

ASMI

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News

Singapore Maritime Industry's Performance in 2014



SINGAPORE MARITIME INDUSTRY'S PERFORMANCE IN 2014

OVERVIEW OF PORT AND MARITIME PERFORMANCE

2014 was a good year for the Singapore maritime industry. The Port of Singapore achieved good growth in 2014, in annual vessel arrival tonnage, and container and cargo throughput. Singapore remained the top bunkering port in the world while the Singapore Registry of Ships grew steadily and maintained its rank as among the top ten ship registries worldwide.

Singapore as an International Maritime Centre continues to attract a diverse range of maritime businesses to her shores. She is now home to over 130 international shipping groups and a total of 5,000 maritime establishments. The maritime cluster employs more than 170,000 people and contributes some 7% to Singapore's Gross Domestic Product.

Vessel Arrival Tonnage

Singapore's annual vessel arrival tonnage reached a record high of 2.37 billion gross tonnes (GT) in 2014. This marked a 1.9% increase over the 2.33 billion GT achieved in 2013. The top contributors to the vessel arrival tonnage were container ships and tankers. Each vessel type accounted for around 30% of total vessel arrival tonnage.

Container and Cargo Throughput

Growth in container throughput also hit a new high of 33.9 million TEUs in 2014. It rose by 4% from the 32.6 million TEUs attained in 2013.

Total cargo tonnage handled in 2014 reached 580.8 million tonnes. This was a 3.5% increase from the 560.9 million tonnes handled in 2013.

Bunker sales

Singapore maintained its position as the world's top bunkering port in 2014 with a 42.4 million tonnes of bunkers sold in the Port of Singapore. This was a slight dip from the 42.7 million tonnes of bunkers sold in 2013.



Singapore Registry of Ships

The Singapore Registry of Ships received strong support from both existing as well as new shipowners to register their ships in Singapore. In 2014, the total tonnage of ships under the Singapore flag grew by 11.7 percent or 8.6 million GT over the past year from 73.6 million GT in 2013 to 82.2 million GT.

Tonnage increases were seen in all vessel segments, especially in the offshore segment with more drill ships and exploratory rigs being registered. This consolidated Singapore's position as one of the world's top ten ship registries.

MARITIME SINGAPORE

The maritime industry is one of the key economic pillars of Singapore. Despite the challenging global economic environment, Maritime Singapore remains vibrant. Its international accomplishments include Singapore as one of the world's busiest ports and largest container transshipment hub, a leading International Maritime Centre as well as the world leader in jackup rig construction and FPSO conversion.

The Singapore government has iterated its commitment to the maritime industry through investments in manpower, infrastructure and research and development. These investments,

together with maintaining high shipping standards in terms of safety and security of vessels, are critical to the attractiveness of the Port of Singapore, and the reputation of Singapore as an International Maritime Centre.

FOCUS ON MARITIME RESEARCH & DEVELOPMENT

The level of research and development in maritime, marine and offshore has increased in the past few years following the setting up of the Singapore Maritime Institute (SMI) in 2011. The SMI develops and pursues strategies and programmes to further enhance the development of the shipping, port and maritime services, and offshore and marine engineering sectors. It has committed total funding in excess of S\$30 million for some 20 projects. With the increase in R&D programmes, the SMI has set up a Technical Advisory Panel of technology leaders and from the industry to review R&D proposals.

In November 2014, the SMI launched the Maritime Sustainability R&D Programme with a research grant of S\$4 million for R&D proposals on innovative technologies, approaches and ideas towards maritime sustainability. The grant covers research areas in ballast water management, exhaust emission control, ship noise & vibration and port sustainability.

This was followed by the launching of the Asset Integrity & Risk Management R&D programme in December 2014 to seek R&D proposals towards improving the safety of offshore exploration and production activities. The S\$6 million programme is targeted at developing R&D capabilities in areas relating to offshore asset integrity and risk management in oil & gas exploration and production.

Separately, the Maritime and Port Authority of Singapore (MPA) has also inked Memorandums of Understanding (MOUs) with leading classification societies ABS and DNV GL as well as the Singapore Management University, to strengthen Maritime Singapore's R&D capabilities in areas of green shipping, future port and maritime technologies; and promote Singapore's position as a global maritime knowledge hub.

The MPA is collaborating with the ABS in the areas of alternative/clean fuel such as in liquefied natural gas (LNG) bunkering in both operational configuration studies and risk assessment and safety, and developing resilient, next generation port systems relating to the safety and security of new port facilities over the next five years. This MOU builds upon ABS-MPA Maritime Technology Professorship programme at the Singapore University of Technology and Design (SUTD). It

will build up SUTD's capabilities in maritime education and R&D to further boost the growth of marine and offshore technology development in Singapore.

Earlier in February 2014, the MPA and DNV GL had signed an MOU to promote maritime R&D in areas such as LNG research and technology covering risk assessment, safety, and simulation study and training; and Green Ports to examine the potential environmental gains from the use of energy saving and emission reduction technology in ports and equipment and vessels. The agreement also covers research into marine environment and resources such as in emission reduction, fuel efficiency and improved operational maintenance.

The MPA also signed an MOU with the Singapore Management University in November last year to promote research and innovation for a clean and green Next Generation Port. The MOU outlines areas for collaboration in areas such as clean energy and environment, energy management, simulation and data analytics for maritime applications. This is to position Singapore as an efficient, green and sustainable port.

These collaborations will help to position Singapore as a centre of excellence for maritime research. In the words of Mr Andrew Tan, Chief Executive of MPA, "Singapore is committed to promote a maritime industry that is not only competitive but also efficient, responsible and sustainable."

SINGAPORE'S MARITIME PERFORMANCE FROM 2010 TO 2014

Year	Vessel Arrival Tonnage (billion GT)	Container Throughput (million TEUs)	Cargo Throughput (million tonnes)	Bunker Sale Volume (million tonnes)	Singapore Registry of Ships (million GT)
2010	1.92	28.4	503.3	40.9	48.8
2011	2.12	29.9	531.2	43.2	57.4
2012	2.25	31.6	538.0	42.7	65.0
2013	2.33	32.6	560.9	42.7	73.6
2014	2.37	33.9	580.8	42.4	82.2

Source: Maritime and Port Authority of Singapore

Photos courtesy of Maritime and Port Authority of Singapore.



The Port of Singapore achieved good growth in 2014.



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