

# WAVES

## 2021 Mapping out a strategy for 2021



Jurong Port



# INTEGRATED PROJECT LOGISTICS SOLUTIONS

Jurong Port is one of South East Asia's most reliable ports for Project Logistics. With superb connectivity to all corners of the world via numerous multipurpose lines, Jurong Port has an established track record in supporting a diverse range of complex project calls for Submarine Fibreoptic Cables, Offshore E&P and Energy, Onshore Infrastructure Development and Unique Heavylift Projects. Our Project Logistics Hub team works to make your call as easy, flexible and efficient as possible.

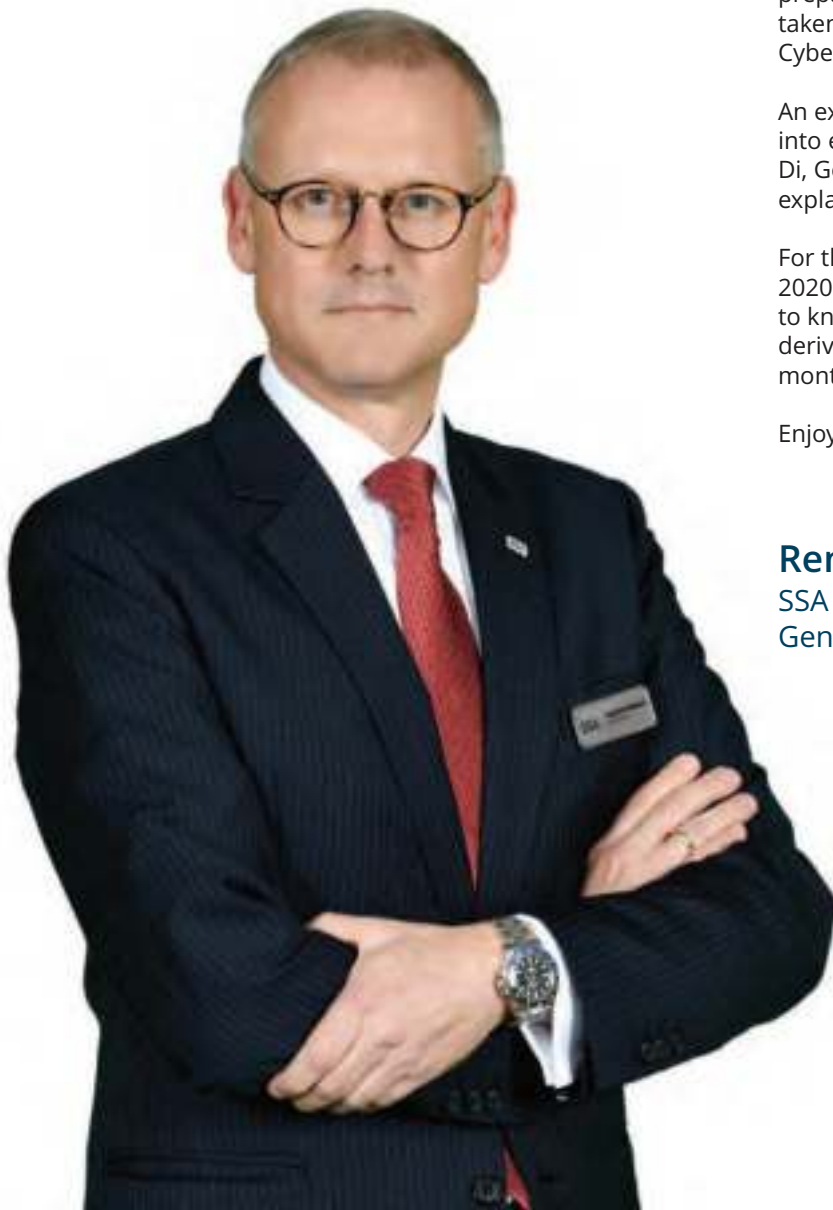
## RELY ON US

For business enquiries,  
☎ +65 6413 9600  
✉ [jpcss@jp.com.sg](mailto:jpcss@jp.com.sg)

# Foreword

**Dear members,**

Over the last few months, the pervasive effects of COVID-19 throughout the world have also impacted the shipping industry, particularly crew changes. Lockdowns and restrictions in many countries have resulted in the inability to relieve many seafarers, despite these key frontline maritime workers having served beyond the agreed contractual period. We cannot ignore the wellbeing of the ship crew for the safe operation of maritime trade, especially since shipping is essential for the global supply chain, indispensable for world trade and employment.



Together with Singapore maritime stakeholders, SSA has taken the lead on facilitating crew change with the development of the Singapore Crew Change Guidebook, which was shared with the International Maritime Organization (IMO). IMO has disseminated this guidebook to their member states as a reference. However, all countries, especially shipping nations, must make a priority of the global challenge of crew change. Governments and the shipping industry working together can secure the safe travel of seafarers, and the local communities, during the transit to and from their assignments.

Speaking of the future, the shipping community will have new regulations coming into force soon. In this issue of WAVES, Anu Khurmi will be explaining how we can prepare for IMO 2021, demonstrating what steps can be taken to protect against the increasing threats from Cyber-attacks and data breaches.

An extension of EU ship recycling regulations will come into effect on 31 December 2020. We spoke to John Ren Di, General Manager of CTI Marine Services who explained how the regulations will affect shipowners.

For those who missed attending the Association's virtual 2020 Annual General Meeting on 30 June, read this issue to know how the past year has unfolded for SSA and derive insights of our committees' focus for the coming months.

Enjoy the read, keep safe and stay well.

**René Piil Pedersen**

SSA Vice President & Honorary Secretary,  
General Affairs Committee Chairman

THOUGHT LEADERSHIP



Ship **6**  
Recycling  
Regulations

NEWS



Singapore Shipping  
Association holds its first  
virtual Annual General  
Meeting **18**

TECHNOLOGY



**10**  
Embarking on IMO 2021  
– A Journey Towards New  
Horizons



Maritime Singapore  
Care Packs to Seafarers  
in Celebration of  
Day of the Seafarer **24**

FEATURES



Recruitment  
in the era of  
'Working from  
home' **15**



Sail's Up: PIER71's Smart  
Port Challenge 2020 **26**



**SSA Young Executives Group stays active while raising money for charity**

**27**

**New Maritime Digitalisation Playbook provides a road map to digitalisation**

**30**

**SSA wins Digital Innovation Award at the 13th Seatrade Maritime Awards Asia**

**32**

**New SSA Members**

**33**



**Facilitating Crew Change in Singapore via 'Safe Corridor'**

**28**



**Publisher**

Singapore Shipping Association, 59 Tras Street, Singapore 078998  
Tel: 6305 2260 Fax: 6222 5527, Email: ssa.admin@ssa.org.sg, www.ssa.org.sg

**Editor** René Pii Pedersen

**Editorial Team** Michael Phoon, Claire Lim, Cheryl Tan, Shawn Chew

**Photo Credits:** Templar Executives, CTI Marine Services, Direct Search Global, PIER 71

**Design**



Tel: +44 1296 682051  
www.elabor8.co.uk

For advertisement enquires, please call Karen Martin on +44 1296 682108 or email [kmartin@elabor8.co.uk](mailto:kmartin@elabor8.co.uk)



**Singapore Crew Change Workgroup Develops Guidebook for Safe Crew Change**

**30**

WAVES is published quarterly by the Singapore Shipping Association (SSA). Copyright of the materials contained in this magazine belongs to SSA, unless specified otherwise. No content may be reproduced in part or in whole without the prior consent of the publisher. Views expressed in the articles are those of the respective writers and may not be representative of the SSA. (Printed on FSC paper).

