



FLAG and PORT – BG Tay Lim Heng, Chief Executive, Maritime and Port Authority of Singapore

BG Tay was awarded the Singapore Armed Forces (Overseas) scholarship and graduated with a BA (Honours) degree in Engineering Science and Economics from the University of Oxford in 1985. He holds a MA in Public Administration from Harvard University (Littauer Fellow award), and a MSc in National Security Strategy (Distinguished Graduate award) from the U.S. National War College.

He has held key command and staff appointments in Singapore, such as Army Division Commander and Director of the Joint Intelligence Directorate, Ministry of Defence. He is currently a board member of the Housing & Development Board of Singapore, the Singapore Maritime Foundation and the Centre for Maritime Studies at the National University of Singapore. He has been Chief Executive of the Maritime and Port Authority of Singapore (MPA) since June 2005.

Achieving the three zeros requires a full commitment from every link in the chain of responsibility

For year 2005,

- 17,325 tanker arrivals in the port of Singapore with a total of 350m gt.
- 529 tankers fly Singapore flag – 44.5% of total Singapore-registered tonnage.

While maintaining the world’s busiest port and continued growth in Singapore-flag ships,

- Casualties (all flags) in Singapore port down from 7 in 2004 to 3 in 2005.
- Casualties to Singapore-flag ships no change at 14 in 2004 and in 2005.
- Spills from Singapore-flag ships down from 2 in 2004 to zero in 2005.
- Fatalities on Singapore-flag ships down from 30 in 2004 to 4 in 2005.

Singapore-flag tankers detention rate 2003 to 2005 (detentions as a % of inspections)

- Paris MoU 5.68 to 2.36
- Tokyo MoU 4.42 to 2.24
- Singapore MPA 13.51 to 3.31

Responsibility to enhance safety in port and in approaches – both ship side and shore side.

COMMITMENTS:

Three key strategies.

- Participation of our flag state in international discussion.
- Partnership with owners, managers and class to ensure vessels improve safety standards.
- Practices – we can capitalise on lessons learned from casualty investigations to identify best practices and minimise recurrence – marine casualty management information system, to facilitate effective management of marine casualties and develop a more focused approach to prevent casualties; also the acquisition of technical expertise in growth areas such as LNG.