

The background of the entire page is a photograph of a busy port. In the foreground, a large, rusted metal structure, possibly part of a ship's hull or a crane, curves from the bottom left towards the center. In the middle ground, a large container ship is docked at a pier with several tall cranes. In the background, a dense city skyline with various skyscrapers is visible under a clear blue sky.

experience **singapore**

A newsletter of the
Singapore Cooperation Programme
October - December 2011
ISSUE 41

THE CALL OF THE SEA

A PEEK INTO THE
MARITIME EXPERIENTIAL
MUSEUM AND AQUARIUM

ON THE ALERT

GUARDING AGAINST
MARITIME PIRACY ON THE
WATER, AND FROM THE AIR

MARITIME MILESTONES

SINGAPORE SCORES AS A
COMMERCIAL PORT AND
CRUISE HUB

Dear readers,

As 2011 draws to a close, the *Experience Singapore* team would like to thank you, our readers, for your enthusiastic support since we revamped the publication last year. With features this year ranging from Singapore's moves towards environmentally-friendly urban living to its myriad links with South Asia, *Experience Singapore* highlights the buzz in our island state and our commitment to be a responsible global citizen.

This final edition of *Experience Singapore* for 2011 has a nautical theme. In **Ahoy! Singapore**, find out about how Singapore is positioning itself as a regional cruise hub. Also, read about the valuable treasures and artifacts from around the world exhibited at the newly-opened Maritime Experiential Museum and Aquarium in **Stories of the Sea!**

In **Making Friends**, we pay tribute to seafarers who land on Singapore's shores and examine what is being done to make them feel at home, away from home. And in **Joining Hands**, we take a look at how Singapore's disaster relief efforts have helped those affected by the recent floods in Southeast Asia.

We are happy to read from your letters and emails that many of you have enjoyed the articles in *Experience Singapore*. But we are not resting on our laurels. As always, we look forward to your suggestions on how we can do better in 2012. On behalf of the *Experience Singapore* team, I would like to wish you and your family a happy and successful new year ahead!

Sudesh Maniar

Director

Public Affairs Directorate

Ministry of Foreign Affairs Singapore

QUOTES FROM READERS' LETTERS

"Each time I receive my copy of *Experience Singapore*, it reminds me of the friendships and the learning experience I acquired during my SCP training, which I have adopted into my work and life. For this, I am truly grateful."

Joycelyn R. Ramos
Philippines

"I would like to sincerely thank MFA, Singapore for regularly sending me *Experience Singapore*, which is very interesting and informative. I always enjoy reading the newsletter as it brings back the memories of the wonderful days spent in Singapore!"

Tashi Peljor
India

"Thank you so much for the wonderful newsletter that brings back fond memories of my brief experience of your wonderful country. I still have vivid memories of Chinatown and Little India, it was all so fantastic!"

Cohen Mtipatula Choso
Malawi

KEEP IN TOUCH!

Share with us your memories, photos and views of your experience in Singapore under the Singapore Cooperation Programme. Email us at mfa@mfa.gov.sg. Three writers stand a chance to win an exclusive goodie bag with colourful publications on Singapore!

Experience Singapore is a publication of the Public Affairs and Technical Cooperation Directorates of the Ministry of Foreign Affairs, Singapore. The Singapore Cooperation Programme (SCP) is administered by the Ministry of Foreign Affairs, Singapore, and is aimed at sharing Singapore's developmental experience with other developing countries.

Publishing Consultant
MediaCorp Pte Ltd



MINISTRY OF FOREIGN AFFAIRS
SINGAPORE

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Cover photo: Maritime Port Authority

KEEPING WATCH OVER SINGAPORE WATERS

Since early this year, the task of tracking ships that pass through Singapore waters has been made much easier, thanks to a new state-of-the-art navigation system.

The new Vessel Traffic Information System (VTIS), which is located at the Port Operations Control Centre in Changi Naval Base, can track up to 10,000 ships at a time — twice as many as the previous system. The S\$25.4 million control centre was officially opened on 25 July 2011 by Singapore's Minister for Transport and Second Minister for Foreign Affairs Lui Tuck Yew.

VTIS has improved features such

as the ability to automatically predict the route of vessels with keels deeper than 15m and warn them if they are approaching shallow waters. It is also able to detect smaller vessels such as leisure craft.