- While reasonable care is taken to ensure that the information provided is up-to-date and statements made are accurate, SSA is unable to accept any responsibility or liability for errors or omissions or their consequences or any statement of claim.
- Inclusion of articles does not imply official endorsement or guarantee.
- SSA bears no copyright responsibility for the reproduction of printed material supplied by contributors.

**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



## August 2020

- 09/08** **Public Holiday:** National Day
- 19/08** Unimex & SSA YEG Webinar: Ship Manager’s Resilience to Ride the Challenge in the Midst of COVID-19
- 25/08** MPA SMF SSA Webinar: Maritime Opportunities
- 26/08** MSC Maritime Careers Workshop 2020 (SMF)
- 26/08** SSA & BV Webinar - Restart Your Business After COVID-19
- 26-27/08** Maritime Careers Fair (MPA & SMF)
- 28/08** SMI Webinar: The Role of Digital Twinning for Autonomous and Smart Vessels
- 31/08** MaritimeONE Scholarship Awards Ceremony 2020 (SMF)



## September 2020

- 02/09** Maritime Perspectives - Singapore Maritime Lecture (MPA)
- 03/09\*** SSA - Tech Talk Thursday: Just-In-Time Concept
- 11/09** MSC Maritime Summit Case Challenge (SMF)
- 11/09** SSA YEG Exclusive Webinar Building a Professional Brand on LinkedIn
- 17/09** Maritime Perspectives – Future of Shipping: Decarbonisation (MPA)



## October 2020

- 06-09/10** Singapore International Bunkering Conference & Exhibition SIBCON 2020 (MPA)
- 08/10** Maritime Perspectives – Future of Shipping: Digitalisation (MPA)
- 15/10\*** SSA - Tech Talk Thursday: Decarbonisation
- 22/10** SMI Forum 2020 : “Future of Port and Shipping”

*This event calendar is subject to change. \*TBC  
Information correct as of 18 August 2020*



Incorporated since 29th May 1993, we set to join the world's leading bunkering port in Singapore, ranked 2nd in 2019 bunker firm by volume, providing reliable and efficient bunkering services for all our associates and clients.

Operating 26 MFM-equipped bunker tankers, we strive to provide world-class bunkering, shipping and marine logistics port of Singapore. We endeavour the highest standards in providing quality products and services to our customers.

• MGO • LSGO • HSFO 380cst • LSFO

**We are your local physical bunker supply partner.**

SENTEK MARINE & TRADING PTE LTD  
24/26 Sam Leong Road  
Singapore 207915

Bunkers Enquiry: +65 6299 6630 | [bunkers@sentek.com.sg](mailto:bunkers@sentek.com.sg)  
[www.sentek.com.sg](http://www.sentek.com.sg)

# Ship Recycling Regulations

## Focus on Inventory of Hazardous Materials - What shipowners need to know and do to comply

With new European Union (EU) ship recycling regulations coming into force at the end of the year, we thought that it would be good time to talk to John Ren Di, General Manager of CTI Marine Services of the CTI Group and SSA's technical representative on the subject of ship recycling.

He will share his insights, culled from his extensive experience as a Port State Control Officer, marine Hazardous Material (HazMat) surveyor, and current work on hazmat management of new-building, existing, and ships bound for recycling, on what the new EU regulations will mean for ship owners.

### **Q** Can you explain how the new regulations will affect shipping?

The EU originally introduced its recycling requirements in 2013 with the European Union Ship Recycling Regulation 2013 (EU SRR) which has been in force for all new build EU flagged vessels since then.

What will change now is that these requirements pertaining to inventory of Hazardous Materials will be extended to all existing EU flagged vessels, and all non-EU flagged vessels calling EU ports. This takes effect on 31 December 2020 and is applicable to vessels over 500 GT.



### **Q** What are the notable differences between the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships 2009 (HKC) and EU SRR regulations?

The HKC has not yet been ratified internationally. Although the minimum number of countries (15) have acceded, the minimum Gross Tonnage and Recycling capacity that ratification needs, is lacking. Nevertheless, many ship owners, out of a sense of Corporate Social Responsibility (CSR) and encouraged by financial institutions, banks and other influential organizations, are already taking measures to comply with the HKC or parts thereof.



In terms of Inventory of Hazardous Materials (IHM), the EU Regulations include two materials not listed in the HKC, PFOS (Perfluoro octane sulfonic acid) for EU flag ships and HBCDD (Brominated Flame Retardant) for all ships as far as practicable. Under EU regulations both of these must be added to the inventory.

In regard to the Ship Recycling Regulations (SRR), over and above the HKC the EU SRR mainly requires that recycling facilities operate from built structures or within enclosed areas that enable controlled removal of cut blocks or machinery, and must implement strict control with regard

to the release of debris or leakage particularly in intertidal zones. Hazardous materials may only be handled on impermeable floors with effective drainage systems.

The EU regulations also call for the implementation of set standards for downstream waste management.

And in emergencies the EU requires that access for emergency vessels to the work site and up to the ship be possible.

Furthermore, EU flagged ships can only be recycled at recycling facilities approved by the European Union. Presently there are 41 such facilities - 30 in the EU and Norway, 4 in the UK, 6 in Turkey and 1 in the USA.

### Common goals of The Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships 2009 (HKC) and the European Union Ship Recycling Regulation 2013 (EU SRR) ensure that –

- Safety and Health of the human workforce involved in the recycling process remains paramount and work practices and conditions of employment ensure this.
- Hazardous materials onboard are identified and inventoried to assist crew knowing about them and taking precautions for a safer and healthier environment onboard; and in ships bound for recycling, carefully removed prior to, or during the recycling process, then disposed of in a manner which would render them harmless to living creatures and the environment.
- The ship itself is dismantled in a manner which endeavours to cause no pollution of the surrounding waters, and no pollution to the land by permeation of the soil and no pollution of the atmosphere.

