

# WAVES

## Shape-shifting Geopolitical shifts and how they shape shipping routes

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# Foreword

**Dear members,**

What a night of nostalgia, as the 34th Anniversary Gala Dinner brought us on a voyage to 'The Glamorous Sixties.' I trust you enjoyed the evening; and to help us rekindle the memories, we bring you a special photospread featuring some of the highlights in this edition of WAVES.

In this final issue for 2019—a year marked by major trends including trade tensions, geopolitical uncertainties, and escalating maritime risks in parts of the world such as the Strait of Hormuz—we extend our appreciation to Punit Oza, Vice President & Head of

Processes, Systems & Competence at Klaveness Asia for contributing an article offering his perspectives on how geopolitical shifts can impact shipping routes.

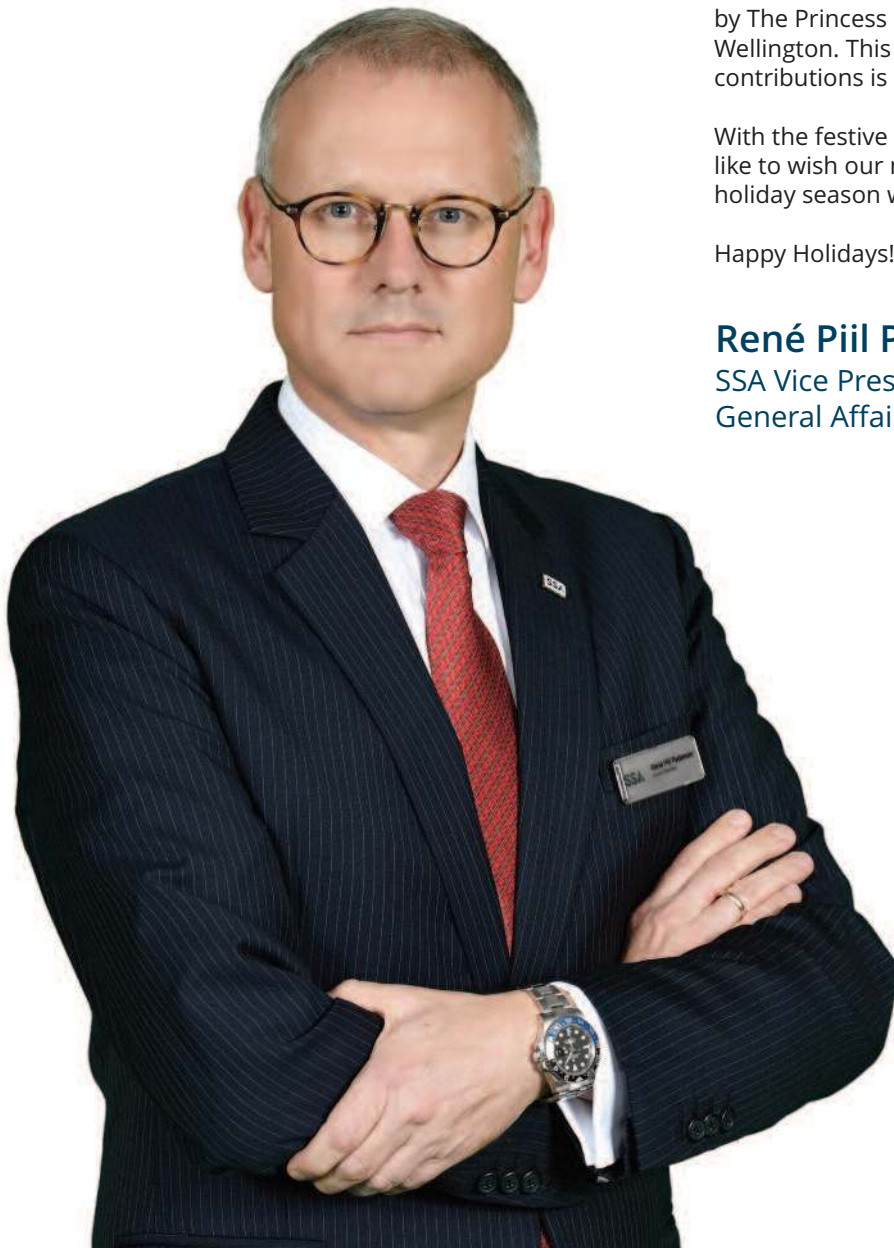
I would like to take this opportunity to offer heartfelt congratulations to three distinguished members of the Singapore shipping community for the recognition they recently earned: Past SSA Presidents Esben Poulsson and S. S. Teo, for being conferred the Public Service Star (Bintang Bakti Masyarakat) by the Government of Singapore at the 2019 National Day Awards in August; and SSA Councillor and Offshore Services Committee Chairman Captain Mike Meade, for being awarded the accolade of Chartered Master Mariner, presented to him by The Princess Royal in September on board the HQS Wellington. This recognition for your sterling contributions is indeed well-deserved.

With the festive season around the corner, I would also like to wish our members a Merry Christmas and a joyous holiday season with your loved ones.

Happy Holidays!

