

2022 Q3 & 4 Issue

WAVES

Bringing a new generation onboard

A special Gala Dinner feature included



SINGAPORE
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A Publication by the Singapore Shipping Association



TUAS

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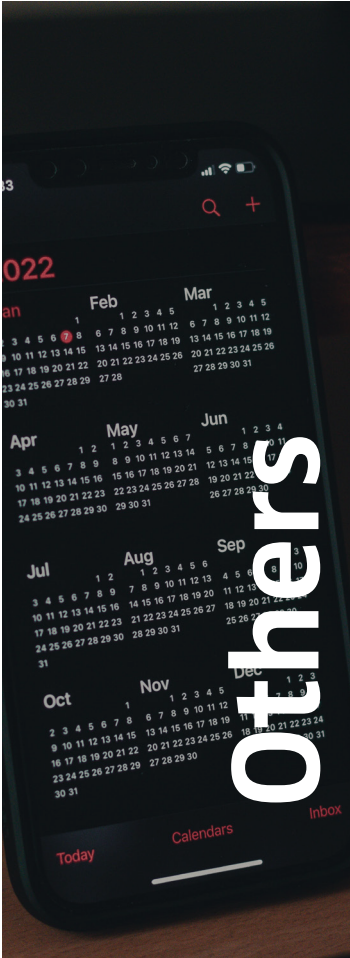
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Foreword



Dear Members,

The year is drawing to a close and it is time to reflect on the future. There is a lot of headwinds in the horizon; lower growth and perhaps even economic recession, war and geopolitical tensions, sustainable exit strategies for COVID-19 and much more. While we navigate all these challenges it is important to consider how we secure the maritime talent to drive the industry forward?

The problem of attracting and retaining the right talent is not limited to any one sector of maritime but is widespread and we need to either search out those individuals who already have high-end skills and persuade them to join our industry or put in place appropriate training schemes that will allow us to develop our own people.

We have an enormous breadth of skills in our sector but are they located where they are best utilised? By facilitating the transfer of our experienced workers between different disciplines within the maritime ecosystem, we will be able to maximise benefits from the time and money which has been spent on developing their talents.

It is essential that we find the mechanisms that will enable us to switch to alternative fuels or energy sources in the coming years but we must ask ourselves whether our seafarers are being adequately prepared to operate the new technologies. Disseminating information among our crews and providing the opportunity for hands-on experience needs to be planned well in advance of the transition to new fuels.

Increased use of technology has led to greater efficiency and allowed for improved sustainability in our operations. However, digitalisation brings with it cybersecurity vulnerabilities and it is vital that we employ IT experts with the necessary skillsets to protect our people and our vessels. And talking of sustainability, we will need engineers and technicians with the expertise to drive this forward. These specialists will need in-depth knowledge of energy and resource conservation methods alongside experience of the maritime sector.

Shipping is an exciting and demanding industry with wide ranging professional opportunities to suit people from all backgrounds. It is in all of our interests to make sure potential candidates are aware that maritime offers a long-term and rewarding career.

**Rene Piil Pederson,
SSA Vice President**

Thought Leadership



Views from the top: Attracting next-gen maritime

The world at large is facing a shortage of talent. Attracting and retaining the best people is proving problematic for many industries and maritime is no exception.

Maintaining a constant flow of highly skilled individuals into our sector might be more challenging than in the past but it is by no means impossible. Here we speak to a number of executives from different fields within maritime to discover how they are ensuring that they have the right talent in the right role – for today and into the future – and what actions they have taken to mitigate the challenges.





Andrew Lee, Head of Hill Dickinson's Singapore office

Covid and the so-called 'Great Resignation' have had a significant impact on the legal talent market in Singapore.

Skilled lawyers here are now looking for a different 'deal', or at the very least the option of one. This includes:

- More 'ownership' of the business
- Clear career trajectories with flexibility to enable work-life balance
- Flatter and 'fairer' remuneration structures
- A happy and healthy work environment

This significant change in what people want has presented as many opportunities as challenges. Hill Dickinson has been nimble and flexible enough to offer our top talent what they want to retain them, and also to pick up a number of fantastic recruits from other firms. We're lucky enough to be in a good position talent-wise – and our office is a super happy and collaborative place to work!

With the dramatic changes we've seen in the job market, it's really important to guard against short-termism.

We are not, and never will be, a 'hire and fire' outfit. When taking on any associate, our objective is that they'll be a partner of the future. With recession looming in Europe, we anticipate the talent market to readjust again and we aim to retain the right, close-knit team, remunerated at sustainable levels.



Claes Eek Thorstensen, Executive Vice Chairman, Thome Group

We encourage an open and transparent working environment where diversity, equality and inclusivity is welcomed, and where people are treated equally, irrespective of creed, culture, nationality or gender.

We believe that having a diverse workforce brings in new ideas and experiences where people from different backgrounds can learn from each other.

Our aim is to create a workplace where people feel comfortable and respected. This will ensure that we retain the talent we need to help our business develop and grow.



Eleana Choy, Chief People Officer, Swire Shipping

Attracting young talent and building the pipeline of future leadership remains a key challenge for the maritime industry. Employees still aspire to meaningful careers, an environment where they feel engaged, and the opportunity to fulfil their potential. But Generation Z is looking for something more; flexibility, a sense of belonging, a moral connection to an organisation that cares for them and cares for the environment and the community.

At Swire Shipping, we are building a positive and uplifting culture that empowers all employees, with an emphasis on diversity, inclusion, and a focus on the individual and their wellbeing. We emphasise the development of our people, providing them with multiple career paths and accelerating the growth of our future leadership from within.

We also recruit direct from schools, offering to build both technical and management skills, so that we can develop our own talent.

Maritime offers impactful work critical to global wellbeing and economic success. It provides a broad range of exciting opportunities, with the option to engage with geographically diverse markets and connect communities through the latest digital innovations.

The industry needs to be more effective at getting this message out. We must also continue to champion the empowerment of women, and create success stories that will inspire a new generation of female leaders.





James Tham, Managing Director of Penguin International Ltd

Penguin is a mid-sized company that specialises in the design, construction and operation of high-speed aluminium ships. We have to work hard to prove ourselves to prospective employees that we are a place where people do meaningful, rewarding work - regardless of gender, age or race. It helps that we have a flattish organisation structure and a casual corporate culture. It helps even more that we encourage, not simply allow, people to speak up.

Having built and deployed Singapore's first two hybrid-electric seagoing ships, one key takeaway is that we need to be sensibly contrarian whenever we seek to apply new technologies to conventional ships.

This means challenging conventional thought, applying holistic systems thinking and taking calculated risks. Very often, you'll find that you're all alone. Sometimes, that means you're just plain wrong. Other times, it means that you're forging your own path.



Søren Andersen, CEO of StormGeo

Today the war for talents is fierce, which is something that we in StormGeo specifically experience being in the tech industry in APAC. Gen Z is more prone to change employers and we need to up our game to stay attractive.

In StormGeo we have embraced the hybrid way of working which we have seen has a positive effect on the work life balance of our employees.

Being a global company, we look at our talent pool as being international, where we promote internal mobility across the globe to provide growth opportunities for our talents.



Ms Tan Beng Tee, Executive Director of Singapore Maritime Foundation

While individual companies each have their own approach to the challenges of hiring new talent, Singapore Maritime Foundation (SMF) has been developing an innovative campaign created to benefit the maritime sector as a whole.

“Own Your Future”, which takes a digital first approach, shifts the narrative from maritime being “traditional” or “staid” to an industry that is purposeful and on the cusp of change and has been created to have broad appeal.

Fronted by five real-life professionals from across the industry, a data scientist, crew executive, ship financier, asset management executive and shipping lawyer, it draws attention to diverse maritime careers that may not be immediately apparent to those outside of the maritime sector. Each of these professionals has been transformed into an “action character” through a series of comic strips and videos, each with a unique storyline.



Technology



Talent in Maritime Cybersecurity

Ron Fong, Head of Fleet IT for Pacific Carriers Limited's (PCL) and POSH (Singapore) Limited's fleet of vessels, shares his thoughts on some of the human element issues facing maritime IT today.

As Head of Fleet IT, my responsibilities lie in taking care of infrastructure, network, operations and security. Looking after IT for two companies has given me a solid insight into the issues facing shipping today. PCL is a global maritime logistics solutions provider to commodity multi-nationals, energy companies and international traders and has a diversified fleet of over 40 bulk carriers, multi-purpose vessels, product tankers and gas carriers, trading globally and plying regional trade lanes. POSH owns, manages and operates a fleet of more than 60 vessels which support the entire life cycle of offshore marine projects.