## Q What do owners of non-EU flag vessels that may call into EU ports after 31 Dec 2020 need to do now?

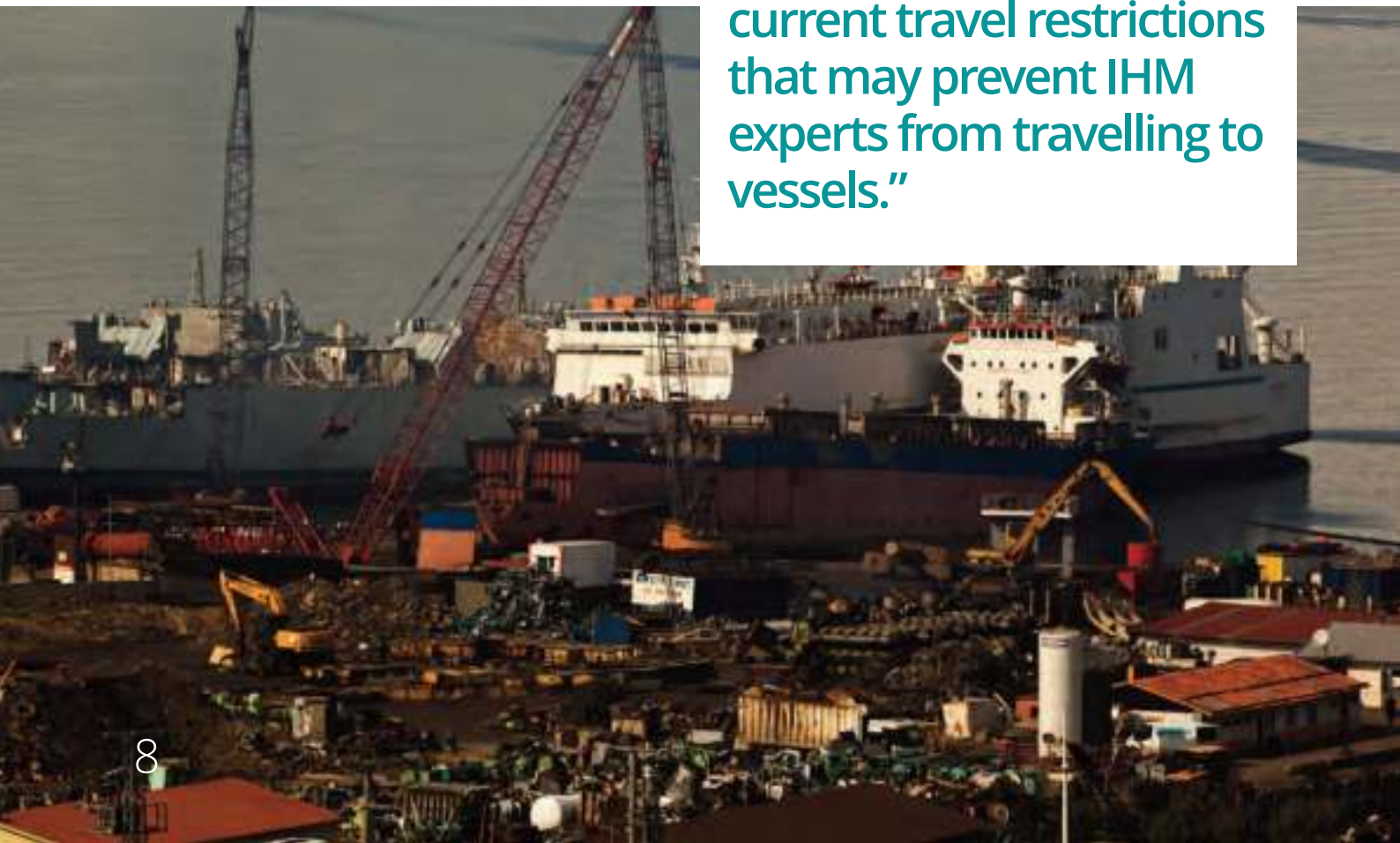
Owners must ensure that their vessels have an Inventory of Hazardous Materials (Part I) onboard and a Statement of Compliance (SOC) from Class or Flag State in respect of such Inventory. Parts II and III are only required for vessels bound for immediate recycling.

If owners have not yet commenced the process of IHM, then there are a number of things they need to do, bearing in mind that the entire process might take up to three months:

- Choose a certified provider of IHM services; negotiate terms and timelines
- Provide documents, drawings and certificates to enable the service provider to prepare the visual sampling check plan and the physical onboard inventory process.

- Provide a port schedule for selected ships and pertinent information such as agent's details.
- Inform crew to render assistance during inventorying and sampling. This takes 1-2 days depending on the number of people attending.
- Receive the completed IHM report and deliver to Class or Flag for approval. Arrange that a Class/Flag surveyor verifies the accuracy of the IHM report. (This could be done in conjunction with other surveys onboard.)
- Receive and place onboard the Statement of Compliance together with the Final IHM report
- Ensure that the IHM document is maintained up to date thereafter – that is, ensure that any new hazardous materials fitted to the ship's structure or equipment, or that any hazardous materials subsequently removed, are recorded as they occur.

**“A major issue will be the pandemic and the current travel restrictions that may prevent IHM experts from travelling to vessels.”**



**Q** What challenges can owners face in trying to ensure that any vessels that may call into EU ports are IHM compliant before the deadline?

I foresee several challenges arising as owners prepare or start to comply with the new regulations.

- One obvious factor will be the non-availability of IHM experts to carry out the onboard inventory in certain geographical areas, due to heavy demand as the deadline nears.
- Another major issue will be the COVID-19 pandemic and the current travel restrictions that may prevent IHM experts from travelling to vessels. And we are sometimes seeing now, that all but critically important persons are discouraged from boarding vessels at ports.
- With the implementation of the new regulations, I also envisage the IHM Service Provider's report processing staff, Class surveyors and IHM report reviewers, all becoming overworked, as will sample testing laboratories and other facilities related to IHM issues.

**Q** Will the IHM be subject to Port State Control scrutiny in EU ports?

Yes. Vessels calling at EU ports can expect their IHM to be included in the scope of Port State Inspections. There are a number of possible deficiencies that will result in Port State actions, depending on the Inspector's discretion.

It will be necessary for the Statement of Compliance (SOC) and IHM to both be onboard and valid, with the IHM being ship specific and verified prior to the issuing of the SOC. If any of these are missing then detention, warning or penalties are to be expected.

And if the IHM is not maintained up to date, then a warning or penalty may result.

**“To ensure that they are EU SRR ready, owners should ensure that their crew are given training and written instructions to understand and fulfil IHM requirements.”**

**Q** What should owners do henceforth regarding IHM?

Owners should ascertain that crew are given training/instructions to understand and fulfill IHM requirements. Supplier/service/repair companies must be encouraged to provide details of any HM present in spares/stores/material supplied/fitted, through Suppliers Declarations of Conformance (SDOC) and Material Declarations (MD). A system of capturing such details and updating and maintaining the IHM record on board must be established.

If, during the IHM survey, hazardous material in contravention of the regulations is found, then the owner must make arrangements to have it removed by professional bodies within the stipulated time frame. Crew should not be expected to do this. If the requirements allow that the hazardous material may be retained in place (generally on older ships) then the owner may consider 'encapsulating' it for the safety of crew. Emergency plans should be updated to include reacting correctly to the unexpected discovery of hazardous material.

# Embarking on IMO 2021 – A Journey Towards New Horizons

By **Anu Khurmi**, Managing Director, Global Services, Templar Executives



Anu Khurmi is a skilled and experienced business leader who works across all the Templar Business divisions in the development and delivery of strategic global business. She is also leading on the Maritime Cyber Response Team (MCERT), an international collaborative industry initiative and the Templar Cyber Academy for Maritime (T-CAM), focused on providing Cyber resilience and awareness for the Maritime sector.

***“IMO 2021 is not just a destination or tick box for Cyber compliance – it is an opportunity to embark on a journey to create a safe, resilient and digitally enabled future for the Maritime industry,”***

Safety and security management practices have always been the cornerstone of the maritime industry and intrinsic to the safety of vessel and crew. As the world evolves and digitalisation and automation become fundamental to the efficiency and productivity of the industry, there has been a dawning acceptance of the increasing threats from Cyber attacks and data breaches – a realisation accelerated by the COVID-19 pandemic. Yet, despite unprecedented adversity, the sector continues to live up to centuries of tradition and demonstrates remarkable resilience as it comes together to resolve the current challenges on how to operate effectively in the ‘new normal’.

For the shipping industry, a key part of this ‘new norm’ includes responding to the series of IMO guidelines and Resolution MSC.428(98), encouraging administrations to ensure that Cyber risks are assessed and mitigated in vessel Safety Management Systems effective from January 2021. However, in an environment where hybrid working, operational technologies (OT) and cloud services are increasingly underpinning business operations onshore and offshore, the IMO 2021 agenda should not be viewed merely as a compliance exercise.