Closed-circuit television cameras are integrated into the system so that operators monitoring the sea lanes can simply click on to a vessel, triggering a camera which zooms in on it automatically.

Singapore is one of the world's busiest ports, with about 1,000 vessels docking at its terminals at any one time, and a ship leaving or arriving every three or four minutes.



Photo: TP-G

ASIA — AND SINGAPORE — EYES THE SUPERYACHTS

The Asia-Pacific Superyacht Association (APSA), is working to make the region the world's "third cruising destination" for luxury yacht owners, after the Mediterranean and the Caribbean.

The non-profit group, launched in Hong Kong in May 2011, aims to promote the Asia-Pacific as a top cruising destination and also as a superyacht construction, refit and services location. The association's 45 founding members hail from 14 countries, including Singapore, and comprise members from the superyacht industry and existing superyacht associations.

According to Mr Jean-Jacques Lavigne, executive director of the

Singapore Superyacht Association, 19 superyachts are now based in Singapore, up from just six in 2006. Traffic has increased as well, with 81 superyachts passing through in 2010, a significant jump from the 16 that did so five years ago.

A superyacht is generally defined as any private leisure craft that is more than 24m long. United States economist Jonathan Galaviz, who follows Asia's luxury sector, estimated the value of the region's superyacht industry at US\$4.79 billion.

"It would not be unreasonable for the industry to grow by double-digit figures over the next five years," he told AFP.

TALKING POINT

"What impressed me most is the collective will of the coalition forces who worked together to achieve greater cooperation. It is this collective will that set aside many of the cultural differences for the common good of the global maritime community."

— Republic of Singapore Navy's Rear-Admiral Harris Chan, who led the anti-piracy coalition, Combined Task Force 151, in the Gulf of Aden from April to July 2011. The coalition included Singapore Armed Forces personnel and officers from Indonesia, New Zealand, the Republic of Korea and Saudi Arabia. The team operated from the United States Navy destroyer, *USS Mason*.



NEWS IN NUMBERS

US\$1 million

The prize money for the best idea for a next-generation container port in a competition to be launched worldwide in 2012 by the Singapore Maritime Institute and the Maritime and Port Authority of Singapore. The Next Generation Container Port (NGCP) Challenge hopes to spur innovation in the maritime sector. The winner will be announced in 2013.

23 The number of times Singapore has been voted Asia's Best Seaport at the Asian Freight and Supply Chain Awards. The Awards, now in their 25th year, are organised by the trade newspaper *Cargonews Asia* to honour organisations who show leadership and consistency in service performance.

10 The number of times Singapore has been re-elected to the council of the International Maritime Organisation (IMO) consecutively. The IMO, the shipping agency of the United Nations, was established in 1948 to facilitate cooperation among governments on technical matters affecting international shipping.



AHOY! SINGAPORE

SINGAPORE IS SET TO BUILD ON ITS MARITIME CAPABILITIES THROUGH EXPANDING ITS INTERNATIONAL CRUISE FACILITIES AS WELL AS NEW INNOVATIONS IN PORT SYSTEMS AND TECHNOLOGIES. WORDS BY **SHERALYN TAY**

Singapore is well known as one of the largest commercial ports in the world. What may be less known is that a record one million cruise passengers sailed into Singapore in 2010. Even more are expected to set foot on the island's shores in the coming years. And come 2012, a new terminal, the International Cruise Terminal (ICT), will be operational to meet the growing demand.

The ICT, situated in the heart of Marina South amid business facilities and tourist attractions, will double Singapore's cruise ship berthing capacity to four when it is launched. It will also accommodate the new generation of large cruise liners — some of which are up to 360 metres long

and have a carrying capacity of more than 5,000 passengers.

Besides the ICT, there are three other cruise and ferry terminals in Singapore. These are operated by the Singapore Cruise Centre (SCC).

According to the Singapore Tourism Board (STB), the ICT is designed to ensure "smooth and seamless accessibility" for passengers and cruise ships. The aim is to have a quick and efficient passenger turnaround of 30 minutes from the point of disembarkation to the point of departure. To facilitate this, the 28,000-sqm terminal — spanning three football fields — is decked with state-of-the-art technology and can handle 6,800 passengers at any one time.

