

10 April 2019

Marina Bay Sands®
Singapore

DAY 2



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Digitalisation a big driver of change

Digitalisation and the uptake of technology for the shipping sector will eventually bring the industry up to a whole new level of digital connectivity, even though this driver of change is happening only at an incremental pace, according to a panel of industry leaders.

Soren Toft, member of the executive board and coo of AP Moller Maersk, noted that digitalisation is set to change out the decades of old fashioned and isolated operation in shipping.

Toft was one of panellists speaking at the Global Forum of the Sea Asia 2019 conference held in Singapore on Tuesday as part of the Singapore Maritime Week.

"Digitalisation has finally hit shipping and it will be for the long term. There will be more transparency, everything is going to become more public, and there will be a need to collaborate with others in completely different ways," Toft said. "Digitalisation is a big short term change and a long term trend."

Andreas Sohmen-Pao, chairman of BW Group and chairman of the Singapore Maritime Foundation (SMF), pointed out that digitalisation in shipping is not about the push to roll out revolutionary solutions such as fully autonomous ships.

"The reality of technology is that it is more incremental than suddenly seeing autonomous ships," Sohmen-Pao said. The combination of various technological solutions such as virtual reality, blockchain, data management, control centre dashboards and so forth are the stuff that are being adopted at different stages by different companies according to their respective needs.

Toft added: "Things like the installation of sensors are part of the incremental change that we are doing. At Maersk, we are trying a number of things and sometimes they don't work. We have tried digitalisation in the physical and documentation side.

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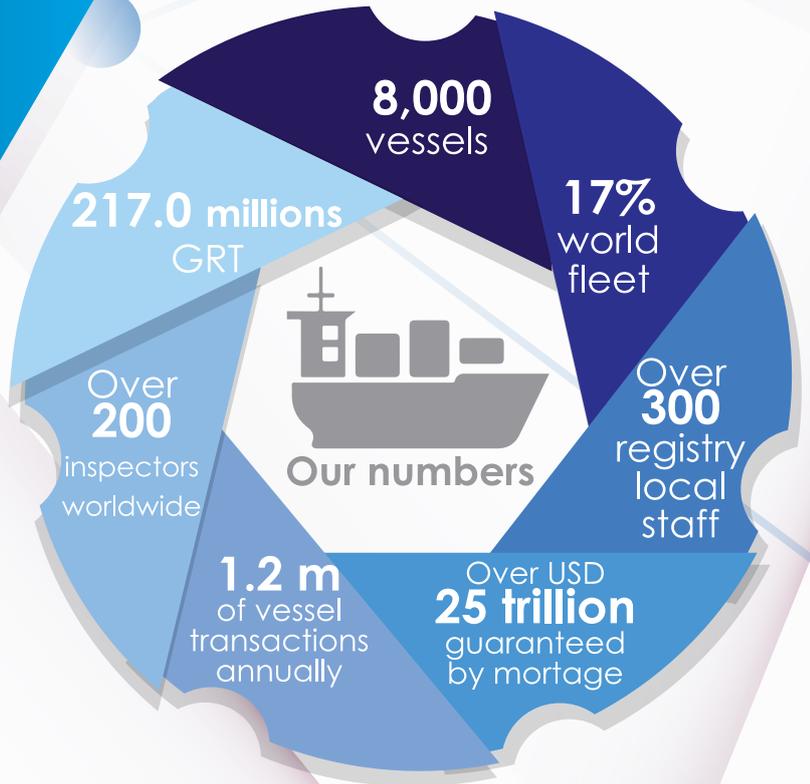
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Tackling the talent crunch



The picture is not much better for data scientist roles, with 552,000 talents on a global basis. Of that number, 150 talents are in the Asia maritime sector and 44% changed jobs over the past year.

To tackle the skills gap and retain talent, Ng says that the maritime industry may want to consider hiring professionals with foundational skills and train them and to look overseas for talent at places such as France and India.