Rather, the approach should reflect informed decision-making at the leadership level and provide a perspective on how making the right investments on Cyber initiatives now, can enable businesses for the future.

Understanding the evolving Cyber threat landscape and its impact on the business and operational resilience is fundamental to identifying, prioritising and mitigating the risks. This, in turn, will help to determine which solutions will be most cost effective and sustainable to implement – thus justifying current expenditure and further investment going forward.

A recent publication by the Digital Container Shipping Association (DCSA) states maritime, as part of the critical transportation sector, is now estimated to be the second most targeted sector. The Maritime Cyber Emergency Response Team (MCERT) saw a 3000% spike in the activities and interests of low-skilled but nonetheless disruptive hackers; not seasoned Cyber criminals but so-called ‘script-kiddies’, simply bored with nothing better to do during lockdown.

International government edicts continue to warn of increasingly sophisticated scams and there has been an escalation in malicious activity targeting not only large organisations, but also small and medium businesses and individuals. MCERT analysis, which monitors Cyber attacks on the maritime ecosystem highlights that to date in 2020, ransomware and phishing, triggered by the exploitation of individuals, continue to be the most frequent and easily enacted types of attacks in the sector. State sponsored attacks and Cyber espionage activities are also prominent headlines.

<sup>1</sup> <https://dcsa.org/how-to-prepare-for-a-maritime-cyber-attack/>

<sup>2</sup> <https://www.maritimecert.org/>

**With less than five months to go, IMO 2021 provides a great impetus for the industry to address the maritime imperative on Cyber and the goal of supporting safe, secure and efficient shipping.**

The human element continues to be a major cause of maritime industry breaches and it is therefore no surprise that the ISM code requires organisations to “raise awareness on the Cyber risk”, and “embed a culture of Cyber risk awareness”. Relevant education and training are fundamental to making employees the ‘first line of defence’ and preventing seafarers and onshore employees from opening emails containing malware or inserting infected USB sticks into company computers. Another major element is the integration of technologies and

the specialist skillsets required. However, very few companies have experience of the complexities of their offshore and onshore IT and OT environments; segmenting and separation of networks, hardening network devices, security patching and deployment are just some aspects of implementing best practices.

With less than five months to go, IMO 2021 provides a great impetus for the industry to address the maritime imperative on Cyber and the goal of supporting safe, secure and efficient shipping. For many organisations

there is still much to do; but with time running out, budgets under pressure and finite skilled IT resources, the danger is that businesses will take a tick box approach to compliance. This does not need to be the case; there is excellent best practice from other sectors to refer to as well as the guidance being developed by industry stakeholders. Innovative, off the shelf solutions such as the MCERT collaborative platform, Templar Executives’ risk assessment tools and certified education and training, offer a holistic portfolio of pragmatic services addressing IMO 2021 and beyond. As shipping looks to new horizons, viewing Cyber as a business opportunity can deliver tangible benefits and enable a safer and more resilient maritime industry fit for the digital era.




# Cyber Security Top Tips for Maritime



**Templar Executives**


Timely, Relevant and Valued Delivery

**1**  **Check before you click.** Spoofed emails can look just like the real thing. Be careful with attachments and/or links. If you have any doubts about a message contact the sender by other means to check.




**3**  **Check your Social media privacy settings are secure and updated regularly.** Be aware of the information you put online – criminals glean social media accounts and it could be used against you or your company. Ensure you are using social media safely and in line with your policy.




**5**  **Encrypt messages** that contain personal and/or sensitive information with public key cryptography. Encrypt Microsoft Office files with individual encryption and share passwords using a different medium e.g. SMS.




**7**  **Follow organisational policies.** Safeguard information and lock devices when not actively used. Adhere to your organisation's Acceptable Use Policy and Bring Your Own Device (BYOD) Policy.




**9**  **Scan removable media.** Removable media, such as USB drives, could contain malware which can spread from computer to computer. Scanning can act as a preventative measure.




**2**  **Be tough to crack.** Use strong passwords, such as three random and unusual words. Consider **Multi-Factor Authentication (MFA)** for accounts with remote access especially seniors'/privileged accounts. Remember to use your **Virtual Private Network (VPN)**.



**4**  **Be aware of and follow through on your Business Continuity Plan (BCP).** BCPs should reflect the latest Cyber Security guidance and should consider any potential new threats that are evolving.



**6**  **Back-up data regularly** so that information is safe, up-to-date and can be restored in the event of a Cyber attack. Use clear document versions so colleagues know what is current.



**8**  **Report it.** Report all security incidents, near-misses and breaches to the Cyber Security Officer (CySO) or the Ship Security Officer (SSO).



**10**  **Remember IMO security regulations still apply.** Cyber risks must be appropriately addressed in existing safety management systems, as detailed in the International Safety Management Code.



To request a copy of this infographic,  
or for more information, contact:  
[info@maritimecert.org](mailto:info@maritimecert.org)

© 2020 Templar Executives Ltd. Last Updated August 2020.

+44 8006 894 523 | [www.maritimecert.org](http://www.maritimecert.org) | @MaritimeCert



# 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.

***Winner of the BUNKER AWARD at the Singapore International Maritime Awards 2019, organised by MPA Singapore and MARITIME SINGAPORE.***





# Recruitment in the era of 'Working from home'

COVID-19 has created challenging times for the job market. Companies, and their staff, are having to adapt to new ways of working. Working from Home (WFH) is becoming the new normal and internal structures within companies are shifting.

We spoke to **Ryan Kumar**, Managing Director of Direct Search Global, about the changes we can expect in recruitment in this post COVID world.



## Q How have recruitment processes changed?

Most noticeable has been the introduction of video interviews. They fall into two categories, One-way or Two-way interviews.

Using products such as Spark Hire, Skeled or TALVIEW, One-way interviews, also known as on-demand interviews, allow the Human Resources (HR) manager to ask a series of prepared questions but then observe the candidate as he or she answers them. This method gives the HR manager an opportunity to see exactly how the candidate approaches tasks and how effectively they focus when no one is watching. Although the candidate will have

been informed, the tendency is to forget that the recording is taking place.

The Two-way video interview is much more like a traditional interview with interviewer and interviewee able to see each other. Again, there are products to facilitate these such as myInterview, VidCruiter and AllyO. Both these and the One-way video interviewing products

**“In order not to fall behind, candidates need to embrace technology and work smarter to stay ahead in the employment market.”**

will help in the assessment process as they can be linked to other programs to pull out key information and make comparisons between candidates.

However, there are also FREE options that can be used during the Coronavirus crisis. The top five video interviewing software programmes are Skype, Zoom, Google Meet/Hangouts, Microsoft Teams and myinterview.

### **Q** How do you feel the mood is among employers today?

I think the mood among employers today is cautious optimism, especially in Singapore where the government has put schemes in place to assist companies where possible. Companies are putting strategies and procedures in place to deal with the present situation and also to reduce further impact in the future should there be a second wave.

Hiring is not at the Top of the list for employers at the moment, but companies are still recruiting. Some companies are using this time to their advantage to find

**“I would say that the key attributes to demonstrate are: focus; good time management; independence; personal goal setting and, of course, they should be IT savvy!”**

candidates that would not normally be on the market. Unfortunately, we do hear from candidates every day who have been retrenched or laid off and we advise them as much as we can and offer support. Candidates today, more than ever, need to be proactive, take training courses to increase their skillset, and make sure they stand out from the crowd. The watchwords are Adopt, Adapt & Advance!

In order not to fall behind, they need to embrace technology and work smarter to stay ahead in the employment market.





