

WAVES



Rising to the challenge of the new coronavirus



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Foreword

Dear members,

Having started 2020 with some very positive news, Singapore, like the rest of the shipping world, has been caught in the grip of COVID-19 which has resulted in unexpected changes for many of us.

As an industry we are still grappling with the myriad challenges that have arisen as a result of this global crisis. As predicted, COVID-19 is having a negative impact on the world economy and trade; thereby adding uncertainty to what was already a difficult world trade situation.



This issue of WAVES will be taking a look at the 'new normal' and assessing how the early impacts we have seen for shipping and its associated industries have affected us all.

I will be looking at the magnificent way shipping and its seafarers have been keeping supply chains going, making sure that the world remains fed and that medical supplies are sent to where they are needed. I will also be focusing on the importance of working together globally for the world to recover from the current pandemic.

Dr Li Sheng has taken an indepth look at the shipbuilding industry in China and how COVID-19 is adding further difficulties to what was already a challenging situation for the private companies working in that sector.

Many companies around the world are embracing technology in ways that would not have been considered before the current crisis and Kaushik Seal, of new member StormGeo, takes a look at how we should all be making the most of digitalisation in the post COVID-19 world.

These are difficult times for all involved in shipping but, if we all work together and support each other through these uncertain months, we will find ourselves working in an industry that might have undergone changes but will nonetheless have shown its strength and resilience.

René Piil Pedersen

SSA Vice President & Honorary Secretary,
General Affairs Committee Chairman

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Publisher

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Photo Credits: Mainland Shipping (Singapore), Information Fusion Centre, PIL

Design



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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/safelist so that you remain in our communication channel. Thank you for your kind attention.

SSA YEG Educational Webinar Jointly organised with NUS Business School

Event	Date	Time
How COVID-19 Will Transform The Maritime And Logistics Industry	18 May 2020	1.00PM

SSA YEG Educational Webinar jointly organised with SNAMES, RINA and IMAREST

Event	Date	Time
Digitalisation and Innovation In The Maritime Industry	19 May 2020	5.00PM – 6.30PM
An Overview of Fixed Fire-Fighting Systems On Board Cargo Vessels	28 May 2020	5.00PM – 6.30PM
The New HR Norm, Virtual Interviews To Hiring	18 June 2020	5.00PM – 6.30PM

Singapore Shipping Association Online Educational Talks

Event	Date	Time
How Purifiers Efficiency Algorithm and CLO Drain Postmortem Can Boost Your Engine And Immunity With VLSFO	11 May 2020	1.30PM – 5.30PM
How You Can Optimize Stuffing Of Your Container For Efficiency & Security	27 May 2020	2.00PM – 4.30PM
How To Successfully Perform Commissioning Testing Of Your Ballast Water Management System	22 June 2020	2.00PM – 4.00PM
How Can You Get Help From Digital “Colleagues” During This COVID-19 Period	26 June 2020	2.00PM – 4.00PM
COVID-19 Support Measures For The Maritime Sector	15 June 2020 16 June 2020 25 June 2020 25 June 2020	2.00PM 10.00AM 10.00AM 2.00PM

PIER71 Smart Port Challenge 2020 Launch

Event	Date	Time
Smart Port Challenge 2020 Launch On Live Webcast	4 June 2020	4.00PM - 6.00PM

Singapore Shipping Association E- Annual General Meeting

Event	Date	Time
Singapore Shipping Association E- Annual General Meeting	30 June 2020	4.00PM



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Shipping keeps the supply chains going

René Piil Pedersen

SSA Vice President & Honorary Secretary, General Affairs Committee Chairman

With more than 80% of global trade being transported by sea, the importance of shipping in the face of COVID-19 has never been greater.

While many countries around the world have closed borders for movement of people and moved into lockdowns to prevent the spread of COVID-19, the

shipping industry has kept the supply chains moving whether it's consumer products in containers, oil and LNG for energy production in tanker vessels, food grains in bulk vessels or the movement of many other products carried around the world by the shipping industry.

Please, allow me some observations.

Shipping keeps companies and economies going.