The ICT will complement the SCC, a

A passenger vessel heading towards Singapore's harbour front; in 2010, a record one million cruise passengers arrived on the island's shores

long-time player in Singapore's cruise market. Over the last three years, the SCC has also renovated and upgraded its terminals to improve passenger experience. The S\$14 million rejuvenation programme for its terminal at Harbourfront is targeted for completion by April 2012.

To meet the needs of cruise ships, the SCC also launched Cruise 360 in September 2011. This is a one-stop service platform that supplies and supports cruise ships that berth in Singapore by coordinating and delivering resources and services such as crew, food and beverages, marine chandlery, bunkering and ship maintenance.

RIDING A WAVE OF GROWTH

With global demand for the cruise market estimated to hit 27 million passengers by 2020 — a two-fold growth within a decade — Singapore is well-placed to be the "cruise hub" of the region. Ms Aw Kah Peng, the Chief Executive Officer of the Singapore Tourism Board (STB), noted that Singapore's cruise passenger throughput has grown steadily and registered a healthy average annual growth rate of 12 per cent between 2003 and 2008.



Singapore is one of the largest commercial ports in the world

Photo: MPA



The nautical-themed International Cruise Terminal is scheduled to open in 2012

Photo: STB

Besides international visitors, the regional and domestic market has also been showing strong growth.

The addition of the ICT would be an incentive for cruise operators to route more cruises through Singapore, STB's Director of Cruises Ong Huey Hong said. This would boost not only tourism numbers but disproportionately receipts as well, given that cruise passengers tend to be higher spending than other categories of tourists.

At the ICT's groundbreaking ceremony in October 2009, Mr Lim Hng Kiang, Singapore's Minister for Trade and Industry, noted that the ICT will be able to ride on the growth in the cruise industry. "The ICT will be a strategic enabler to achieve Singapore's aspiration to be a cruise hub of Asia and gateway to the region, and testifies to Singapore's continued commitment to the development of the Asian cruise industry," he said.

GROWING MARITIME STRENGTHS

Apart from making good ground in cruise tourism, Singapore also marked other maritime milestones in 2011 such as boosting the competitiveness of its port and moving toward clean and green shipping. All this is part of Singapore's emphasis on enhancing the quality of its maritime industry and ports.

In April 2011, the Maritime and Port Authority of Singapore (MPA) and PSA Corporation Limited (PSA) jointly launched the Port Technology Research and Development Programme. This five-year initiative is designed to

develop advanced port technologies for Singapore's container terminals. To support this scheme, MPA has committed S\$10 million from its Maritime Innovation and Technology Fund while PSA and the other partners co-fund another S\$10 million.

"For the world's busiest transshipment hub, technology is vital in ensuring that its terminal customers are served seamlessly, efficiently and effectively round the clock," said MPA Chief Executive Mr Lam Yi Young.

"Through this Programme, MPA hopes that Singapore will continue to be at the forefront of technology in port operations and services adding to its development and growth as an international maritime centre."

Singapore also launched the Maritime Singapore Green Initiative in April 2011, with 12 maritime organisations pledging to be responsible

members of the international maritime community by supporting and promoting clean and green shipping in Singapore. They include ship owners such as Neptune Orient Lines Ltd, global marine and offshore engineering giant Sembcorp Marine as well as the Singapore Shipping Association.

The S\$100 million initiative comprises three programmes aimed at Singapore-flagged vessels and ocean-going ships calling at Singapore, and local maritime companies. It seeks to reduce the environmental impacts of shipping and related activities and to promote clean and green shipping in Singapore.

As MPA's Mr Lam said, "Environmental challenges are some of the most critical challenges facing the maritime industry today. These challenges are multi-faceted and require joint efforts from governments and the industry."

DOCKED IN SINGAPORE

Singapore hosted the inaugural *Cruise Shipping Asia* in November 2011, showcasing the latest trends and names in cruise destinations, ports and terminal development, and ship operations. Held from 16 to 18 November 2011 at Marina Bay Sands, the international industry event was a platform for the Asian cruise industry to share opportunities, address challenges and highlight solutions. According to its organizer UBM Live, "*Cruise Shipping*

Asia unlocks the region's potential as Asia emerges as the industry's next major growth market."

A new association of Asian cruise terminals, the nonprofit Asia Cruise Terminal Association, was also formally launched on 15 November 2011, a day before it participated in *Cruise Shipping Asia 2011*. Singapore, represented by the SCC's Chief Executive Officer Christina Siaw, was elected as the association's first chairman.