**“Today, more than ever, candidates need to be proactive, take training courses to increase their skillset, and make sure they stand out from the crowd.”**

### **Q** How should a candidate present in the new norm of COVID-19?

One significant new factor in the hiring process is the use of video interviewing as explained before. But in practical terms, companies are looking for something different from candidates today. Although presenting themselves professionally for interview is still vital, just as important are personal attributes.

Interviewers want to see high levels of energy which can be demonstrated through posture, preparation and focus – they need to show the same respect to the video as they would to an interviewer. And the interviewer needs to know that the candidate will be able to work without close supervision. Interviewers are particularly keen to understand a candidate’s attitude and how they might behave when no one is watching. A hunger for the job is also crucial in a market where there is more supply than demand, they need to think about how they will add value to the company and give specific reasons that they want this particular job, they need to show that they have researched the company, given thought to where they want to be in the next five years and have career goals they have set for themselves. Someone who is self-driven and doesn’t need motivating is very desirable, particularly if they have experience of working under minimal supervision. I would say that the key attributes to demonstrate are: focus; good time management; independence; personal goal setting and, of course, they should be IT savvy!

### **Q** How can Human Resource managers make sure that they are giving candidates the opportunity to shine at interview?

In the past you would sit face to face with someone and get a vibe from them. Today, with video interviewing, the questions themselves and their structure take on more importance. Ask candidates how they will deal with certain situations. Ask them how they begin each day and look for evidence that they can plan and prioritise. Ask them how they would handle the morning if their supervisor is working in a different time zone for example. Ask them about time management and meeting deadlines, and give specific scenarios. Look for someone who has a life/work balance. Ask similar questions from different angles – consistency of response will make clear if they have been honest.

Companies are looking for candidates who have a range of skill sets that can be adapted. This gives them the potential of moving the candidate through the organisation as their knowledge and skills advance. It provides a career path for the candidate with the company and allows the company to adjust and move with the changes of the industry. A candidate with an energetic attitude who is flexible and eager for more knowledge has to rate very highly and HR managers should be gearing their questions to find these people.

# SSA holds its first virtual Annual General Meeting



The Singapore Shipping Association (SSA) held its Annual General Meeting (AGM) on 30 June 2020. The yearly event, usually held in the last week of June, was extraordinary in that the meeting took place virtually due to restrictions for large group face-to-face meetings amid the global pandemic.

The relevant documents, such as the meeting agenda, audited financial statement and annual reports of the respective committees, were sent electronically to members in advance. This arrangement provided the opportunity for members to review the information, forward any questions that they may have on the audited financial statements and respective reports. This process allowed for any questions to be addressed fully and efficiently before the meeting to allow sufficient time for all key presentations to be made without prolonging the need for members to stay online.

Following the opening remarks by Caroline Yang, President of SSA, members were given the Financial Report for year ending 31 December 2019 by Ms Katie Men, Vice President and Honorary Secretary. Members noted the financial health of the Association and the extraordinary decision on the waiver of three months' membership fees in recognition of the challenges faced by members in the light of the COVID-19 crisis.

As no questions were raised, the minutes of the 23rd AGM and the financial accounts were adopted by members. Members also agreed for Allen & Gledhill to be appointed as SSA's honorary legal advisors and Rohan Mah and Partners LLP as SSA's external auditor, with their appointment ending at the 25th AGM. This was followed by the President's Report for the period July 2019 to June 2020.



## President's Report

In her report, Caroline Yang, expressed her two priorities for the term 2019-2021. The first is for Singapore Maritime to always remain at the forefront of relevance as a leading maritime centre globally - to bring business to companies and jobs for people in Singapore as well as continuously deepening knowledge as a maritime nation. The second is to continue working with the regulatory authority, Maritime and Port Authority of Singapore, major stakeholders such as Singapore Maritime Foundation, the unions and other maritime collaborators. She also highlighted the severe disruption due to the global pandemic, placing urgency on digitalisation as an enabler and accelerating work on decarbonisation to navigate the future of shipping. Her focus for the coming months will be on crew change amid the global pandemic, as well as the creation and preservation of jobs in the maritime sector.



## General Affairs Committee

SSA Executive Director, Mr Michael Phoon, provided an update on behalf of General Affairs Committee chair, Mr Rene Pii Pedersen, who was away. Key highlights included the increasing number of followers of SSA social media, particularly on the recent updates on the crew change developments which have also attracted overseas followers. The highly popular cocktail receptions and annual gala dinner have seen increasing participation and the committee also facilitated other networking opportunities such seminars, webinars and the high level Global Maritime Forum where important topics such as disruptions, digitalisation and decarbonisation were mooted. Underlining the SSA commitment to develop and attract young talents to the industry, the Association is continuing its scholarship sponsorship under the MaritimeOne programme. Other important developments include SSA playing a key role on maritime matters in the Asia Pacific Region through Michael Phoon's appointment as the Secretary General of the Federation of Asian Shipowners Association (FASA), and as the very first non-military advisor to the Information Fusion Centre in Singapore.



## Digital Transformation Committee

The Digital Transformation Committee chair, Steen Lund, apprised members on the joint collaboration with the International Chamber of Commerce and Perlin to develop a digital ship registry to streamline, standardise and improve current laborious ship registration/renewal processes. The blockchain solution can significantly reduce operating cost, time, human error and fraudulence. Another key development was the collaboration with the Maritime Port Authority of Singapore and Infocomm Media Development Authority (IMDA) to produce the Maritime Digitalisation Playbook (MDP). MDP is designed to help companies, especially small-medium enterprises with resources and practical guides to start or enhance their digitalisation efforts to capitalise business opportunities. The committee chair reiterated his commitment to continue bringing in and supporting technology start-ups and exploring the establishment of a database of start-ups to invigorate the digital landscape in Singapore.



## International Committee

The chair of the International Committee, Jeremy Nixon provided an update on the following three focus areas – reduction of greenhouse gas (CHG) emissions in shipping, Block Exemption Order (BEO) for liner shipping as well as trade connectivity and facilitation. The committee will be reviewing the measures considered for the CHG emissions targets and provide practical feedback on their potential implementation. He also apprised attendees on the expiration of the BEO for liner shipping on 31 December 2020. The Competition Commission of Singapore is expected to conduct an open consultation on the possible renewal of the BEO. The committee has obtained feedback from members on this and has also prepared an industry position paper to support the renewal of the BEO. On trade connectivity and facilitation, given the severe impact from the global pandemic on global trade and operations, the committee has been closely monitoring and evaluating restrictions on the free movement of ships and cargo, to highlight the need that shipping must continue to operate internationally in a safe and effective manner, regionally and globally, pre and post-COVID.



## Legal and Insurance Committee

Gina Lee-Wan, chair of the Legal and Insurance Committee shared that the Singapore War Risks Mutual (SWRM), continues to grow and, despite only being founded in 2015, is now the 4th biggest national war pool in the world. The Legal and Insurance Committee is continuing work on Singapore War Risks Insurance Conditions (SWRIC), investigating the feasibility of digitalisation to reduce costs, improve service levels and elevate the competitiveness of the mutual. Gina Lee-Wan also provided an update on the legislative project in relation to the UNCITRAL Model Law on Electronic Transferable Records. IMDA launched a public consultation to seek views on the review of Electronic Transactions Act as part of its initiative to accelerate Singapore's journey to become a digital economy. The committee submitted its feedback on this to the authority in September last year.



