

PRESS REPORT - TRADEWINDS

APRIL 14, 2019 | JONATHAN BOONZAIR, IRENE ANG AND DALE WAINWRIGHT

Environment tops the agenda at Singapore Maritime Week

Increasingly stringent environmental regulatory framework for shipping garners much of the limelight during annual event

April 14th, 2019 19:03 GMT by Jonathan Boonzaier, Irene Ang and Dale Wainwright

Shipping leaders from across the globe converged on Singapore last week to take part in numerous forums examining the industry's future and how it can become greener.

Shipowners at Singapore Maritime Week shared how they have decided on whether to opt for low-sulphur fuel or scrubbers, although such choices are tinged with a high degree of risk that will not become fully clear until the price of the new fuel is known.

They heard that oil majors and the Port of Singapore have gone to great lengths to assure the industry they will be ready with enough IMO 2020-compliant fuel, while giving little indication of how much it would cost.

But it is what happens after IMO 2020 that is becoming of increasing concern, because the environmental impact of shipping is clearly in politicians' sights.

Stakeholders fear regulations will become increasingly stringent, and often unrealistic, based on the technology available today.

The IMO is already working on its carbon road map and expectations are that new regulations will be forced on the industry by individual countries and international bodies.



Capital Link Forum: Kristin Holth, DNB's global head of ocean industries Photo: Jonathan Boonzaier

regulations are combined with rapid developments in technology that could easily render a ship obsolete at a relatively young age.

Andreas Sohlen-Pao, chairman of BW Group, summed up the thoughts of many of his peers when he said it would take a brave person to order a ship today.

"We have no idea what the world will look like over its lifespan of 20 to 30 years," he said at Seatrade's Sea Asia forum.

Such moves would make it difficult to plan ahead, especially when new

The recurring theme throughout the week was that shipping can no longer be complacent and ignore the environment.

If it does not take the lead and make the necessary adaptations, governments will force it to change with rules that often create an uneven playing field.

Customers are also demanding that the industry become greener.

And, based on comments made by lenders at the Capital Link, Marine Money and Moore Stephens forums, so are bankers, who are themselves under pressure from shareholders to support green initiatives with incentives such as financially advantageous lending terms.

Away from the conference, there were plenty of opportunities for the industry to network and let down its hair.



Bimco party: Malte Bolivar Klarup (left), South East Asia general manager, and Sadan Kaptanoglu, president designate Photo: Jonathan Boonzaier

The Baltic Exchange and Braemar ACM

Shipbroking held cocktail receptions at Eden Hall — the 115-year-old mansion that is the official residence of British high commissioner Scott Wightman.

Guests were served fish and chips wrapped in mock copies of newspapers highlighting the history of the stately residence.

Bimco opted for a more modern venue, hosting a party at a private business club high up in a downtown skyscraper.

The organisation took the opportunity to introduce its incoming president, Sadan Kaptanoglu, to the Asian shipping community at the reception, where fine imported cheeses were paired with French wines.

Also making introductory rounds was Quah Ley Hoon, the Maritime and Port Authority of Singapore's recently installed chief executive.

The presence of two women holding such prominent positions signalled that shipping is making strides to improve its poor record on gender equality.

PRESS REPORT - TRADEWINDS

APRIL 17, 2019 | JONATHAN BOONZAIR

Alan Hatton predicts smoother sailing for smaller ships post-IMO 2020

April 17th, 2019 21:46 GMT by Jonathan Boonzaier

Foreguard Shipping managing director Alan Hatton expects operators of smaller-size ships to face less IMO 2020 volatility as few such vessels will be scrubber-fitted.

This is in contrast to the larger-size segments, where scrubber-equipped vessels may or may not have the competitive edge over vessels that will run on low-sulphur fuel.

Speaking at a Moore Stephens forum in Singapore, Hatton said the smaller-size sectors are somewhat insulated as most vessels that operate in these markets will not be fitted with scrubbers.

"Almost all the ships in the sectors we operate in will run on compliant fuel. There will be much more of a level playing field," he said.

Foreguard's fleet comprises four handysize product tankers, two small LPG carriers and an anchor handling tug supply vessel.

"It didn't make sense for us to fit scrubbers on these ships," Hatton explained.