IN SINGAPORE



The replica of the life-sized bow of Chinese explorer Admiral Zheng He's 15th century treasure ship greets museum visitors. It is 14m high, and features details like the ornate head of a *pixiu* – a mythical Chinese creature that symbolises wealth and good fortune.



The *Jewel of Muscat*, a replica of a 9th century Arabian ship known as a dhow. It was built without nails; the planks are stitched together using coir rope made from coconut fibre. A gift from the Sultanate of Oman to Singapore, it sailed for 68 days from Muscat, Oman to arrive on Singapore shores in July this year.

STORIES OF THE SEA

The Maritime Experiential Museum and Aquarium (MEMA) opened its doors on 15 October 2011 at Resort Worlds Sentosa. Visitors to Singapore's only maritime museum will learn about the ancient Maritime Silk Route, as well as Singapore's role in the present-day bustling maritime trade. Here are some of MEMA's many highlights.

WORDS BY GENE KHOR

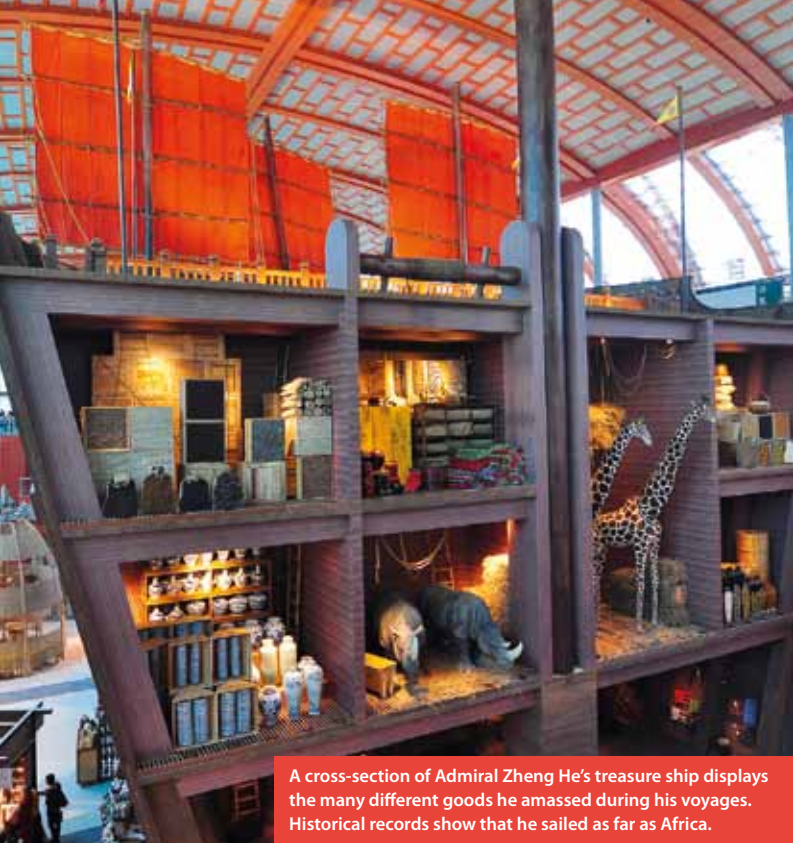


Emeritus Senior Minister Goh Chok Tong (second from left) and His Excellency Sayyid Badr Bin Hamad Al Busaidi, representative of His Majesty Sultan Qaboos Bin Said Al-Said of the Sultanate of Oman, (fourth from left) were given a tour of MEMA after they had officially declared it open.



Captain Saleh Al Jabri, who helmed the *Jewel of Muscat* during its 4,800km journey. On the voyage coming to an end, the 41 year-old said: "It feels fantastic as the pressure is off my shoulders. But I also feel sad. The ship was like a mother who brought people of every race and religion together, and now everybody has left her."

Photos: Tan Kay Hian



A cross-section of Admiral Zheng He's treasure ship displays the many different goods he amassed during his voyages. Historical records show that he sailed as far as Africa.



A map detailing different shipwrecks around Southeast Asia.