Shipping is what has enabled supply chains to remain intact, so that essential items like food are being replenished on the shelves of supermarkets, but it also allows healthcare equipment to be transported to the right places such as hospitals in different countries, and this keeps companies and the global economies going. The same goes for energy and other commodities which are crucial to keep our societies and economic activity functioning. Therefore, it is vital that cargo vessels, ports and terminals, as well as related road and rail transport, can continue to operate effectively in terms of flow and capacity during the pandemic.

To this end, the SSA has had several constructive dialogues that have led to a smooth transition for shipping companies to be on the essential services exempt lists when the official Circuit Breaker period began. We recognised shipping companies' concerns on cash flow, and held a series of dialogues with Enterprise Singapore (ESG), Singapore Business Federation (SBF), and Singapore Chinese Chamber for Commerce and Industry (SCCCI), and were pleased to see later iterations of the National Budget and other schemes were laid out for the Maritime sector as well as small business in general.

Post-COVID-19, the world needs to embrace free trade and shipping as the key facilitator rather than protectionism.

For many decades the world has benefitted from globalisation as nations have embraced the concept that no one country has the capacity to produce all the goods and services required by its people in the most efficient or lowest-cost manner due to unequal distribution of factors of production.

During COVID-19, the world has seen several governments imposing export restrictions on medical equipment and essential drugs to treat COVID-19, even to the extent of banning exports of staple food like rice, wheat and eggs to ensure food securities in their countries.

“It is vital that cargo vessels, ports and terminals, as well as related road and rail transport, can continue to operate effectively in terms of flow and capacity during the pandemic.”

In months and years to come, it is paramount that the world does not start embracing protectionism and de-globalisation as the new norm. In fact, COVID-19 is a strong reminder that the world is becoming more interdependent and interconnected. There is no better time to strengthen trade links and facilitate trade to boost global economy to create jobs and opportunities for the global population. If the world chooses to look inwards and favours protectionism, the economic recovery will only be prolonged and, in the meantime, the economic recession will be much deeper.

Seafarers and port workers are our industry's heroes

A ship is nothing without her crew. Seafarers and port workers serve at the frontline of our industry and have made it possible for trade to continue flowing in and out of countries, minimising supply chain disruptions during

“COVID-19 has caused disruptions to our businesses never seen before in peacetime, it has at the same time paved the way for digital transformations.”

this difficult time. They are without a doubt, the “humble heroes” of our industry! On the 1st May our vessels in Singapore and around the world sounded their horns in recognition of this contribution.

With country lockdowns and borders closing, the seafarers have not been able to disembark, and crew change has not been possible. The International Chamber of Shipping (ICS) and International Transport Workers Federation (ITF) appealed “In this time of global crisis, it is more important



than ever to keep supply chains open and maritime trade and transport moving. In particular, this means keeping the world's ports open for calls by visiting commercial ships and facilitating crew changes and the movement of ships' crews with as few obstacles as possible."

Here at the Singapore Shipping Association, we have been leading a workgroup to develop a Singapore handbook that contains step by step protocols in facilitating crew change. With participation from the Union, Industry and the MPA, this tripartite workgroup developed the Singapore Crew Change guidebook to align policies and procedures for international crew changes.

While we await eagerly for restrictions to ease off, we recognize that seafarers have played an important part in keeping the wheels of trade turning. Therefore, on behalf of the shipping industry in Singapore, we have

donated S\$25,000 to the Mission to Seafarers. This donation will go to support seafarers and their families with their immediate and future needs, regardless of nationality or flag of the vessels they are sailing on during COVID-19.

Digitalisation is an opportunity during COVID-19. While COVID-19 has caused disruptions to our businesses never seen before in peacetime, it has at the same time paved the way for digital transformations as organisations shifted operations to the digital platforms instead of face-to-face interactions. This is an opportunity for us all to accelerate the execution of digital strategies and embrace technology as much as possible. Never waste a good crisis!

Finally, on behalf of the SSA Council, I hope that all of you, your families and colleagues stay safe and well during this pandemic.

"Seafarers and port workers serve at the frontline of our industry and have made it possible for trade to continue flowing in and out of countries, minimising supply chain disruptions during this difficult time."