For all companies, cyber risk management resilience is a key issue and the fact is that your people can be either your strongest defence or your weakest link.

Criminals know this and will seek out any vulnerabilities in your team. Today, phishing is the most common cyber-attack vector and it is vital for any organisation to invest in their people to ensure they are cyber aware and know how to respond to an incident.



While maritime is definitely starting to develop more awareness of cybersecurity, we have not yet reached the point where it is an ingrained culture. In reality, there is no difference between maritime and other industries, and we see similar numbers of incidents in, for example, healthcare.

I think that one particular issue is that, in maritime, we subconsciously categorise employees as either shore or offshore but, as maritime connectivity advances, the gap between them should be reduced, although that does mean that operating costs will increase comparatively.

Organisations should explore leading edge computing technologies to create a sustainable operating model until connectivity becomes more affordable.

In terms of offshore, every operator should make the effort to bring awareness and cyber training to their seafarers. Investing in bespoke maritime cyber training for crew and setting KPIs on cyber compliance is a good start to building a cyber safe culture onboard.

With high operating costs, it's possible that businesses will choose to avoid spending money on cybersecurity tools, services and training. If that happens, the mitigation plan will then be to avoid technology completely

or to replace it with a manual procedure which will be a retrograde step.

Unfortunately, there is currently a shortage of cybersecurity talents in every industry, and in the case of cyber practitioners who want to work in maritime, there will be the need to spend a lot of time understanding the nature of the business and learning to speak the lingo, but the time and effort spent do not translate into a higher pay package, so that puts maritime in a tricky position.

The industry should invest in upskilling internal existing IT support teams or have their seafarers certified for cybersecurity. These two groups have pre-existing experience in maritime, so training them in Cybersecurity will help the industry as a whole even when they change employers.

We have already implemented an initiative to build a learning program for our seafarers (having identified the specific ranks for whom it is most appropriate) and also members of our support staff. This program provides the fundamentals, and indeed the opportunity, to do a career transition into a Cybersecurity Role in the years to come. If other companies put in place similar arrangements then maritime would be able to build far greater cyber resilience in the future.



Photo: SUTD Maritime OT Test Bed



Photo: SSA - SUTD Group Photo

MOU signed between SSA and ClassNK

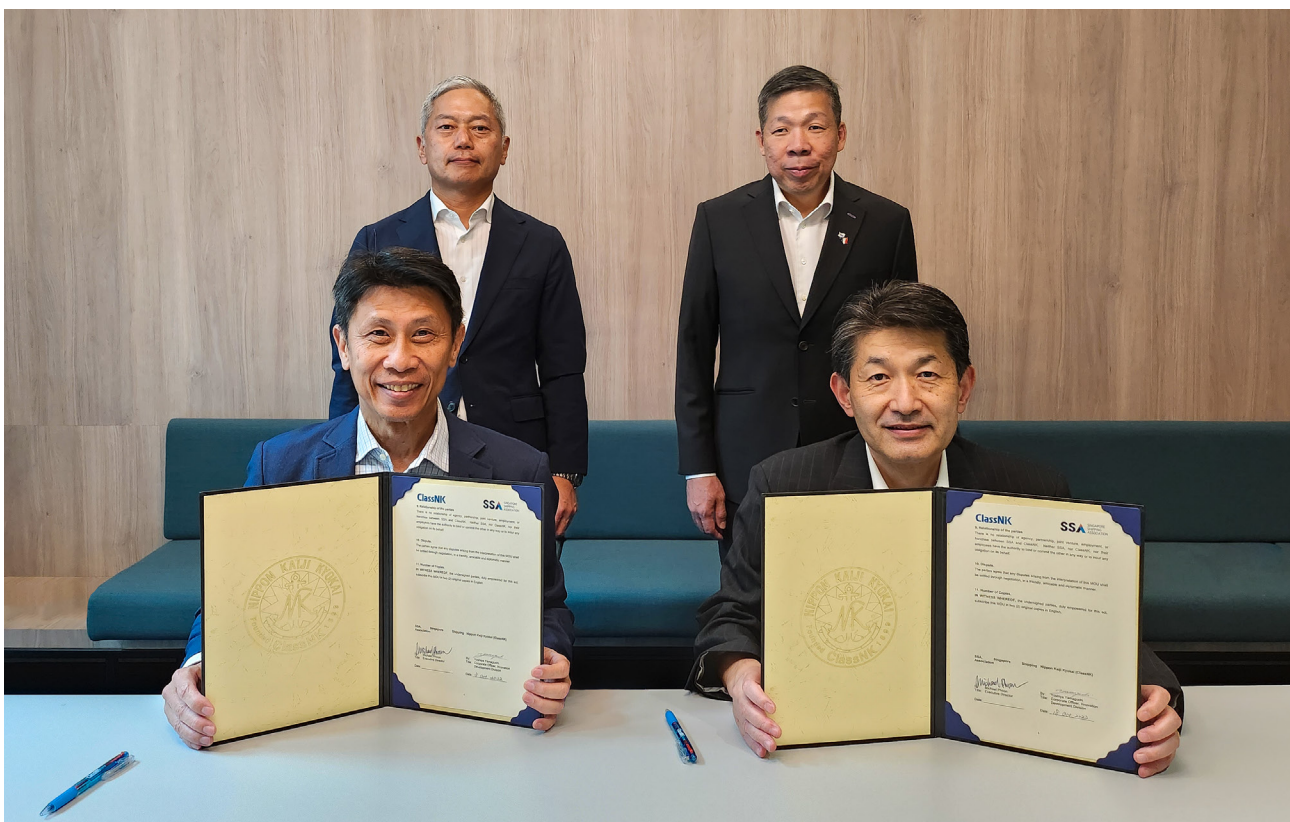
SSA and ClassNK have signed an MOU (Memorandum of Understanding) to establish a framework for cooperation in cyber security research activities. Cyber security is a key element to keep ships safe and, as a global maritime hub, Singapore is ideally positioned to carry out such research.

With the signing of the MOU, the two parties will conduct joint basic research concerning establishing vessels' cyber security operation centres that provide crew members with support from onshore monitoring and responding to cyber events onboard. Once the research is concluded, SSA and ClassNK will work on drafting a joint white paper on their findings and will develop joint

education and training plans for personnel working in the centres.

Michael Phoon, Executive Director of SSA, said: "Cyber risk for ships is growing as our industry gets more digitally sophisticated and companies are offering crew greater access to connectivity. This SSA-ClassNK partnership is timely as it forms the basis of efficient cyber security operation centres aimed at supporting onboard cyber needs."

Capt Naoki Saito, General Manager of the Maritime Education and Training Certification Department at ClassNK said: "ClassNK firmly believes international frameworks can commit to helping the industry in raising awareness and studying the real-world risks. In this light, ClassNK is very glad to expand its partnerships with the driving leader in the sector in Singapore, a global maritime hub."





Driving Connectivity



Our Legacy, Our Pride

Incorporated in 1967, Pacific International Lines (PIL) is the largest carrier in Southeast Asia and is ranked 12th among the world's top container shipping lines.



Local Experience, Global Reach

From a modest ship-owner in Singapore, PIL has developed into a global carrier with a focus on China, Asia, Africa, Middle East, South America and Oceania. Together with its sister companies Mariana Express Lines (MELL) and Malaysia Shipping Corporation, PIL serves customers at over 500 locations in more than 90 countries worldwide with a fleet of around 100 container and multipurpose vessels.

Apart from the core liner shipping business, PIL also has several other business units such as container manufacturing, depot and logistics services.



Driving Connectivity

With its mission of "Driving Connectivity", PIL strives to meet the needs of its customers through value-adding services.

Feature



Many pathways to a fulfilling maritime career

In this issue's feature, we talk to two people whose careers have transitioned in recent years – one moving into the maritime sector for the first time and the other within it. While their experiences might differ they both share an appreciation of our exciting and supportive industry.



Justin Chua has recently made the move into the shipping sector, joining ShipsFocus following a varied working life encompassing graphic design, tattooing and even a stint as a plumbing apprentice.

Why did you decide to enter the maritime industry?

I had wanted more stability, structure and routine in my life. So when COVID-19 hit and my freelance artistic work came to a halt, I took a shot at ShipsFocus which took a chance on me.

Was it difficult to adapt to the maritime industry?

At first, It was hard. I had to get used to the duty work, unfamiliar jargon and a very different work culture. It helped that I had wanted the change so I endured. Particularly with the tremendous support that I got from the company and my colleagues, I persisted. As I look back now, 2 years simply flew by. I am very grateful that I have joined this traditional and huge industry that supports our 7 billion people's livelihoods and lifestyles at the back end.