The Typhoon Theatre

This 150-seat multimedia theatre in MEMA takes you on a journey that simulates being onboard an Arabia-bound 9th century Chinese junk. The projection screen wraps 360°



Photos: Resorts World Sentosa

around viewers in a cylinder-shaped room. The seats move to simulate choppy waves. You will even feel wind and water and experience what it is like to be caught in the middle of a storm. As the voyage reaches its end, so does the experience,

as the platform you are seated on sinks to the basement amid a cloud of mist.



Artifacts recovered from the *Bakau*, a Chinese junk that sank in the early 15th century in the Java Sea.



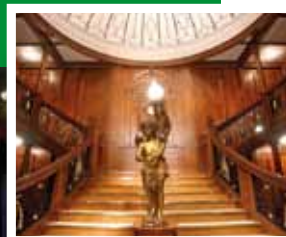
The interactive Souk Gallery recreates the sights, sounds and smells at the eight ports, including Qui Nhon in Vietnam and Calicut in India, that Admiral Zheng He stopped at.

More information at www.rwsentosa.com/language/en-US/Attractions/MaritimeExperientialMuseumAquarium

On board the *Titanic*

Besides the *Jewel of Muscat* and Admiral Zheng He's treasure ship, another notable vessel is now in Singapore — parts of it anyway. *Titanic: The Artifact Exhibition*, on its Southeast Asian debut at the ArtScience Museum, is on until 29 April 2012. The exhibition marks 100 years since the *Titanic*'s historic sailing and sinking. It features about 275 artifacts salvaged from the passenger liner's final resting place in the North Atlantic Ocean. These pieces are displayed in galleries resembling actual locations on the *Titanic* like the First and Third Class Cabins, the Grand Staircase and the Promenade deck.

More information at titanic.sg



Photos: Marina Bay Sands

JOINING HANDS



Evacuees in Bangkok being moved out with whatever mode of transport was available



Relief supplies packed and ready to be distributed to afflicted areas in Thailand

WAVE OF AID

The torrential rains and disastrous floods that have plagued Asia in recent months have generated a generous response from Singaporeans. WORDS BY SHERALYN TAY

In October of this year, evacuated villagers in Svay Rieng province, Cambodia took to sleeping in a pagoda that had been turned into a refugee shelter as flood waters — rising since September — continued to inundate about half of the country's 24 provinces. About 247 lives were lost.

Torrential rains have also plagued other Asian countries in the last few months, including the Philippines where Typhoon Ketsana displaced some 380,000 people in late September. In Thailand, extensive flooding affected 25 provinces, as well as central Bangkok, in October. Vietnam too braced for the fallout of floods in Quang Nam province.

FIRST RESPONDERS

News of these disasters galvanised generous donations from across the world, including Singapore, where humanitarian aid was quickly dispatched.

Mercy Relief, a Singapore-based Non-Governmental Organisation, sent teams out to the region to facilitate and distribute supplies. Supplies of water, water filtration equipment, ready-to-eat meals, food and rescue boats were some of the essentials dispatched to meet the needs of the afflicted.

Two separate response teams were sent to Vietnam and Philippines on

2 October 2011 to kickstart relief work, while a five-member team was dispatched on 10 October 2011 to Cambodia. In a press statement, Mercy Relief Chief Executive Hassan Ahmad said, "Such massive crisis breeds infinite needs. The aim of the deployment is to help address the immediate survival needs including food, water and accessibility to medical care, followed by the general well-being of the victims including personal hygiene. The most vulnerable of them are the children, elderly and the sick. Timeliness of aid is critical."

On 12 October 2011, the Singapore Red Cross (SRC) contributed S\$200,000 in a first tranche of emergency relief to Thailand and Cambodia, including US\$100,000 in seed money donated by the Singapore government. The SRC also started a South East Asia Flood Appeal for the flood victims in Cambodia, Philippines, Thailand, Vietnam and Laos. At end November, it had raised more than S\$775,000.

Adding to efforts, the Singapore Armed Forces (SAF) donated sandbags, bedsheets and blankets to the Royal Thai Army. The SAF also sent a C-130 aircraft and a KC-135 aircraft with US\$115,000 worth of relief supplies including tents, generators, blankets, lamps and water containers to Thailand to help with relief efforts.