Why you should integrate plausibility checks into data reports

Kaushik Seal is the Market Development Manager for StormGeo Shipping (Singapore). StormGeo is a global provider of weather intelligence and decision support services. Through navigational planning, route optimization, advanced weather forecasting, and both commercial and technical fleet performance analyses, more than 12,000 ships around the world rely on StormGeo's leading shipping solutions.



Even before the current crisis, a common perception has been that working in the maritime sector means a fleet needs to go digital—that a company needs to have all of its data streams connected to be successful, or to even keep its business running smoothly.

This idea of a trend towards digitalization is especially compelling while the shipping industry reels from the effects of COVID-19. The reality is that many in the industry are not there yet. Installing new sensors takes up significant resources that most shipping companies simply do not have.

The majority of shipping data is transmitted onshore via traditional formats like email, texts and basic excel sheets. A good portion of that data is inputted manually. How, then, does a shipping company work within this reality yet stay competitive in an increasingly challenging and data-vulnerable industry?

Before we get started, let's look at the different types of data typically encountered in the shipping industry.

Event data versus snapshot data

When collecting data for managing fleet performance, there are typically two types of data collected: event data, which includes data over a specific period of time, such as speed or distance averages or FOC; and snapshot data, which as the name implies is data recorded at a specific point in time, such as measurements showing engine load, Revolutions Per Minute (RPM), pressure, or power.

Event data must be entered manually, while snapshot data can be directly measured through sensors on a ship, though the latter requires autologging systems to gather data from each sensor. Each data source comes with its own advantages and disadvantages.

Event data is able to connect to existing ship-to-shore processes in a shipping company. It typically comes from aggregated crew knowledge and doesn't require installation of costly sensors. Key voyage parameters like Beginning of ~Sea Passage (BOSP), arrival, bunkering, departure, cargo, and End of Sea Passage (EOSP) are usually always manual data.

As this data is manually recorded, human error will eventually find its way into this manual data set. Over time, data quality issues become inevitable.

Snapshot data is measured daily or more often, which is important for a number of KPIs such as engine power and hull and propeller performance. The data-driven analysis needs to go back to every vessel, which is great for high-investment vessels.

However, it can be difficult to understand the context of a snapshot data point without comparing it to similar data points over a longer period. The quality of the data is also dependent on the quality of the sensors. Working with faulty sensors can be tricky without other data points to compare it to.

Fleet diversity can produce multiple data streams

Fleets of various shipping companies are typically quite diverse and heterogeneous. Vessels are chartered for different lengths of time, which means a cost-benefit decision process may equip a part of a fleet with different data-reporting technology.

A portion of a fleet can contain vessels in short-term operation mode, such as a spot charter vessel, which would be in operation for just a few months. Equipping those vessels with high-investment sensors and technology would be costly and likely not generate the return to make the cost worthwhile. It can be expected that most short-term vessels will depend on low-investment manual reporting.

However, time-chartered vessels may be in operation from anywhere between six months to three years or longer. It may make a lot more sense to invest in voyage reporting software and other basic equipment like ship sensors for these vessels, though in a time where every cent counts, the vessels may still prefer to utilize a manual reporting system.

Then consider vessels owned by a shipping company directly which can be on very long charters, some for as long as ten years or more. These ships would benefit greatly from investing in sophisticated equipment which can autolog data at a reasonably high frequency.



No two shipping companies are the same, with factors like fleet size, age, and segments in operation affecting the distribution of different types of vessels. Not all vessels will be equipped with sensors and auto logging systems. It is very likely, however, that most vessels in a fleet will have a manual reporting system. Both sets of data could be enriched greatly by the addition of third-party sources. So how would a fleet collect multiple data streams into a common format?

Most fleets are not homogenous, and most operators do not choose to equip their entire fleet with sensors necessary for autologged data.

Combining the data

To merge the data, there are generally two main options. Option A is to gather all autologged data, then project the event data onto it. This makes more sense for fleets where every vessel uses autologged systems, so that the remaining data comes from other sources as needed.

However, as we know, most fleets are not homogenous, and most operators do not choose to equip their entire fleet with sensors necessary for autologged data. A better solution then, is to build a base not on autologged data, but on event data instead.

