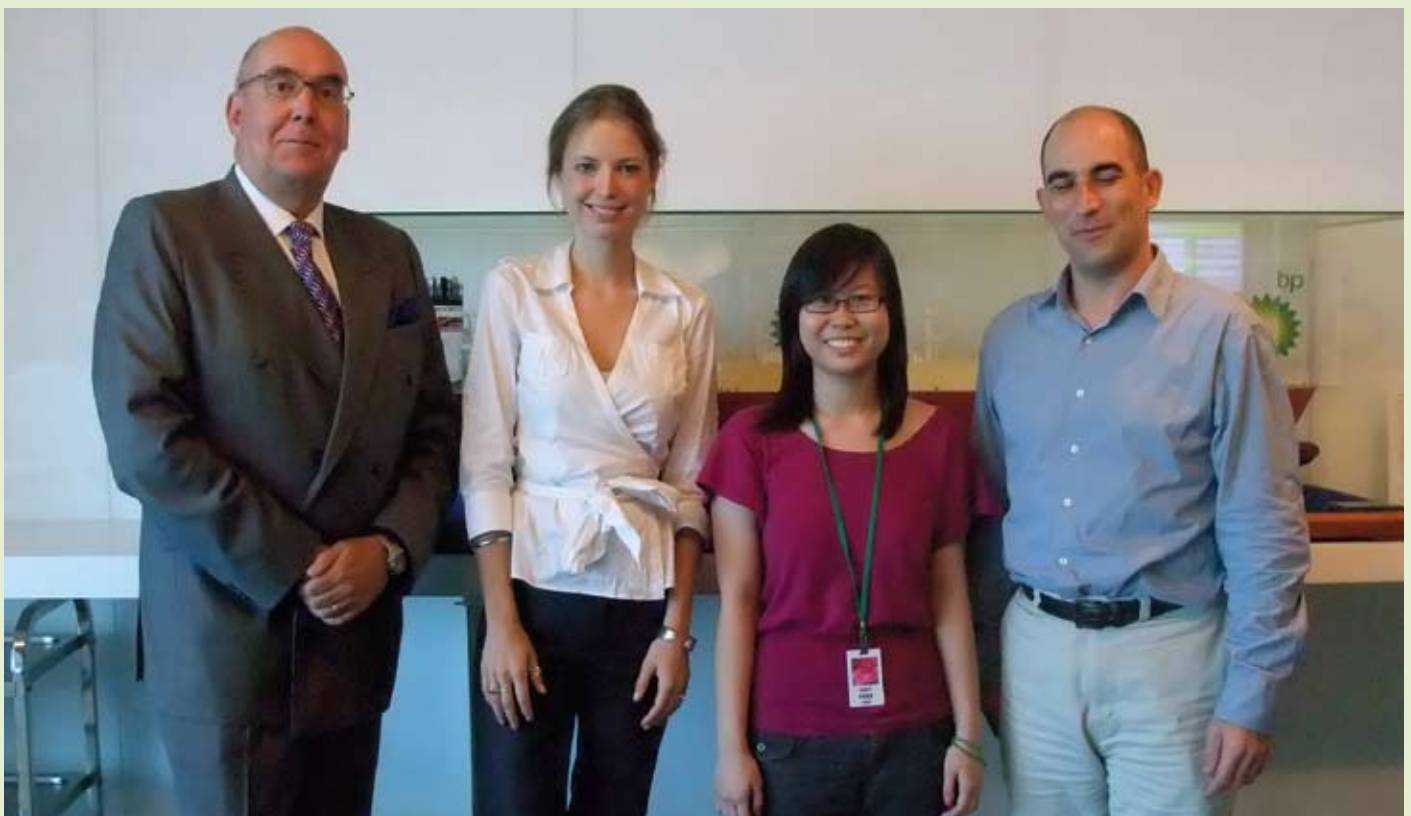


Hit the Green Wave

Sembawang Shipyard Green Wave Environmental Care Competition is an annual competition to raise awareness among schoolchildren in protecting and coming out with innovative projects for our environment. The competition began in 2003 and generated many outstanding environmental conservation projects over the years. Below is an account of one of the 2008 First Prize winners in the JC/ITE category, Ms Tan Hui Ling who was offered an internship with BP Shipping.

