

## Chapter 4

# Private Shipping Organisations

The next two chapters are devoted to a description of the main organisations and institutions in both the private and public sectors internationally concerned with various aspects of shipping. Some understanding of their role and purpose is necessary for a meaningful appreciation of the more complex law and policy issues and political questions dealt with later in this book.

There are a great number of different private associations and organisations in the maritime sector—increasing year by year, both at international and national level. One might be forgiven for wondering why. There are many examples of associations where collaborative working and the promotion of maritime interests in common serves good purpose and assists in putting the maritime message across to governmental and public audiences. But inevitably, the proliferation of associations often serves to muddy that message and show the industry to be fragmented.

In previous editions, this chapter listed and described a range of such organisations in some detail, with a disproportionate emphasis on those based in and operating out of the UK. Two developments have changed our approach here: the increasing reliance on the internet and search engines for information on all subjects and entities in all walks of life; and the shift of the principal editorship of this book to an international rather than a British perspective.

Nevertheless—even in this electronic age—it may be helpful to give a brief reference point and onward links for the major known private organisations in the international shipping world as a starting point for further enquiry and research. With apologies to those which feel left out, that is what this chapter now sets out to achieve. One of the most comprehensive listings of these and other organisations can also be found at [www.shipping-facts.com](http://www.shipping-facts.com).

In a few instances, a brief summary is also given of organisations which no longer exist, but which have nevertheless played their part in the story of international shipping and appear elsewhere in this book.

## International Shipping Associations

### ***BIMCO***

[www.bimco.org](http://www.bimco.org)

[mailbox@bimco.org](mailto:mailbox@bimco.org)

BIMCO (now known only by the initials of its original name, the Baltic and International Maritime Council) is the oldest of the international shipping associations, dating back to 1905. It represents shipowners controlling around 65 % of the world's tonnage—with members in more than 120 countries drawn from a broad range of stakeholders having a vested interest in the shipping industry, including managers, brokers and agents.

BIMCO's main objectives are to protect its global membership through the provision of quality information and advice and, while promoting fair business practices, to facilitate production, harmonisation and standardisation of commercial shipping practices and contracts.

The association is based in Copenhagen with a regional office in Singapore. It maintains a close dialogue with governments and diplomatic representations around the world including maritime administrations, regulatory institutions and other stakeholders within the areas of EU, the USA and Asia. It has NGO status with all relevant United Nations organs.

### ***International Chamber of Shipping (ICS)***

[www.ics-shipping.org](http://www.ics-shipping.org)

[info@ics-shipping.org](mailto:info@ics-shipping.org)

The International Chamber of Shipping (ICS) is the principal international trade association for merchant ship operators, representing all sectors and trades and about 80 % of the world's merchant fleet (in tonnage). Based in London, its members are the national shipowner associations in about 40 countries across the world, which are recognised by their governments as the representative industry bodies in their country.

Established in 1921, ICS is concerned with all technical, legal and policy issues that may affect international shipping. ICS is actively engaged and has NGO status with all relevant international bodies, including particularly: the UN's International Maritime Organization (IMO), other UN and international agencies whose mandate has an impact on shipping, and (through ISF) the International Labour Organization (ILO).

## ***International Shipping Federation (ISF)***

[www.ics-shipping.org](http://www.ics-shipping.org)

[info@ics-shipping.org](mailto:info@ics-shipping.org)

The International Shipping Federation (ISF) is an association of shipowners' associations acting on personnel, social and labour relations questions from the standpoint of the maritime employers. Founded in 1909 primarily as a means of co-ordinating opposition to the increasing threat of strikes by European seafarers and dock labour, ISF soon developed into the principal international employers' organisation with a similar membership to ICS. It has from the start co-ordinated the shipowners' position in preparation for meetings on relevant issues under the special maritime machinery within the International Labour Organization (ILO—see Chap. 5) and has led for the industry on training and manning issues within IMO.

In 2011, the International Shipping Federation, which already shared the same secretariat as ICS (Marisec), was brought formally into the ICS structure, although the ISF name is maintained in certain matters relating to international labour affairs, including representation within the ILO.