Option B is to aggregate reports by gathering all the manual data – such as noon reports in port, departure events, beginning of sea passage, noon at sea, end of sea passage, arrivals, anchorings and more – then overlay all other data into the existing sequence of the manual reports. This solution is much more viable for the majority of companies who own heterogeneous fleets.



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By compiling the two sources, a fleet operator is able to check the plausibility of the data. Merging data can also improve overall insights. If, for example, a fleet operator is missing specific fuel oil consumption (SFOC) information, they can use both manual and autologged sources to calculate the SFOC, instead of calculating it on board. This is especially useful for vessels which do not have a way to transfer onboard-recorded SFOC measurements onshore.

After merging the sources, additional plausibility checks can be implemented, but only with the right software. Manual reporting software not designed for shipping—such as Excel—is typically sent by email straight from ship to shore. By using event reporting software instead, quality checks would intercept data between the time a noon report is sent and received. A fleet performance center (FPC) would then further validate the data to ensure a company is equipped with better quality insights.

How data is being used to help shipping in the current crisis

While COVID-19 has placed additional stress on businesses worldwide, the maritime industry has been facing these challenges since the very beginning of the crisis. Shipping companies need to make a lot of decisions remotely to

With good data reporting and analytical tools, office staff can easily access vital ship data and inventory records even while working remotely from home.

ensure their businesses can continue to operate in a cost-effective way. It has been vital that the data used is of a high quality so that it can support shipping companies as they act smartly.

For example, Hull & Propeller degradation could adversely influence the performance of a vessel and increase fuel consumption at a time when it can be difficult to get into port. With an accurate data and analytical tool, a shipping company can easily make key decisions in a challenging environment. For example, pinpoint accurate data is essential when scheduling a hull and propeller cleaning event, as a lot of vessels are not moving the way they were pre-COVID-19. The data not





An online purchase made from the vessel, then downloaded directly onto the ship's systems, can save time and ensure vital documents are available regardless of outlying variables such as COVID-19.

only can support the shipping company to make the best decision in the current adverse situation, but it also helps the company place higher focus on business continuity.

It should also be said that good communication between onboard and onshore have become even more significant in recent months. Even though some shore staff may not be able to supply critical spares or stores due to movement restrictions, shipping companies still need to ensure that their businesses operate seamlessly.

In this situation, onboard data becomes an invaluable asset. With good data reporting and analytical tools, office

staff can easily access vital ship data and inventory records even while working remotely from home. The tools also are able to transfer critical alerts triggered from vessel systems, allowing businesses to maintain key functions.

Traditionally, vessels have been required to purchase physical copies of the charts and publications they need for their voyages. The availability of these publications largely depends on the suppliers' ability to physically deliver the documents onboard the vessel – not easily achieved when global port restrictions are rife.

Digital publications can easily solve this challenge. An online purchase made from the vessel, then downloaded directly onto the ship's systems, can save time and ensure vital documents are available regardless of outlying variables such as COVID-19.

Smart data means smart choices

The importance of working with good data cannot be over-emphasised, particularly at a time of significant challenge. Everything done ashore is based on the quality of the data received. If the data received is of questionable quality, a lot of resources would have to be spent to resolve the discrepancies to get the data back to a reasonable standard.

The current world environment does not leave a lot of room for excess resource allocation, which leads to a higher likelihood that faulty data will lead to costly errors in decision making. Quality checks integrated into the solution can reduce the risk of this scenario.

To ensure that they are ready for whatever the future brings up—be it another unpredictable global crisis such as COVID-19, trade restrictions, or unexpected weather events—it is essential that shipping companies make decisions based on best possible data. Whatever the size or composition of a fleet, investing in a software solution which enables data plausibility checks can go a long way in ensuring a company stays around through turbulent times and beyond.



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Chinese Private Shipyards Struggle amid Pandemic Woe



By Dr Li Sheng

President of Mainland Shipping (Singapore) Pte Ltd

Novel corona virus, or COVID-19, has become an unprecedented pandemic woe. To combat the COVID-19 pandemic, and to curb it from further spreading, countries have almost exhausted their limited medical personnel, hospitals and stockpiled equipment such as ventilators, face masks and even trivial stuff like vials, swabs and reagents, yet there's still not the slightest sign of when the contagious virus will be fully contained or eliminated from the earth.

