapore,” said Managing Director, SPO, Ron Mathison.

With paint brushes in their hands, the mural painting

volunteers arranged themselves – some craning their necks, some climbing ladders - to paint an assigned section of a wall, guided by an outline sketched by Adam Wang. A mural artist, Adam conceptualised the designs



following a garden theme that Bishan Home had chosen.

“The whole idea is to make the place look brighter. During our discussion with the home, I was reminded that giving back to society is important because we don’t do it every day”, he said.

While the mural painting volunteers toiled away at the walls, the befrienders interacted with the residents to create a healthier version of rojak, using only fruits and vegetables. Guided by facilitators from Dignity Kitchen, a social enterprise that helps disabled and disadvantaged people, the heart-warming sight left residents and befrienders memorable moments to cherish for a long time.

Rachel Tan, Central CDC manager of Community Programmes said, “This is our third time partnering Swire Pacific Offshore to help rejuvenate community spaces. We want volunteers to interact with the residents and to see how their contributions can make a difference to the people who live here.”

It was without doubt, an emotionally fulfilling day for many volunteers, to say the least.



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YEG Educational Talk - Digitalisation Trends in the Maritime Industry

Digital transformation, a buzzword in recent years, continues to be a hot topic in boardrooms, workshops and seminars across a diverse range of industries, from fashion to medicine; automotive to life sciences.

The maritime industry is not spared. It too, is undergoing a rapid digital transformation, propelled by ever changing technologies.

In response to this, as part of its educational outreach program, the SSA YEG ran an informative talk 'Digitalisation Trends in the Maritime Industry' on August 15, 2018 at the SSA Conference Room.

Guest speaker Cristina S. Santa Maria, Regional Manager South East Asia, Pacific & India for DNV GL Singapore, kept YEG members engaged as she shared how the shipping industry will gradually evolve into a data-centric industry as new technology transforms the way we work.

One of the highlights in the talk was the emergence of new digital business models that will adopt a virtual presence in the business environment. This trend will have an impact on ship design, shipbuilding, and surveying, to name a few.

Communication between ship and shore will see greater improvements, as more ships will have better Internet connectivity. Onboard systems will also be automated and controlled through software that will better facilitate operations.

"Everyone will play a role in shaping the maritime industry", said Ms Santa Maria at the end of an engaging evening, as attendees gained new insights and exchanged opinions on current and upcoming trends in the maritime industry.



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This course is designed to enable shipping personnel to have a general understanding of legal relations which arise in the day-to-day business of commercial shipping. A treatment of common shipping disputes will be imparted to the participants through case studies. It is a course for supervisors, management trainees and junior executives from shipping agencies, freight forwarding and trading companies.