## ***Independent Tanker Owners Association (INTERTANKO)***

[www.intertanko.com](http://www.intertanko.com)

[info@intertanko.com](mailto:info@intertanko.com)

INTERTANKO membership is open to independent owners and operators of oil and chemical tankers, i.e. non-oil companies and non-state-controlled tanker owners. Independent owners operate some 80 % of the world's tanker fleet and the vast majority are members. The members' combined fleet comprises some 3,380 tankers totalling 285 million dwt.

INTERTANKO speaks authoritatively and proactively on behalf of tanker operators at international, regional, national and local level—promoting safe transport, cleaner seas and free competition. With its principal offices in Oslo and London, INTERTANKO also has offices in Singapore and Washington DC.

## ***The International Association of Dry Cargo Shipowners (INTERCARGO)***

[www.intercargo.org](http://www.intercargo.org)

[info@intercargo.org](mailto:info@intercargo.org)

Founded in 1980, INTERCARGO's 160 shipowner members in 26 countries operate predominantly bulk carriers in the international *dry bulk trades*—such as

coal, grain, iron ore and other bulk commodities. Its main role is to work with its members, regulators and other shipping associations with the objective of creating a “safe, efficient and environmentally friendly” dry cargo sector.

To do this, INTERCARGO participates actively in the development of global legislation through the *International Maritime Organization* and other similar bodies.

INTERCARGO and INTERTANKO share a single secretariat structure within the same office in London, in order to provide an improved service for members in the wet and dry bulk sectors.

### ***Council of European and Japanese National Shipowners' Associations (CENSA)***

CENSA was formed in 1974 in London and was an association of national shipowners' associations from 11 nations in Europe plus the Japanese. At this time, the International Chamber of Shipping did not deal with international shipping and trade policy issues and this role fell to CENSA. Its main objectives were to:

promote and protect free market shipping policies in all sectors of shipping to meet market requirements under self-regulatory regimes in co-operation with the shipper community; and coordinate and present the views of its members to relevant intergovernmental fora, including particularly the Consultative Shipping Group of governments, the OECD, UNCTAD and also, in some instances, to individual governments directly.

Through its office in Washington DC, CENSA was very active in representing its members directly to US federal and state agencies and to members of Congress on the impact of US shipping policy and legislation on the international commerce of the US with its trading partners.

CENSA was disbanded in 2001, since many of its activities had either fallen away or were being pursued by other associations (e.g. ECSA, World Shipping Council and ICS); its residual functions were absorbed by ICS.

### ***Cruise Lines International Association (CLIA)***

[www.cruising.org](http://www.cruising.org)

[info@cruising.org](mailto:info@cruising.org)

The Cruise Lines International Association was formed in 1975 in response to a need for an association to promote the special benefits of cruising and in 2006 merged with the International Council of Cruise Lines (ICCL), a sister entity

dedicated to participating in the regulatory and policy development process of the cruise industry. CLIA exists to promote all measures that foster a safe, secure and healthy cruise ship environment, educate, train its travel agent members, and promote and explain the value, desirability and affordability of the cruise vacation experience.

CLIA is the world's largest cruise association and is dedicated to the promotion and growth of the cruise industry. It is composed of 26 of the major cruise lines serving North America representing 97 % of the cruise capacity marketed from North America. CLIA operates pursuant to an agreement filed with the Federal Maritime Commission under the Shipping Act of 1984 and has NGO consultative status with the International Maritime Organization. CLIA is headquartered in Fort Lauderdale, Florida and also has offices in Washington DC and Brussels (see CLIA Europe below).

### ***Interferry***

[www.interferry.com](http://www.interferry.com)

Interferry represents the ferry industry world-wide, with currently 225 members from 38 countries; its secretariat is based in British Columbia, Canada and is just opening a branch in Brussels. Originally formed in 1976 as the International Marine Transit Association, Interferry co-ordinates research and collects information on developments affecting the ferry industry, facilitates exchanges of technical data through its international network of members, and stimulates industry cooperation and advancement by providing a forum for people to share experiences and learn from others. It also represents its members on regulatory matters, including within the IMO.