As an Application & Operations Specialist (AOS) at ShipsFocus, do you think that your skills as a visual artist/ creative designer can be applied to what you are doing now?

My job is to help our customers seamlessly adopt a new tech application, so it is the effective matching of the Operations and the Technology that I have to achieve. This requires translation, negotiation and problem-solving, all of which are soft skills which my creative background helps with unconventional perspectives.

Do you think it is important to bring in talents from different industries? And why do you think so?

Absolutely! If I use myself as an example here. Putting aside the gain I get from joining this amazing industry and awesome company, I am able to bring in fresh ideas and apply them to what I do. I think our team is now more mixed and enriched as a result. We tend to see the same problem quite differently, and similarly,

our approaches to solutioning are also varied. There may be some friction here and there, but these are healthy, helpful and constructive. With an open mind, I believe the industry can see some really exponential change meshing with other industries' experiences.

As an SSA Young Executives Group (YEG) member and having attended their event, do you think these events help you integrate into the maritime industry?

100%. I've made some really good connections that I treasure very much. Some whom I've met are also working their way up professionally. Others have already built a name for themselves but are willing to make me not feel like a stranger, share their experiences and offer help wherever they can. The industry is very well-knit.

What is a piece of advice you would give to people who are interested in joining the maritime industry when they do not have a background/education in maritime?

I would say: if there is an interest and opportunity to join the maritime industry, just take it.

I think not having a background isn't as important as wanting to learn. Most of the learning will be done on-the-job anyway. The only thing separating most people that enter Maritime and fail and those who excel is the desire to keep moving forward, learning, and committing to their work. The industry is going through such an amazing transition, and it will be an adventure and experience like no other.



Capt. Peng ChuXing started his maritime career as an 18-year-old and spent the following 14 years at sea before stepping ashore to work in several organisations in areas of marine survey, investigation, loss prevention, safety management and inspectorate, security management, marine environmental management, marine operation, etc.

He is currently heading PIL's Quality, Safety, Security and Sustainability Department where he is working on several ongoing exciting projects to support PIL's sustainability agenda. His work is supported by a group of passionate professionals within the company.

Why did you decide to make the switch to a role in sustainability?

PIL has been a strong advocate for safety and marine environmental protection. When PIL's sustainability agenda was formalised

with support from our investor and the Board, I volunteered to be the secretariat for PIL's Sustainability Steering Committee to pursue the sustainability agenda, while continuing to coordinate the company's efforts in the safety and protection of the marine environment. Over the years I have worked with many multicultural teams and I understand how crucial all aspects of ESG are to success. I have also seen the beauty of the oceans and feel strongly that we should do what we can to preserve them.

At first, I was not sure whether I could take on the role, but I soon realised that with the knowledge I had gained from vessel operations, safety management and the various other roles I have held, I could apply this experience to environmental management which is an important tenet of sustainability. Having been a Master and having worked ashore closely to support our floating colleagues 24x7, I also am keenly aware of the importance of people and community engagement.

Having had a long maritime career as a Master and working in the safety sphere, was it difficult to adapt to a sustainability role?

There are some commonalities between safety management and sustainability. Continuous efforts and participation of everyone are needed to enhance an organisation's safety culture and sustainability culture, which made it slightly less difficult for me to adapt.

Do you feel that the skills you developed earlier in your career are being applied to your current role?

The trainings received and first-hand experiences of quality, safety and environment management system, cross culture management, compliance with applicable maritime laws and regulations, and optimization of voyage operation had built my fundamental understanding of ESG, and are very helpful to my responsibilities today.

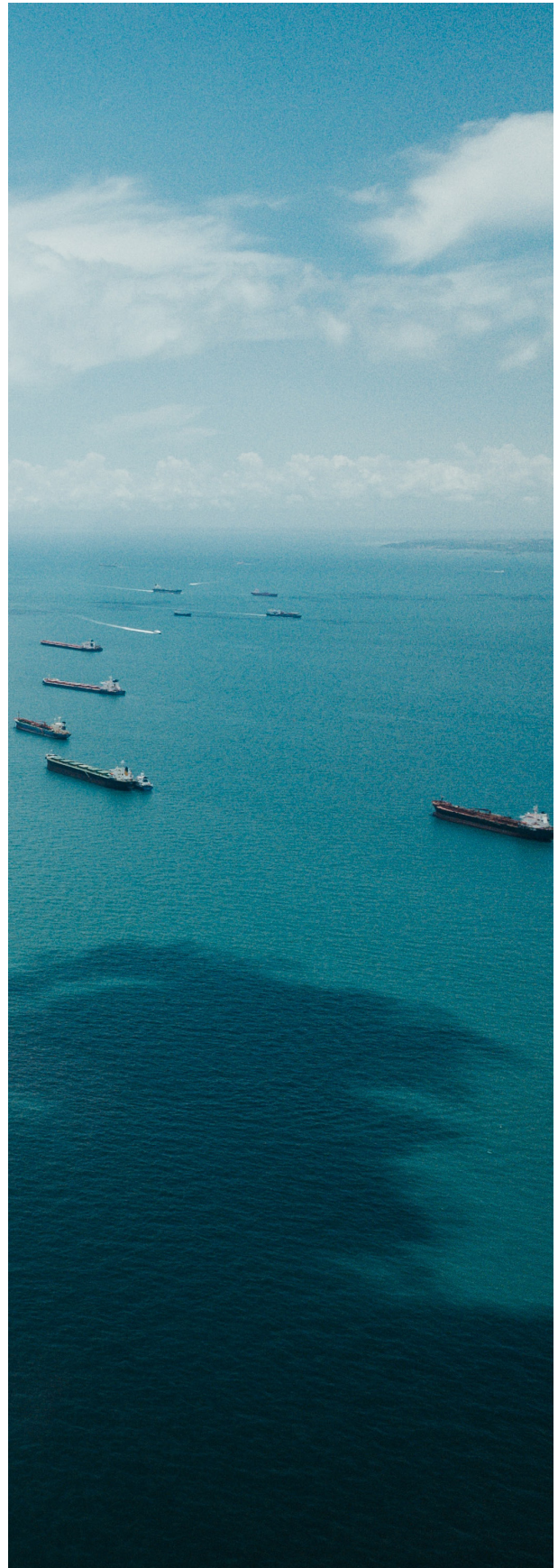
Do you think it is important for maritime to encourage people to transition between its sectors? And why do you think so?

I think it is important for maritime to encourage people to transition between its sectors so that the industry can benefit from the expertise and knowledge that can be found among its skilled workforce. As people become experienced in their roles, we need to ensure that they have new challenges to keep them interested and relevant.

Singapore has evolved and grown from a trading post in the past, into the premier Global Hub Port and leading International Maritime Centre today. It is necessary to ensure these efforts are sustained with a world-class talent pool to fill the many opportunities Maritime Singapore is providing. I truly appreciate the vibrant developments of maritime Singapore and I am very glad to be part of the story.

What is a piece of advice you would give to people who are considering a career transition within the maritime industry?

You can never cross the ocean standing on the side of the shore. See you there!





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Special Feature



A carbon neutral gala dinner at SSA

For the first time in the history of SSA, our 2022 gala dinner was a carbon neutral event.

We were delighted that, following the two-year hiatus during the pandemic, we could return with an event that respected the environment and demonstrated SSA's commitment to sustainability, an issue that is close to many hearts in maritime.

We would like to extend our warm gratitude to SDTR Marine Pte Ltd who kindly sponsored the carbon credits that were purchased to offset our gala dinner – it is thanks to them that we were all able to enjoy such a wonderful evening secure in the knowledge that all energy consumed would be neutralised and that people around the world would be benefitting from our celebration.

SSA is honoured that so many guests were able to attend our first post COVID gala – we welcomed 2,200 friends and partners to the Marina Bay Sands Convention Centre. To commemorate this ground-breaking occasion, we decided to showcase both the gala dinner and the many companies who made it possible. Here we share memories from this celebration and explain how we succeeded in making it carbon neutral.

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Carbon Credits

- SDTR MARINE PTE. LTD.

SDTR Marine sponsors carbon credits for Gala Dinner

Dry bulk specialist SDTR Marine is recognised as a leading operator committed to providing a high- quality service at the same time as building strong relationships with its stakeholders.

Equally important is its commitment to sustainability, not simply environmental sustainability but also social. This can be seen in the people-centric way it deals with its own people and the proactive approach it takes to giving back to the communities where it works.