DISASTER RELIEF

Singaporeans have responded generously to help their afflicted neighbours with financial aid and essential supplies. Recent examples are:

August 2010

- SRC contributed S\$136,623 towards emergency relief efforts in the northwest of Pakistan and set up an appeal for funds
- SRC purchased 260 tonnes of family food packs worth S\$260,000 through the International Federation of Red Cross and Red Crescent Societies for flood survivors

January 2011

The Singapore Government contributed S\$25,000 to Sri Lanka for its post-flood rehabilitation efforts

April/May 2011

SRC raised S\$30 million for Japan Disaster Relief Fund and donated 500 water containers to Japan

October/November 2011

SRC started a South East Asia Flood Appeal. It had raised more than \$775,000 by end-November.

REACTIONS

The raft of humanitarian aid and support has made its impact on the lives of the afflicted. Speaking to the International Red Cross, Mr Kong Ton from Koy Trabek village in Cambodia, said, "The water in my house reached to my chest, and I had to be evacuated to higher ground. I am very happy to receive the relief aid."

Photos: Michael Chick

HOME AWAY FROM HOME

EVERY DAY, A WARM WELCOME AND SAFE HAVEN IS EXTENDED TO SEAFARERS WHO LAND ON SINGAPORE'S SHORES.

As seafarer 3rd Officer Chong Gi Kian puts it, "When I'm on the ship, all I can think of is going home. And when I'm home, I start missing the ship."

Mental strength, he told *Singapore Nautilus* magazine, "is the most important thing. You need it to overcome the loneliness, the pressures of the job and the conflicts between nationalities".

Mr Chong, who works for PACC Ship Managers, is not alone in feeling this way. With 90 per cent of world trade dependent on shipping, some 1.5 million seafarers ply the ocean routes everyday to transport food, oil, raw materials and other essential goods.

Some 12,000 seafarers of all nationalities arrive at the Port of Singapore every year. The Port — which refers to the collective facilities and terminals that conduct maritime trade handling functions in Singapore's harbours — is the second busiest container port in the world handling some 483.6 million tonnes of cargo annually. Currently, it is also the busiest port in the world in terms of total shipping tonnage.

"I went to sea when my first child was four months old," Bosun Samsul Arffin said to *Singapore Nautilus* magazine. "I don't see him and my other children much. [But] the money I make is good enough for a comfortable life in Indonesia, and I take care of my family this way."

Hardworking seafarers like Mr Samsul can avail themselves to a range of long-running welfare ini-

tiatives from the Maritime and Port Authority of Singapore (MPA) in collaboration with unions and seafarers' missions. These aim to take care of a seafarer's physical, spiritual and emotional needs.

CREATURE COMFORTS

MPA and various missions in Singapore run three International Drop-In Centres for Seafarers in the port areas of Keppel Terminal, Jurong Port and the Pasir Panjang Terminal. This allows seagoing men and women to have a convenient place to call or email, to connect with friends and families after their ships dock.

Seafarers with a longer layover in Singapore can also stay in apartments that cater specially for them at the Singapore Mariners' Club (SMC). The affordable rents, accessibility to the city and recreational facilities make the SMC a favoured retreat. For example, residents can enjoy activities such as football and basketball. The SMC International Sports Week held in May each year sees as many as 1,500 seafarers competing in athletic and sports events.

A TRIBUTE TO SEAFARERS

MPA's efforts to make Singapore a welcoming stop for seafarers reflects a deep understanding and appreciation of their important and challenging vocation. Indeed, the International

Maritime Organization (IMO) declared 2010 the Year of the Seafarer. Said IMO Secretary-General Efthimios E. Mitropoulos, "Our intention is to pay tribute to you ... for the unique, and all too often overlooked, contribution you make to the well-being of all of us."

"We will do so with deep appreciation, in recognition of the extraordinary service you render every day, frequently under dangerous circumstances, in delivering... the wheat that makes our daily bread, the gas and oil that warms our homes or moves our vehicles and the gifts we share with our families."

A HELPING HAND

When homesickness and worries over family loom, seafarers have five foreign seafarers' missions in Singapore to turn to. These are the International Lutheran Seafarers' Mission, Mission to Seafarers, Danish Seamen's Church, Norwegian Seamen's Mission and Stella Maris Catholic Seamen's Mission. These provide counselling, church services and social opportunities.

Sometimes, their chaplains make ship visits or organise for another chaplain in the next port of call to continue counselling sessions.