**René Piil Pedersen**

SSA Vice President & Honorary Secretary,  
General Affairs Committee Chairman



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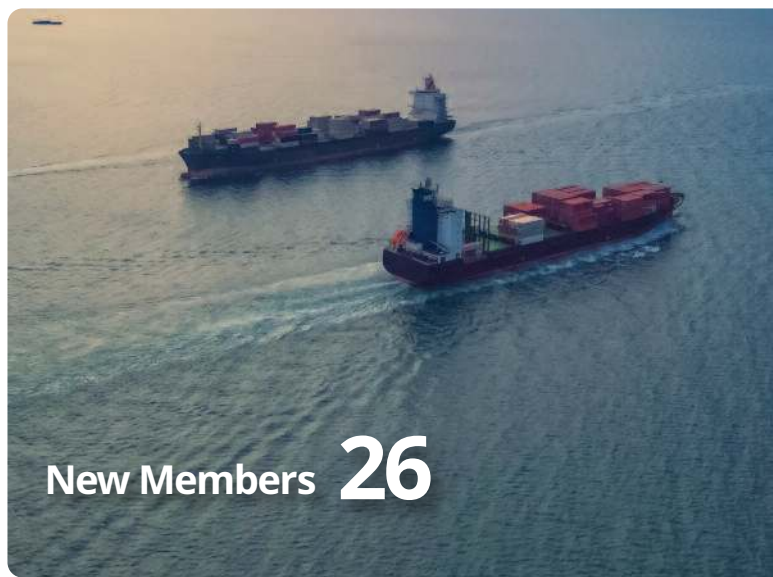
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## Notice to all SSA members – stay in contact

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](http://ssa.org.sg) into your email whitelist/safelist so that you remain in our communication channel. Thank you for your kind attention

# Event Calendar

## October

sun	mon	tue	wed	thu	fri	sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

### October 2019

- 10/10** Shared Awareness Meeting with Information Fusion Centre (IFC)
- 18/10** YEG Educational Talk: Energy Transition Outlook 2019
- 21/10** 11th Biennial International Chemical and Oil Pollution Conference and Exhibition (ICOPCE) 2019
- 21-25/10** Maritime Experiential Programme (SMF)
- 27/10** **Public Holiday:** Deepavali
- 29-31/10** Global Maritime Forum

## November

sun	mon	tue	wed	thu	fri	sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

### November 2019

- 6/11** Maritime Knowledge Shipping Session 39: Updates from the International Union of Marine Insurance (IUMI) Toronto Conference 2019 (SMF)
- 8/11** Singapore Registry of Ships (SRS) Forum
- 9-10/11** Bazaar by the Pier (MPA)
- 13/11** MSC Connexions Forum (SMF)
- 28/11** SSA Year end Cocktail Reception

## December

sun	mon	tue	wed	thu	fri	sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

### December 2019

- 19/12** YEG Year end Networking Event
- 25/12** **Public Holiday:** Christmas Day

## January 2020

sun	mon	tue	wed	thu	fri	sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

### January 2020

- 01/01** **Public Holiday:** New Year's Day
- 13/01** New Year Cocktail Reception (SMF)
- 15/01** Nautical Forum 2020 (ReCAAP)
- 22/01** SSA New Year Cocktail Reception
- 25-26/01** **Public Holiday:** Chinese New Year
- TBC** YEG Lunar New Year Networking Event

*This event calendar is subject to change*

# Shape-shifting

## Geopolitical shifts and how they shape shipping routes

In September, Indonesia announced that its ban on nickel ore exports, originally planned from 2022, was being brought forward – to come into effect from January 2020. The result? “Suddenly there was a surge in demand for nickel ore shipments, in the Asia Pacific,” says Punit Oza, Vice President at Klaveness Asia.

It is, he says, a typical example of the way that geopolitics can dramatically change shipping routes, often with little warning. “Indonesia is protecting its own reserves. Nickel is needed for stainless steel production and as a major producer China is a major consumer; China, however, doesn’t have its own nickel ore, so it will be importing whatever it can in the months up to the ban,” he explains.



*Punit Oza is Head of Klaveness Asia Pte Ltd. Singapore. He has over 26 years of experience in Dry Bulk Shipping having worked with companies such as Precious Shipping, Noble Chartering & Aries Shipbroking prior to joining Klaveness Asia in 2007. He is a Fellow of the Institute of Chartered Shipbrokers (ICS) and is currently the Chairman of the Singapore Chapter of ICS. He also sits on the board of the Singapore Maritime Foundation (SMF).*



## Adaptability

Mr Oza, who has 26 years’ experience in dry bulk shipping, says: “The key thing to remember about shipping is that it is a service industry, and everything it does is linked to the commodities that are being moved. It is like a taxi service – which depends on where the passengers want to go. Shipping has to adapt – sometimes quickly, sometimes in the longer-term.”

There is no shortage of obvious examples – recently shipping has had to absorb the impacts of the US-China trade tariffs row, the ongoing uncertainty over Brexit and the stepping up of sanctions against Iran, North Korea and Venezuela.

“Brexit is another example of political issues between neighbours – an entire mistrust has been created,” says Mr Oza. “Looking back in history, events such as the partition of India or the Opium Wars have had similar dramatic effect. For example, whatever happens finally between US and China, it will sow the seeds in those people’s thinking who are growing up today, I feel that it will remain a challenge in the future. Such a mistrust takes at least one generation to wipe out.”

## The impact of geopolitics

As any country grows, it needs also to increase its influence across the globe, keeping in mind its constraints – and geographical constraints are the most obvious, he says. Trade is the lifeline of any country and it is vital to understand the impact of geopolitics on that trade.

The imposition of quotas, tariffs, sanctions or complete bans can often arrive with little warning. The flip side comes in the form of incentives to trade, for example trade agreements and trade blocs. These arrangements – partial or complete – are designed to encourage trade within the relevant area, e.g. the Association of Southeast Nations (ASEAN) or the abortive Trans-Pacific Partnership (TPP).

These can give rise to some new trade flows with an example being Indian steel producers routing their exports through Singapore or Thailand rather than direct exports into ASEAN countries, thereby taking advantage of ASEAN trading bloc indirectly. Subsidies too can have a big impact. For example, the recent government subsidy to enable export of an additional six million tonnes of sugar out of India has sprouted a completely new trade flow into other Asian countries.

## Neighbourhood disputes

Punit Oza says shipping must be ready to respond to a number of key geopolitical shifts, not least political issues between neighbours. “Usually the neighbours share similar geographical landscapes – however they are also quite frequently fighting over each other’s sovereign issues. Examples are Pakistan and India, Korea and Japan, Qatar and the UAE/Saudi Arabia. These are opening up new sourcing opportunities and trade flows which would not exist, had the neighbours traded amongst themselves.”