In terms of supporting the environment, SDTR Marine has an ambitious goal to build a net-zero emissions fleet by 2050 and is continuously striving to upgrade and innovate its vessels to improve energy usage efficiency and use sustainable energy. Mr Gao De Hui, SDTR Marine's CEO, explains why they were keen to sponsor the SSA

Gala Dinner carbon credits: "In the process of achieving net zero emissions, we would like to contribute and play our role as part of the greater maritime community in decarbonization.

Besides offsetting carbon emissions, we can also support international restoration and conservation projects, and at the same time provide support for less developed communities through the purchase of carbon credit, as we did to offset the carbon emissions for the SSA Gala Dinner.

It is a win-win situation for everyone and the earth. This is simple and achievable, hopefully the shipping community can come together and get more involved.

An aerial photograph of a large red and blue oil tanker ship sailing on a greenish-blue sea. The ship has several large white rectangular structures on its deck and a helipad with a yellow and green logo. The name 'SHANDONG FU EN' is visible on the side of the hull. In the top right corner, the SDTR logo is displayed in blue and red, followed by the text 'SDTR MARINE PTE. LTD.' in blue.

SDTR SDTR MARINE PTE. LTD.

**SDTR aims to build a net-zero
emission fleet by 2050.**

www.sdtr-marine.com

Even the largest shipping events can be carbon neutral

2022 was a notable year in the history of Singapore Shipping Association (SSA). Marking a return to something close to normal life following the pandemic, it featured our inaugural carbon neutral gala dinner.



Ensuring that maritime becomes sustainable is an ambition that the entire industry shares, and SSA is determined that the organisation will not only ‘talk the talk’ but also ‘walk the walk’.

To that end it was decided that the annual gala dinner should not have a negative effect on the environment.

But it is not a simple matter to determine the impact of a large event involving many different suppliers and guests from a variety of locations. SSA approached The China Classification Society Singapore Branch to evaluate the carbon neutrality of the event—something they were well-placed to do as they have experience in energy saving and emission reduction. In fact the Society has completed just under 100 carbon neutral evaluation operations.

One of the first tasks the Society undertook in their auditing process was to, jointly with SSA, determine the boundaries of carbon neutrality and the two organisations worked together to devise a reduction plan based on the type and scale of the event along with the planned time and venue.

The Society also broke down emissions into three different categories of use.

Scope 1: Direct greenhouse gas emissions

The direct emissions from the gala dinner were as a result of the natural gas combustion emissions from the kitchen gas stoves. This was a significant contributor as the event was catering for 2,200 guests.

Scope 2: Energy indirect GHG emissions

Electricity usage is a key contributory factor to indirect carbon emissions. It was used for chilling and cooking food, chilled water consumption, lighting and sound throughout the evening.

Scope 3: Other indirect GHG emissions

Covered in this were traffic emissions from attendees of the dinner as they travelled to and from the venue, domestic water consumption in both the kitchen and bathrooms, consumption of food and drink ingredients, food waste and other waste disposal.

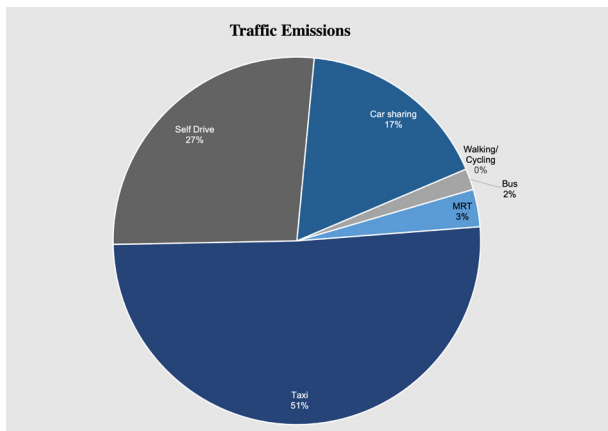
The team from the China Classification Society checked the data from each activity that took place during the gala so that they were able to quantify accurately exactly how much carbon was used throughout the event. They were helped in collating this information by the Marina Bay Sands Hotel which was able to calculate usage, including electricity and natural gas consumption, based on their historical knowledge.

Guests also helped in the data collection by supplying details of their travel to the event, describing the length of their journey and also mode of transport. This ensured that data measurement and collection was accurate and authentic.





Photo: Carbon Neutrality Certificate



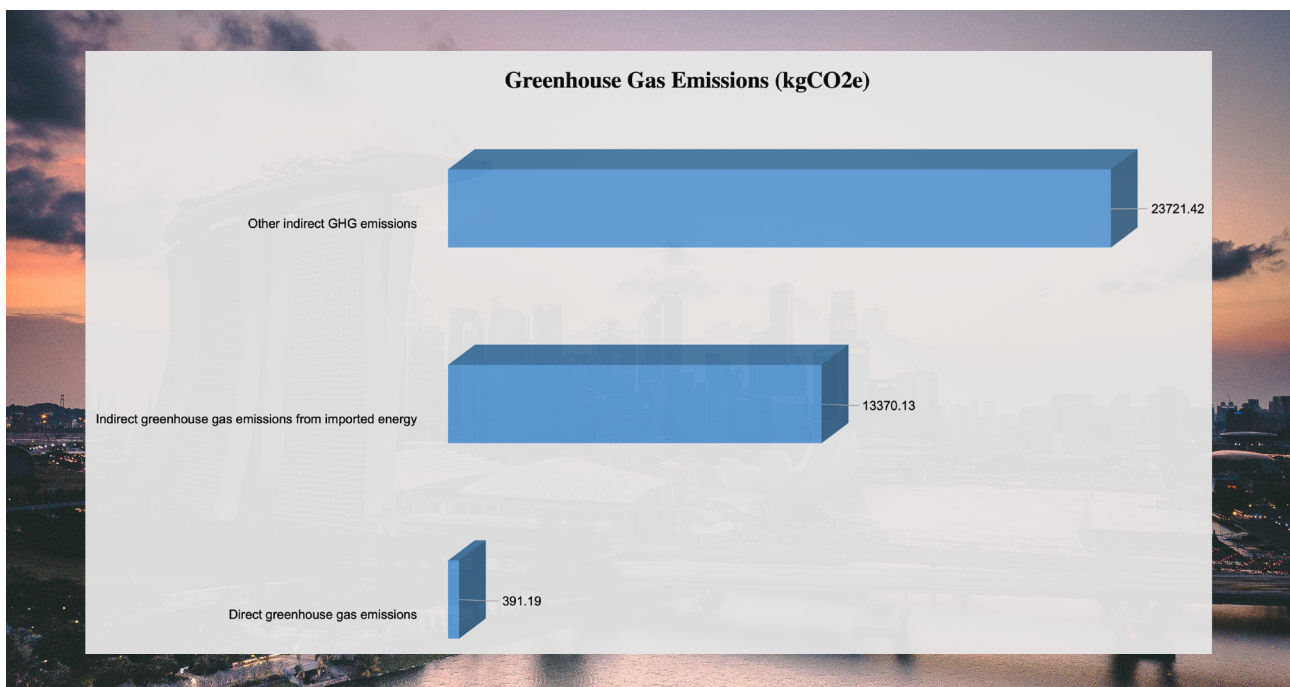
Information taken from SSA 37th Anniversary Gala Dinner Carbon Neutrality Report

Offsetting

Having tallied the various quantities of carbon emission, the team was able to calculate that a total of 37,482.32 Emissions (kgCO₂e) were produced by the gala dinner.

With a final figure to hand, it was then time to offset the energy consumed and the Katingan Peatland Restoration and Conservation Project was chosen as the beneficiary of the offsetting.

The project is based in Central Kalimantan, Indonesia where it is protecting and restoring 149,800 hectares of peatland. It is estimated that the project will prevent over 447,000,000 tCO₂e emissions over the course of the 60 years following on from its inception in 2010. It is located in a Key Biodiversity Area and is rich in biodiversity – it is home to many critically endangered, endangered and endemic species including over 5% of the world's populations of orangutans and proboscis monkeys.



Information taken from SSA 37th Anniversary Gala Dinner Carbon Neutrality Report



Photo: Katingan Peatland Restoration and Conservation Project

Supporting local villages

Working in close collaboration with the 34 villages in the area, the project supports them as they adapt to the impact of climate change, assisting them to develop their communities sustainably.

Caroline Yang, President of SSA, is delighted that the organisation was able to quantify its GHG emissions and offset them in such a way as to benefit rural communities in Indonesia as well as the world at large.