Chong Gi Kian (left), and Samsul Arffin

GUARDIANS OF THE SEAS

With the escalating level of piracy at sea, Singapore has become a key player in efforts to enhance maritime security internationally

WORDS BY **GENE KHOR**
PHOTOS BY **ROY LIM, MINDEF**

Hijackers, demanding the release of detained terrorists, seized a merchant vessel *MV Avatar*. They threatened to crash it into Jurong Island, an island off Singapore. The Singapore Navy and Police Coast Guard swiftly launched vessels to flank the vessel. As negotiations faltered, the Special Operations Task Force (SOTF) troopers boarded the ship, while a helicopter provided armed support. The mission ended with the capture of the pirates 7km off Jurong Island.

This was a simulation exercise under Exercise Northstar to demonstrate how different national maritime agencies in Singapore can work together when faced with such maritime threats. However, a good outcome is not always the case in real life.

The increasing numbers of threats to international maritime security is a cause for concern, as 90 per cent of the world's traded goods is trans-

Top: SOTF troopers making their way across the deck of the 'hijacked' vessel. Bottom: NMSC personnel are among those from various other national agencies in Singapore analysing the latest maritime data from around the region.




ported by sea, according to the Maritime and Port Authority of Singapore (MPA). That's why a call to action was made by the International Maritime Organisation on the 37th World Maritime Day held on 29 September 2011.

"[Maritime security] cannot be the responsibility of one agency but a responsibility shared by governments, ship owners, shipping associations and the maritime industries," said Vice Admiral Ramon C Liwang at the

event. He is the Chairperson of the Governing Council of the ReCAAP ISC (Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Centre).

To promote maritime security in Asia, ReCAAP finalised the first regional government-to-government agreement in 2004. Two years later, the ReCAAP ISC was launched in Singapore, serving as a platform





for information exchange and cooperation with 16 other countries.

"Terrorism has no boundaries," said fellow speaker and National Maritime Sense-making Centre (NMSC) Director Colonel Chow Ngee Ken, citing the example of the 2008 Mumbai terror attacks where 10 terrorists entered the city by sea and killed 164 people. "As they [terrorists] continue to evolve, it's crucial for us to stay a step ahead," he said.

Singapore is no stranger to intra and international cooperation between agencies. Together with Indonesia and Malaysia, the Malacca Straits Patrols was launched in 2004 to enhance security in the Straits of Malacca and Singapore (SOMS). In 2005, the three countries implemented the Eyes in the Sky initiative by conducting combined maritime air patrols over the Straits.

The inaugural Maritime Public Leaders' Programme (MPLP), held in July 2011, is also part of Singapore's efforts to share its experience with other countries. Supported by the Singapore Cooperation Programme and jointly organised by Nanyang Technological University and MPA, the MPLP provided a sharing and learning platform for 17 senior maritime representatives from 11 countries across Asia, Africa and the Caribbean.

The MPLP was organised under the auspices of the Singapore Cooperation Programme Training Awards (SCPTA) and Small Island Developing States Technical Cooperation (SIDSTEC).

"As a major port and flag state, we have many useful experiences in maritime-related matters to share," said Mrs Mary Seet-Cheng, MFA's Senior Specialist Adviser who is also Special Adviser to the MPA on all maritime issues.

"We can never be too ready, so we always have to keep on practising."

Singapore's Deputy Prime Minister and Coordinating Minister for National Security and Minister for Home Affairs Teo Chee Hean

The MPLP was also useful for Singapore to enhance its network of overseas friends who are port and maritime stakeholders. "This networking facilitates cooperation, support and shared understanding with them on issues relating to shipping and ports discussed at these conferences," said Mrs Seet-Cheng whose presentation covered Singapore's four-point framework for maritime security. These consist of Singapore's implementation of the IMO International Ship and Port Security Code, schemes to enhance cargo security, and efforts to ensure security of port waters as well as vital shipping lanes.

A key issue addressed at the MPLP was the need to develop good inter-agency cooperation and coordination within governments to successfully implement an integrated approach to maritime security.

Echoing these sentiments was Singapore's Deputy Prime Minister and Coordinating Minister for National Security and Minister for Home Affairs Teo Chee Hean. "We can never be too ready, so we always have to keep on practising," he said at the end of *Exercise Northstar*.

"We must understand that the threats are unpredictable, so we cannot just be training for a specific threat, but we must have the flexibility to respond as the threats evolve."