## Critical pathways

The precariousness of global choke points has recently been amply demonstrated in the Strait of Hormuz. More than 50 years ago, the closure of the Suez Canal was a case



# Trade is the lifeline of any country and it is vital to understand the impact of geopolitics on that trade.

in point. “Suddenly you had 15 or 16 days’ additional sailing for ships to get from Asia to Europe – but still the same number of ships. So the supply started to shrink and rates spiked.

Trades obviously have elasticity; so if you do see supply shocks coming in, initially the price starts going up, then the reaction is that demand goes down and as a result a new trade suddenly becomes viable. For example, a buyer of goods paying \$20 to ship them via Suez who saw the price go up by \$3 when canal was closed, would then look at other sources – maybe buying a more expensive product from nearer sources. In that way, new alternative trades start to blossom.”

## Demographics

Changing populations and growth rates also have their impact, especially with the middle class growing in so many countries. This trend is amplified even more as the middle class in the developing nations, especially in Asia and Africa, are younger as well as gaining wealth at a quick pace. This will speed up the demand growth considerably. Geopolitical factors play a big role as the country grows and consumer demand increases, pushing trade as it rushes to fulfil the growing demand.

## New commodity flows

New commodity flows are also emerging, points out Punit Oza. An example is the growing strength of the Middle East oil producers, which are now directly targeting customers worldwide for the petcoke and sulphur which ten years ago they were selling to traders as waste products. When oil prices were really high, these producers’ main concern was the primary product – oil and oil products. “Whatever was not oil was basically sold off to traders at very little value – petcoke is a very environmentally polluting but high-energy alternative to coal and sulphur is a raw material for fertiliser, glass production,

etc. When the oil price went down, these companies realised that there was a good market for these products and they wished to choose the most lucrative markets for them – something that they could only do if they controlled the trade themselves. Suddenly new trade flows sprang up from the region, for what became prime products. While these products were moving earlier as well, the quantum of trade as well as multiplicity of routes has exploded since the producers have taken control of these trades. What were waste products have become commodities with their own trade routes.”

Hence there is a flow of sulphur out of UAE to meet farmers’ fertiliser demands in Morocco; Klaveness is constantly working to source cargoes for the return leg, from Morocco or nearby, going back to the Indian Ocean or Middle East. “We are looking for complementary routes so that we can give the most competitive rates for customers in both directions,” explains Oza. “This is an example of the way in which new routes develop, the market becomes more fragmented, competition is fostered and trade is optimised. Shipping companies respond by positioning themselves better and looking at complementary trades.”

## Growing nations

Cross-border investments also have their impact on trade. As a country grows, it looks to other countries either to source its raw materials or as a market for the goods it produces. “This is definitely a geopolitical issue and China’s investment in Australia, Africa and Iran are all signs of that,” says Mr Oza. “Obviously in order to execute those plans, it will need trade to step in. There has been a huge increase in certain trades purely because the Chinese have demanded more output on a trade that was quite a minor one – for example, iron ore from Australia and bauxite from Guinea – both of which have multiplied manifold over the years solely due to Chinese demand and investments.”



# PIONEERING LNG BUNKERING SOLUTIONS

Jurong Port is the first in Southeast Asia to conduct truck-to-ship LNG bunkering with more than 150 operations completed to date. Focused on delivering solutions that support the industry towards meeting IMO 2020 regulations, Jurong Port is developing its competencies in small-scale LNG breakbulk for regional distribution, as well as direct shore-to-ship LNG bunkering.

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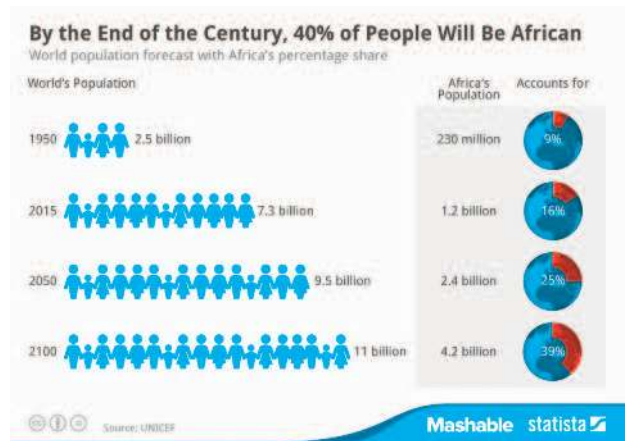
At the same time, India’s coastal trade is growing due to its geographical features – in the shape of its long coastline and poor hinterland transport infrastructure. Similarly, China’s coastal shipping of coal is essential, as its coal is mined in the north but its power plants are mostly situated in the south.

**Technology**

Increasingly, we need to consider the impact of technology. A prime example is the US shale gas and oil industry which exists only because the technology has been developed for extracting it. This has helped the United States to reverse its crude oil export ban in 2015 and since then it has become a net exporter of crude oil – reversing trade flows completely.

**The future**

As the economic landscape of the world continues to shift, the impact on geopolitics, purchasing power, the percentage of middle class and the rise of younger consumers are all apparent – and this will become even more obvious over the next three decades. These will, of course, impact trade as well.



All the major civilisations were historically built around rivers, and trade was a big reason for that. Explains Oza: “We must still believe that while technology is able to bridge the virtual and even the economic gap between the nations, it cannot do anything to change the physical location of the country and the advantages and disadvantages that go with that location. Hence, geopolitics will continue to remain a crucial aspect which will affect trade flows around the world.”

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**PCL**  
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*SSA congratulates  
 PCL on receiving the SRS Ship  
 Owner of the Year Award 2018*

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# Singapore Shipping Association Holds Inaugural Tech and Demo Day

On 31 July SSA held its first ever Tech and Demo Day aimed at helping shipping companies large and small come to grips with the ever-increasing array of technological innovations they must deal with in today's rapidly changing world.

