

11 April 2019

Marina Bay Sands®  
Singapore

DAY 3

## Autonomous shipping



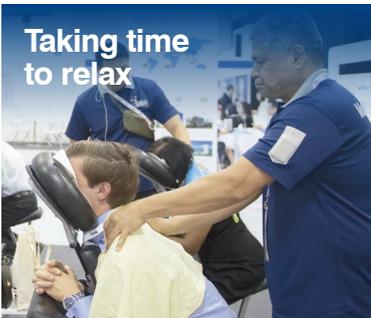
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## Speakers dinner



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## Taking time to relax



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## Heated debate on environmental regulation



The parliamentary debate at Sea Asia roused the passions of speakers who really got into the playing the part of a political debate with the motion of - "This house believes that too much is expected of the shipping industry on environmental matters".

As the Speaker for the debate Esben Poulsson, chairman of International Chamber of Shipping (ICS) and president of the Singapore Shipping Association, was at times challenged to keep the lively debate under control.

Opening the debate for the motion George Pateras, president of the Hellenic Chamber of Shipping and the Hellenic Maritime Cluster, contended that the industry did a huge amount on environmental protection on a voluntary basis, far more than any other industry.

"We must all insist on a level playing field – the

same for all. Look at the airline industry they hardly get stopped for anything. We are an industry of great value. In 2017, we transported \$357 billion worth of cargo," Pateras said.

"If you consider the emissions produced for the work done we are the most environmentally friendly means of transport."

Firing back against the motion Sadan Kaptanoglu, president designate of Bimco and managing director of HI Kaptanoglu Shipping, contended it was an illusion that the industry was too heavily regulated.

"You cannot say 'I am polluting a little bit so it's ok'," she said. Kaptanoglu contended shipowners spending billions of dollars a year on new ships had a say in making them more environmentally friendly, but did not want to pay for it. "Sadly, that's why we need more regulation, not less."

*continued on page 3*

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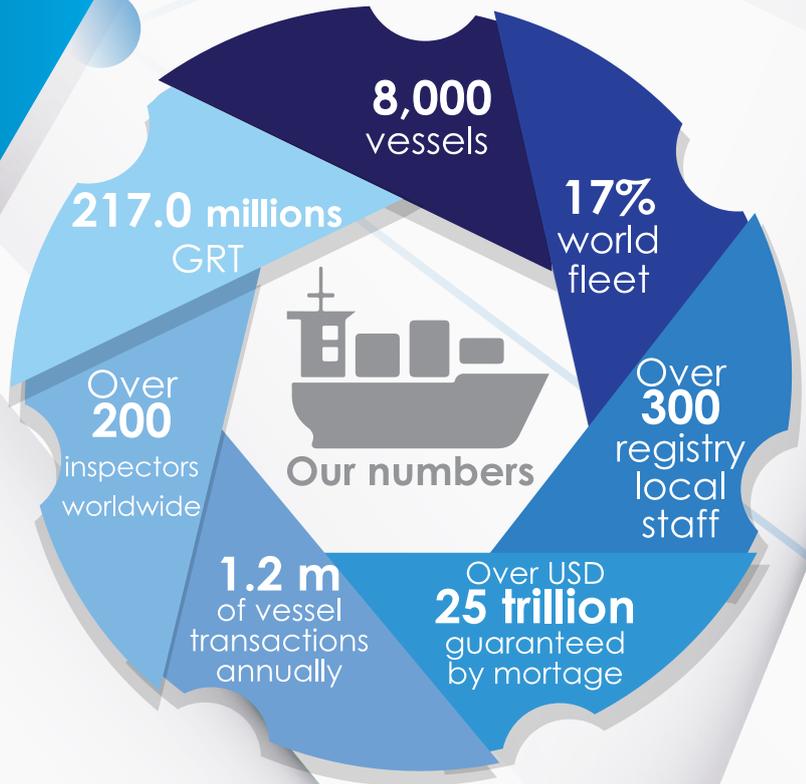
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# PANAMA SHIP REGISTRY

- SINCE 1917 -



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Speaking for the motion Ali Shehab, deputy ceo, fleet operations for Kuwait Oil Tanker Co (KOTC), brought the question of how fit to purpose the regulations were. He noted that while he attended the IMO Marine Environment Protection Committee (MEPC) 72 meeting he missed the 73rd meeting as the company was too busy trying to sort out ballast water treatment systems it had installed on its ships.

