

Constant Innovation

Singapore ensuring the highest possible standards

Name: Capt M Segar

Job title: Group Director (Hub Port) and Director (Port)

Location: Singapore

Company: Maritime and Port Authority of Singapore (MPA)

Appointed: 2008

Educational and employment background:

Capt M Segar holds a Master (Foreign-going) Certificate of Competency and a Master of Science (Maritime Administration & Environmental Protection) from the World Maritime University, Malmo (Sweden), 2000. Prior to his current appointment in MPA, he was a Port of Singapore Authority (PSA) sponsored student and has worked with PSA as a Harbour Pilot. He then joined MPA as a Marine Officer and was subsequently the Port Master from January 2001 to July 2008.

In his current capacity, Capt Segar is responsible for the planning, formulating and implementing of policies in the areas of port operations, port security and marine services. He oversees the vessel traffic movements in the Port of Singapore so as to ensure that the world's busiest port remains safe, secure and efficient.

Vision for company / organisation:

The bunkering industry, a significant contributor to Singapore's economy, is an integral part of Singapore's further development as a hub port and an international maritime centre. To help ensure that we remain the world's top bunkering port with the highest quality standards, the MPA has set up a comprehensive bunkering regulatory regime. To ensure relevance, these standards are constantly reviewed, with inputs from our customers. Last year, bunker sales in the port of Singapore hit 31.5 million mt, surpassing the previous year's figures by 11.2%

Even while providing indispensable service to international trade and the world economy, we give top priority to the issues of safety, security and environmental protection. With Singapore being a major shipping hub and bunkering port, marine environment protection remains a priority concern. We seek to be proactive in meeting and supporting the IMO's regulations, while working closely with our partners in the bunker industry. The port dues waiver scheme extension in April this year, which incentivises the bunker industry to switch to double-hulled tankers early, leading to more environmentally friendly shipping, is a good example.

As we continue to develop as a major shipping hub, we have also intensified our efforts to maintain a high state of operational readiness for emergencies, should prevention fail. Working together with other agencies and the industry, the MPA has drawn up comprehensive contingency plans to ensure our preparedness to effectively respond to oil and chemical spills from ships. These plans are tested and validated in regular exercises such as Joint Oil Spill Exercise to ensure that we are always ready.

Working with my colleagues from the other clusters within the MPA, ultimately, I would like to see Singapore furthering its development not just as a premier global hub port but also expanding its cluster of maritime ancillary services as an international maritime centre.

Top three issues facing the marine fuels sector:

We (Singapore) are the only port to have clearly stated bunker quality and quanti-



ty measures in place and our bunkering standards have been recognised as international benchmarks. The business landscape is, however, becoming more competitive and this is a key challenge for the industry. With emerging bunkering ports in the region and beyond, vessels have a choice to lift bunkers elsewhere. Singapore's marine fuel industry therefore needs to constantly innovate and offer quality bunkering services and improve operational efficiencies.

In line with this, the MPA has been working with our industry partners to review and improve our bunkering standards. Details following the review of the SS CP60 and SS CP77 will be announced at SIBCON 2008.

We have also recently raised the pilotage exemption limit for bunker tankers from 7,000 gross tons (GT) to 15,000 GT. This move, which does not compromise navigational safety, was implemented in view of larger bunker tankers being used nowadays. It provides bunker operators with greater operational flexibility, improves overall bunker tanker turnaround times, and results in cost savings.

Marine environment protection is another issue. The marine fuel industry can play its part in the global response to climate change by engaging in R&D projects to reduce atmospheric pollution for instance.

There is also the increasing operating costs. To combat this, the MPA extended our port dues waiver scheme in April this year for a further three years till 31 March 2011 to help defray the industry's operating costs. Newly built, larger double-hulled bunker tankers with modern design operate more efficiently to cater to the increasingly larger vessels that require quick turnaround times.

By incentivising owners towards fleet renewal, the scheme not only helps to enhance Singapore's bunker service quality but promotes environmentally friendly shipping in our waters. It strengthens the IMO's MARPOL regime aimed at protecting the marine environment from ship-sourced pollution.

Best thing about the bunker industry:

As a growing industry expected to turn in new highs in volumes lifted in Singapore for the next few years, the bunker industry is extraordinarily dynamic. It covers a wide range of activities and a long list of disciplines involving a large number of diverse players including operators, ship owners, suppliers, surveyors, traders, financial institutions, refineries, port authorities, and testing laboratories. This is an industry where you get to constantly meet people from all over the world. You will never get bored as you will continually learn new things, pick up fresh ideas and stretch your horizons.

Worst thing about the bunker industry:

There is little awareness of the importance of the industry to shipping and by extension to seaborne trade.

What do you do when you are not working:

I spend time with my kids and exercise regularly. I like watching English soccer on weekends and am a Manchester United fan. ■