The initiative is part of SSA's efforts to support the Sea Transport Industry Digital Plan for the ship agency sub-sector driven by the Infocomm Media Development Authority (IMDA), the Maritime and Port Authority of Singapore (MPA), Enterprise Singapore, and SkillsFuture Singapore (SSG).

During the event, technology providers showcased solutions and services designed to meet the needs of both SME and global shipping players. These solutions ranged from maritime cyber security to tele-medicine, and from smart supply chains to using cognitive automation to reduce administrative processes.

Alongside the presentations and demonstration booths were SME Digital Tech Hub clinics, which were held as part of the SMEs Go Digital programme, coordinated by the IMDA and aimed at helping SMEs use digital technologies, build strong digital capabilities and participate in the Digital Economy. Shipping companies were able to access free specialist consultancy on digital needs, government programs and grants to speed up digital adoption by the maritime industry.

"The strong turnout for the Tech and Demo Day—more than 200 participants representing the broad spectrum of Singapore's maritime community—is a clear signal of the interest among industry players in harnessing technology to strengthen their competitive propositions.

"The first edition this year focuses on helping bridge maritime SME with nimble technology tailored for their needs," said Caroline Yang, SSA President.



# SSA Launches New Digital Transformation Committee

SSA has announced the formation of a new Digital Transformation Committee to help member companies in the transition to new digital technologies.

Announced at the recent Tech and Demo Day, held in the Amara Hotel on 31 July, the Committee, chaired by SSA Councillor Steen Lund, will seek to help member companies change their business and operating models by leveraging on digital capabilities to achieve internal efficiencies, reduce costs and improve their services for sustained growth in the digital economy.

Steen Lund, Chairman, of the new Committee explained: "SSA decided to form the Digital Transformation Committee because, first off, our members need to be

equipped with the ability to craft and implement a digital strategy. This we want to help put in motion by co-creating a playbook together with MPA's Circle of Digital Innovators outlining recommended steps to take when going digital."

Steen Lund will be supported by his fellow Council Member, Teo Teng Seng, as Vice Chairman.

Caroline Yang, President of SSA, said "I'm excited that the Digital Transformation Committee has been formed. This demonstrates a clear commitment by SSA to help our members and the industry chart a sustainable path forward—embracing the challenges and seizing the opportunities— in the age of digital disruption."



*SSA Councillor Steen Lund announces the formation of the new Digital Transformation Committee*

# A Fond Farewell

Esben Poulsson has just completed his four-year term as SSA President. Here he reflects on SSA's achievements – and the challenges to come.



**Q: How will you reflect on your time as President of SSA?**

A: I have been on the SSA Council for a total of 12 years, from 2007 to 2019. This included my time as Honorary Secretary/Vice-President from 2013 to 2015, and as President from 2015 to 2019. It was an honour to become President of an association of the size and importance of SSA. I joke and say I was the first foreigner to have this post – but seriously, I think there are very few associations in the world which would have a ‘non-local’ as President. That is a real illustration of how Singapore is the ultimate global city in a very global industry.

I have certainly enjoyed being President of the SSA, at a time when the complexity of issues that the industry - and society as a whole - faces, add up to quite a challenge.

**Q: What are the strengths of SSA?**

A: With any association, there’s a balance to be found between obtaining funding and offering value to members. That is something I really tried to emphasise – we must be relevant and offer members’ genuine value. I think we are and I think we have, and I am very confident that we will continue to do so. Singapore, the industry and the world as a whole are always evolving and SSA is always trying to think forward and ensure we are ‘on the case’ in terms of what we have done.

Each time there is an election, the new Council sets a number of goals and strategies and draws a roadmap of both short term objectives and some of the larger picture, more forward-looking initiatives. Looking back at SSA’s achievements over the past four years, I emphasise that these have been our achievements. We have a Council of 13 people, all of whom have contributed so much to what we have achieved on my watch.

**Q: What would you say have been the key achievements of SSA over the past four years?**

A: There have been a number of important contributions made by SSA, but I would say the main achievement has been the further development of the Singapore War Risk Mutual. This goes back to 2012 and is the result of a tremendous amount of work by a large number of people.

Many were doubtful we would ever pull it off, because to do so in a very soft market was quite a challenge. But we have about 800 ships and the scheme is growing steadily and becoming more and more established. We have set in motion the ‘Singapore Clause’, which is specific to this war risk and the result of work by many. The development goes back to before my time, but I was very involved in it – and it continues to be a work in progress.

**“SSA is helping its membership steer through this period of very, very rapid change.”**

**Q: What else is on the list?**

A: I would highlight our work to develop a more vibrant capital market and ship finance market in Singapore. In terms of concrete results, we – together with stakeholders – were the core organisers of the Maritime Capital Forum (MCF), a two-day event to bring investors and shipowners together, including a general session and the chance for delegates to meet. The first MCF was held in 2017 and the third will be held in November 2019. We have had financial support from the MPA (Maritime and Port Authority of Singapore) and worked together with CLSA Ltd.

The MCF is a good example of SSA’s broad strategy and our focus on working in cooperation with others. It is all part of trying to improve ship finance and capital markets activity in Singapore because there is a feeling that as the world’s number one maritime centre, this was an area where we were not so strong.

**Q: Tell us about the SSA membership.**

A: Through the efforts of the Council and the Secretariat, we currently have around 480 members. We are, above all, a big tent, with our membership including everything from lawyers, accountants and insurers to shipmanagers, shipowners, brokers and crew travel agencies. Some other associations have purely shipowners and nothing else. SSA’s membership takes in both principals and ancillary members of the maritime industry.