The most fiery delivery of the day came against the motion from Professor Christine Loh, chief development strategist, The Hong Kong University of Science & Technology. She compared the side arguing for the motion, or the “ruling party”, as behaving like “boys, frogs and villains”.

Prof Loh called on the side “for” the debate motion to admit defeat so that everyone could work together to tackle the huge environmental problems faced. “The public outside think they are villains

because of the way they articulate the problem.” By working together with the shipbuilders, governments, associations and other bodies the public would no longer see the industry as villains.

Arguing for the motion Friedrich Bunnemann, managing partner, Asiatic Lloyd, contended the industry was proud to have committed to targets to reduce CO2 emissions but that we should look at those who really benefit from shipping.

“We do have certain ship types that burn less fuel than other types but we don’t really get paid for that. So how can we invest more?”

Finally rounding out the side against the motion was Jeremy Nixon, ceo of Ocean Network Express (ONE). Nixon noted that the “planet was in much difficulty at the moment”, and that the movement to protect the environment was under-swelling, from the bottom up with citizens wanting see change.



When it came to a vote from the audience, or the House at the end of the debate it was the side against the motion that won out with 58.6% against and 41.4% for.

## Autonomous shipping needs global rules



Autonomous vessels have become a recurrent theme in shipping debates in recent years but the focus has to turn to regulations to bring the topic forward, Dualog ceo Morten Lind-Olsen says.

“The debate will go to legislation and global coordination and rules. Autonomous shipping needs a global set of rules,” he said after the panel discussion on Fleet Management of the Future during Sea Asia 2019. Noting that the IMO “normally doesn’t work too fast”, a proper set of global regulations to govern autonomous shipping may take 5 - 15 years.

He added, however, that “autonomy is the means” and what will drive adoption is whether it helps to make the industry more efficient, safer and greener.

Panellists in the earlier discussion had similar thoughts.

To a question of “why remove the last person?” by moderator Dualog Head of Innovations Geir Isene, MTI (NYK Group) senior general manager Hideyuki Ando, who is a former university professor, said that a manned autonomous ship could be the most competitive, while a totally unmanned ship posed a lot of risk.

And the era of fully autonomous ships is still “quite far ahead,” according to Dualog coo Silje Moan. She sees developments in this area moving in an incremental way rather than in any rapid fashion, noting that initial use of such a vessel has been for coastal transport in Norway and not a deepsea vessel.

The battery driven ship, Yara Birkeland, signed off by Norway will transport fertilizer products from the city of Porsgrunn to the ports of Brevik and Larvik in Norway.

While there could be benefits in terms of lower costs, safer operation, and being more environmentally friendly by burning less fuel, a major worry has been loss of jobs as even manned autonomous vessels will involve fewer personnel

But the outlook is not wholly bleak for seafarers.

Pointing to the experience in other sectors, Alpha Ori Technologies chief business officer Sanjeev Namath noted that “while technology took away certain jobs, it created other jobs”.

He added that new positions that may be created in the maritime industry could be drone operators and control centre operators, who will need seafarer skills.

# Conference Programme Day 3

Thursday, 11 April 2019

08:30 **Offshore Marine Breakfast**

Presenting sponsor:  **Standard Club**

Supporting sponsor:  **M3 MARINE**

The Offshore Marine Breakfast brings together leading industry executives in an informal setting to discuss the latest trends in the sector. Offshore Marine has suffered a lengthy downturn panellists will explore if there is now light at the end of the tunnel for the sector as contracting pick-ups and oil companies increase their E&P budgets. They will also discuss the latest issues relating to liability and operations in the offshore marine space.

Moderator:

 **Marcus Hand**  
Editor  
**Seatrade Maritime News**

Panellists:

 **Dughall Aitken**  
Chief Executive Officer  
**Spica Services**

 **Rupert Banks**  
Regional Claims Director  
**The Standard Club Asia**

 **Capt. Simon Healy**  
General Manager  
**Aqualis Offshore Australia**

 **Capt. Mike Meade**  
Chief Executive Officer  
**M3 Marine Group**

 **Toby Stephens**  
Partner  
**HFW**

10:00 **Oil, Shipping and The Future Energy Mix**

As environmental concerns and supply-demand questions see a push for alternatives to fossil fuels, leading industry executives from across the energy supply chain discuss what this will mean for shipping. Will demand for oil shipping decrease? Is natural gas the right solution? What fuels will the industry itself use in future? Are shipowners prepared for the changing energy landscape?