My community project, Project Greenamorphosis won the First Prize in the JC/ITE category of the competition. Besides the \$8000 cash award, I was also offered a tenure of internship with BP Shipping in BP's Singapore office at Keppel Bay Tower. This internship program would encourage understanding of the corporate sector's environmental efforts.



From left: CEO (BP Shipping Ltd), Mr John Ridgway; Commercial Analyst, Ms Ima Schoonbeek; Ms Tan Hui Ling and Regional Director (Asia Pacific), Mr Gavin Kramer.

The focus of my internship was to carry out a research project to look at what constitutes an environmentally friendly ship and port. I studied various eco ports and examined Singapore's industry to understand Singapore's current and potential future initiatives.

Through my attachment with BP Shipping, I was introduced to their environmental manager, superintendents and engineers. Also, I had the opportunity to go onboard a Liquefied Natural Gas ship, British Commerce and spoke to the crew on board, and participated in BP Go Green Initiatives. Out of their job scope, the corporate environmentalists raise eco-awareness in the organization and champion programs, like reduce printing, paper usage and electricity. These are the small little changes in behavior that we can do to show our support for the environment.

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carbon emissions. Annual emissions of ships have reached an estimated 1.12bn tons, which constitutes approximately 4.5% of all global carbon emissions. However, ships are still the most environmentally-efficient form of transport, being the least greenhouse-intensive transport mode, per tonne-mile.

It is interesting to note that shipping emissions, as opposed to aviation and land transport, seems to have escaped the eyes of the environmental bodies until recently. This is due to the fact that shipping has been one of the last significant global industries to remain outside any regulatory framework for the reduction of

Moreover, the focus of countries were more on land and air based emissions which accounted for the other 95.5%.

Over the years, across the shipping industry, there is a growing awareness about the environmental impact of ships. However, as it is a truly global business and ships can also easily be moved between jurisdictions to avoid regulation, any effective environmental regulation should be applied on an international level. Shipping has already made significant improvements through increases in fuel efficiency which reduces carbon emissions and has commercial benefits as well. Technological advances have been made in various areas such as engines and hull efficiency. Unknowingly, the shipping industry is revolutionizing for the better with improved technology and regulations.

Among Asian ports, Singapore has done commendably well with their latest approach - Priority, Proportionality and Partnerships. This three pronged approach includes contingency plans and regular exercises to deal with oil and chemical spill incidents, conservation of marine life and Environmental Monitoring and Management Plan for the development of Pasir Panjang Terminal. Singapore is also among the very few in Asia who have acceded to all Annexes of the International Maritime Organization's MARPOL Convention (MARPOL being the primary IMO instrument for the prevention of ship-source pollution). Additionally, they try to make their environmental actions proportional such that the operations of the port are not affected.

Moreover, by helping the Go Green Team, I was able to witness firsthand the concerted efforts of the corporate sector in wanting to lead the environmental movement. KPIs on electricity, printing and taxi pooling were set to monitor the progress and success of the initiatives. I aided the team to launch their taxi-pooling and carpooling schemes. Through this experience, I realized that as long as corporations were willing to take initiatives, being green is nothing too difficult.

Joining this attachment has refreshed my views on various bodies' environmental efforts. To make the environmental change in business and industries is not a one day event. It requires corporate to collaborate with the government and public, and that allowance needs to be given to the respective people to adapt to the changes. Change for the environment's sake is not something that can happen in a year or two; it takes years for transformations to occur. Though it is long, one should be positive that change will take place sooner than expected with ever-changing technologies and regulations.

Article contributed by Ms Tan Hui Ling from Hwa Chong Institute, team leader of the top prize winning team at the JC/ITE category.



From left: Regional Fleet Manager, Mr Mike Moulding; Regional Director (Asia Pacific), Mr Gavin Kramer; Ms Tan Hui Ling; Commercial Analyst, Ms Ima Schoonbeek and Regional Manager (Asia Pacific), Capt. Hari Anan.