SHARING EXPERIENCES

The MPLP is a continuation of Singapore's commitment, through the Singapore Cooperation Programme, to provide capacity building for senior maritime officials.

The inaugural programme included topics on port planning and management, shipping economics, finance and governance.

Ms Claudia Grant, the Deputy Director-General of the Maritime Authority of Jamaica, and one of the MPLP's participants, said, "Most important were the areas on governance where participants were introduced to the Singaporean approach to leadership and governance, which were integral to their national development strategy."

A PICTURE OF COOPERATION

A SERIES OF POIGNANTLY INSPIRING PHOTOGRAPHS SHOT BY YOUNG TALENTS SHOWCASE THE MEANING OF FRIENDSHIP BETWEEN SINGAPORE AND ITS ASIAN NEIGHBOURS.

To commemorate the 60th Anniversary of the Colombo Plan (CP), a youth photography competition was jointly organised in June 2011 by Singapore's National Youth Achievement Award Council and the Ministry of Foreign Affairs. It explored the themes of "Planning Prosperity Together," "Together We Can," and "Friendship without Borders" — ideas that emulate the joint commitment of Singapore and the Colombo Plan. The Colombo Plan, conceived at a meeting of Commonwealth Foreign Ministers in Colombo in 1950, provides training awards, expert services and equipment to 26 member countries to aid in economic and social development.

The competition was open to students in two categories — between 7 to



(Above) *Paddlers in Unison*, and (bottom) *Overcoming Boundaries*. The photographs took first place in the Colombo Plan youth photography award.



12 years old and 13 to 17 years old. *Paddlers in Unison*, an image of two canoeists, demonstrated the power of coordination and cooperation in reaching a goal. 11-year-old Muhammad Irfan Bin Norizzam from Park View Primary School in Singapore captured the photo that took first place in the 7-12 years category.

Kho Yong Xiang, 17, from Hwa Chong Institution took top place in the 13- 17 years category with a photograph of himself, his classmates and some young Nepalese students. Titled *Overcoming Boundaries*, the image represents the friendship and human connection that can

transcend language, culture, age and backgrounds.

Singapore transformed from a recipient of CP's aid to an active contributor. In Singapore's early years, the CP awarded Singaporeans scholarships and training awards to enhance the education and skills of the people — which in turn helped drive economic development. Today, Singapore has become an active member of the CP and supports various capacity building programmes aimed at helping developing Asian countries build their own talent pool, economic pillars and social programmes. These include initiatives such as the Singapore-Colombo Plan Third Country Training Programme that provides human resource training to CP member countries.

SCP ROUNDUP

11 TO 12 AUG 2011

21 participants from 17 countries took part in the "International Conference on Electronic Litigation" sponsored by the Singapore Cooperation Programme (SCP). Organised by the Singapore Academy of Law and the Supreme Court, the inaugural conference attracted participants from the Commonwealth states, Central Asia and Eastern Europe. The course provided officials in the judicial services with a greater understanding of electronic litigation. Distinguished speakers such as Singapore's Chief Justice Chan Sek Keong and Lord Justice Rupert Matthew Jackson, a member of the Court of Appeal of England and Wales, shared their perspectives on the current legal climate and on managing challenges.

8 TO 10 NOV 2011

To underscore the importance of early childhood learning and experiences for very young children, a regional conference "Early Experiences Matter: Policies and Practices for Ensuring Holistic Development of Very Young Children" was held to explore key policies and integrated programmes in health, education and child protection. The conference was organised by the Asia-Pacific Regional Network for Early Childhood (ARNEC) and the National Trades Union Congress (NTUC)'s SEED Institute, with the support of the Singapore Cooperation Programme and ARNEC's core member organisations. It brought together 300 local and international participants, including government officials, practitioners and experts from universities, research institutes, non-governmental organisations and United Nations agencies.

14 TO 18 NOV 2011

A seminar on "Community Policing Strategies Evolving from the Koban System of Japan and the Neighbourhood Police Centre System of Singapore" attracted 17 participants from 7 Asian countries. Organised by the Singapore Ministry of Foreign Affairs and the Japan International Cooperation Agency, the seminar explored the success and relevance of Singapore's community policing model - which was adapted from the Japanese Koban system - in preventing and reducing crime. This is the 17th year that the programme has been conducted and it has benefited more than 350 participants. The course was conducted by the Singapore Police Force.