# HONG LAM MARINE

Incorporated in 1981, Hong Lam Marine is one of the most established and leading bunker craft owners and operators in Singapore. Our mission is to provide good value for clients and be recognized for safe operations and quality service.

We operate 37 tankers with a total Deadweight tonnage of 303,886. Our tankers are employed for bunkering in Singapore and the transportation of petroleum products and chemicals in Asia and the Middle East.

Hong Lam Marine is a strong leader in innovation, being an industry pioneer to promote the usage of mass flow metering, introduce diesel electric bunker tankers and new generation bunker tankers with high automation.





Our membership fees are extremely competitive and we do offer good value. Also many organisations are keen to work with us and offer sponsorship support, so that we are debt-free with a sufficient cash buffer in the bank. SSA is in good shape.

**Q: What about the members of the future?**

A: Something that is very close to our hearts is the development of the next generation. We as a Council spend time encouraging the Young Executive Group (YEG), which has a membership of well over 1,000 and a Committee within SSA. That is obviously very important. We compete with other industries for talent; we need to show that shipping is fun and interesting in order to attract the best.

**Q: What are the challenges ahead for SSA and its members?**

A: Most immediate, of course is the 2020 sulphur cap. SSA has been very active and put on a fantastic seminar with the MPA this year – there was standing room only.

We have also just launched the new Digitalization Transformation Committee which aims to work out how to embrace technology and digitalisation – they will have some really bright sparks on that. This will be particularly aimed at smaller and medium size members, where the association can really help.

SSA is helping its membership steer through this period of very rapid change. As an association, SSA harnesses all the information available and makes it available digitally for the membership. Embracing digitalisation, as well as our ongoing cooperation with the MPA, will be really important if Singapore is to stay a strong and vibrant maritime centre.

Caroline Yang is a strong proponent of a new membership category – start-ups. A number of these start-ups are quite fascinated by shipping because they can see many easily accessible opportunities. We should encourage and embrace these types of people and companies because if we can get them interested in

shipping via technology, it doesn't matter how they originally became interested– as long as we get them into the industry. That is an almost unexpected and unforeseen side benefit of the digital revolution, and it will be great.

Beyond that, the regulatory environment continues to be hugely challenging – and this is where the Association really works hard on behalf of members.

Singapore overall is in a very, very good place and SSA is very much at the heart of it. I am really delighted to be handing over to a person as capable and experienced as Caroline. She has already served on the Council for several years with distinction. She is a lawyer by training but also her knowledge and experience in bunkering is of great relevance to the task ahead. I think the new Council has a really good balance of experts, and plenty of youth too. I am very confident that Caroline and the Council will take SSA forward to even greater things!

**“I have certainly enjoyed being President of the SSA, at a time when the complexity of issues that the industry - and society as a whole - faces, add up to quite a challenge.”**



*Esben Poulsson meeting Sergey Frank, the Chairman of PAO Sovcomflot*

# New Terminals Reinforce Singapore's Global Reputation as a Maritime Hub

An important milestone for Singapore was reached earlier this year when Chee Hong Tat, Senior Minister of State, Ministry of Trade and Industry & Ministry of Education officially opened Jurong Port Tank Terminals (JPTT). The event was attended by representatives from both the maritime and petroleum industries.

A joint venture between Jurong Port and Oiltanking GmbH, JPTT aims to reinforce Singapore's position as a global energy and chemicals hub and is a key pillar of Jurong Port's strategic vision of becoming a next generation multipurpose port through the development of port-centric

ecosystems. Construction of Phase 1 began in May 2017 and the terminals are expected to have a total capacity of approximately 550,000 cubic metres of clean petroleum product storage upon completion of Phase 2.

Speaking at the event, Ooi Boon Hoe, Chief Executive Officer of Jurong Port and Chairman of JPTT said, "This is a significant step for us as we move forward with our vision to become Singapore's next generation multipurpose port. We see Jurong Port Tank Terminals as a key part in the renewal and upgrading of Singapore's competitiveness in storage infrastructure. The joint





venture with Oiltanking will meet the demand for top quality and integrated storage infrastructure emerging from petrochemical product flows into Southeast Asia.”

JPTT is located on 16 hectares of land within Jurong Port and is supported by four deep water berths with drafts of up to 17.6 metres, capable of handling vessels up to 180,000 DWT. The terminal will also be connected via pipelines to the Jurong Island petroleum and petrochemical network, thereby enabling seamless transfer of products for storage, distribution and trading.

JPTT is expected to handle about seven million tons of clean petroleum product annually.

Douglas van der Wiel, President of Oiltanking Asia Pacific said, “The need for supporting infrastructure to manage the increasing demand in Asia for petroleum products created the need for JPTT. The terminals will be able to handle the demand from the region and help strengthen the integrated terminal network concept and overall value offering to the market. This is the embodiment of Oiltanking’s vision for the Singapore Straits, reinforcing Singapore’s international maritime energy and chemicals hub status.”

## Jurong Port – evolving to meet the needs of Singapore

Established in 1965, Jurong Port has transformed to meet the nation’s requirements. Maintaining a culture of innovation, the port has expanded into a world-class multipurpose port operator serving as Singapore’s premier gateway for general and bulk cargo.

Since its corporatisation in 2001, the port has continued to evolve to cater to Singapore’s developing industries. To ensure progress and meet the growing demands of the nation, Jurong Port adopted a new operating model to transform from a landlord port to a port operator. This model allowed for more efficient and safer cargo handling, as well as creating value in the supply chains for industry clusters.

Jurong Port caters to regional and domestic markets across diverse industry segments which include construction, shipbuilding, offshore, transport, logistics, petroleum and manufacturing industries. Jurong Port’s local and overseas terminals handled a total of about 37 million tons of general and bulk cargo and over half a million TEUs in 2018.

The development of the new liquid bulk terminal is an important milestone in Singapore’s national history. It will help the city-state capitalise on the many opportunities in the energy and chemicals market, and reinforce its status as a global hub.