## Marine Fuels Committee

Marine Fuels Committee, currently led by Rahul Choudhuri, reported that the Association has been working closely, and will continue to do so, with the Maritime and Port Authority of Singapore (MPA) to further enhance the bunkering industry in the port of Singapore and minimise the number of bunkering disputes. SSA continues to conduct a one-day bridging course, not only to bunker surveyors but also to the wider maritime professionals. The course aims to introduce participants to the new Bunkering Standards SS648 2019 in Singapore, covering important requirements of mass flow metering, bunkers and how the procedures and process will impact other bunkering practices. The course is mandatory for all in-service bunker cargo officers and bunker surveyors as part of the requirements for a bunker licence. Capt. Rahul also provided an update on IMO 2020 sulphur cap surveys, the engagement with MPA and the expected shifts to greener fuels. He reiterated the commitment of the committee to continue playing a critical role in maintaining Singapore as a premier bunkering port.



## Offshore Services Committee

Captain Mike Mead, the chair of the Offshore Services Committee, shared that his committee and SSA Secretariat have been engaging MPA to ease its requirements, to avoid losing business potentials and Singapore's competitiveness as an offshore maritime port. He also stressed that while the offshore industry has been faced with challenges over the last few years, there is still the need to attract quality crew back into this sub sector to ensure available talent when needed to operate successfully.



## Services Committee

Nitin Mathur, heading the Services Committee, informed members that he and his team have been working on a number of initiatives to enhance Singapore's competitiveness as an International Maritime Centre and to promote the interests of SSA members. As part of ongoing engagement efforts on matters concerning port operations in Singapore, the committee continues to conduct quarterly meetings with MPA to discuss issues pertaining to shipping operations and port services in the port of Singapore, such as mooring charges and berthing schedules in private terminals and the revised height restrictions in the Singapore Cruise Centre. It is also working closely with both Jurong Port and PSA to ensure safe working practices, along with a safety culture, are embedded in all port stakeholders' businesses. He also announced the formation of the new Ship Agency Work Group to review and improve the service quality of marine services. The group also aims to develop a set of standards for ship agencies, setting the minimum standards requirements to improve the quality of service in the port of Singapore.





## Shipping Finance Services Committee

Newly formed this year, the Shipping Finance Services Committee evolved out of a working group and is currently chaired by Boey Yin Chong. Its remit is to organise events for SSA members and other local, regional and global stakeholders covering financial issues, such as green investments, on a deeper and wider basis. Through events such as the Maritime Capital Forum, the committee aims to raise and grow the profile of ship finance in Singapore as well as expand and deepen the liquidity that ship financiers, shippers and ship owners can access. The committee's plans to hold quarterly events have been derailed by the COVID-19 situation. Instead it will be organising a series of webinars with the first of the committee's digital events taking place in July.



## Technical Committee

Koh Yong Ping, chair of the Technical Committee, reported the four main areas of focus for his committee in the past year. For the 2020 Sulphur Cap, the chair explained his committee efforts were focused on the potential impact that the various methods of compliance would have on the vessel and presented the feedback to SSA from the perspective of Singapore as a leading flag state. In the area of GHG emissions from shipping, the Technical Committee will be working closely with the International Committee to assess the short, medium, and long-term measures to reduce GHG emissions put forth to MEPC Board, with the view to supporting measures that are practical, technically feasible and implementable. For the Ballast Water Convention, given the importance of short sea shipping in the ASEAN member states, his committee continues to guide the SSA efforts as a member of FASA, to seek the creation of the ASEAN same risk area for the Ballast Water Convention. Together with the DTC led by Steen Lund, SSA continues to strongly support the adoption and leverage of technology through the adoption of block chain and other digitalisation initiatives to support members' efforts to enhance their operations. To further the work and realisation of additive manufacturing (AM) for marine parts, SSA collaborated with MPA and NAMIC to call for a tender for the Joint Industry Programme Phase 2 on AM, with the aim for companies to produce the parts with AM technology and for these parts to be certified and tested on board ships.



### Young Executive Group Committee

Closing the committee reports was Ng Ee Ping of the Young Executives Group (YEG), highlighting the committee's objectives to educate and nurture young maritime professionals and to promote corporate social responsibility. There are currently close to 1000 YEG members and the 50-strong YEG committee is further segregated into the networking, educational and community sub-groups to

organise various activities to help young maritime professionals build their network, keep abreast of trending issues and do their part for the community.

Before ending the e-AGM, Caroline Yang thanked the Council, members and the secretariat for making the e-AGM a success. Like everyone else present, she too missed the traditional post AGM cocktails.

## Maritime Singapore Care Packs to Seafarers in Celebration of Day of the Seafarer

As the global maritime sector took time out on 25 June to recognise the key role that seafarers play in shipping, the Singapore Shipping Association (SSA) collaborated with the Maritime and Port Authority of Singapore (MPA), the Singapore Maritime Officers' Union (SMOU) and the Singapore Organisation of Seamen (SOS) to deliver 1000 Maritime Singapore (SG) care packs for ships in the Port of Singapore, in celebration of the Day of the Seafarer and to thank seafarers as essential

workers for keeping the global supply chain in motion. SSA President, Caroline Yang, along with Senior Minister of State for Transport and Health, Dr Lam Pin Min, Chief Executive of MPA, Quah Ley Hoon, General Secretary of SMOU, Mary Liew and President of SOS, Kam Soon Huat, presented these care packs, comprising hand sanitisers, anti-bacterial hand wash, anti-bacterial hand wipes and surgical masks, a carton of cereal and healthy beverages to sign-on crew.

Ms Yang said, "The COVID-19 pandemic has highlighted the key roles of seafarers in the front line as they maintain the flow of vital goods, such as food, medicines and medical supplies. The Maritime Singapore care bags are our small token of appreciation to thank our seafarers for their sacrifices and contributions in the global fight against the virus. Let us recognise that seafarers are key workers, essential to shipping, essential to the world."

For the sign-off crew, they were each given a face shield, produced through 3D printing. The face shield, worn with masks will help provide additional protection for them to be confident of their safety during their journey home.

In a further demonstration of the innovation and digitalisation initiatives in the maritime sector, a Maritime SG care pack was delivered to PIL vessel, Kota Nasrat, using a drone. The shore-to-ship drone delivery highlighted the possibility for a safe and efficient delivery method without the need for close social contact, an important consideration with the ongoing safe distancing measures implemented globally. With port authorities all over the world requiring that crew be certified fit-to-travel, tele-medicine consultation could be a solution for doctors to attest the health of crew. Instead of arranging doctors to go onboard, tele-medicine consultation, done via real-time video using endpoint devices, can facilitate such clinical assessment. Those present at the event had the opportunity to observe the process of tele-medicine consultation and how the fit-to-fly certificate was being issued.



# Sail's Up: PIER71's Smart Port Challenge 2020

On 4 June, PIER71, a joint collaboration between the Maritime and Port Authority of Singapore (MPA) and NUS Enterprise, launched Smart Port Challenge (SPC) 2020, an annual competition for tech start-ups to reimagine their solutions for the maritime sector.

Streamed "live" on Facebook, the launch event featured speakers from MPA, NUS, PIER71, maritime corporates, past SPC finalists as well as industry veterans.

During the virtual launch, Asiatic Lloyd Shipmanagement, Bernhard Schulte Shipmanagement and Singapore Shipping Association shared their insights on the need for robust testing and monitoring of drinking water quality on-board vessels. That was one of the 17 innovation opportunities available as part of Smart Port Challenge 2020. To give start-ups a better understanding of these

innovation opportunities that have been co-created with 15 maritime corporates and other partners, short animated videos are available on the PIER71 website. A series of roadshows were also run throughout June and July for start-ups to engage directly with the owners behind each opportunity. The types of solutions that these maritime corporates are seeking range from data and vision analytics, business optimisation, automation, green technology and more.

