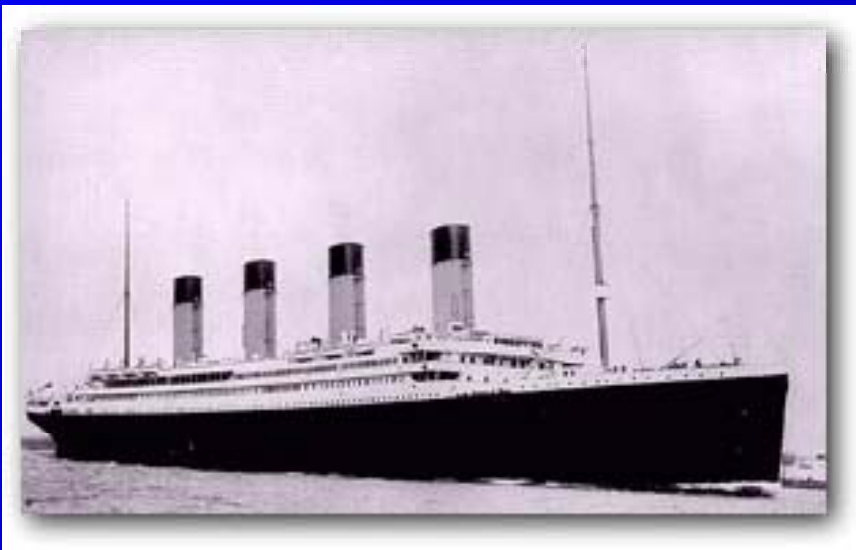




Founded 1921



Followed first
international conference
on ship safety - 1914

(*Titanic* disaster - 1912)



Founded 1921 to

express industry's views on matters of international law and technical questions involving ship construction, safety and management.



**Members =
National Shipping
Associations from 40
countries**



**National shipowners'
associations
NOT
Individual shipping companies**

Policies more likely to be genuinely
representative of the industry as a
whole rather than simply the more
influential operators



Main Function

To represent the industry's view to intergovernmental organisations, national governments and other organisations on issues that impact on shipping



ICS



IMO

**ICS Recognised as principal
representative of international
shipowners at IMO debates**

**First non-governmental organisation to
be granted Observer status at IMO**



ICS



IMO

Common Aim

- Maritime regulation formulated at international level
- Specifically at IMO

To avoid:

differing national laws and standards
Commercial/economic distortions



Forms policies on issues concerning the industry through its committees

COMMITTEES:

SHIPPING POLICY

MARINE

MARITIME LAW

INSURANCE



Recent topics at IMO

- CO2 emissions
- Greenhouse Gas emissions
- Review of MARPOL Annex VI
- 100% Container Scanning
- Ballast Water Management
- Ship Recycling Convention





Recent topics at IMO Legal Committee

Nairobi Wreck Removal Convention 2007

Revision of HNSC 1996

Implementation Bunkers Convention 2001



Recent topics in Europe

- Civil Liability Directive
- Criminal sanctions for Ship - Source Pollution
- Recent ECJ judgements (Intertanko, Total)



Recent topics

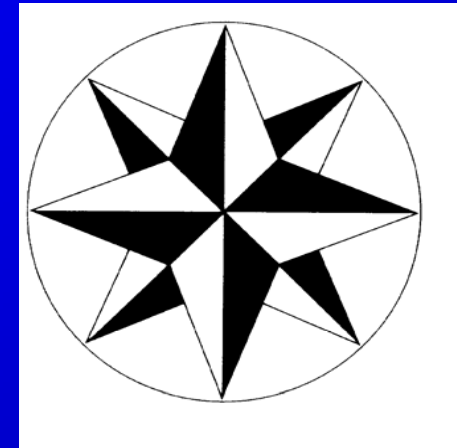
UNCITRAL

The Convention on International carriage of Goods wholly or partly by Sea (The “Rotterdam Rules”)





ICS

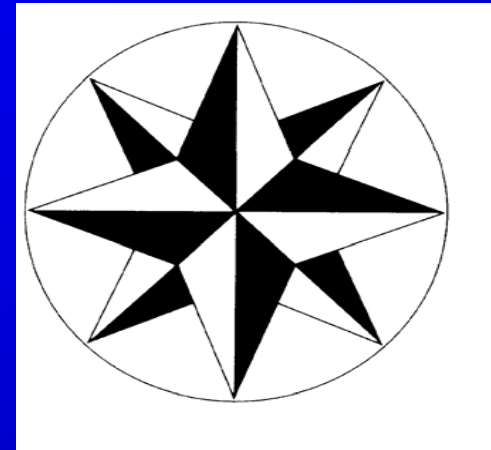


IUMI

Shipowners depend on insurance to trade effectively:

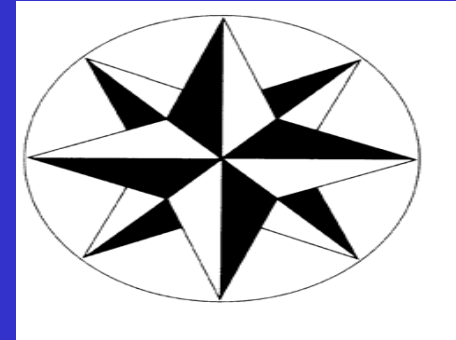
- To protect their primary asset, the ship;
- To meet liabilities under national and international law.

IUMI - international forum for exchange of information and ideas on insurance issues affecting shipping



Common interests

1. To assist shipowners to trade with the security of appropriate insurance cover. ICS/national association members assist at drafting stage of new and existing covers to ensure terms are comprehensive, clear, balanced and dynamic.
- To ensure that the insurance market providing insurance remains viable and competitive.



Threat to common interest: Strict liabilities coupled with removal of right to limit liability

- Policy makers under political pressure from
Environmental pressure groups;
Economic concern to shift expense from national governments to the polluter
- Increasingly litigious environment
- Limitation in shipping industry viewed as anomalous

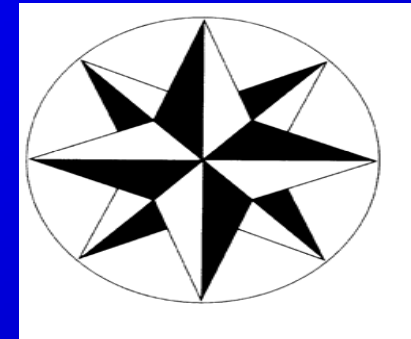
ICS' View

Removal of limitation:

- leads to open ended liability and uninsurability
- could lead to no or inadequate insurance by irresponsible shipowners
- will not lead to safer ships/seas (Donaldson)

ICS view advanced in IMO, UNCITRAL and EU extensively through written submissions, oral presentations and lobbying of national governments and individual parliamentarians





ICS and IUMI

In a global environment where regulatory bodies seek to impose as much liabilities as possible on shipowners and extend these liabilities even to cover causes beyond the control of the shipowner (such as terrorist risks) and at the same time to reduce their defences (through strict liability), in the knowledge that the insurance industry will pay them, it is important that shipowners and their insurers work together to argue the case for balanced liability regimes in order to ensure that the insurance system continues to remain available.