The project has also helped implement and improve various socio-economic activities, including microfinancing, sustainable farming, coconut sugar process development and a bamboo project initiation

By diversifying income streams and providing training on alternative careers, the project ensures the continuation of forest protection efforts by local communities beyond the lifetime of the project itself.

Form: TB0302002/2207

中国船级社质量认证有限公司
CHINA CLASSIFICATION SOCIETY CERTIFICATION CO., LTD.
CERTIFICATE OF CARBON NEUTRALITY

No.: CCSC202204050101122

China Classification Society Certification Co., Ltd (CCSC) has completed carbon neutrality evaluation according to relevant criteria and procedure, and certified the authenticity and effectiveness of the following statement.

Singapore Shipping Association
Registered address: 59 Tras Street, Singapore 078998

Singapore Shipping Association 37th Anniversary Gala Dinner

Evaluation Criteria: PAS2060:2014 Specification for the demonstration of carbon neutrality

Time period: 23/09/2022

Site Boundary: Marina Bay Sands Singapore

GHG Emissions: 37482.74 kgCO₂e

Neutralization process: Singapore Shipping Association completed carbon neutralization for the aforesaid total GHG emissions (37482.74 kgCO₂e) by use of carbon offset. The process meets the requirements of the evaluation criteria.

Signed by: [Signature]

Issue: [Red Seal]

Issue: [Green Seal]

No. A 00040962

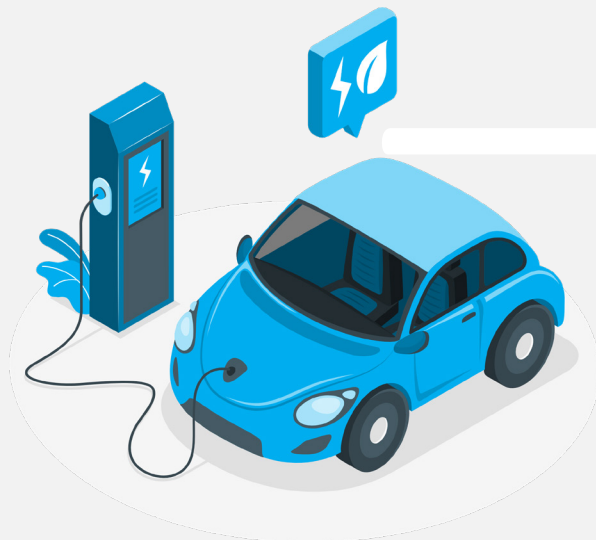
Top 10 tips for running a carbon neutral shipping event

The China Classification Society explains how to reduce carbon emissions effectively.



1 Choose conference venues that are easily accessible - close to major public transportation links and city centres that can be reached on foot - and provide attendees with links to public transportation websites to encourage the use of sustainable/more environmentally friendly modes of transport to reach the venue.

2 Promote the use of electric, hybrid and small displacement vehicles if driving a car is unavoidable.





3 Select a conference provider that has an energy-efficient management system in place, and urge the provider to develop an effective and efficient energy management program.

4 Determine the number of diners and the list of ingredients with the conference caterer in advance, try to use locally grown and produced food and beverages, use seasonal food from the region, and precisely control the consumption of ingredients to avoid wastage.

5 Use electronic communication and technology (e.g., email, web pages, electronic screens) rather than printed materials for event promotion and venue set-up as much as possible and use electronic interactive systems instead of paper for on-site voting and interaction.



6 Any conference-related paper (promotional materials, programs, signs) should be produced using 100% recycled paper whenever possible, avoiding glossy publications.



7 Materials needed for the meeting should be printed at the venue/meeting location whenever possible, rather than being shipped from headquarters to the meeting site, reducing transportation emissions.

8 Bags, banners, gifts and other items sent to participants should be locally produced whenever possible; products should be made from organic or recyclable materials and be reusable.

9 Minimise the use of decorative elements such as flowers, banners, etc.

10 Set up waste separation bins at the conference site, and separate collection of paper, plastic, metal, organic materials, etc.



Moving Forward with NorthStandard in Singapore

Singapore's role as the focus for the world's leading maritime cluster is set for further acknowledgement in early 2023, with the planned merger of North and Standard Club.

Two of the shipping world's leading P&I Clubs plan to merge from February 2023, to create a new force in global marine insurance and Singapore will be pivotal to the new organisation's maritime service and development focus.

Once combined, North P&I and The Standard Club will establish one of the largest providers of mutual third-party liability cover in the maritime industry. Subject to approval by competition and regulatory authorities, UK-headquartered NorthStandard will be established on February 20th, 2023.

In Singapore, meanwhile, the combined business will establish itself as the maritime hub's largest P&I Club office.

As the world's biggest bunkering port, and the busiest in terms of transshipment,

Singapore knows plenty about the benefits of scale, but its maritime community also knows that continuity, communication and commitment to service are the bedrock for all thriving shipping relationships.

Having put down roots in Singapore, David Roberts, Standard Asia Managing Director and James Moran, North Director (Singapore) agree that serving client relationships is critical for nurturing the advantages of scale.



Photo: David Roberts

“We are both immersed in the local Singapore maritime community here and fully aware that our members and brokers put the highest value on the relationships we have with them. It is these bonds, combined with our expertise and responsiveness, which make things happen,”

“They underpin our ability to handle the risks Members face here and now – on anything from geopolitics and sanctions to port delays and pandemic.”

The Lion City’s significance as a centre of maritime people – as well as commerce – will enable the combined business to better respond to the challenges of digitalisation, regulation, sustainability and recruitment which face maritime industries. There is a specific opportunity to support the leadership shown by Singapore in maritime standards by supporting SSA committees and partnering where possible with local maritime bodies and institutions, Moran and Roberts believe.

The response to the merger proposal has been very positive, comments Moran, with Members now seeking guidance on implementation plans. “We can already assure them that their personal contacts will remain in position, while our collective commitment to Singapore will be strengthened: services across the region will benefit, both in terms of resources and inhouse capabilities.”

The shared commitment to Singapore made it appropriate for the clubs to be a gold sponsor of this year’s Singapore Shipping

Association 37th Anniversary Gala Dinner on September 23rd, added Roberts.

As the merger schedule progresses conversations between Moran and Roberts are turning to the broader capabilities that Members of a combined Club will be able to access. Members of the combined club will automatically get a wider choice of services, says Roberts – “and arguably the widest range of service provision based in this time zone”.

Regional offerings include the Singapore War Risks Mutual (SWRM) – Singapore’s national war pool, , Strike & Delay Class cover, an especially strong position in FD&D activities, fast-growing owners’ fixed premium lines of business and a broad range of covers for small craft.

“Diversification will also provide a strong path for growing the combined business from Singapore,”

says Moran. “Each of us can claim to have built our businesses on service excellence, but we also recognise that – together – we are going to create something even better.”



Photo: Jim Moran

In Case You
Missed It



Discovering shipping's scope 3 emissions

More than 40 SSA members from the port operator, ship management, ship owner and maritime services sectors joined us at our Discovering Shipping's Scope 3 Emissions workshop, jointly organised with Paia Consulting on 5 August 2022.

During the workshop, Caroline Yang, President of SSA, said that despite the amount of effort it takes to bring down emissions from scopes 1 and 2, shipping companies should still make the effort to understand indirect emissions arising from assets they do not own. One compelling reason is to drive change beyond the confines of our company and into our entire value chain. As industry leaders in shipping, we need to draw the rest of our eco-system into the global decarbonisation movement. We would like to thank our partners from

Paia Consulting, Corrado Lillielund Forcellati, Director, and Kevin Milla, Consultant, Carbon Specialist, for taking the time to share their knowledge with us.

Click for photos: <https://photos.app.goo.gl/X2VYF5DekKokckctN9>



EEXI and CII compliance

On Wednesday, 2 November 2022 SSA held a Tech Talk Forum focusing on EEXI and CII compliance.

Our members got to engage in discussions about the upcoming carbon regulations that will impact international shipping as a whole – EEXI, CII and SEEMP part III. The discussion included how these components will urge the industry to comply with requirements moving forward, operating in a more energy efficient manner, and if regulators should adopt incentive based measures to encourage quick adoption.

Speakers at the forum were: Aidan H. from Maritime Port Authority (MPA), John Bradshaw from World Shipping Council, K.K Mukherjee from NYK Bulkships, Valdemars Ehlers from Danish Maritime and Kai Cheong Wong from Intertanko.

SSA members can watch the recording here:
<https://www.ssa.org.sg/networking-events/past-events-gallery/>



Maritime's emerging marketplaces

SSA successfully held the 4th edition of its Tech & Demo Days at M Hotel on Thursday 21 July 2022. Themed "Maritime Emerging Marketplace", SSA's members and guests were able to learn more about the various emerging marketplaces available in the maritime industry.