APRIL 19, 2019 - JONATHAN BOONZAIR, IRENE ANG, DALE WAINRIGHT

28 PEOPLE

TradeWinds

19 April 2019

19 April 2019

TradeWinds

PEOPLE 29

MOORE STEPHENS FORUM



HAPPY TO BE HERE: Singapore Shipping Association president Eden Poulsen (left) with Moore Stephens senior partner Mike Au



ANELINE TED: Head of transportation at OCBC Bank



NETWORKING: Lee Heng Mun (left) of Hamburg Commercial Bank and Justin Boyd of PJ Legal Asia



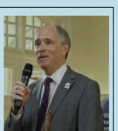
THOMAS PRESEN HANSEN: Commercial director of Eastern Pacific Shipping



ON TOPIC: A panel discusses issues during Moore Stephens' Singapore Shipping Forum



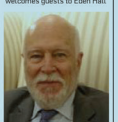
COMPANY CALL: Fednav



PARTY HOST: British High Commissioner Scott Wigham welcomes guests to Eden Hall



CONTACT BUILDING: Gao Dehai (left) of SOTR Marine and Kerry Wang of Banchers Costa



ANTONY ZOLOTAS: Chief executive of Eurofin Group

Environmental issues top agenda

BRAEMAR ACM PARTY



WELCOME: Braemar ACM's managing director James Skirland (left) plays host to Braemar's chief executive Martin Wade (left) and director Carl Ackley



Jonathan Boonzaier, Irene Ang and Dale Wainwright Singapore

The Port of Singapore has gone to great lengths to assure the industry they will be ready with enough IMO 2020 compliant fuel, while giving little indication of how much it will cost. But it is what happens after IMO 2020 that is of increasing concern because the environmental impact of shipping is clearly in politicians' sights. Stakeholders' fear regulations will become increasingly stringent, and often unrealistic, based on the technology available today. The IMO is already working on its carbon road map and expectations are that new regulations will be forced on the industry by individual countries and international bodies. Such moves would make it difficult to plan ahead, especially when new rules are combined with rapid developments in technology that could render a ship obsolete at a relatively young age. Andrew Johnson-Pay, chairman of BW Group, summed up the thoughts of many of his peers when he said it would take a brave person to order a ship today. "We have no idea what the world will look like over its lifespan of 20 to 30 years," he said at SeaTrade's Sea Asia forum.

during Singapore Maritime Week

The recurring theme throughout the week was that shipping can no longer be complacent and ignore the environment. If it does not take the lead and make the necessary adaptations, governments will force it to change with rules that often create an uneven playing field. Customers are also demanding that the industry becomes greener and, based on comments made by lenders at the Capital Link, Marine Money and Marine Stephens forums, so are bankers, who are themselves under pressure from shareholders to support green initiatives with incentives such as

financially advantageous lending terms. Away from the conference, there were plenty of opportunities for industry players to network with one another. The Baltic Exchange and Braemar ACM shipholding held cocktail receptions at Eden Hall – the 19-year-old mansion that is the official residence of British High Commissioner Scott Wigham. Guests were served fish and chips wrapped in much-copied at newspapers highlighting the history of the stately residence. Braemar opted for a more modern venue, hosting a party at a private

business club high up in a downtown skyscraper. The organisation took the opportunity to introduce incoming president Susan Kapteina to the Asian shipping community at the reception, where fine imported cheeses were paired with French wines. Recently installed Maritime and Port Authority of Singapore chief executive Quah Lay Ioon was also making her introductory rounds. The presence of two women holding such prominent positions signalled that shipping is making strides to improve its poor record on gender equality.



BUSINESS TO DISCUSS: Leong Tin Ho (left) of BW Group and Wining International's vice president Sun Zhen



ON HAND: (From left) Kanchan Mukherjee, director of operations at NYK Bulkship Asia, Jaffer Noorun, managing director of BRTS Tankers and Wang Weidong, president of Tongli Shipping



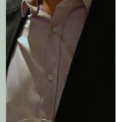
CATCHING UP: Lim Wei Hong (left) of Pacific Carriers Ltd and Braemar ACM's Charlie Brough



RUSS MEDEIROS: Vice president of advanced solutions at ABS



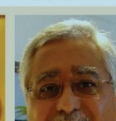
NITIN MATHUR: Managing director of Walmat Group (Singapore)



SAU WENG TANG: Managing director of The Libran Register



POWER WOMEN: Maia Bolivar Kiarap (left), Braemar's general manager for South East Asia, and Susan Kapteina, the organisation's president designate



ROHET TOLANI: Managing director of Tolani Shipping



QUAH LAY IOON: Chief executive of the Maritime and Port Authority of Singapore at the Braemar party