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PRESS RELEASE

ICS AND ISF MEET IN LONDON

The International Chamber of Shipping (ICS) and the International Shipping Federation (ISF) held their Annual Meetings in London, from 18-20 May, at the invitation of the UK Chamber of Shipping. The representatives of national shipowners' associations, from the membership of 40 countries, discussed a number of important issues of concern to this major global industry.

The meetings coincided with the Centenary of ISF (the principal international maritime employers' organisation for shipowners) which held its first meeting in London, in May 1909.

REDUCING SHIPPING'S CO₂ EMISSIONS

ICS reiterated its commitment to helping governments at the UN International Maritime Organization (IMO) deliver a package of proposals for reducing the

global shipping industry's CO₂ emissions, for consideration by the UNFCCC climate change Conference in December 2009.

“We very much hope that UNFCCC will agree that the development and management of detailed measures for shipping should be directed by IMO. As the industry’s global regulator, IMO has successfully delivered an agreement on reducing pollutant emissions such as sulphur from ships, an issue just as complicated as CO₂ but on which an impressive global consensus has been achieved.” said ICS Chairman/ISF President Spyros M Polemis.

“There is agreement that the IMO package should include measures to improve fuel efficiency, such as the efficiency indexing of new ships and the use of Ship Efficiency Management Plans by all ships.” said Mr Polemis. **“ICS has also prepared a detailed analysis of the net environmental benefits and commercial implications of the various economic measures that have been proposed by governments as possible means of encouraging emission reductions. This paper will be considered at the crucial meeting of the IMO Marine Environment Protection Committee in July.”**

“Whatever is decided it must be applied globally, both for the sake of the environment and the efficiency of an industry that transports 90% of global trade. Above all, it must not inadvertently divert the transportation of cargo from shipping to far less carbon efficient forms of transport, such as roads or aviation.”

PIRACY

ICS/ISF national shipowners' associations called on governments to extend existing political mandates for the naval protection against pirates provided to merchant shipping in the Gulf of Aden and the Indian Ocean.

“Even if attacks by Somali pirates can be suppressed, current levels of military protection must be sustained or increased. At the moment, despite the impressive efforts of navies, attacks are still increasing in frequency, with about 300 seafarers currently being held hostage. Governments need to recognise that protecting one the world’s most strategically vital sea lanes will be a serious ongoing commitment for the foreseeable future.” said Mr Polemis.

The ICS/ISF meetings repeated their opposition to the use of armed private security guards being carried on merchant ships but discussed the possibility of having qualified military personnel on board in cases where a shipowner’s risk assessment may indicate such a requirement.

“Our position remains that, in our view, the use of firearms by civilians will escalate the threat to seafarers’ lives, which is our number one concern.” said Mr Polemis.

At a dinner held at the Old Royal Naval College in Greenwich on 20 May, to celebrate the Centenary of ISF, Mr Polemis thanked the Chief of Staff of EU NAVFOR, Captain Richard Farrington, for the ‘commitment and courage’ of the various naval personnel protecting merchant shipping in this terrible piracy black spot.

ROTTERDAM RULES ON TRANSPORT AND CARGO LIABILITY

National shipowners' associations endorsed an ICS campaign to encourage governments to ratify the new Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, adopted by the United Nations General Assembly last year. It will be formally signed by governments at a ceremony in the Netherlands in September 2009, and will then be known as the 'Rotterdam Rules'.

Mr Polemis explained:

“Our meetings concluded that, although far from perfect, the new cargo liability regime must be promoted by the industry in the interests of international uniformity and to avoid the risk of a proliferation of regional regulations. Our national associations have agreed to encourage their governments to attend the signing ceremony in Rotterdam and sign the Convention in order to signal their intent to ratify as soon as possible”

He added

“It is very disappointing that the European Commission is proceeding with the development of a regional EU cargo liability regime that will undermine the Rotterdam Rules and global uniformity. We have agreed that European ICS Members will encourage EU Member States to resist the Commission's proposals and ratify the Rotterdam Rules as soon as possible.”

ELECTIONS

The meetings elected Mr Masamichi Morooka (Japan) and Mr Trygve Seglem (Norway) as ICS Vice Chairmen for 2009/10, and Captain Dirk Fry (Cyprus) and Mr Carlos Salinas (Philippines) as ISF Vice Presidents.

Mr Spyros Polemis (Greece), re-elected in 2008, remains in office as Chairman of ICS and President of ISF.

The 2010 ICS/ISF AGMs will be hosted by the Singapore Shipping Association in April 2010.

End

Notes:

ICS is the principal international trade association for shipowners, ISF is the principal international maritime employers' organisation.

The organisations represent all sectors and trades and about 80% of the world merchant fleet.

More information on the above and other issues is available in the **ICS and ISF Annual Review 2009**, which has just been published.

Information about the ISF Centenary can be found in **ISF1909-2009 - Representing Maritime Employers for 100 Years**, a commemorative book published to coincide with the Annual Meetings.

Both publications are available in electronic form at www.marisec.org