The measures such as "lockdown", "confinement" or "circuit breaker" exercised in different countries have virtually halted the movement of people between countries and between continents. At the time of writing it is almost universal that those who are travelling between countries will be required to move into some form of quarantine for two weeks.

Restrictions on movement

Subsequent to the restriction of movement of people, COVID-19 briskly ravaged the movement of international cargos when shipping nations started to tighten the quarantine of cargo ships entering their ports in fear of the ubiquitous virus. Some infected cruise ships were banned from entry of ports by all nations, floating aimlessly around oceans. As a result, all cruise companies suspended their cruise business for the first time in history. As more and more countries closed their borders and furloughed their workforce, the normal production and demand for cargos have almost stagnated around the globe, except for the essential sectors such as food and the production activity of coronavirus-related medical supplies. Besides international shipping, how will COVID-19 impact the shipbuilding industry?

The impact of COVID-19 on Chinese private shipyards

By taking Chinese private shipyards as examples, this article will analyse in depth how COVID-19 will impact these shipyards. Before the 2008 financial crisis, hundreds of Chinese private shipyards emerged in response to the call of international shipping demand. These shipyards filled the gap in ship supply when shipowners had ordered historic high numbers of vessels driven by speculation or the crazy spike of the freight rate. After the crisis, many of these shipyards disappeared either by way of bankruptcy or simply closing down on their own. Over the last decade however, we have observed that about 100 active Chinese private shipyards had in fact managed to survive, some of them even grew bigger in terms of capacity. Yet, compared with state-owned shipyards, these private shipyards bear two disadvantages. One is lack of

Subsequent to the restriction of movement of people, COVID-19 briskly ravaged the movement of international cargos when shipping nations started to tighten the quarantine of cargo ships entering their ports in fear of the ubiquitous virus.



bank financing support, the other is lack of government support, i.e. they have fewer chances to receive domestic newbuilding orders initiated by the government.

It seems that COVID-19 will undoubtedly be another heavy blow to their vulnerable financial status. As we learned, many of these shipyards failed to obtain construction financing recently because the Chinese government had listed shipbuilding as one of the Top 5 overcapacity industries several years ago. This resulted in almost all Chinese banks being very reluctant and cautious when providing construction loans especially for private shipyards. Because of the fierce market competition and in order to ensure their ultimate survival, many shipyards accepted orders at below production cost, and most of the payments changed from heavy front to heavy tail, which

While it is easy to understand that shipbuilding in China has been facing some challenging times in the past ten years, the impact of COVID-19 is sure to further deteriorate the shipping and shipbuilding market.



meant shipyards had to find construction financing to meet their cash flow requirements.

Without bank construction financing, the only way was to divert the advance payments they had received from other projects or the subsequent vessels of the same series. Take a Handysize bulker for example, if the standard building contract price was USD 20 million per vessel, and the payment terms were 30% + 70%, this meant the shipyard would only receive USD 6 million before delivery time. This amount was not sufficient to cover the cost of purchasing steel material, let alone the purchase of other major equipment.

Among other arguments, we found that less favourable payment terms might constitute one of the key causes of failure among Chinese private shipyards. No matter how shipyards improve their efficiency, it has come to the tipping point that if these private shipyards fail to obtain construction financing or fail to convince shipowners to

accept payment terms of 5 x 20% or something more favourable to the shipyards, insolvency or bankruptcy will become inevitable. Recently we heard one of the well-known Chinese private shipyards has encountered such a dilemma, and the yard may wind up soon.

While it is easy to understand that shipbuilding in China has been facing some challenging times in the past ten years, the impact of COVID-19 is sure to further deteriorate the shipping and shipbuilding market. For all sectors of shipping the recent pandemic has taken a heavy toll on companies and, indeed, on the many hundreds of thousands of people working within those companies.

Everyone with a stake in the maritime industry is watching as events unfold and hoping that things can return to a situation close to normal soon. For the future of private Chinese shipbuilders, there is the fervent hope that COVID-19 will not halt the placing of new orders and so induce another wave of closures.



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Or call the WSG hotline: 6883 5885



SSA Council members visit the Information Fusion Centre

On the 17th January this year, SSA president, Caroline Yang, and its council members were pleased to have the opportunity to visit the Information Fusion Centre (IFC) which is located at Changi Naval Base in Singapore.