In addition, the day helped participants to identify which marketplace would provide them and their organisation with the necessary resources for stronger economic growth. SSA members and guests had the chance to listen to the different speakers and network with each other after the presentations.

The expert speakers came from key organisations and companies in Singapore:

- Maritime and Port Authority of Singapore (MPA) on Digital Port Ecosystem
- Greywing on Crew changes, price co-ordination: why maritime marketplaces are four dimensional
- ShipParts.com on Open Marketplace for the Maritime Industry - Evolution Next Steps
- GoComet on Reimagining Container Shipping Through a Lens of Data
- GotSurge on Data-driven logistics: Eliminate cost leakage with visible and efficient operations
- Haulio on Digital Trucking: Growth for Truckers & Happier Shippers

Our renowned panellists were: Peter Schellenberger, Mohd Shahrin Bin Osman, Michalis Hadjistylianou and Sean Holt.

Click on the link to view the photos: <https://photos.app.goo.gl/wKoa2fmQTfuLgUHa9>



Technology start-ups showcase their solutions at SSA Year-End Cocktail event

SSA's digital transformation committee (DTC) is committed to supporting technology companies and this year organised a Showcase where start-ups already working in the maritime space or looking to enter it were able to demonstrate their solutions.

There were also a number of speakers who shared their entrepreneurial experience through a series of short talks at the event on 24 November 2022. Speakers included:

- Ronny Waage, Regional Manager VP Sales APAC at ScanReach who discussed the role of wireless connectivity in enabling safe and efficient operations.
- Jonathan E Savoir, CEO and Co-founder of Quincus who explained how his company has become a leader in Supply Chain Optimisation;
- Michael Pomerleau, Co-founder and General Partner of Motion Ventures, who talked about the importance of technology and startups in the drive for growth; and



The showcase was followed by a cocktail reception where the start-ups were able to network directly with SSA members.



Chairman of the Start-ups Engagement Workgroup under the Digital Transformation Committee, and CEO of Voyager Worldwide, Kent Lee, was pleased that so many start-ups participated in the event. He said: "The workgroup was formed back in October 2021 to facilitate engagement between maritime start-ups and our members, and to help create the much-needed awareness that such start-ups require, in surfacing the innovations that they have got to offer, to the right audience and SSA is well-positioned to provide such a platform.

Through our collaboration with Pier 71TM, we were able to reach out to the maritime start-up community with ease and it was a much-welcomed initiative. We are extremely pleased with the outcome of the event as we have already received requests from both SSA members who attended the event and the start-up exhibitors, for us to organise a similar event next year. Kudos goes to those behind the successful event, the organizing committee from the SSA Secretariat, and we look forward to holding the next one."



SSA-MPA partnership on maritime startups

SSA has signed a new Partnership Agreement with MPA and NUS Enterprise to strengthen the support for start-ups at the Smart Port Challenge 2022 (SPC) Grand Final, on 18 November 2022. The partnership focuses on bridging start-ups to our member companies and extending expertise and resources within SSA to PIER71 through the SSA Start-Up Engagement Workgroup.

SSA's Digital Transformation Committee Chairman TS Teo who signed the agreement said, "we believe that close linkages and partnerships with the industry will create a ripe environment for innovation and look forward to upcoming interactions between our members and the SPC startups."

You can read more about the partnership here: <https://www.mpa.gov.sg/media-centre/details/smart-port-challenge-grand-final-2022>



Operating a sustainable shipping business

SSA successfully held its first sustainability workshop, "Operating a Sustainable Shipping Business" on 5 May 2022.

The attendees were given the opportunity to work on their own case study from the first day of the workshop. Throughout the four days, they were guided by our trainer, Dr Tassin, and many speakers from diverse backgrounds.

The workshop concluded on the final day with the attendees presenting their case study to a panel of five judges as well as Dr Tassin. The judges exchanged views and points for the attendees to consider and ponder over.

Once again, we would like to thank all our judges, John Rendi, CTI-MARITEC, Khorshed Alam, Viswa Group, Mario Moretti, RINA, Steen Lund, RightShip and Nakul Malhotra, Wilhelmsen Group for taking the time to attend our workshop and contribute to the attendees' knowledge on Sustainability.



SSA 26th Annual General Meeting and Cocktail Dinner

On 29 June 2022, Wednesday, SSA held its 26 th Annual General Meeting (AGM) Cocktail Dinner. The 26 th AGM Cocktail dinner was opened to all SSA members and approximately 650 people were in attendance. SSA would like to thank the sponsors for their continuous support and contributions:

- TFG MARINE PTE LTD
- LCH LOCKTON PTE. LTD.
- THOME SHIP MANAGEMENT PTE. LTD
- PACIFIC CARRIERS LIMITED
- PSA MARINE (PTE) LTD
- VERITAS PETROLEUM SERVICES (ASIA) PTE. LTD.

Approximately 85 member companies attended the AGM. During the meeting, the council members shared their committee reports and President Ms Caroline Yang started off proceedings with a brief overview

of what has happened in 2021/2022. The floor was then opened for members to share their concerns and suggestions for consideration.

During the cocktail dinner, 11 new members went on stage to collect their new member certificate:

- BLU MARITIME CONSULTANCY PTE LTD
- CONCERTO SINGAPORE PTE LTD
- EVERGREEN MARINE (ASIA) PTE. LTD.
- FOCAL SHIPPING SERVICES PTE LTD
- KENOIL MARINE SERVICES PTE. LTD.
- MARINT OFFSHORE PTE LTD
- MEDAIRE (APMEA) PTE LTD
- NORDIC HAMBURG (SINGAPORE) PTE LTD
- OAK MARITIME (SINGAPORE) PTE LTD
- SMIT SALVAGE PTE LTD
- SOL-X PTE. LTD.

Click on the link to view the photos: <https://photos.app.goo.gl/vnZikwuvr2Q3BB4f9>





Photo: SSA 26th Annual General Meeting and Cocktail Dinner



Photo: SSA 26th Annual General Meeting and Cocktail Dinner

SSA's Q3 Educational Talk focused on carbon offsetting strategies

EcoAct's Josh Holland, Harry Parkin and Cameron Wilson, came together to give the latest Educational Talk for SSA.

As more maritime and shipping companies embark on their sustainability journeys it is becoming clear that reducing emissions alone won't be enough to mitigate the effects of climate change. They will need to use every tool at their disposal to tackle residual emissions generated in their day-to-day activities. Carbon offsetting strategies are a way to reduce the effects of energy consumption.

During the talk the speakers shared the latest developments in the Voluntary Carbon Market (VCM), and touched on how companies can develop robust carbon offsetting strategies to help them achieve their climate goals as well as how to find the right carbon offsetting projects.

Please click [here](#) to view the Educational Talk.

Educational Talks

The role of carbon offsetting in corporate climate commitments

ORGANISED BY **SSA** SINGAPORE SHIPPING ASSOCIATION

SUPPORTED BY **ecoact** an atlas company

SSA's online educational talks for maritime professionals

07 SEP

4PM - 5PM

Josh Holland
Associate Director, Nature Based Solutions
EcoAct, an Atlas company

Harry Parkin
Carbon Markets Specialist
EcoAct, an Atlas company

Agenda:

- 1) Introduction to carbon offsetting and the Voluntary Carbon Market (VCM)
- 2) How to identify high-quality carbon offsetting projects and create a credible strategy
- 3) How having a robust carbon offsetting strategy is crucial to net-zero

SSA Young Executives Group creates a gin cocktail and works to clean up the ocean

In Q2 & 3 of 2022, from May to September, the SSA Young Executives Group (YEG), led by Ms Akanksha Butura Pai, held two events for the YEG members starting with SSA YEG Networking Event — Gin Appreciation.

On 12 May 2022, in conjunction with International Day for Women in Maritime, the Networking team created a gin cocktail to celebrate Women in Maritime.

