



## **MEDIA RELEASE**

Singapore, 29 August 2022 | **For Immediate Release**

### **Multi-agency exercise to test Singapore's ferry mishap readiness and response**

The Maritime and Port Authority of Singapore (MPA) held its annual ferry rescue exercise (FEREX) today, in conjunction with the annual International Safety at Sea conference held from 30 August to 2 September 2022, to test Singapore's operational readiness in the event of a ferry mishap.

2. Nine vessels, a helicopter and more than 200 personnel from various agencies and private sector partners were deployed for the seaward exercise off the western coast of Sentosa and landward exercise at HarbourFront Passenger Ferry Terminal (HFPT). These included the Immigration & Checkpoints Authority (ICA), Ministry of Health (MOH), Singapore Police Force (SPF), the Republic of Singapore Air Force (RSAF), the Republic of Singapore Navy (RSN), Singapore Civil Defence Force (SCDF), Singapore Cruise Centre Pte Ltd, and ferry operator Batam Fast Ferry Pte Ltd.

3. The exercise was observed by Mr S Iswaran, Minister for Transport, Singapore, together with key personnel from the various government agencies and private sector partners.

#### **Exercise scenario**

4. The exercise scenario was based on a collision between a ferry by Batam Fast Ferry and a harbour craft which resulted in a main engine failure and ingress of water onboard the ferry due to hull damage. This led to a precarious situation that necessitated an immediate evacuation of the passengers on board the "stricken" ferry. The captain of the ferry sent out a distress call requesting for immediate help from MPA and initiated onboard evacuation procedures.

#### **Seaward rescue operations**

5. MPA's Ferry Mishap Contingency Plan was activated to test the agencies' operational readiness to the incident and various seaward resources were deployed to secure the area of operations and evacuate the passengers. These included three MPA patrol crafts, a Police Coast Guard 5<sup>th</sup> Generation PT class patrol craft, an RSAF H225M Medium Lift helicopter, an RSN Independence-class Littoral Mission Vessel, and a SCDF Heavy Rescue Vessel.

#### **MPA Guardian provides an edge in rescue operations**

6. Developed in collaboration with the Defence Science and Technology Agency and Penguin Shipyard International, *MPA Guardian* is a hybrid diesel-electric patrol craft that is equipped with a comprehensive suite of capabilities which allows specialised rescue operations.

7. To demonstrate the rescue capabilities<sup>1</sup> of MPA's newest patrol craft, rescued passengers were transferred onto *MPA Guardian* to receive simulated medical attention in the vessel's First Aid Room. *MPA Guardian* is equipped with a command operations room to manage rescue operations, a Rigid-Hulled Inflatable Boat that can be deployed within 10 minutes to conduct shallow water rescue missions, and a 10-metre wide deck that is able to facilitate drone and heli evacuation operations.

8. To demonstrate *MPA Guardian's* heli evacuation capabilities and crew readiness, RSAF deployed their H225M helicopter to heli winch a "critically injured" dummy passenger from the vessel.

#### Harnessing drone technology

9. This year's exercise also saw the deployment of unmanned aerial drones from MPA's patrol crafts for aerial surveillance and remote monitoring with "live" feed to *MPA Guardian's* command operations room to enhance situational awareness and incident management response.

#### Landward rescue operations

10. The readiness of the landward rescue operation was also tested in this year's exercise. Medical personnel and triage facilities by SCDF and MOH were deployed at HPFT to manage and treat injured passengers prior to hospital conveyance. SPF and ICA officers were also deployed to provide security coverage and immigration clearance as part of the rescue efforts.

11. Capt Daknash Ganasen, Senior Director of Operations and Marine Services, MPA, said, "With the resumption of regional ferry services that have been disrupted by COVID-19, it is important for us to resume both the seaward and landward rescue components of the exercise to test and enhance the operational readiness and contingency preparedness of government agencies and private sector partners in dealing with such mishaps. It also gives us the opportunity to deploy new rescue capabilities and technologies, while raising public awareness on how passengers are safeguarded and cared for during a ferry rescue operation."

<End of Release>

### **About the Maritime and Port Authority of Singapore (MPA)**

MPA was established on 2 February 1996, with the mission to develop Singapore as a premier global hub port and international maritime centre, and to advance and safeguard Singapore's strategic maritime interests. MPA is the driving force behind Singapore's port and maritime development, taking on the roles of Port Authority, Port Regulator, Port Planner, IMC

---

<sup>1</sup> Please refer to Annex A for the full list of *MPA Guardian's* capabilities and dimensions

Champion, and National Maritime Representative. MPA partners the industry and other agencies to enhance safety, security and environmental protection in our port waters, facilitate port operations and growth, expand the cluster of maritime ancillary services, and promote maritime R&D and manpower development.

For more information, please visit [www.mpa.gov.sg/](http://www.mpa.gov.sg/)

**For media enquiries, please contact:**

Gerald Kheng

MPA Corporate Communications

Email: [gerald\\_kheng@mpa.gov.sg](mailto:gerald_kheng@mpa.gov.sg)

## Annex A: MPA Guardian Factsheet

MPA's newest enhanced next generation patrol craft, *MPA Guardian*, supplements the existing fleet of six next-generation patrol crafts and has the capability to be deployed for command-and-control during operations such as search and rescue, salvage, ferry incidents, spill response and inter-agency exercises.

MPA Guardian was commissioned by MPA on 8 April 2022, during Singapore Maritime Week 2022.

| Vessel Overview  |   |
|--|---|
| Vessel Type  | Aluminium Catamaran Electric-Hybrid Patrol Craft          |
| Length/Breadth/Depth   | 34.5m/10m/4.3m  |
| Propulsion System  | BV-classed electric-hybrid propulsion system              |
| Number of Main Engines   | 2   |
| Number of Electric motors  | 2   |
| Top Speed  | 25 knots  |
| Number of Crew   | 1 Port Inspector<br>1 Master<br>1 Engineer<br>3 Deckhands |
| Accommodation and Seats  |   |
| Crew Bunks   | 12  |
| Passenger Seats  | 24  |
| Rescue Capabilities  |   |
| Rigid-hulled inflatable "daughter" craft that can be deployed within 10 minutes to conduct shallow water rescue missions |   |
| 10-metre wide drone landing and heli winch deck  |   |
| 1 First Aid Room (6 pax)   |   |
| Sustainable Technologies and Features  |   |
| Hybrid propulsion system - combination of diesel and electrical power to reduce carbon emission from the vessel          |   |
| Low solar absorption paint, LED lightings, and solar panels to reduce energy consumption                                 |   |
| Optimised hull design to minimise vessel's resistance in the water   |   |
| Optimised bridge console layout to reduce ship manning and energy resources required to support onboard human activities |   |