She also suggests looking for talent from other sectors, pointing out that several maritime sector professionals had their beginnings in other industries.

Even others in the panel agreed that more should be done to attract job seekers to the maritime industry.

Even as the maritime industry moves to keep up with the pace of technological change, hiring and keeping talent is a challenge.

“Digitizing to stay relevant,” has been a catch phrase for the maritime sector in recent years and demonstrating that resolve, 24% of marine hires were from the technology sector in the last year and the number of such hires were up 14% year-on-year, LinkedIn’s head of Talent Solutions, Singapore, Elsie Ng said.

Social media platform LinkedIn, well known for networking and job recruitment possibilities, has 610 million members, with 30 million companies and 20 million open jobs.

“Tech and engineering related jobs are most in demand,” Ng said in a panel discussion on the Future of the Maritime Workforce at Sea Asia 2019. But hiring has failed to keep pace with demand.

For systems engineer roles, there was 3.5 million talent available, according to LinkedIn data. Of that number, 1.6 million was in Asia and that number was further reduced to 600 for the Asia maritime sector. Around 18% changed jobs in a year.

Saying that the industry needs to be more proactive in attracting talent fresh from universities, Oyvind Stordal, Wilhelmsen Ship Management’s vice president digital, adds “there was free pizza” when he was young as an anecdote for the ways the industry tried to recruit new entrants.

Captain Nicholas Hall, general manager, Marine Manning, Swire Pacific Offshore adds that there is not enough visibility on shipping unless there is a disaster and the industry can do with more career fairs.

But all agreed that the sector is getting more dynamic in its efforts to attract talent, including women.

Giving anecdotal evidence panel moderator Guy Platten, International Chamber of Shipping Secretary General, says he has done his part and his daughter is a Captain.

He added that the industry should highlight the good points such as that the average person spends only eight years at sea and it is not career at sea.



continued from page 1

A lot of people don’t realise that ensuring the flow of documentation is sometimes more costly than physical transportation. Sometimes, documentation is an obstacle to reaching new markets.”

Erick Rickmers, chairman of E.R. Capital, believed that technology will be the big driver of change and it will continue to be so in years to come.

“Shipping has been lagging behind, and one obstacle in particular is the high cost of satellite communications. But this is also increasingly being addressed and I see no reason why shipping won’t be as much fully digitalised as it should have been,” Rickmers said.

Tan Chong Meng, group ceo of PSA International, concurred that digitalisation

in shipping is lagging behind compared to the consumerism and financial spaces. “But we are not expecting a revolution. Digital connectedness will be slow but it is getting there,” Tan said.

Tan said that what is important now amid the technology driven cycle is to stay focused on optimising assets, continue to create value and find new ways to do things.

Even without digitalisation, the shipping sector is already going through rapid changes in the Internet age and a much more globalised world. Tan recalled that just eight years ago, there were no large containerhips. “Today we have more than we can cope with. Ports have to work very hard to keep up. We have to be aware of the needs of the society of the future, and then work backwards into our logistics both on land and for shipping,” he said.