The community team, in collaboration with SMF YES club, organised the YES-YEG Gives Back — Ocean Clean-up project on 9 July 2022. This ocean clean-up project saw a donation of \$500 to the Habitat for Humanity, Singapore. If you would like to find out more about Habitat for Humanity, Singapore, please visit: <https://www.habitat.org.sg>. If you would like to meet up with other

young maritime professionals in social setting and perhaps help the community at the same time, become a YEG member. Just reach out to comms@ssa.org.sg



Photo: SSA YEG Networking Event — Gin Appreciation



Photo: YES-YEG Gives Back — Ocean Clean-up project



Photo: YES-YEG Gives Back — Ocean Clean-up project

YEG Community Event: Spreading Festive Cheers to Fishing Crew

This holiday season, the SSA Young Executive Group (YEG) teamed up with the International Lutheran Seafarer's Mission (ILSM) for a community outreach event at Jurong Fishery Port. On 20 December 2022, 14 young maritime executives, along with the SSA secretariat, volunteered to pack and distribute goodie bags for the crews of fishing vessels docked at the port. 200 fishermen received the bags containing daily food provisions such as milo, maggie, various snacks and chocolates.



The ILSM in Singapore supports seafarers and fishermen by providing them with practical assistance, such as clothing, food, and hygiene products, as well as offering a listening ear and pastoral care. The ILSM also helps seafarers maintain contact with their families, especially during the COVID-19 pandemic when they may not be able to leave their ships for extended periods of time.

Yukie Teo, chairman of the YEG community subcommittee and organiser of the event said, "Crews manning fishing vessels are spending longer periods out at sea to maintain their catch levels due to the effects of climate change. This also impacts

the frequency at which they come ashore for rest and to obtain standard provision supplies. The SSA YEG members are keenly aware of their immense contributions to the maritime industry and would like to extend a small measure of support and appreciation through this festive gesture. To all seafarers, we admire and are grateful for your hard work and dedication every day."

Another YEG member, Erich Chia from Atlas Professionals reflected on his experience by sharing that "In my day job, I've witnessed extensive seafarer support rendered to all vessel types except for fishing vessels. This event has been very insightful for me as I got to interact with the men working onboard these vessels. I am grateful that I got this opportunity to help put a smile on their faces".



Tech Talk Thursday examines successful cloud migration

The final Tech Talk Thursdays introduced members to cloud migration and the best ways to accelerate the move. Speakers Nandhan Venugopalan from Amazon Web Services (AWS) and a business developer from ST Engineering, explained how implementing a suitable cloud migration can help maritime organisations to obtain a consolidated view of their business and unlock the full value of their data.

The presentation covered how companies can solve the challenges they face by using the cloud and technology to enable their business to grow faster. Cloud based systems can transform both the scale and outreach more quickly.

The speakers demonstrated that operating costs can be reduced and security improved with cloud systems. It was also explained that the system is far more agile than traditional hardware-based options as innovations can be developed quickly and rolled out without delay, the flexibility of the cloud also means that users have the flexibility to handle peaks and troughs by scaling on demand.

You can watch the entire presentation by clicking [here](#).



Tech Talk Thursday – Digital Champions

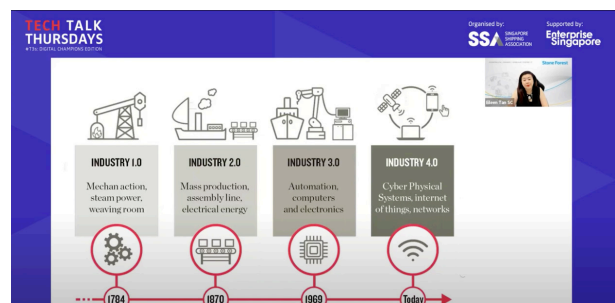
Our Tech Talk Thursday Digital Champions edition focused on Accelerating Digitalisation across the Maritime supply chain and was presented by Eileen Tan, IT Head at Stone Forest, Singapore and Programme Director of IMDA Chief Technology Officer-as-a-Service.

She shared how you can create a more agile, secure cost-effective maritime business and the importance of digital transformation in driving growth, increased productivity and lower operational costs.

The talk also addressed the vital subject of how maritime companies can minimise and manage cybersecurity risks when

going digital. Ms Tan also examined how IMDA and CTO-as-a-Service can support your digitalisation and growth goals with professional digital consultancy at no cost to your firm. Finally Ms Tan shared some case studies and success stories which demonstrated how you could make it work for you.

You can view the entire Digital Champions edition of Tech Talk Thursday by clicking the link [here](#).





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● Shipping

Winning International Group is the world's largest bauxite shipping company and a leading maritime sustainable logistics service provider.

We take sustainability and innovation as our core competitiveness and strategy to secure success and create social value. Winning operates a fleet of over 100 bulk carriers, half of which are self-owned with a total capacity of 7.43 million dwt. We also innovatively manage one of the most sophisticated maritime transshipment barge systems in Africa and Asia, with an annual capability of 50 million tons. The system consists of two floating commodity terminals (FCT), eight large-scale floating cranes and nearly 100 barges, tug boats, bunker tankers and floating docks. Winning's maritime supply chain solutions are designed, equipped and delivered up to the highest standards to empower our customers to share our core value of sustainability and reliability, seamlessly trade and thrive across four oceans and six continents. Our upgraded green logistics investment in recent years epitomizes Winning's ambition to achieve a higher level of sustainability towards Net Zero.

● Mining

Mining to make a positive difference for a more sustainable future is the mission of Winning's Mining business.

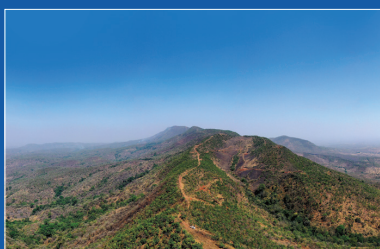
SMB-Winning Consortium is formed by Winning International Group of Singapore, China Hongqiao Group Limited of Shandong Weiqiao Pioneer Group Company Limited, Yantai Port Group of Shandong Port Group of China, and UMS of Guinea. The Consortium began bauxite development in Guinea in 2014 to drive positive change through its employment, environment and engagement policy at both local and

state level, and the enhanced annual production capacity to 40 million tons today. The Consortium makes Guinea the largest exporter and the second-largest producer of bauxite in the world now, as well as the leading supplier of bauxite to market of China. SMB-Winning Consortium is fully living up to the expectations of ESG performance and hence getting more resilience to unforeseen risks.

Led by WIG, Winning Consortium Simandou will operate a world-class iron ore mining project in the prefecture of Kérouané, Kankan region in Guinea, Africa. Amongst iron ore deposits worldwide, the Simandou deposits constitute the largest unexploited reserve of high-quality iron ore. Blocks #1 and #2 of the mine currently account for more than 1.8 billion tons of estimated reserves, with a grade of 65.5 per cent or more. Winning Consortium Simandou is committed to bringing internationally respected knowledge, experience and finance to help develop Simandou to international standards.

● Railway

SMB-Winning Consortium, led by Winning International Group, invested US\$750 million to launch the construction of the Dapilon-Santou Railway in March 2019. Located in northwest Guinea in the regions of Boke and Kindia, the railway begins from the Consortium's Dapilon Port in Boke and terminates at the Consortium's Santou mine zone in Kindia, measuring 125 km in length and constitutes of 21 bridges, two tunnels, and six stations. The Dapilon-Santou Railway is the first modern railway constructed in Guinea over the past five decades. With its entry into operation in June, 2021, the railway now is providing infrastructural support to major mine zones along the route, with an annual capacity of approximately 45 million tons. SMB-Winning Consortium is taking environment protection, safety and security integral to the daily running of the Dapilon-Santou Railway in the cause of fostering social prosperity and peace in Guinea.



Others — Upcoming SSA Events

Upcoming SSA Events

Jan

18

SSA Lunar New Year Cocktail

Apr

24 - 28

Singapore Maritime Week



HONG LAM MARINE

Since 1981

*Singapore's leading service provider
of bunkering services and
maritime transportation*

Executive Development Programme (2023)

23 - 24

SS600 & Basic SS648 for the Bunker Industry

Member: \$864/\$304 (after grant)

Non-Member: \$1296/\$456
(after grant)

Feb

15

Introduction to LNG as Fuel in Shipping

Member: \$432/\$332 (after grant)

Non-Member: \$648/\$348 (after grant)

28 - 29

Use of Biofuels onboard Ships

Member: \$648/\$348 (after grant)

Non-Member: \$972/\$522 (after grant)

Mar

21 - 23

Principles of Shipbroking & Chartering

Member: \$648/\$348 (after grant)

Non-Member: \$972/\$522 (after grant)

3 - 6

Principles of Shipping Documentation & Practices

Member: \$842.40/\$452.40
(after grant)

Non-Member: \$1263.60/\$678.60
(after grant)

19 - 20

Introduction to Shipping (Masterclass)

Member: \$648/\$348 (after grant)

Non-Member: \$972/\$522 (after grant)

Apr

13 - 18

Principles of Shipping Operations & Practices

Member: \$842.40/\$452.40
(after grant)

Non-Member: \$1263.60/\$678.60
(after grant)

New Members





CONCERTO SINGAPORE PTE. LTD.