# Captain Mike Meade Awarded Chartered Master Mariner Status

SSA would like to sincerely congratulate SSA member Captain Mike Meade on being awarded the accolade of Chartered Master Mariner by the Nautical Institute and the Honourable Company of Master Mariners.

He was presented the award by Princess Anne, The Princess Royal, on 6 September 2019 on board the HQS Wellington, home of the Honourable Company of Master Mariners.

This award is the first such award in South East Asia and recognises Master Mariners who have not only benefited the industry but have also improved their own professional capability and demonstrated a willingness to help others.



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# SSA Past Presidents Esben Poulsson and S.S. Teo Conferred The Public Service Star

Two past Presidents of the Singapore Shipping Association, Esben Poulsson and S.S. Teo, were conferred The Public Service Star (Bintang Bakti Masyarakat) by the Government of Singapore at the 2019 National Day Awards in August.

Mr Poulsson was nominated by the Ministry of Transport, while Mr Teo was nominated by the Ministry of Trade and Industry.

The Public Service Star was instituted in 1963, and may be awarded to any person who has rendered valuable public service to the people of Singapore; or who has distinguished himself in the field of arts and letters, sports, the sciences, business, the professions and the labour movement.

The Singapore Shipping Association congratulates both past Presidents on this distinguished award.

*Below: Both Esben Poulsson and S.S. Teo shared the stage at the SSA 23rd AGM and Cocktail Reception in June 2019, where Mr Poulsson presented Mr Teo with an SSA Honorary Membership*



## ReCAAP Information Sharing Centre Publishes Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah

The Sulu-Celebes Seas region covers the tri-boundary area of the Philippines, Malaysia and Indonesia – a strategic and busy passage for ships transporting vital supplies and goods. In the Sibutu passage alone, an average of 14,000 ships passes yearly.

Prior to 2016, there were kidnaps for ransom on land in the region carried out by the Abu Sayyaf Group (ASG), an Islamic extremist group based in Southern Philippines. On 26 March 2016, the first abduction of crew from ship was reported. Since then, a spate of abduction of crew incidents were reported in 2016, 2017, 2018 and 2019. During the period of 2016 to June 2019, a total of 29

incidents of abduction of crew (comprising 18 actual incidents and 11 attempted incidents) were reported by the Philippine Coast Guard to ReCAAP Information Sharing Centre (ISC).

In view of the evolving situation and for the safety of vessels and crew transiting the region, ReCAAP ISC with support from the Asian Shipowners' Association and the Singapore Shipping Association has published the 'Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah.' The guide is available in the Publications section of the ReCAAP ISC website at [www.recaap.org](http://www.recaap.org).



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# Singapore Shipping Association Wins Best Maritime Organisation Award

SSA was recognised as the 'Best Maritime Organisation' at the 11th ShipTek International Maritime Awards 2019. The ceremony was held on 29th August in the Simpor Ballroom at the Marina Bay Convention Centre, Singapore.

On receiving the award, René Piil Pedersen, Vice-President and Honorary Secretary of the SSA said: "We are honoured to be recognised as the Winner in the Best Maritime Organisation category at the 11th ShipTek International Maritime Awards in 2019.

An association is only as strong as its members, their engagement, commitment and support. This award is a testament to the huge contribution from the maritime and offshore industry in Singapore who, as members of the SSA, are striving to make Singapore a second-to-none international maritime cluster."



# SSA 34th Anniversary Gala Dinner

The Singapore Shipping Association was host to over 2,000 guests at its 34th Anniversary Gala Dinner, held on 27th September at Sands Ballroom at Sands Expo & Convention Centre. This year's theme was 'The Glamorous Sixties', reinforcing the reputation of the Gala Dinner as one of the key maritime events in Singapore since the Association's formation in 1985. Without a doubt, this prestigious, must-attend event is an occasion for members and their guests to come together and celebrate the many achievements of the past year, not to mention the opportunity to meet old friends and new prospects.

Guest of honour, Senior Minister of State for Transport and Health, Dr Lam Pin Min, offered his congratulations to new SSA President Caroline Yang and to new Council members. Caroline Yang responded by thanking SSA members for their trust and support, saying: "In addition to the amazing networking events that we organise it is important that SSA is known as the representative voice of the maritime community."







**PSA SINGAPORE** operates the world's largest container transshipment hub in Singapore, handling 36.31 million TEUs of containers in 2018. Its terminals at Tanjong Pagar, Keppel, Brani, and Pasir Panjang operate seamlessly as one integrated facility 24/7, 365 days a year. With a network of major shipping lines linked to 600 ports, shippers have access to daily sailings to every major port in the world at this mega hub.



With its first berths opening in 2021, Tuas Terminal will consolidate all container port operations at the western end of Singapore by the time it is fully operational in 2040.

When completed, it will be the single largest fully-automated container terminal in the world, capable of handling 65 million TEUs annually. Technologies such as automated cranes, automated guided vehicles and smart systems will be adopted at this new facility.

## BEYOND THE PORT

### Connecting Communities

Beyond port operations, PSA is also expanding its focus into terminal adjacencies to enable shippers to better manage their supply chains with greater flexibility and resilience through PORT+ solutions and CALISTA™. PORT+ offers innovative cargo solutions such as advanced transshipment management, intermodal connectivity, and inland depots, to customers operating in advanced manufacturing, cold chain, e-commerce, and energy & chemicals. This value-added service is enabled by CALISTA™, a digital platform that facilitates trade and helps shippers better manage their physical movement of goods, trade financing and compliance.

### Awards & Accolades

In recognition of its port operation excellence, PSA Singapore has been awarded the "Best Container Terminal - Asia (Over 4 Million TEUs)" at the Asian Freight, Logistics & Supply Chain Awards 29 times. In 2018, it won the "Port Infrastructure Development of the Year" Award at the Lloyd's List Asia Pacific Awards, and "Ports and Terminals Award" at the Seatrade Maritime Awards Asia.