Start-ups from around the world were welcome to submit proposals to participate in Smart Port Challenge. An expert panel evaluates these proposals and selected start-ups are given privileged access to PIER71 Accelerate, a six-week market and business model validation programme. This provides them with access to maritime corporates, serial entrepreneurs, mentors, Venture



Capital partners, masterclasses and workshops, available data and test bedding support for their solutions. Start-ups that complete PIER71 Accelerate will also have the chance to apply for an MPA grant of up to S\$50,000 to fast-track their prototype development and test-bedding. At the end of PIER71 Accelerate, top teams get through to the Grand Final to pitch in front of judges, partners, investors and other maritime veterans to secure cash prizes of S\$10,000, S\$5,000 and S\$3,000.

A key value of PIER71 Accelerate is the networking opportunity that allows for open conversations that often lead to collaboration between maritime corporates, start-ups and even VC partners. To get involved as a maritime corporate, contact enquiries@pier71.sg.

For more details on Smart Port Challenge 2020, visit [www.pier71.sg/smart-port-challenge/smart-port-challenge-2020](http://www.pier71.sg/smart-port-challenge/smart-port-challenge-2020).

To learn about the solutions from past year finalists, visit <https://www.pier71.sg/smart-port-challenge/past-cohort/>.

Recordings of the launch event are available on our Facebook page and YouTube channel.



Facebook



YouTube

## SSA Young Executives Group stays active while raising money for charity

The SSA Young Executives Group (YEG) made good use of “ZOOM” in May when it organised an exclusive e-yoga session for SSA and YEG members.

The event was held in partnership with Laura Zaccaria, a certified trainer who teaches yoga for charity through her initiative “Yoga For A Change”. Laura does not charge any professional fees for her lessons but encourages her class attendees to make donations to a charity of either her choice or that of the participants.

More than 50 SSA and YEG members took part in this inaugural e-yoga charity session, raising the respectable sum of S\$1,500 for Transient Workers Count Too (TWC2), a not-for-profit organisation committed to improving conditions for low-wage migrant workers in Singapore. This



donation will provide help for TWC2 with the rising cases of COVID-19 and offer support to those workers who have been affected by the pandemic.

Members who took part in the e-yoga session, some of whom were doing yoga for the first time, thought it was a brilliant experience, with some already committed to taking part in future sessions. It provided an opportunity for the members to stay active and connected during the circuit breaker period; at the same time, they could make a valuable contribution to the wider Singapore community.

The SSA YEG Committee would like to thank all participants and certainly hopes this activity helped lift their spirits in these challenging times.

# Facilitating Crew Change in Singapore via ‘Safe Corridor’

Following the adoption of the protocols and procedures outlined in the Singapore Crew Change Guidebook, Caroline Yang, President of the Singapore Shipping Association (SSA) and SSA Executive Director, Mr Michael Phoon, had the opportunity to experience first-hand the crew change of seafarers in a controlled and regulated environment through the ‘safe corridor’ in Changi Airport on 12 June. The ‘safe corridor’ passage is to minimise any risk to public health within Singapore as well as to the shipping community.

54 crew members onboard a chartered flight from Mumbai, India were due to arrive in Singapore Changi Airport to join six ships at the Port of Singapore. 87 crew members were taking the same flight back to Mumbai. The use of such chartered flights provided a direct passage to facilitate crew changes in a safe and efficient manner amid the challenging global pandemic. The chartered flight initiative by Executive Ship Management (ESM) facilitated the repatriation of Indian seafarers from Singapore, sharing the flight to facilitate crew change in Singapore by other ship managers.



## Signing-off crew

All crew members at the boarding area, waiting to take the flight home, were fully geared in their Personal Protective Equipment (PPE) and wearing masks as required by the Singapore authorities. A doctor had earlier declared them Fit for Travel prior to arriving at the airport. Airport security officers, all wearing yellow T-shirts for easy identification and employed to assist the sign-off crew, unobtrusively accompanied them throughout their time in Changi, from waiting for the crew to complete their check-in formalities to escorting them directly to their boarding gate. It was evidently an emotional time for everyone as the crew prepared to start their journey home after many months at sea.



## Signing-on crew

Meantime, upon the touch-down of the chartered flight, the sign-on crew was greeted by a set of airport security officers as the seafarers exited the plane. Every one of the new crew was already kitted out in their PPE and masks. The airport security officials each had a placard indicating the names of the vessels which the new crew would be joining. The seafarers would be accompanied by the respective security officers during their time in the airport. As part of the required social distancing measures, the new arrivals, along with their future shipmates, were immediately taken aside by their respective security officer,

so that the various groups joining different ships were distinctly segregated and safely apart.

The protocols in the Singapore Crew Change Guidebook require that arriving crew has been quarantined for a continuous 14 days in their home countries and taken a COVID-19 test in the last 24 hours before the embarkation to Singapore. The sign-on crew had their temperature scanned via a thermal camera system as they entered the gate to the holding area, which provided additional reassurance that each individual was fit to board ship.

As soon as the crew list was verified and all members accounted for, the group was escorted for immigration clearance. To avoid delays once the entire crew had arrived, the required documentation was checked and errors rectified in the holding area prior to passing through the immigration counters. Time was also saved as their bags had been lifted off the luggage belt and set aside so that the different ship crews were able to pick up their bags respectively and minimise contact with other crew and passengers on their flight.

For the last leg of the travel from the airport to the ships, buses were organised according to the vessels that the sign-on crew would be sailing with. This was another measure to ensure that there was no intermingling of the various crews bound for the different vessels. The final task of the day for the airport security officer was to record each vehicle license plate and corresponding passengers should there be a need for contact tracing purposes.

The 'safe corridor' process applies to all sign-on crew, whether arriving on a chartered flight or standard commercial flight. The aim is to ensure that crew change can take place smoothly and safely.

# Singapore Crew Change Workgroup Develops Guidebook for Safe Crew Change

The travel restrictions imposed by the authorities globally have impacted crew change. As a key maritime stakeholder, the Singapore Shipping Association spearheaded the Singapore Crew Change Workgroup (SGCCWG) to explore how the global crew change issue could be appropriately addressed swiftly. The SSA-led SGCCWG comprises a good representation from the Maritime and Port Authority of Singapore (MPA), Singapore Maritime Officers Union (SMOU), Seamen Organisation of Singapore (SOS), International Maritime Employers' Council (IMEC), the World Shipping Council and shipping companies such as Synergy Marine Group, Western Shipping and Wilhelmsen Ships Services.

The diverse views and requirements presented by the various parties, enabled the SGCCWG to jointly develop the Singapore Crew Change Guidebook (SCCG) incorporating the safe crew change protocols and processes that were mutually acceptable to the authorities and industry players. A copy of the guidebook was shared with the

International Maritime Organization (IMO) and it further shared the SCCG with its member states for reference.

With the fluid global pandemic situation and evolving safety measures, the SCCG will be periodically updated to incorporate the latest requirements stipulated by the authorities. The shipping community is advised to refer to the updated copy of the SCCG and latest advisories from the authorities to facilitate their crew change. It is also critical that all involved parties such as shipping companies, agents, crew etc. do their part dutifully to ensure that safe crew change can take place smoothly.