The IFC is a regional Maritime Security (MARSEC) Information-sharing hub with International Liaison Officers from more than 19 navies and coastguards. The visit included a briefing session on how the IFC facilitates the sharing of MARSEC information with its partners to effect operational responses.

The IFC continues to develop its collaboration with SSA, a trusted partner and industry advisor, to provide MARSEC updates and advisories to the industry.



Ships demonstrate their support for seafarers

1st May marks Labour Day for many countries around the world and this year one group of workers has been sacrificing themselves to ensure the wellbeing of people globally. These people are our seafarers, many of whom have been working for many months without a break and with limited chances of returning home due to the quarantine regulations currently in place.

In recognition of the amazing contribution of our seafarers who have been doing a remarkable job in keeping supply chains robust and maritime trade going amidst the COVID-19 pandemic, the Maritime Port Authority of Singapore (MPA), the Singapore Maritime Officers' Union (SMOU), the Singapore Organisation of

Seamen (SOS) and the Singapore Shipping Association joined together in calling upon ships to sound their horns for 15 seconds at 12 noon on Labour Day. This initiative was replicated throughout the world as ships sounded their horns.

Said Caroline Yang, SSA's President: "Most of what we buy and consume is delivered by ships. As a key maritime node in the world dependent on seafarers for the most energy-efficient and environmentally-friendly mode of transporting cargo, let us applaud our seafarers – the unsung heroes of global trade.

https://www.youtube.com/watch?v=1y_5caJxkMM

The Information Fusion Centre appoints SSA Executive Director as its Shipping industry Advisor

The SSA is honoured that Executive Director, Michael Phoon, has been invited to be the Shipping Industry Advisor at the Information Fusion Centre (IFC), the regional Maritime Security (MARSEC) centre in Singapore.

This means that collaboration between the IFC and SSA will be even further enhanced, forming part of the SSA's ongoing efforts to support maritime security for all commercial vessels sailing and bearing cargo for global trade.

Michael Phoon said, "I am honoured to be appointed as the Shipping Industry Advisor at the IFC and hope to bring industry insights that can reap greater synergy with maritime security agencies for safer global shipping."



Michael Phoon, centre, during the IFC-SSA co-organised 34th Shared Awareness meeting in 2019

MaritimeSG Together Package to help maritime sector

The maritime sector accounts for over 80% of global trade ensuring the flow of essential goods including food and medicine. As governments around the world begin to address the challenges brought about through COVID-19, the Maritime Port Authority of Singapore (MPA) has introduced the MaritimeSG Together Package to help both shipping companies and seafarers.

There are a series of concessions, rebates, and credit management services which will run until the end of

December 2020 along with incentives to encourage training and productivity. For seafarers there are packages to provide support throughout the remainder of 2020.

Amounting to approximately S\$27 million, MaritimeSG Together represents a significant commitment to all those working in the shipping industry.

For specific details, please see the information shown opposite.



MaritimeSG Together Package

including maritime-specific measures announced in previous budgets

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• 35% rebate for Mar - Apr 2020 and 50% rebate for May - Dec 2020
• On top of SCCCP's 1.5% rebate for Mar - May 2020 to regional ferry operators to offset monthly rental fees for overnight berthing of vessels and counter rental at Tanah Merah Ferry Terminal



100% waiver of public licence fees for passenger terminal operators
• For one year (FY 2019)



100% waiver of public licence fees for passenger terminal operators
• 2 months rental waiver for eligible MPA tenants
• 1 month rental waiver for other non-residential MPA tenants

MANPOWER & PRODUCTIVITY



Maritime Cluster Fund - Internship Reimbursement Scheme **NEW**
• for May - Dec 2020
• Co-fund 50% of internship allowance, capped at \$500 per intern, per month for up to 6 months
• For Singaporeans and Singapore PR students from ITE, polytechnics and policy funded autonomous local universities



Enhanced MCF-MD (certifiable course), selected MCF-MD (short courses) and MCF productivity **NEW**
• for May - Dec 2020
• Co-funding percentage increased up to 90%