Concerto is a ship owning company which began its operations in Singapore in 2021. We focus on a variety of ocean-going vessels, as well as providing Chartering and Shipping Broking. We aim to expand our fleet saving no efforts in the future to enjoy a formidable presence in the maritime industry.



COSCO SHIPPING SPECIALIZED CARRIERS (SOUTHEAST ASIA) PTE LTD

COSCO SHIPPING SPECIALIZED CARRIERS(SOUTHEAST ASIA) has an established business service network throughout the world, centering on the Far East, bringing the adventures of stable and reliable liner shipping on many trade routes. We are dedicated to the operations and management of more than a hundred vessels, semi-submersible vessels, pulp carriers, pure car carriers, logs carriers, as well as asphalt carriers.



DRACO BUREN SHIPPING PTE LTD

Draco Buren Shipping incorporated in 2019 is an integrated shipping company in the Maritime sector. Our commitment is providing outstanding Ship Management Services, which include technical management, crew management, risk management & systems, vessel accounting and procurement services. The four main pillars, which gives direction to all our activities, are being transparent, agile, responsible, and a trustworthy partner.



K MARINE SHIP MANAGEMENT PTE LTD

Incorporated in Singapore on 31st January 2022, K Marine Ship Management Pte. Ltd. ("KMSM") is a ship management company offering comprehensive services to Oil Tankers, LPG Carriers, LNG Carriers and LNG Bunkering Vessels for our businesses in Asia. KMSM also houses our newly established Technical Division, which aims to accelerate our efforts in our digital transformation and commitment to decarbonisation. KMSM is a wholly owned subsidiary of Kawasaki Kisen Kaisha, Ltd and is one of the global bases of the "K" Line Group Companies supporting the activities in Asia.



SCORPA PRANEDYA (SINGAPORE) PTE LTD

Established in 1978, Scorpa Pranedy (SP) has over 40 years experience operating in the maritime sector as owners, operators and service providers (technical & manning) in Indonesia. Under new Management, Scorpa Pranedy, expands and establishes a base in Singapore with the aim of increasing tonnage and growing regionally and internationally. The company owns and GP product tankers.

Associate

ABB PTE LTD

ABB Marine & Ports has an international footprint of 26 countries with a strong foothold in Singapore. Our customers benefit from more than 100 years of experience in the industry, from bridge to propeller including the power, propulsion, automation and control technologies. As part of digitalizing Singapore's maritime industry and reducing greenhouse gas emissions, ABB's technologies are primed to reduce fuel consumption and lower emissions.



BENNART MARINE PTE LTD

Bennart Marine, is a one-stop solution provider for underwater works - mainly marine construction and ship husbandry. We're dedicated to executing our services, with a focus on dependability, consistency, and precision."



BLU MARITIME CONSULTANCY PTE LTD

Bennart Marine, is a one-stop solution provider for underwater works - mainly marine construction and ship husbandry. We're dedicated to executing our services, with a focus on dependability, consistency, and precision.



MEDAIRE (APMEA) PTE LTD

International SOS was born in Singapore in 1985 and is the world's leading health and security risk services company. Our Aviation & Maritime Team currently serves 67% of Top Airlines and 5,000 merchant vessels, offering services that span from telemedical advice to medical cost containment, emotional support and medical case management. Through a global network of 27 Assistance Centres, we provide seafarers with 24/7 telemedical advice, wherever they are. As a company we receive 4 million assistance calls every year.



MEMPHIS MARINE & OFFSHORE PTE. LTD.

Memphis Marine & Offshore, a MariApps subsidiary, founded in 2020 is a one-stop solution for all maritime services available worldwide.





NEWPORT SHIPPING PTE LTD

Newport Shipping UK LLP ("Newport") was established in the UK in 2011 with vessel management, design, construction and repair experience dating back to the 1960s. Newport is active globally with the services of dry-docking, retrofit, repair and conversions with a low carbon focus in 15 yards with 38 docks capable of handling approximately 2,500 repairs annually of all vessel classes and sizes. Newport is also committed to develop initiatives in maritime digitalisation and decarbonisation.



NORTHROP GRUMMAN SPERRY MARINE PTE LTD

Sperry Marine provides safe, efficient and reliable industry-leading, maritime navigation solutions for the commercial and defence industry.

These integrate systems, digital services and support to suit all vessels and operating requirements. Our extensive portfolio includes radars, ECDIS, compasses, steering systems, autopilots, speed logs and Integrated Bridge Systems. And secure, connected services that support digital transformation.



ONE NET PTE LTD

One Net Group (ONG), headquartered in Cyprus and part of the Fameline Holding Group comprising of some 65 maritime related companies, is the Technology company of the group, offering full digital connectivity, IT Services, hardware, integrated solutions and VPO. Through its subsidiaries, OneNovation delivers full supporting maritime solutions from IT and customized hardware to Cyber security, whilst OneLearn Global is a leading eLearning training solutions provider.



SMART SHIP HUB DIGITAL PTE LTD

Smart Ship Hub Digital is Headquartered in Singapore, with a Delivery Center in India. We provide all types of Marine Digital Automation: software, smart solutions, consultancy and services for maritime sector, Industrial automation sector and any type of large scale digital transformation projects.



SMART SHIP SOLUTIONS PTE LTD

Established in 2020, Smart Ship Solutions Group focused mainly on the Marine and Oil & Gas Industry. Over the years, the Group has evolved and emerged as a reputable World Wide Company that provides a "One Stop Solution Services" to the Marine and Offshore Industry for Marine Automation, Electrical, Mechanical, Piping, Hydraulics and Steel Structure.

Associate

THE SWEDISH CLUB SINGAPORE BRANCH

The Swedish Club was founded by shipowners in 1872 and is today a leading mutual insurance company, owned and controlled by its members. The Club writes P&I, FD&D, H&M, Hull Interests, Loss of Hire, War Risks and any additional insurance required by shipowners and charterers. The head office is located in Gothenburg and branch offices are located in Piraeus, Oslo, London, Hong Kong and Singapore.



ZENER MARITIME SOLUTIONS (SINGAPORE) PTE LTD

Zener Maritime Solutions, headquartered in Singapore, are world leaders in Asset Integrity Services providing consultancy services for future-proofing assets. Our team of experienced professionals (naval architects, design, mechanical, marine and electrical engineers) inspect over 1,500 ships annually across 7 locations (Mumbai, Singapore, Rotterdam, Ningbo, Houston, Fujairah, Dubai) in 3 main divisions:



- I) Inspection, Survey & Docking
- II) Engineering Design Solutions
- III) Turnkey Project Management

Start-Up

MAGELLAN X PTE LTD.

MAGELLAN X PTE LTD. is a leading IIoT safety technology company centered on human factors. Combining deep maritime knowledge with IIoT capabilities and predictive AI, our focus is on improving safety and compliance outcomes, increasing operational productivity, and enhancing crew wellbeing. Our solution SAFEVUE. ai combines an enhanced Control Of Work with a holistic approach to Crew Wellbeing in improving worker health and safety culture.





AgilePlans[®]

ONE

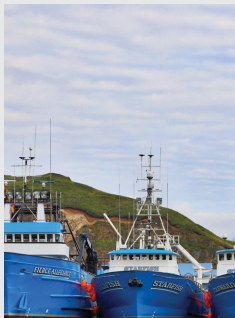
Intelligent Hybrid Connectivity as a Service

SATELLITE / CELLULAR / WI-FI

AgilePlans ONE delivers everything your fleet needs for better business at sea – with no CAPEX and no long-term commitment. One affordable monthly subscription delivers the speed and reliability of the KVH ONE™ global network, hybrid TracNet™ terminals, plus subsidized shipping and installation, and zero maintenance costs.*



One unified network. One smart terminal.
One all-inclusive experience.
kvh.com/agileplans



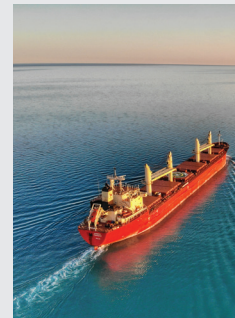
Wi-Fi

At the dock:
*Automatically
switches to
port Wi-Fi*



Cellular

Underway:
*Conveniently
connects to
cellular*



Satellite

Offshore:
*Seamlessly
switches to
VSAT*

* KVH supports AgilePlans installations and maintenance in major ports worldwide. Visit kvh.com/agileports for complete details on shipping, installation, and maintenance policies.

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