Conference Programme Day 2

Wednesday, 10 April 2019

10:00	<p>Sea Asia Parliamentary Debate: “This house believes that too much is expected of the shipping industry on environmental matters.”</p> <p>For an industry with the size, complexity and importance of global shipping, new regulations from ballast water management to fuel regulations to decarbonisation present the industry with a significant cost and challenge. Is the regulatory agenda faced by the shipping industry appropriate? Is too much expected of the industry, not least given the scale of the change and timeline involved? Who will pay for these changes?</p> <p><i>Debate Chairman:</i></p> <div style="display: flex; align-items: center;">  <p>Esben Poulsson Chairman International Chamber of Shipping President Singapore Shipping Association Chairman Enesel Pte Ltd</p> </div> <p><i>Speakers against the Motion:</i></p> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Dr Şadan Kaptanoğlu President Designate, BIMCO and Managing Director HI Kaptanoğlu Shipping</p> </div> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Professor Christine Loh Chief Development Strategist The Hong Kong University of Science & Technology</p> </div> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Jeremy Nixon Chief Executive Officer Ocean Network Express (ONE)</p> </div> <p><i>Speakers for the Motion:</i></p> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Friedrich Bunnemann Managing Partner Asiatic Lloyd Maritime LLP</p> </div> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Dr George Pateras President Hellenic Chamber of Shipping and Hellenic Maritime Cluster Deputy Chairman Contships Management Inc.</p> </div> <div style="display: flex; align-items: center;">  <p>Ali Shehab Deputy Chief Executive Officer Fleet Operations Kuwait Oil Tanker Company (KOTC)</p> </div>	11:30	<p>Delegate Coffee</p>
		11:45	<p>Launch of The Leading Maritime Capitals of The World Report (2019 Edition)</p> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Mohd Shahrin Bin Osman Regional Manager, Maritime Advisory for South East Asia Pacific & India DNV GL</p> </div>
		13:30	<p>A Practical Response to Upcoming Regulations <i>Session sponsor:</i> </p> <p>The industry is faced with many complex new regulations. This session offers practical advice on what shipowners and managers will be required to do to adjust to the changes. Speakers will discuss the technical aspects of the new requirements and what will be required to achieve compliance.</p> <p><i>Moderator:</i></p> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Tim Wilkins Environmental Director & Regional Manager Asia Pacific INTERTANKO</p> </div> <p><i>Panellists:</i></p> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Capt Rahul Choudhuri Managing Director - AMEA Veritas Petroleum Services (VPS)</p> </div> <div style="display: flex; align-items: center; margin-bottom: 10px;">  <p>Murali Pany Managing Partner Joseph Tan Jude Benny LLP</p> </div> <div style="display: flex; align-items: center;">  <p>Arun Sharma Vice Chairman International Association of Classification Societies (IACS) Executive Chairman Indian Register of Shipping (IRClass)</p> </div>
		14:30	<p>Delegate Coffee</p>
		15:00	<p>Fleet Management of the Future <i>Session sponsor:</i> </p> <p>Shipowners have already invested significantly in technology to physically improve the performance of their vessels, but the next wave to truly optimise their fleet operations is digitalisation. Panellists will</p>

discuss how shipowners and managers can take advantage of digital technologies and utilise to improve the performance of their fleets. It is a task that is larger than any one technology provider or shipowners and managers can take advantage of digital technologies and utilise to improve the performance of their fleets. It is a task that is larger than any one technology provider or shipowner. Speakers will address the key challenge of collaboration and cooperation in the industry to unlock the true potential of digitalisation.

Moderator:



Geir Isene
Head of Innovations
Dualog

Introduction:



Morten Lind-Olsen
Chief Executive Officer
Dualog

Panellists:



Hideyuki Ando
Senior General Manager
MTI (NYK Group)



Silje Moan
Chief Operating Officer
Dualog



Sanjeev Namath
Chief Business Officer
Alpha Ori Technologies



Tiong Kee Yong
VP, IT
BW Group

16:15

Delegate Coffee



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Near term prospects for shipping are positive: BW



The shipping industry should be confident about near term prospects on the back of a positive macro environment, but the medium to long term future may present some concerns, according to Andreas Sohmen-Pao, chairman of BW Group and chairman of the Singapore Maritime Foundation (SMF).

Sohmen-Pao was one of the panellists speaking at the Global Forum of the Sea Asia 2019 conference held in Singapore on Tuesday.

“Near term, (I’m) pretty optimistic from now and the next few years because I think supply and demand is getting quite interesting,” Sohmen-Pao said.

First, on a macro level, China’s economic

growth continues to be strong growing at 6.6% last year, adding \$1.2trn to the world economy. Secondly, a growing middle class population from 1.8 billion in 2009 to 3.2 billion by 2020 will lend firm support to global demand.

Thirdly, even amid the US-China trade war, China exports to the US are at 4% of its GDP and US exports to China are at 3%.