Moderator:

 **Katharina Stanzel**  
Managing Director  
**INTERTANKO**

Panellists:

 **Geir Bjørkeli**  
Chief Executive Officer  
**Corvus Energy**

 **Liv Hovem**  
Chief Executive Officer  
**DNV GL - Oil & Gas**

 **Neil McGregor**  
Group President & Chief Executive Officer  
**Sembcorp Industries**

 **Dr George Pateras**  
President  
**Hellenic Chamber of Shipping and Hellenic Maritime Cluster**  
Deputy Chairman  
**Contships Management Inc.**

11:30 **Delegate Coffee**

13:30 **Applications of Blockchain Technology in Shipping**

Blockchain – everyone is talking about it, but what will it actually mean for the shipping industry? This session will focus on the practical implementation of blockchain initiatives within the shipping and logistics space, paying particular attention to how these have improved the way business is done. The speakers will also examine the importance of developing common, neutral platforms that everyone in the industry can trust.

Moderator:

 **David Lee**  
Professor  
**Singapore University of Social Science (SUSS)**

Panellists:

 **Mohd Shahrin Bin Osman**  
Regional Manager, Maritime Advisory for South East Asia, Pacific & India  
**DNV GL**

 **Martijn Thijsen**  
Digital Strategy, Transformation & Business Development  
**Port of Rotterdam**

 **Vijay Anand**  
Global Industry Leader  
**IBM**

14:30 **Delegate Coffee**

# Seminar Programme

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

Thursday, 11 April 2019

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

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



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# Claritecs inks four MOUs for bunker tanker scheduling platform BunkerMaestro

Singapore homegrown maritime solutions firm Claritecs, exhibiting as part of the Innovation Arena, has signed memorandums of understanding (MOUs) with several bunker operators to formalise collaboration to testbed its BunkerMaestro bunker operations scheduling platform.

The bunker operators signed up are Sinanju Tankers Holdings, Sentek Marine & Trading and Global Energy Trading. Together with two other firms, New Maritime and United Maritime, who have separately signed letters of intent previously with Claritecs, the group in total manages about one-third of the current Singapore bunker tanker fleet.

BunkerMaestro, an algorithm-based Software as a Service (SaaS) platform, is a top three winner at the PIER71 Smart Port Challenge 2018.

The web-based platform taps on Singapore Maritime Data Hub (SG-MDH) data to assist bunker operators reduce



data entry and manual scheduling, increase their fleet utilisation while providing clarity in bunker scheduling to ship agents, shipowners, terminals all involved in the bunker supply chain.

It is anticipated that when using BunkerMaestro, these bunker operators will achieve increased work efficiencies of at least 30%, an increase in bunker tanker utilisation rate of at least 15% and a 50% reduction in time spent on communication.

“BunkerMaestro has gained much traction and the momentum has now propelled us to ready it for commercial rollout. We firmly believe that BunkerMaestro will add value to Singapore’s \$25bn bunker industry,” said Wong Hong Lee, ceo of Claritecs.

“This solution increases work efficiency as it reduces the need for manual, repetitive and time-consuming scheduling. It also reduces the idling buffer time of bunker

tankers, allowing its operators to accept more fuel delivery jobs.

“We expect a rise in the number of fuel types and blends consumed by the shipping industry from 2020 due to the IMO’s global sulphur cap regulation.

This will only increase the complexity of scheduling a bunker fleet and BunkerMaestro is well positioned to help bunker operators overcome this and at increased efficiency,” Wong said.

Claritecs has also signed a MOU with MarineTraffic at the Innovation Arena of the biennial Sea Asia show. The MOU will establish collaboration and the framework of cooperation between the two parties as a follow-on from the PIER71 Smart Port Challenge accelerator programme.

“We will also promote the benefits of BunkerMaestro to shipping agents, shipowners, bunker traders and oil terminals. By gathering all stakeholders on one platform, everyone would be able to achieve higher work efficiencies, better operational oversight and streamlined communications throughout the entire bunker supply chain,” Wong said.

## Singapore keeps top maritime capital crown

Singapore has once again topped the ranking of maritime capitals, and the city state is expected to be the most likely to remain among the five leading maritime centres globally in the future.

The Leading Maritime Capitals report for 2019, compiled by Menon Economics and DNV GL, saw Singapore in top position at the head of 15 major cities despite uncertain conditions in global trade and weak offshore oil and gas markets.