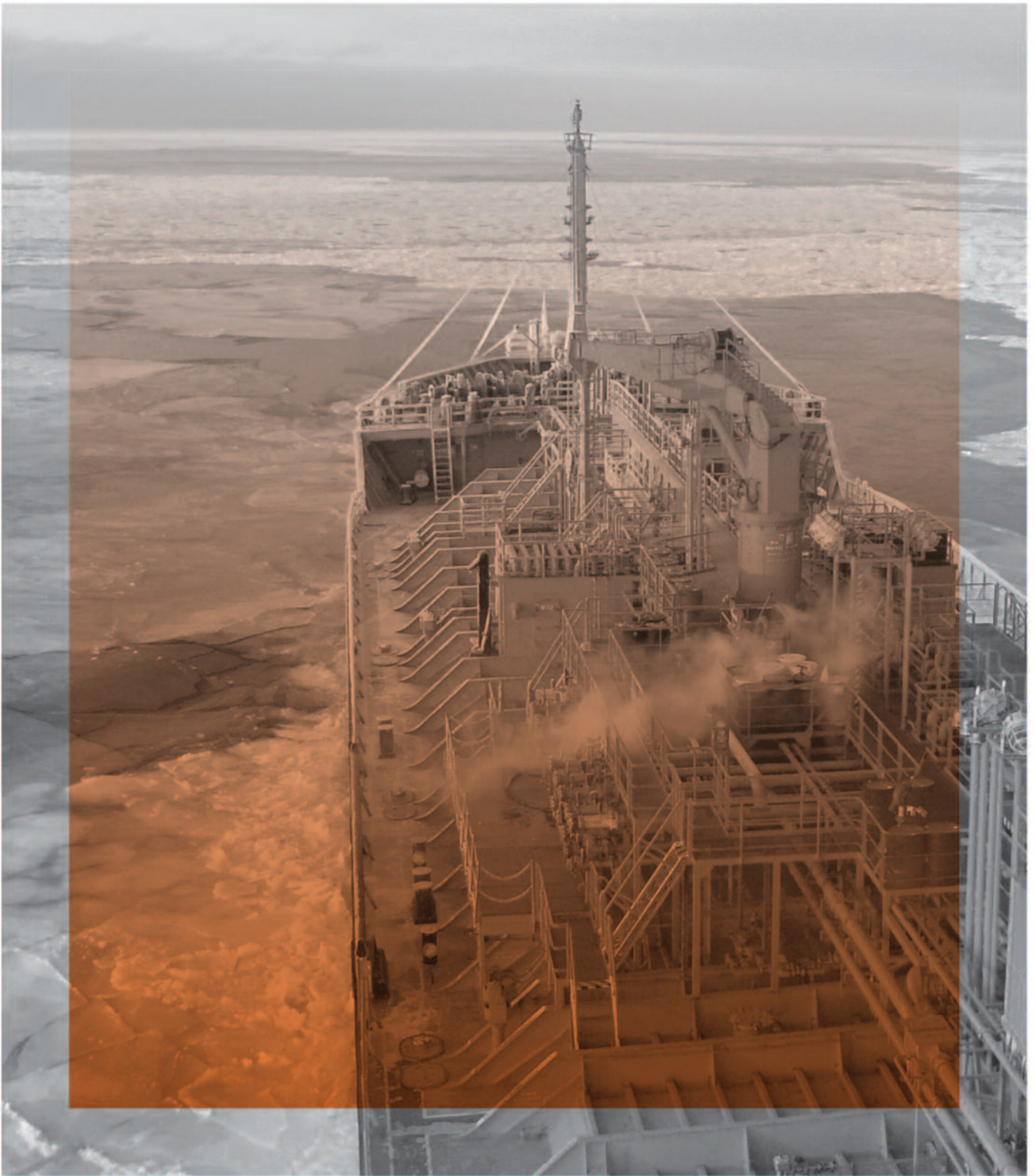


Find out more about our other courses available at <http://www.ssa.org.sg/training/course-list.html> or contact Kuna at email: kuna@ssa.org.sg or tel: 6305 2267.

Training Calendar | JANUARY – MARCH 2019

COURSES OPEN FOR REGISTRATION				FEES* (SGD)	
Course Title	Start Date	End Date	Duration	SSA Members	Non-SSA Members
Basic Bunkering Practices (SS600 & TR48)	27/02/19	28/02/19	2 Days (9.00am – 6.00pm)	\$856.00	\$1,284.00
Enhanced Bunkering Practices (SS600 & TR48)	13/03/19	15/03/19	3 Days 13-14: (9.00am – 6.00pm) 15: (9.00am – 1.00pm)	\$1,070.00	\$1,605.00
Introduction to Mass Flow Metering (TR48)	20/03/19	20/03/19	1 Day (9.00am – 6.00pm)	\$428.00	\$642.00
Introduction to Shipping (Masterclass)	20/03/19	21/03/19	2 Days (9.00am – 6.00pm)	\$642.00	\$963.00
Maritime HR Management	26/03/19	27/03/19	2 Days (9.00am – 6.00pm)	\$642.00	\$963.00
Introduction to LNG Bunkering	27/03/19	27/03/19	1 Day (9.00am – 6.00pm)	\$428.00	\$642.00
Principles of Shipbroking and Chartering	27/03/19	29/03/19	3 Days 27: (2.00pm – 6.00pm) 28-29: (9.00am – 6.00pm)	\$642.00	\$963.00

*Fees subject to prevailing GST. MCF Training Grant is available for eligible participants. MCF Training Grant is not available for the courses – “Understanding Import/Export Techniques and Documentation” and “Effective Written Communication in the Shipping Industry”. Please refer to www.mpa.gov.sg/mcf for more information. Dates may be subject to change. Download the course registration form at: <http://www.ssa.org.sg/images/ssa/pdf/Course%20Application%20Form-20Sept2016.pdf> and for further enquiries, please contact Kuna at Email: kuna@ssa.org.sg or Tel: 6305 2267



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