## High Achieving Students Awarded More Than S\$2.3 Million in Maritime Scholarships

More than S\$2.3 million in maritime scholarships was awarded to 59 students at the MaritimeONE Scholarship Awards Ceremony earlier this year, as part of the maritime industry's collective efforts to develop the pipeline of talent into the industry.

The MaritimeONE Scholarships and Tripartite Maritime Scholarships (TMSS) were presented by the Maritime and Port Authority of Singapore (MPA), the SSA, maritime businesses, local seafarer unions and the Singapore Polytechnic (SP) at the Conrad Centennial Hotel.

### MaritimeONE Scholarships

This year, a total of 42 MaritimeONE scholarships were awarded by 19 companies, with a total scholarship amount valued at over S\$1 million. Besides the SSA which gave out five scholarships, other sponsoring companies hail from all sectors of the maritime industry – ports, shipping, maritime services, shipyards as well as an institute of higher learning.

MaritimeONE scholars are able to choose from a spectrum of 34 degree courses across maritime and non-maritime subjects offered by local and overseas universities, as well as three maritime diploma programmes at the Singapore Maritime Academy (SMA) in SP.

Since 2007, a total of 384 MaritimeONE scholarships worth more than S\$10 million have been awarded to outstanding students to pursue courses locally and abroad.

### Tripartite Maritime Scholarships (TMSS)

A total of 17 TMSS scholarships valued at about S\$1.3 million, were also awarded at the ceremony. These scholarships are offered to students enrolled in the Nautical Studies and Marine Engineering diploma programmes at the Singapore Maritime Academy in SP. TMSS is jointly sponsored by the MPA, shipping companies, the Singapore Maritime Officers' Union (SMOU) and the Singapore Organisation of Seamen (SOS). The scholarship aims to develop promising students to become Captains and Chief Engineers of ocean-going merchant ships and to be the future leaders of Singapore's maritime industry. This year, sponsoring companies include Fleet Ship Management Pte Ltd, NYK Shipmanagement Pte Ltd, PACC Ship Managers Pte Ltd, Pacific International Lines Pte Ltd, Swire Pacific Offshore Operations Pte Ltd, Synergy Marine Pte Ltd and Thome Ship Management Pte Ltd.



ORDINARY MEMBERS



**Marco Polo Shipping Pte Ltd**

Marco Polo Marine is an integrated marine logistics company which has grown to become a reputable player in the marine industry with offices spanning over Singapore and Indonesia.

The Group's amalgamation of ship chartering, ship building, conversion, repair and maintenance services aims to provide a high quality yet cost effective One Stop Solution for its clientele base worldwide.



**SDTR Marine Pte Ltd**

SDTR Marine Pte Ltd specialises in dry bulk shipping and by 2022, its fleet will grow to include 24 newly designed Kamsamax vessels (DWT 82,000 and DWT 85,000). SDTR is committed to providing high quality integrated transport solutions to clients via its strong relationships with high quality shipyards, shipowners, operators and major international cargo traders.



**Seven Yield Pte Ltd**

Seven Yield was established in 2018 and received the MPA's MSI award in the same year. Seven Yield's business model is to provide leasing solutions to a diversified blend of good credit counterparties for modern tonnage within the industrial shipping sector based on long-term bareboat charter contracts. Seven Yield is wholly owned by Siem Industries Inc..



**Uniteam Marine Pte Ltd**

Founded in Singapore in 2004, Uniteam Marine Pte Ltd is part of a multinational group of companies, with offices in Cyprus, Germany, Ukraine and Myanmar, where it is the biggest employer of Myanmar Seafarers with its own local training centre for both Marine and Off-shore industries. Its services include Full, Technical, Crew and Commercial Management, Consultancy, Port Agency, Navigational and Internal Audit services for the clients.

ASSOCIATE MEMBERS



**Asia Pacific Exchange Pte Ltd**

Asia Pacific Exchange (APEX), is an international derivatives exchange located in Singapore, and is the third Approved Exchange in Singapore to hold 'Approved Exchange and Clearing House' licenses. APEX's scope of business covers futures and options contracts covering both commodity and financial derivatives products, including derivative products in the asset classes of agriculture, energy, petrochemical, metal, foreign exchange, interest rates, bonds and stock indices.



**Caledonian Pacific Pte Ltd**

Caledonian Pacific is a Singapore based shipping and energy development company. Its primary focus is bespoke problem solving within South East Asia and beyond, whilst improving the standards of trade and energy distribution. CalPac Capital is a recently established subsidiary, taking advantage of digital innovation to bring fresh financial options to the shipping industry.



**Clean Marine Pte Ltd**

Clean Marine's patented exhaust gas cleaning system (EGCS), is a futureproof hybrid EGCS in one single unit. It is specifically designed to meet the needs of the maritime industry and offers proven Allstream exhaust gas handling. All exhaust sources on board can be served by one common EGCS unit, enabling a fast return on investment.

Clean Marine's unique EGCS offers significant savings to shipowners, and is fully compliant with global (IMO), regional and local regulations regarding emissions to both air & sea, including US VGP.



**Direct Search Asia Pte Ltd**

Direct Search Global is a blue-chip specialist recruitment agency. The business has grown from opening its first office based in Singapore to opening new offices in Malaysia and the UK, focusing mainly in the Shipping, Trading, Marine & Offshore, Logistics and Oil & Gas sectors.

Its approach is to provide a focused, straightforward and no-nonsense recruitment solution to both clients and candidates.



**Goodrich Asia Pacific Pte Ltd**

Goodrich Asia Pacific Pte Ltd (GAP) is a wholly owned subsidiary of the Goodrich Group, incorporated in 2014 and focused on shipping and logistics in South East Asia.