“Fourthly, the global orderbook now is extremely low. It is less than 10% now for many sectors having been up at 50%. LNG is at 25% and it’s a bit worrying but most of the others are at 10% or less.

“And my last point is financing – yes there is too much availability of capital but capital discipline is coming back

and banks are being more careful about lending. So there are a lot of reasons in the near term to be quite excited,” he said.

“But in the medium to long term we still have to be a little bit concerned about these big shifts,” he said.

“Long term, one has to be very brave to invest in newbuilding today. You will get your ship in 2021, it will live until 2040-45, and we have no idea what the world looks like in 2030 let alone 2040”, he said.

So if you look at technology ships, fuel ships, energy ships, decarbonisation, I think that’s a big question mark in the very long term.”

Shell Marine to launch new lubricant for 0.5% fuel in Singapore from July

Shell Marine will introduce its new two-stroke engine cylinder oil dedicated for use with ship engines running on 0.5% sulphur fuel into the Singapore market this year, ahead of the IMO 2020 regulation.

With a base number of 40, the new Shell Alexia 40 has been developed to optimise equipment performance and condition as shipowners and charterers prepare for the switch to use bunker fuels with a maximum sulphur content of 0.5% from 1 January 2020 under IMO Marpol Annex VI regulation.

From 1 July 2019, Shell Alexia 40 will be commercially available in Singapore. The product will then be gradually introduced to other main supply ports in Hong Kong, Rotterdam, Fujairah and in countries like China and the US. Shell Marine has more than 700 networked ports across 61 countries.

“We wanted to develop something that can cover the 0.5% fuel oil market and that is the Shell Alexia 40,” said Hew Shaw Siang, regional sales manager for Asean and South Asia at Shell Marine.

At present, Shell Marine’s portfolio of lubes includes Shell Alexia 140 and 100 for high sulphur fuel oil, Shell Alexia 70 for 0.5% sulphur fuel for newer engines and high sulphur fuel oil for old vessels with scrubbers, and Shell Alexia 25 for 0.1% sulphur fuel and LNG.

“Different fuel oil types require different lubes. Market requirements are shifting so we are looking to provide a full portfolio to our customers,” Hew said.

“Owners transitioning to the post-IMO 2020 marine fuels era need peace of mind over the condition and performance of their engines. To remove any uncertainty, Shell Alexia 40’s performance has been fully tested on representative very low sulphur fuel oils and engines for the operating conditions owners will actually face.”

After extensive testing at Shell’s Marine & Power Innovation Centre in Hamburg and working closely with original equipment manufacturers, Shell Alexia 40 has undergone thousands of hours of trials onboard four ships with the latest engine types, using representative IMO 2020-compliant fuels, to verify performance at sea.

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Addressing the challenges ahead for the maritime industries



The changing times in maritime and shipping were in focus at the opening ceremony of Sea Asia 2019 on Tuesday morning with Singapore's Senior Minister of State for Transport Janil Puthuchery highlighting some of the challenges the industry is facing.

In his speech at the opening ceremony Minister Puthuchery noted that despite the current turmoil, the maritime sector remained more relevant than ever before with 90% of global trade carried by sea and demand continuing to grow each year, with Asia one of the strongest growing regions for the next few years. Asean too was key with a population of 650m and projected to become the world's fourth largest economy by 2030.

However, many challenges also lie ahead with disruption and digitalisation, tighter environmental regulations and the manpower crunch. "But it is not going to be business-as-usual for the maritime sector, it can't be business as usual," the Minister stated.

Puthuchery noted the challenges faced by shipping from non-traditional players such as Alibaba and Amazon and new business models that could disrupt players with traditional business models.

He spoke of the opportunities presented by digital connectivity, and also noted the hype cycle around some of the technology, but also that these technologies would bring change.

For Singapore, this means harnessing the power of digital technologies to remain competitive and one such example is Singapore's shipping community and government agencies have come together to develop an electronic Bill of Lading (eBL) under Singapore's TradeTrust Framework.