“Maritime Singapore’s continuous effort to strengthen its attractiveness as an international maritime centre has been well received by the industry. The strong results on both the objective indicators and expert assessments indicate its relevance as a critical node within the maritime sector regionally and globally,” said Shahrin Osman, regional head of Maritime Advisory, DNV GL.

Hamburg came in second in the ranking while Rotterdam and Hong Kong moved up to third and fourth respectively - showing significant improvement. London and Shanghai came in fifth and sixth.

Out of the five key factors on which the maritime capitals were judged, Singapore topped the rankings for three which

were shipping, ports and logistics, and attractiveness and competitiveness. For the other two key factors, London topped for maritime finance and law, while Oslo led the pack for maritime technology.

Oslo stood out as the main centre for ocean technologies and solutions compared to Singapore, Copenhagen or Rotterdam, Menon Economics partner Erik W. Jakobsen explains but in the overall ranking, it fell from third spot to the seventh spot.

Looking ahead, the experts behind the rankings expect Singapore to retain its top ranking five years into the future but with stronger competition from Shanghai, and Dubai poised to climb into the top five overall by 2024. Meanwhile, Hamburg, Rotterdam, London and Oslo are expected to remain strong in Europe.

In addition to objective indicators, subjective indicators used in the ranking reveal the perception and assessment of each city as seen by selected business executives across the world, primarily shipowners and managers. Of the 200 experts called upon to respond to the survey, around 40% are based in Europe, 30% in Asia and the remaining 30% in America, the Middle East and Africa.

# Speakers dinner

The Sea Asia 2019 speakers dinner held at Adrift in Marina Bay Sands on Tuesday evening provided a networking opportunity for some of the leading shipping executives and officials attending the event. Sponsored by PSA and Joseph Tan Jude Benny (JTJB) the speakers at the three days of the Sea Asia conference enjoyed an evening of fine food and wines, mixed with excellent company.

Chris Hayman, chairman of Seatrade, Informa Markets, also took the opportunity to thank all the speakers for the contributions and insights in helping to make the Sea Asia conference such a success.



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**Charles  
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## Legal aspects in charter parties lack clarity ahead of IMO 2020

With the IMO 2020 regulation just round the corner, shipowners are mostly getting up to speed on understanding fuel compatibility and operational issues, but the equally important legal aspects have been largely left unsaid.

Murali Pany, managing partner at Joseph Tan Jude Benny LLP, said that lawyers are “feeling a bit left out” in the shipping industry’s heated discussions on the impending 1 January 2020 IMO Marpol Annex VI regulation requiring ships to burn bunker fuel with a maximum sulphur content of 0.5%.

Pany was one of the panellists speaking at the ‘A Practical Response to Upcoming Regulations’ conference session of Sea Asia 2019 held on Wednesday.

“The bulk of the focus on this (IMO 2020) topic has been, and rightly so, on operational and technical issues,” Pany said, adding that it would be good to throw some light from a legal perspective especially for ships under charter contracts.

“If you have a charter party that runs over 2020, or you are going to enter into a charter party that will run over 2020, you need to have a seriously good look at the charter party,” Pany advised.

He said that while the maintenance of scrubbers will have to be at the shipowner’s expense, it is unclear who will bear the cost of installing scrubbers if the charterer demands for it. “Even if the owner agrees to bear the cost of scrubber installation and the vessel goes to drydock, who is liable for the costs incurred during the vessel downtime?” he questioned.



Another grey area that will arise is when the scrubber suffers a mechanical failure making the vessel technically in breach of Marpol regulation. “In times of commercial pressures and the charterer wants to get out of a charter, this is an excellent way to do it,” Pany said.

Yet another element that is not addressed is the cost of bunkers on delivery. After 2020 when there is a price premium on compliant bunker fuels under a charter entered into before 2020, it is unclear who is going to pay for that extra bunker costs, Pany said.

“Also, all charter parties come with performance warranties without burning any fuel or without using scrubbers. And what happens if you can’t keep up with them? Do these performance warranties still apply?” he asked. “So contractually these are the issues that will come up and are important.”

On an operational level, Capt. Rahul Choudhuri, managing director – AMEA at VPS, said he is “cautiously optimistic” about the use of the compliant 0.5% sulphur fuels based on testing results conducted over the last six months.

“These new fuels are pretty stable from what we see. Although if you dig a little deeper, we have seen a couple cases of poor stability, low flash point and some corrosive qualities,” Choudhuri observed.

Arun Sharma, vice chairman of International Association of Classification Societies (IACS) and executive chairman of Indian Register of Shipping (IRClass), has expressed little or no concerns over the IMO 2020 global regulation.

