

SPEECH BY DR LAM PIN MIN, SENIOR MINISTER OF STATE FOR TRANSPORT AND HEALTH, AT THE ASIA EUROPE MEETING (ASEM) CONFERENCE ON “GREEN SHIPPING. BLUE BUSINESS. MOVING FORWARD TOGETHER”, 26 APRIL 2018, 2.00PM, AT SANDS EXPO & CONVENTION CENTRE

Mr Ola Elvestuen, Minister of Climate and Environment, Norway,

Mr Felipe Judan, Undersecretary for Maritime, Department of Transportation, the Philippines,

Mr Kitack Lim, Secretary-General, International Maritime Organization,

Distinguished guests and speakers,

Introduction

1. Good afternoon. The presence of so many maritime industry leaders here today reflects the importance of environmental sustainability as an international, transboundary issue. It affirms our commitment to support the UN’s 2030 Agenda for Sustainable Development.

Shipping and Sustainability

2. Today, shipping is the most energy-efficient way to transport cargo. As for emissions, studies have found that carbon dioxide emissions from international shipping decreased by more than 13% between 2008 and 2012, although maritime trade grew by more than 11% in the same period.

3. We are on the right trajectory. We should press on and strive to further improve energy efficiency and reduce emissions, and contribute further to achieving Agenda 2030.

4. The International Maritime Organization (IMO) plays a key role in this global effort. Just two weeks ago, IMO member states adopted the Initial Strategy to reduce greenhouse gas emissions from shipping. I am glad to see that we will be working toward a long-term goal to reduce emissions from international shipping by at least 50% by 2050 from 2008 levels. This is a significant development, made possible under IMO’s leadership and through the collective will of the member states.

Collaboration and Partnerships

5. Indeed, because shipping is a global enterprise, collaboration and partnership are key to our journey towards cleaner and greener shipping. No single entity can resolve the complex and cross-cutting issues on its own. This means we need to foster collaboration and partnership, between governments, industry, research institutions and academia. Let me touch on three examples of successful collaboration and partnership to improve the sustainability of shipping.

Collaboration across countries and continents

6. First, collaboration across countries and across continents – as exemplified by the mission of ASEM. In this regard, Singapore initiated a focus group of port authorities and maritime administrations from Asia, Europe and the US to promote LNG bunkering. The aim is to establish a global network of LNG bunker-ready ports that support the use of cleaner fuels in shipping.

7. So far, we have seen very good results. We launched the world's first set of harmonised safety standards for LNG bunkering. With LNG, the industry will have more options to meet the IMO's sulphur limit of 0.5% for marine fuels from 2020, which is just two years from now. We look forward to forging stronger partnerships as we work towards increasing the viability and availability of LNG bunkering for global shipping.

Collaboration between governments and inter-governmental organisations

8. Second, collaboration between governments and inter-governmental organisations. A successful model is the IMO's Integrated Technical Co-operation Programme (ITCP). This initiative helps countries develop capabilities to effectively implement IMO instruments, including those that prevent pollution from ships. MARPOL and the Ballast Water Management Convention are two such examples.

9. Singapore recognises the value of the ITCP. We are pleased to have partnered the IMO for 20 years now, and together, we have provided training and technical assistance to over 90 countries. To commemorate the 20th anniversary of the IMO-Singapore Third Country Training Programme MOU, and also the 70th anniversary of the adoption of the IMO Convention, Singapore has pledged an enhanced technical cooperation and training package for IMO and IMO member states, valued at USD 5 million over five years. This was launched yesterday by Minister Khaw Boon Wan.

10. Bilateral collaborations between governments are also useful. Just yesterday, MPA and the Research Council of Norway (RCN) renewed for the 7th term an MOU on maritime R&D, education and training in areas such as marine environment and sustainable energy technology. Over the years, our partnership has resulted in several R&D projects on green shipping, such as a project on ways to optimise marine energy storage systems of hybrid-powered ships. This could reduce emissions, and improve the energy efficiency of vessels.

Collaboration with the industry

11. Third, collaboration between governments and industry. An example is MPA's Maritime Singapore Green Initiative, which aims to reduce the environmental impact of shipping and related activities. In 2017, 429 ships qualified for the Green Ship Programme, which encourages Singapore-flagged ships to reduce carbon dioxide and sulphur oxide emissions – this is an eleven-fold increase from 2012. Meanwhile, the Green Port Programme, which incentivises ocean-going ships calling at our port to reduce the emission of pollutants, saw more than 4,100 calls by vessels that burn low sulphur marine fuel, double the number in 2013.

Conclusion

12. This ASEM conference is an important platform to further the exchange of ideas on other possible collaborations and partnerships to jointly develop solutions that will enable us to make international shipping more sustainable.
13. I wish all of you a fruitful conference. Thank you.

National Archives of Singapore