On the challenge of cleaner shipping the Minister said that Singapore was prepared for the introduction of the IMO 2020 0.5% sulphur cap for marine fuels with minimum disruption to the industry. He noted Shell and BP had selected Singapore as a key

location where low sulphur fuel would be available and there was a list of 49 licensed bunker suppliers of low-sulphur fuels in the port.

On the competition for talent Singapore continued to invest in people to ensure a continuous pipeline of maritime manpower. Included in this is the Maritime Cluster Fund Manpower Development Programme, administered by Maritime & Port Authority of Singapore, which co-funds training for more than 5,000 individuals a year.

This sentiment was echoed by Chris Hayman, chairman of Seatrade, Informa Markets, who spoke of the opportunity Sea Asia presents industry players to collaborate and address the challenges posed by digitisation, the global economic outlook and the sulphur cap.

Singapore Maritime Foundation chairman, Andreas Sohmen-Pao also commented on the challenges faced by the industry and the need for events such as Sea Asia to gather together to share ideas and find solutions to the numerous challenges ahead.

"Singapore has an important role to play in this, as a leading maritime centre, and as a wonderful gathering place for talent and ideas. You all know what a responsive government we have here, channeling efforts to support business success," Sohmen-Pao said.

"Those of you from overseas might be amazed to see how much innovation is happening here. This year we have the Innovation Arena at Sea Asia, which will showcase eight start-ups. As some jurisdictions around the world become less friendly to business, you may wish to consider beefing up your presence here."

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Keppel spearheads development of first autonomous vessel in Singapore



Keppel Offshore & Marine (Keppel O&M), through its wholly-owned subsidiary, Keppel Singmarine, has embarked on the development of an autonomous tug to be operated by Keppel Smit Towage.

This tug is expected to be one of Singapore's first autonomous vessels when the project is completed in the fourth quarter of 2020.

Under the Maritime and Port Authority of Singapore (MPA)'s Maritime Innovation and Technology Fund (MINT Fund), Keppel O&M has secured a grant of up to SGD2m (\$1.5m) to develop the autonomous tug.

The project follows the memorandum of understanding signed by Keppel O&M, MPA and the Technology Centre for Offshore and Marine, Singapore (TCOMS)

in April 2018 to jointly develop autonomous vessels for a variety of applications including undertaking harbour operations such as channelling, berthing, mooring and towing operations.

"We are proud to be at the forefront of innovation with the development of autonomous tugs that are commercially viable. The maritime industry is transforming and we are glad to be able to partner MPA and TCOMS in exploring how to improve the industry with new technologies," said Chris Ong, ceo of Keppel O&M.

The project will involve modifying a 65-tonne tug by retrofitting advanced systems such as position manoeuvring, digital pilot vision, as well as collision

detection and avoidance. An onshore command centre will be set up to remotely control the tug.

Quah Ley Hoon, chief executive of MPA, commented: "Autonomous vessel is the next exciting phase of development in the maritime industry and in Maritime Singapore.

"Here, we are constantly looking out for the next new technology to pilot and testbed in an effort to develop Maritime Singapore to be more efficient, productive and technologically advanced. This is one of five autonomous vessel projects that MPA is supporting as part of our Marine Autonomous Surface Ship (MASS) test bedding programme," she said.

As part of the project, Keppel O&M's technology arm Keppel Marine and Deepwater Technology (KMDTech) will work with MPA and TCOMS to develop various technologies and be the system integrator for the autonomous solutions.

These technologies include a Digital Twin of the tug to simulate vessel behaviour in multiple scenarios and optimise vessel operations, as well as data analytics tools to improve the control and response of the tug.

Keppel O&M is also partnering with communications network provider M1 to leverage on its ultra-low latency 4.5G network connectivity to establish standards and data transfer links in terms of latency and reliability for ship-to-shore communication.