CREDIT MANAGEMENT



Freeze in amount for securities for 1 year **NEW**
• for companies with renewals due between 1 May - 31 Dec 2020



Extension of credit terms **NEW**
• between 1 May - 31 Dec 2020
• On request basis for eligible companies

FOR SEAFARERS



Freeze in amount for securities for 1 year **NEW**
• Co-fund up to \$800 per month together with Singapore Maritime Officers Union (SMOU) for eligible seafarers who are unable to secure shipboard employment between 1 May-31 Jul 2020



Arrangements for Singapore Maritime Academy (SMA) Cadets **NEW**

- To enable SMA cadets to complete their diploma and obtain their certification of Competencies (CoC) as scheduled
- MPA and the SMA will exercise flexibility on curriculum requirements and put in place alternative arrangements such as carrying out classroom trainings online and deferring shipboard training
- MPA has also started to carry out oral examinations via video-conferencing for seafarers candidates



Incentives for Singaporean Ship Officers **NEW**
• MPA, the Employment and Employability Institute (e2i), SMOU and the Singapore Organisation of Seamen (SOS) will jointly provide \$10,000 to eligible Certificate of Competency Class 1 (CoC 1) holders who can accumulate at least 6 months of sea experience as Chief Officers or Second Engineers from Jan-Dec 2020



One-off increase to annual contribution to seafarer missions **NEW**

- MPA will provide a one-off increase of \$50,000 to the annual contribution of \$150,000 to the seafarer missions in May 2020



Return of Singaporean seafarers and job-matching with shipping companies

- MPA continues to facilitate the return of Singaporeans seafarers who wish to sign off when their ships call at Singapore
- MPA is also working with SMA to facilitate the safe return of all SMA cadets
- For Singaporean seafarers unable to secure shipboard employment, MPA will work with SMOU, SOS and the Singapore Shipping Association (SSA) to match them with shipping companies

FOR COMPANIES AND INDIVIDUALS

FOR SEAFARERS



HONG LAM MARINE

Incorporated in 1981, HONG LAM MARINE PTE LTD is one of the most established and leading bunker tankers owners and operators in Singapore. Our mission is to provide good value to clients and be recognised for safe operations and quality service.

As of June 2020, our fleet of 36 tankers are chartered out for bunkering in Singapore, Malaysia and Australia and the transportation of petroleum products and chemicals in Middle East and Asia.

HONG LAM MARINE is a prominent leader in innovation being an industry pioneer to promote the use of Mass Flow Meters, introduce Diesel Electric propulsion and new generation bunker tankers with high automation.



ORDINARY MEMBERS

**Anglo American Shipping Pte Ltd**

Anglo American Shipping Pte Ltd is the dedicated ocean freight provider for the Anglo American Group (a global diversified mining company), committed to providing safe, reliable and sustainable freight to its customers. AASPL is a dry bulk freight charterer and operator, with annual volume over 60MT in 2019. AASPL operates more than 100 ships under charter at any given time.

**Azure Maritime**

Azure Maritime Pte Ltd is a Singapore based Commercial Manager and provides commercial and technical Management Services to owners and investors. With highly a experienced and dedicated team, Azure Maritime focuses on quality and efficiency to provide maximum return to investors while maintaining their assets to highest standards.

**MC Shipping Limited Singapore Branch**

MC Shipping is the ship owning/trading arm of Mitsubishi Corporation with its offices in Tokyo, London and Singapore.

In Singapore, our main activity is operation of drybulk from Handy to Kamsarmax, basically Japanese built eco-ships, owned by Mitsubishi Corporation, also we are active in third party charter/S&P businesses and new business development, such as achieving decarbonization in our shipping industry.

**Ocean Venture Shipping Pte Ltd**

Ocean Venture Shipping is a new shipping company in Pasir Panjang, primarily operating a fleet of 7 woodchip carriers plying in and out of Australia, Chile, Brazil, South Africa, Vietnam and China. We are young but with a wealth of experience, we are expanding and are constantly looking for opportunities to do more and to work closely with Singapore shipping communities.

**Western Bulk Pte Ltd**

Western Bulk is a global dry bulk operator with an untraditional business model. We are asset light, trading-oriented and decentralised, and we use risk management as a guiding principle for all our decisions.

