



12 Carthusian Street London EC1M 6EZ Tel +44 20 7417 8877 Fax +44 20 7417 8877  
[post@marisec.org](mailto:post@marisec.org) [www.marisec.org](http://www.marisec.org) [www.shippingfacts.com](http://www.shippingfacts.com)



**EASE \* PRESS RELEASE \* PRESS RELEASE \* PRESS RELEASE**

**Contact:** Simon Bennett  
**Tel:** +44 207 417 2857  
**Email:** [simon.bennett@marisec.org](mailto:simon.bennett@marisec.org)

30 April 2010

**FOR IMMEDIATE RELEASE**

## **ICS AND ISF SHIPOWNER ASSOCIATIONS MEET IN SINGAPORE**

The International Chamber of Shipping (ICS) and the International Shipping Federation (ISF) held their Annual Meetings in Singapore from 28-30 April at the invitation of the Singapore Shipping Association. The representatives of national shipowners' associations from 33 countries discussed a number of important issues of concern to the global shipping industry, which transports about 90% of world trade by sea.

### **Potential US Ban on Pirate Ransom Payments**

ICS/ISF national shipowners' associations called on governments to enhance existing naval protection against piracy in the Indian Ocean.

**“After 2 years of increasingly violent armed attacks, enough is enough!”** said ICS Chairman/ISF President Spyros M Polemis.

**“The current situation, with over 200 seafarers being held hostage by Somali pirates at any given time, is totally unacceptable.**

**However, our immediate concern is the most unhelpful US Presidential Order (of 13 April) on security in Somalia, which suggests that those involved in the payment of ransoms to release ships' crews could be subject to criminal sanctions.**

**Words cannot describe our frustration. This is a very serious matter, and there is a most urgent need for the US to provide clarity on the precise meaning of this, frankly, extremely confusing Presidential order.**

**Our primary concern is humanitarian: what else is a shipowner meant to do if his seafarers are taken hostage by ruthless Somali pirates who threaten their lives? The US needs to appreciate the potentially life threatening impact of the Order on the lives of seafarers being held hostage, as well as the truly serious implications for world trade, especially if shipowners are unable to operate in the Indian Ocean due to the concerns that shipping companies and their insurers run the risk of being prosecuted by the US Department of Justice.**

He added:

**“It is simply unacceptable for the US, and those other major powers that fail to fulfil their responsibility to protect the waters affected by pirates, to cede control of these strategically vital trade routes to just a handful of Somali criminals, while leaving kidnapped seafarers incarcerated in appalling conditions. What kind of signal does this give to others who have contempt for life and international law?”**

(more)

## **Reducing Shipping's CO2 Emissions**

ICS reiterated its commitment to helping governments at the UN International Maritime Organization (IMO) deliver a 'bankable' package to reduce the global shipping industry's CO2 emissions substantially, before the next major United Nations Climate Change Conference in Mexico in December 2010.

Mr Polemis explained:

**“We are confident that governments at IMO will finalise regulations on technical and operational measures to reduce emissions, for mandatory application to ships on a global basis, and that shipping can deliver truly meaningful CO2 emission reductions. Cutting fuel consumption is enlightened self interest.”**

He added:

**“An agreement at IMO on so called Market Based Measures is proving more of a challenge, but ICS is committed to providing constructive input on the implications of the various options that have so far been proposed. Whatever is agreed, MBMs must be demonstrated to deliver genuine and direct environmental benefit, rather than simply being used as a source of revenue for governments, or to compensate for lack of progress in other industry sectors. Shipping is already the most carbon efficient form of transport, but we are not a 'cash cow'. Any MBMs adopted must also be applied equally to all ships, regardless of flag, in order to avoid significant market distortions.”**

Mr Polemis said:

**“ICS recognises that governments such as China and India do not wish to prejudice their positions in the wider UN Climate Change negotiations, but it is important that they can find a means of reconciling the UNFCCC principle of Common But Differentiated Responsibility with the IMO principle of global rules for global shipping.**

**We sincerely believe it is in the interests of developing nations to understand that in the absence of a global agreement for shipping at IMO, their ships will almost certainly be confronted with unilateral rules imposed by Europe and the US, over which they will have far less influence than they would with a worldwide agreement, negotiated with their participation, at IMO.”**

### **Seafarer Issues**

The meetings welcomed IMO’s designation of 2010 as the ‘Year of the Seafarer’ and the opportunity this provides to highlight the important work that seafarers undertake in transporting world trade, and the challenges they face (including piracy).

ISF members, who will be leading employer representation at the Diplomatic Conference on the revision of the IMO STCW Convention governing seafarers’ competence standards (to be held in Manila in June 2010) expressed satisfaction with the improvements to training which were expected to be delivered. However, the meeting expressed real concern about the draft STCW text on seafarers’ rest hour regulations which would remove the flexibility contained in the current Convention (and similar ILO requirements including the Maritime Labour Convention) and which could have very serious consequences for safe operations without having any impact on fatigue.

(more)

ISF members also reviewed the progress being made towards the implementation of the ILO Maritime Labour Convention which is expected to enter into force within a year so. However, the meeting voiced concern about the differing interpretations being given to the ILO requirements by some classification societies (and potentially by regional port state control authorities) which are at variance to what has been agreed at ILO.

## **ELECTIONS**

Mr Spyros Polemis (Greece) was re-elected as Chairman of ICS and President of ISF.

The meetings elected Mr Trygve Seglem (Norway) and Mr Frank Leonhardt (Germany) as ICS Vice Chairmen for 2010/11, and Captain Dirk Fry (Cyprus) and Mr Carlos Salinas (Philippines) as ISF Vice Presidents.

The 2011 ICS/ISF AGMs will be hosted by the German Shipowners' Association in Hamburg in May 2011.

(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 in the global industry and about 80% of the world merchant fleet.

More information on the above and other issues is available in the new **ICS and ISF Annual Review 2010**, which has just been published and is available in electronic form at [www.marisec.org/AnnualReview10](http://www.marisec.org/AnnualReview10)