NSSLGlobal unveils new unified communications solution for the Asia seas

Global satcom and IT communications provider NSSLGlobal (B2-07) has unveiled the new FusionIP-LITE solution that integrates cellular and satcom networks into one service for high-speed connectivity across the Asia seas.

The FusionIP-LITE, specifically engineered for the Asia seas, allows users to benefit from seamless automatic switching between cellular and sitcom networks to ensure "always-on" connectivity with speeds up to 40Mbps.

Cellular connectivity is the primary connection and satcom is the secondary. When vessels move out of cellular range, they are seamlessly transitioned between networks to achieve unbroken communications while ensuring optimal data speeds.

The new NSSLGlobal solution incorporates automatic WAN switching, an email service, core firewalling, eNOAD and file management/synchronisation capabilities – all at no additional cost apart from a single monthly service fee.

NSSLGlobal's FusionIP-LITE service uses a single 3G/4G/LTE SIM which is capable of delivering high-speed bandwidth up to 20km

offshore – with download speeds of up to 40Mbps – making it ideal for leisure, fishing and commercial vessels.

The new solution is expected to help busy vessel operators passing through the coastal waters of several countries to benefit from the high-speed cellular with service assurance and coverage of satellite, all without changing multiple SIMs or dealing with a variety of providers and bills.

FusionIP-LITE also utilises the new Iridium Certus Next constellation as a fail-safe guarantee of "always-on" connectivity when outside of cellular coverage providing speeds up to 704kbps.

Since its launch in late-2017, the award winning FusionIP has been a phenomenal success and firm customer favourite, but its deployment has been limited to European coastal waters," said Priya Patel, APAC regional sales director of NSSLGlobal.

"Now, with FusionIP-LITE, vessel operators in Asia can also benefit from safer, smarter and more efficient operations thanks to the power of always-on communications," Patel said.

Seminar Programme

Seminar Theatre Sessions are **complimentary** for all participants to attend at Basement 2, Hall F.

Wednesday, 10 April 2019

Time	Topic	Presenter	Booth No.
1100 – 1130hrs	Sulphur 2020: From Fuel Procurement to Combustion	Lloyds Register	B2-C01
1130 – 1200hrs	Enhancing Safety on your Engines	Schaller Automation Pte Ltd	B2-107
1200 – 1230hrs	Powering Smart Ships with IoT and Cyber Security	Singapore Telecommunications Limited	B2-G21
1230 – 1300hrs	New Tech in Maritime Field Inspections	MapGage (MDI B.V)	L1-A10f
1300 – 1330hrs	Preparing for IMO2020 Fuel Mix – BunkerMAESTRO, an Innovative Solution to Bunker Scheduling Efficiency	Claritecs Pte Ltd	L1-A10c
1330 – 1400hrs	Improving Cyber Resilience in Shipping and Maritime	Threatspan	L1- A10h
1400 – 1430hrs	Maritime Transportation of Oman	Oman Shipping Company	B2-T21
1430 – 1500hrs	Digital Innovations to Transform Maritime Training & Operations	KVH Industries, Inc.	B2-T18
1500 – 1530hrs	Are Green LED Lighting Solutions Safe to use On-Board Vessels?	Beng Hui Marine Electrical Pte Ltd	B2-G15
1530 – 1600hrs	GRE Lasts a Ship's Life Time	BH Global Corporation Ltd	B2-G17
1600 – 1630hrs	SCHOTTEL SYDRIVE-M	SCHOTTEL GmbH	B2-C21

Thursday, 11 April 2019

Time	Topic	Presenter	Booth No.
1100 – 1130hrs	IMO 2020 Bunker Fuel Sulfur Limit Compliance with Blockchain	Dastell LLP	B2-22R
1130 – 1200hrs	Machine Learning Applied to Maritime Cargo Flows	Portcast Pte. Ltd.	L1-A10a
1200 – 1230hrs	The Latest Technologies to Save Fuel and Reduce the Operating Cost	Griffin Group International Pte Ltd	B2-J13
1230 – 1300hrs	InvestHK Seminar	InvestHK	
1300 – 1330hrs	How e-Navigation will Transform Passage Planning	NAVTOR AS	B2-N11L
1330 – 1430hrs	Launch of the Maritime Startups and Scaleups Infographic: Creating a Global Hub of Start-Up-Driven Maritime Innovation	Startup Wharf Ltd.	