GAP is making rapid progress as an agency company in Singapore, involved in promoting all types of container equipment. It is also an active ocean and air freight forwarder.

GAP Singapore is a focal point for the area, establishing a presence in not only South East Asia, but China, Korea and other Far East countries.



### Griffin Group International Pte Ltd

Griffin Group is a global provider of products and services for the filtration industry, utilising proprietary technology developed from over 40 years of professional experience purifying petroleum-contaminated seawater. Its Microbloc® Multigrade Filtration Media Elements have tested to be 99.8% effective in separating water from diesel and bio-diesel fuels.



### Hans Jensen Lubricators Singapore Pte Ltd

Hans Jensen Lubricators is the world's leading supplier within the field of development and manufacturing of cylinder lubrication systems for marine engines. Its products effectively help shipowners to reduce oil consumption, improve engine condition and ensure a smooth transition to cope with 2020 Sulphur Cap which, is expected to cause challenges for many.



### JLex LLC

JLex LLC is a boutique law firm specialising in shipping and international trade. With an in-depth knowledge of the industry, it provides its clients with commercially sound and practical advice. Managing Director Joseph Tan is a panel arbitrator on the SCMA panel and a supporting member of the LMAA.



### Logimatic Singapore Pte Ltd

Logimatic is a Danish software company with more than 30 years of experience in the maritime industry. Logimatic offers fleet management software for shipowners and shipmanagers with more than 40 customers worldwide and 1200+ active vessels running SERTICA Fleet Management system. SERTICA provides customers within the maritime sector with Planned Maintenance, Procurement Software and Safety Management.



### Maritime Technical International Pte Ltd

With over 9,000 registered ships, MTI Network is the world's leading Crisis Management Consultancy for the Maritime, Energy and Offshore market providing 24/7, 365 days a year media response, planning and training. During crisis it manages external relations to allow its clients to focus on operations. The Network brings together over 60 experienced consultants across the globe - all looking after its clients' reputation.



### MPI (SG) Pte Ltd

Headed by Ex-Chief Engineers and Superintendents, MPI (SG) Pte Ltd has a team of OEM trained engineers to provide technical back up for all its products. It represents a wide range of Original Makers including KBB, Mitsubishi, L'Orange, Mahle, BHW, Goetze, and Geisinger. The company holds one of the largest inventories in the world for its range - over 15 million euro - and has a presence in India, UAE, Netherlands, Singapore and Bangladesh. The company carries 2.5 million euro product liability cover with one year warranty with clients worldwide.



### SeaPay Solutions Pte Ltd

SeaPay Solutions is a global provider of high-end maritime IT solutions aiming for optimal interaction between ships and shore. Its next generation REST MANAGER tool, developed with Teekay Tankers checks work and rest hour data for compliance in a five -minute real time cycle. The tool has been shortlisted for 'Best Safety Service of the Year' by Safety at Sea Awards 2019



### SGS Testing & Control Services Singapore Pte Ltd

Created in 1878, SGS is the world's leading inspection, verification, testing and certification company. In Singapore since 1971, SGS serves the marine industry locally and globally through its network, offering surveying, sampling and analytical services. These are offered in a variety of business lines such as oil, gas, lube and chemicals testing, environment compliance (water, noise, and emissions testing).



### Singapore Valve & Fitting Pte Ltd

Singapore Valve & Fitting Pte Ltd, operating as Swagelok Singapore, supplies the highest quality fluid system components and services. Its highly competent team offers a full range of services to its customers - from choosing the right product, delivering it on time, to training and building assemblies, panels and enclosures. Swagelok Singapore believes in understanding its customers' business goals and providing them the vital support needed to help achieve them, making business easy.



### Waypoint Port Services Singapore Pte Ltd

Waypoint Port Services, was established in 2014 in Cyprus, with 100% owned offices in Singapore, Hong Kong, Indonesia, Panama, Rotterdam, Brazil, Cyprus, China, Switzerland and a partner network spanning 26 countries on five continents. Its vision is to be the customer's preferred choice in Port Agency, with a first class end-to-end quality service in all ports where it is operative, offering international standards throughout its global network.

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**Keep a look out for new SSA Executive Development Programme on Cyber Security, Vessel Design, Operation & Digitalisation to be launched in 2020!**



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

## Training Calendar | NOVEMBER 2019 – MARCH 2020

COURSES OPEN FOR REGISTRATION				FEES* (SGD)	
Course Title	Start Date	End Date	Duration	SSA Members	Non-SSA Members
Understanding Import/Export Techniques & Documentation	6/11/2019	7/11/2019	2 Days (9am - 6pm)	\$481.50	\$722.25
Introduction to Shipping (Masterclass)	11/11/2019	12/11/2019	2 Days (9am - 6pm)	\$642.00	\$963.00
Basic Bunkering Practices (SS600 & TR48)	20/11/2019	21/11/2019	2 Days (9am - 6pm)	\$856.00	\$1,284.00
Effective Written Communication in the Shipping Industry	27/11/2019	29/11/2019	3 Days (9am - 6pm)	\$722.25	\$1,082.84
Basic Bunkering Practices (SS600 & TR48)	26/02/2020	27/02/2020	2 Days (9am - 6pm)	\$856.00	\$1,284.00
Enhanced Bunkering Practices (SS600 & TR48)	11/03/2020	13/03/2020	2.5 Days 11-12: (9.00am - 6.00pm) 13: (9.00am - 1pm)	\$1,070.00	\$1,605.00
Introduction to LNG	25/03/2020	25/03/2020	1 Day (9:00am - 6:00pm)	\$428.00	\$642.00
Principles of Shipbroking & Chartering	25/03/2020	27/03/2020	2.5 Days 25: (2.00pm - 6.00pm) 26-27: (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](http://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 6305 2267 or email [kuna@ssa.org.sg](mailto:kuna@ssa.org.sg)



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