“The implications of 2020 may not be as profound as many thought it could be. It is not something worth losing sleep over and I don’t see any big surprises,” Sharma said.

He noted that test results of the blended 0.5% sulphur fuels have largely shown it to be of a fairly stable blend, and many refiners have confirmed that the blends will meet the ISO 8217 specifications.

“It is a good fuel; you just got to have the right implementation plans. Let the class help you. This just feels like the Y2K scare. Give it a couple weeks or a couple of months and it’ll settle,” Sharma said.



## INFOCUS Photography competition

Don’t forget today’s the last day to check out the INFOCUS photography competition on Level 1 of the exhibition.

The best images submitted by amateur photographers in the shipping and maritime industries are on display and you can help select the winner!

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# Shipbuilders urged to focus on LNG carriers and product tankers

As the 0.5% global sulphur cap looms for the maritime sector from 2020, South Korean shipbuilders were urged to focus on LNG carriers and product tankers.

Speakers at the Korea Marine Day 2019 event during Sea Asia 2019 saw LNG carriers as a strong option for shipbuilders who have seen global orders fall back over the past decade from as high as 5,252 orders in 2007 to 1,105 in 2017. The share of South Korean shipbuilders fell from 1,161 orders to 187 orders during the period, according to Clarksons research.

Korea Trade-Investment Promotion Agency (KOTRA) director Byung-Kwon Kim expects a rise in eco-friendly marine solutions and equipment as the industry approaches the implementation date of the IMO regulation, while Korea Marine Equipment Association (KOMEA) Global Service Center managing director Chang-Soo Jung noted increasing demand for scrubbers.

According to IHS Markit principal consultant Daejin Lee, 2,000 ships are either already fitted or earmarked for scrubbers before January 2020, with uptake accelerating in the second half 2018. Scrubber adoption has continued to increase although the trend has softened in the first quarter of 2019, he added.

Lee said that time charter premiums have been quoted for tankers and dry bulk vessels fitted with scrubbers as charterers can compensate these through bunker fuel savings.

Concerns about the global sulphur cap are expected to dominate this year along with trade tensions between the US and China. The sulphur cap is expected to drive demand for LNG carriers, and Korean yards may have an advantage as they specialise in large technically sophisticated construction compared to Chinese and Japanese builders who focus on standard bulkers.

Among Korean yards, HHI had 24 LNG carrier orders in 2018 while DSME and SHI had 17 each.

Lee also believes that the sulphur cap will spur demand for product tankers as ships switch to marine gasoil from high sulphur fuel oil. "This will bring hope to smaller shipyards," he said.

He added Singapore shipbuilders, who have focussed more on the offshore market, may also turn their attention to product tankers. The city state accounts for around half of global bunker consumption.

## An oasis among the hustle and bustle

The massage station, manned by the mobile massage team of the Singapore Association for the Visually Handicapped, is a hot favourite among the delegates and exhibitors at Sea Asia 2019. Delegates and exhibitors can avail themselves to a free 15-minute neck and shoulder massage - providing them with a welcome respite from their hectic and demanding schedules during the event

The three-person massage team worked their magic on tight shoulders and stiff necks, winning praises from their customers.

Ingvild Nordhaug from Wikborg Rein of Norway was one of them. She said, "I had 20 minutes to spare between appointments, and decided to try it out. It has been a very busy time so I thought it would be good to destress. It was a very good massage."

One of the masseurs, Kamarun Zaman bin Abu, has been working his craft for over 20 years. He learnt the art of massage from the association in 1997



as a way to make a living. He said it is a physically demanding work but interesting and enjoyable.

"I find the work fun because I get to meet people, talk to them and learn new things from our conversations."

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# Panama commitment

Panama Ship Registry has affirmed its commitment to provide holistic services with a focus on helping the maritime industry be in compliance with international maritime regulations.

Jorge Barakat, Minister of Maritime Affairs of the Republic of Panama, made the assurance at the Panama Maritime Authority Reception at Sea Asia 2019 in Singapore on Wednesday.

“Two years ago, we were here to celebrate Panama Ship Registry 100 years. And we meet again today to assure you that we will continue to provide service of excellence that made us the world’s largest ship registry,” Barakat said.

“Panama Ship Registry has a policy to guarantee strict compliance with all international regulations and IMO conventions with regards to the safety of navigation to prevent pollution of the maritime environment, which has allowed Panama to be part of the white list of the Paris MOU and Tokyo MOU.”