**This programme may be subject to change without prior notice.*

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Ascenz embarks on new growth strategy

Singapore's homegrown maritime technology firm Ascenz Solutions (B2 – F17) has embarked on a very different business growth strategy since its establishment in 2008, especially in light of maritime digitalisation becoming a buzzword.

Marketing itself as more than just a software provider, Ascenz is in the market today offering highly customisable solutions that are scalable, modular and cloud-based to facilitate smart shipping operations.

“Essentially you can say that we deal with the health of ships. And we prefer the term ‘collaboration’ with our partners

and customers on how to conduct joint services to address real operational challenges, and how to manage, integrate and analyse massive data,” said Chia Yoong Hui, ceo of Ascenz.

The highly scalable solutions offered by Ascenz also mean that operators do not need to invest a lot upfront, as they can customise the solutions according to their needs and invest where necessary.

This is also where Chia believes is the biggest strategic change for Ascenz as the company now looks at the growth of the business differently. It is no longer about selling how many products, but rather to create a platform of partners

similar to the Airbnb concept or the emerging blockchain alliances.

“Growing a business today is no longer about how many ships we can supply our equipment to. We need to look at the services aspects, especially now that we are at the starting point in terms of digitalising operations and driving innovation,” Chia said.

Ascenz has created its very own suite of solutions under its Shipulse platform, which comprises of the Shipulse Portal, Shipulse BunkerXchange, Shipulse DAS, as well as the relatively recent addition of SloShield and LNG Advisor of GTT.

In January 2018, LNG containment systems specialist GTT moved to acquire a majority stake in Ascenz, leaving Ascenz's executive founders Chia and Sia Teck Chong holding 25% stake in their company.

The investment by GTT is expected to reinforce its service portfolio in LNG shipping, a necessary progression with the development of LNG as bunker fuel. GTT said it is recognising Ascenz's solutions on fuel savings and vessel compliance in an industry increasingly driven by digitalisation and a need for innovation.



DNV GL teams up with SSA members to explore 3D printing

DNV GL (B2-A01) is leading research into the feasibility of additive manufacturing, or 3D printing, in the maritime industry as part of the first phase of an initiative by the Maritime and Port Authority of Singapore (MPA).

Under the initiative, called the Joint Industry Program (JIP), the classification society will work with ten member companies of the Singapore Shipping Association to explore how spare parts produced by 3D printers can help cut costs for the sector.

“Additive manufacturing holds great opportunities for the maritime industry,” said Cristina Saenz de Santa Maria, regional manager South East Asia, Pacific & India, DNV GL – Maritime. “As the world's leading classification society our aim is to explore this technology in a way that customers can have the same confidence in AM products as they have in any other approved by class.”

Apart from inventory costs for marine parts, other challenges include low utilisation rates, parts obsolescence as well as