***You can download the latest edition of the Singapore Crew Change Guidebook click on the link or scan the QR code***



<https://www.ssa.org.sg/images/ssa/pdf/SG-Crew-Change-Guidebook.pdf>

---

## New Maritime Digitalisation Playbook provides a road map to digitalisation

The SSA has been a keen advocate of digitalisation over the years and has also been actively collaborating with the government agencies and stakeholders to nurture a vibrant ecosystem of maritime innovation that will continue to support and push the boundaries of

maritime service offerings. One such initiative is the partnership with the Maritime and Port Authority of Singapore (MPA) and Infocomm Media Development Authority (IMDA) to co-develop the Maritime Digitalisation Playbook (MDP).



Announcing the launch of MDP during the “Accelerating Digitalisation, Building Resilience” webinar on 19 June 2020, Senior Minister of State for Transport and Health, Dr Lam Pin Min said: “This pandemic has accelerated digitalisation, regardless whether you are a multinational company or a local SME. The Playbook will serve as a guide to help maritime companies uncover opportunities in digital transformation. Our hope is that no matter where you are in your digitalisation journey, the Playbook will help support your vision and development of concrete digitalisation plans to improve the competitiveness and productivity of your company.”

The MDP incorporates findings from the IMDA-commissioned 2020 Digital Acceleration Index survey for the sea transport sector and includes submissions from over 200 maritime organisations operating in sub sectors ranging from ship management to harbour craft. The MDP aims to help maritime companies uncover opportunities in digital transformation and highlight some first steps that maritime companies can take. The MDP is designed as a guide to help companies, particularly small and medium size enterprises, assess their digitalisation maturity vis-à-vis the maritime sector. It is also a useful aid for companies new to digitalisation to formulate their digitalisation strategy and help those that have developed their digitalisation plan review and rethink if their roadmaps need to be reshaped as digitalisation shifts the maritime landscape.

The MDP also provides information on digital platforms covering port clearances and services, trade documentation and trade operations and financing – all of which will be vital to companies as they move forward. This guide equips companies with:

- An overview of the state of digitalisation in the maritime sector based on results of the 2020 DAI survey;



- An understanding of the sector’s digitalisation landscape and opportunities, including key global trends driving digitalisation, examples of technology use-cases and the potential impact on planning, operations, commercial and support functions of a maritime business.
- A digital transformation framework to help identify digitally driven business strategies and prioritise digitalisation initiatives.

“SSA initiated the co-development of the Maritime Digitalisation Playbook with MPA and IMDA as both parties saw the need to provide a practical guide to help maritime companies develop or retool their digitalisation capabilities to grapple with the fast-changing anomalous world. The MDP contains information and resources, including templates and support programmes, to help companies identify and address target gaps to formulate or rethink their digitalisation strategy. We strongly encourage maritime companies, especially the small-medium enterprises (SMEs), to make use of the MDP to achieve their digitalisation vision,” said Ms Caroline Yang, President, SSA.

**To know more about and download the Maritime Digitalisation Playbook, click on the link or scan the QR code.**



<https://www.ssa.org.sg/mediaimg/publications/maritime-digitalisation-playbook.html>

# Singapore Shipping Association Wins Inaugural Digital Innovation Award at the 13th Seatrade Maritime Awards Asia

The Singapore Shipping Association (SSA) has been recognised for its role in promoting digital innovation initiatives to its member companies, winning the inaugural Digital Innovation Award at the 13th Seatrade Maritime Awards Asia, held on June 23rd via an online celebration.

The award acknowledges how the SSA encourages its members and the larger maritime community to adopt technology and innovation solutions to increase efficiency and streamline processes to capitalise on opportunities and growth.

SSA believes very strongly in the digitalisation transformation of the shipping sector to meet current challenges and explore business potentials. Over the last twelve months, the SSA has established the Digital



Transformation Committee, initiated several MOUs, such as the partnership with the International Chamber of Commerce and Perlin to develop the International E-Registry of Ships (IERS) on a block-chain platform; championed the development of the Maritime Digitalisation Playbook with the Maritime and Port Authority of Singapore and Infocomm Media Development Authority, as well as collaborating with



various maritime stakeholders on a number of other ground-breaking initiatives such as the Joint Industry Programme on Additive Manufacturing amongst others.

The SSA has also organized the Tech and Demo Day showcasing digital solutions. Technology and solution providers were carefully curated to match the needs of the local shipping community. It was held with the aim of helping shipping companies – from MNCs to big local or small and medium-sized enterprises (SMEs) — catalyse their adoption of technological innovations.

On receiving the award, Mr. Michael Phoon, Executive Director of the SSA, said: “We are pleasantly surprised

and humbled to receive this award. We thank the leadership of the SSA Digital Transformation Committee, and all its committee members. Their volunteered time and contributions in crafting the industry roadmap towards digitalization will be important as shipping companies want to emerge stronger from current slowdown. We thank our start-up community, and digital solutions developers who have been following us on our journey towards a new digital horizon. And there are many others who have been quietly supporting our efforts behind the scenes. They too have contributed towards this award - SSA thanks them all. We will endeavour to move the industry forward as we navigate the future together.”

## NEW MEMBERS

### ASSOCIATE MEMBERS



#### AEX LNG Management

AEX LNG Management, a joint venture company, brings together two of the leading names in ship management: Anglo-Eastern Univan Group and EXMAR Ship Management. AEX LNG is head-quartered in Singapore and dedicated to LNG ship management services and newbuilding supervision for shipowners around the world. Combining EXMAR's niche expertise in the LNG sector, with Anglo-Eastern's depth of crewing and training solutions and its global network is offering our customers a competitive and unique platform for dedicated LNG shipmanagement solutions.



#### Mainland Shipping (Singapore) Pte Ltd

Mainland Shipping (Singapore) Pte Ltd was established by Dr Li Sheng in 2010. The company provides one-stop services for the maritime industry in the fields of newbuilding brokerage, ship management, chartering brokerage, S&P, and marine equipment and appliances supply.

The Company has wide connections with worldwide shipowners and strong ties with Chinese shipyards and marine equipment makers.



#### R K Instruments (S) Pte Ltd

R K Instruments (S) Pte Ltd., established in August 1993, is a subsidiary of Riken Keiki Co. Ltd, Japan. Riken Keiki Co. Ltd (Japan) is the world's leading manufacturer of portable and fixed type industrial gas detectors since 1939.

R K Instruments is principally engaged in the sales /marketing, distribution, service & maintenance of industrial gas detectors in various markets globally.



# KVH<sup>®</sup>

# GLOBAL CONNECTIVITY WITHOUT COMMITMENT



## **KVH AgilePlans – Connectivity as a Service**

An all-inclusive solution offering rugged VSAT hardware, the fastest broadband via HTS, the most extensive global coverage, and crew wellbeing content – all with no CAPEX, free shipping and installation,\* and zero maintenance costs. Everything you need, nothing you don't.

**NEW!** AgilePlans Regional – Offering economy plans for regional fleets

Upgrade your fleet.  
Schedule a consultation with one of our Asia-Pacific experts today.  
[kvh.com/agileplans](http://kvh.com/agileplans)

©2020 KVH Industries, Inc. KVH, TracPhone, AgilePlans, and the unique light colored dome with dark contrasting baseplate are registered trademarks of KVH Industries, Inc. KVH supports installations in as many as 4,000 ports and locations worldwide, and up to \$2,000 per vessel installation credit in our AgilePlans ports. See [kvh.com/agileplans](http://kvh.com/agileplans) for details.