Our business model is different from traditional dry bulk companies. We combine solid shipping experience with an asset-light, decentralised and trading-oriented business model with a strong risk management culture.

ASSOCIATE MEMBERS

**Inmarsat Solutions Pte Ltd**

Inmarsat sets the standard in maritime communications with the world's most advanced commercial global mobile satellite network. With a rich heritage spanning over 40 years, Inmarsat connects the maritime industry with its highly-reliable broadband satellite network and leading voice and data services. Driving innovation in communications, Inmarsat is continually investing in new technology to shape the future of the connected ship, enhance operational efficiency and environmental, promote crew welfare and maximise safety at sea.

**Mariapps Marine Solutions Pte Ltd**

MariApps Marine Solutions, a pioneer in providing customized digital solutions to the maritime industry, delivers to over 40 customers globally and runs its solutions on over 1500 ships. MariApps' flagship product smartPAL has over 30 modules and is a fully web-based, cloud, and mobile compliant solution for ship managers and ship owners. MariApps is an ideal partner in digitizing your business.

**Mazars LLP**

Mazars is an internationally integrated partnership, specialising in audit, accountancy, advisory, tax and legal services. Operating in 91 countries and territories around the world, we draw on the expertise of 40,400 professionals – 24,400 in the Mazars integrated partnership and 16,000 via the Mazars North America Alliance – to assist clients of all sizes at every stage in their development.

ASSOCIATE MEMBERS



Q88 LLC

Founded in 2001 – by shipping people for shipping people – Q88 is the leading maritime SaaS technology provider and a preminent voice shaping the industry. Q88 serves more than 80% of the tanker industry and nearly 100% of major chemical carriers worldwide. With industry-leading charterers, owners, and operators onboard, Q88's platforms capture real-time industry changes like no other provider can, delivering insights and benefits other providers cannot.



RPC Premier Law LLC

RPC Premier Law's Marine Insurance Team has been recognised as one of the best in Asia. We are experience in all marine insurance work and have unrivalled working knowledge in all the marine sub-classes. We offer support and advice on coverage, defence and recoveries arising across all classes of marine business and policy types, subrogation service and the full spectrum of marine insurance.



RKH Specialty Asia Pacific Pte Ltd

RKH Specialty's insurance and reinsurance expertise focuses on the design, development and delivery of customised solutions for corporations, financial institutions and governments.

RKH Specialty's Global Marine team covers the full spectrum of marine risks. Comprised of over 90 professionals, working across 150 markets, we handle over SGD 525m (£300m) of premium per year, bringing clients the best of the world's markets.



Singhai Marine Services (S) Pte Ltd

Singhai Marine Services is a professional crew management company established in 2005 offering crewing solutions to Shipowners and Managers operating in the global maritime transport, offshore and cruise sectors. With Chinese seafarers as the core and a combined pool of about 5,000 seafarers, we man our clients' ships with quality crew.

Singhai also manages Singapore (Nantong) International Maritime Institute.



Waves Group Consultancy Pte Ltd

Waves Group is a completely independent Marine & Engineering Consultancy to the shipping and offshore energy industries for marine casualties, claims, litigation, disputes, salvage, wreck removals, renewable energy, platform decommissioning and other offshore projects. We deliver exceptional service at a competitive price and provide technical support and advice with a 24/7 response service to all of our clients.



Witherby Publishing Group

Witherbys is the leading publisher of operational guidance and technical standards for the shipping industry. Producing innovative, quality content that is up to date and topical is at the heart of everything we do. We are proud of our work partnering with many of the maritime industry bodies including BIMCO, CDI, IACS, INTERTANKO, OCIMF and SIGTTO.

START UP



ShipsFocus Services

ShipsFocus is a digital solution factory in maritime commerce. We turn customers' ideas into creative & practical applications that deliver value. Our clients in port services, ship-agencies, ship-operators, shipbrokers and charterers thrive on our domain expertise, technological innovation and service. All our solutions come with software with the most intuitive UI/UX that motivates adoption, continuous usage and accumulation of data.



**The Mission to Seafarers
wishes to sincerely thank
the following companies and
organisations for the generous
support of our work.**

*This support is especially appreciated during
these challenging times*



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