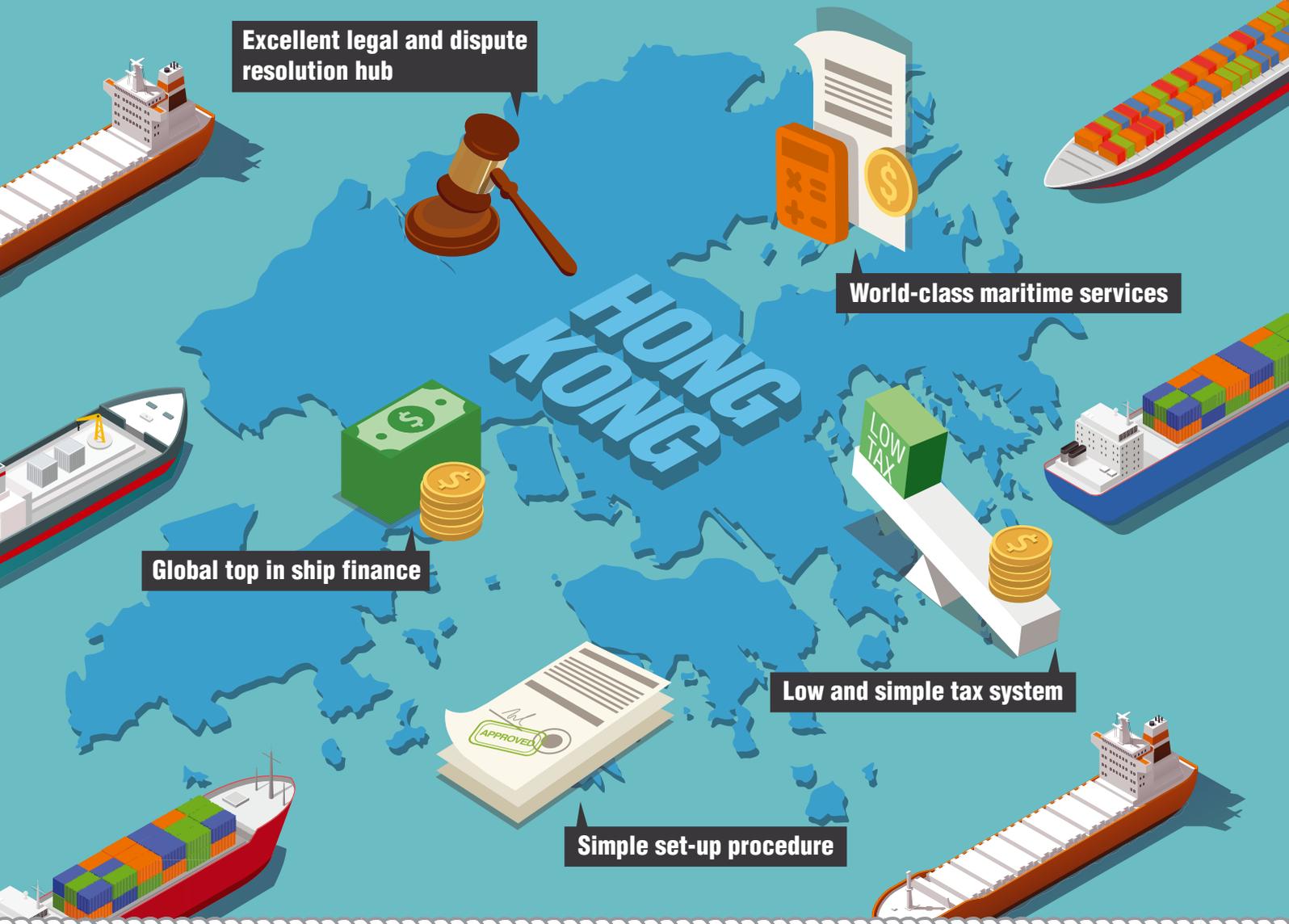
complex supply chains and accompanying logistics costs.

In 2015, Singapore launched a National Additive Manufacturing Innovation Cluster (NAMIC) to speed up industrial adoption of AM.

But uptake by industry has been moderate. Noting this, SSA Technical Committee chairman Steen Brodsgaard Lund said, “This technology can help not only to reduce costs of producing spare parts for vessels, but also to radically reinvent the production and logistics including using completely new and more suitable materials.”

To alleviate some of these issues the JIP aims to establish a list of commonly-ordered parts that are highly feasible for 3D printing. In addition to encouraging more maritime players to adopt 3D printing for their spare parts supply. The findings are also aimed at strengthening Singapore's value proposition as a one-stop shop with port services supporting a diverse eco-system of shipping lines and maritime companies.

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