### ***InterManager***

[www.intermanager.org](http://www.intermanager.org)

With its head office in Cyprus and branches in the Isle of Man and London, InterManager is the international trade association for ship managers, crew managers and related organisations. Its members are currently involved in the management of nearly 5,000 ships and responsible for some 250,000 seafarers.

Originally founded in 1991 under the name ISMA—International Ship Management Association—InterManager is committed to improving transparency and governance in shipping. Its Code of Ship Management Standards is the foundation stone of the association, reflecting the highest standards of ship management practice. It has been drafted by practical ship managers and is based on the experience gained through their involvement in day-to-day ship management. All InterManager members are encouraged to sign up to the Code.

### ***International Parcel Tankers Association (IPTA)***

[www.ipta.org.uk](http://www.ipta.org.uk)

[mail@ipta.org.uk](mailto:mail@ipta.org.uk)

Formed in 1987 and based in Lancaster, England, IPTA is the representative body for shipowners operating IMO-classified chemical and product tankers and is recognised as a focal point through which regulatory authorities, charterers and trade organisations may liaise with such owners. IPTA members have equal status within the association irrespective of the size of their fleets. They are committed to the enhancement of maritime safety, the protection of the marine environment and the reduction of atmospheric pollution from shipping.

### ***International Salvage Union (ISU)***

[www.marine-salvage.com](http://www.marine-salvage.com)

[isu@marine-salvage.com](mailto:isu@marine-salvage.com)

The International Salvage Union is an association representing the interests of 58 salvors worldwide. Membership of the ISU is restricted to those companies with a record of successful salvage and pollution prevention. Members are required to have the high level of expertise expected of the professional salvor.

One of the ISU's primary objectives is to foster a wider understanding of the salvage industry's contribution to environmental protection and the recovery of property. The ISU also plays an active role in encouraging inter-industry debate concerning the many legal and commercial issues influencing the efficient performance of salvage and pollution prevention services.

### ***Oil Companies International Marine Forum (OCIMF)***

[www.ocimf.com](http://www.ocimf.com)

[enquiries@ocimf.com](mailto:enquiries@ocimf.com)

OCIMF is an association of oil companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas. Its mission is to be the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels, promoting continuous improvement in standards of design and operation.

OCIMF was formed in London in 1970, initially as 18 oil majors' response to growing public awareness of marine pollution, particularly by oil, after the "Torrey Canyon" incident. Incorporated in Bermuda in 1977 and with a branch office in London primarily to maintain contact with IMO, the current membership comprises 98 companies worldwide.

One of the most significant initiatives introduced by OCIMF is the Ship Inspection Report Programme (SIRE), which is a unique tanker risk assessment tool of value to charterers, ship operators, terminal operators and government bodies concerned with ship safety. It focuses tanker industry awareness on the importance of meeting satisfactory tanker quality and ship safety standards through a large database of up-to-date information about tankers and barges.

### ***The “Round Table” of International Shipping Associations***

[www.shipping-facts.com](http://www.shipping-facts.com)

Not a separate organisation but a joint initiative bringing together BIMCO, the International Chamber of Shipping, INTERCARGO and INTERTANKO, the mission of the “Round Table” is to work together to serve, represent and advance the international shipping industry.

These associations seek to act in concert to avoid duplication on issues of consensus, where the combined effort of the Round Table can exceed the sum of the individual efforts. The website provides a useful portal into some of the major maritime issues of the day, the importance of the shipping industry to world trade, and lists of commercial and governmental maritime organisations.

### ***Society of International Gas Tanker & Terminal Operators Ltd (SIGTTO)***

[www.sigtto.org](http://www.sigtto.org)

[secretariat@sigtto.org](mailto:secretariat@sigtto.org)

SIGTTO was formed in 1979 and now has more than 150 members representing nearly all the world’s LNG businesses and more than half of the global liquefied petroleum gas (LPG) business. With NGO status at IMO, the Society is acknowledged as the authoritative voice of the liquefied gas shipping and terminals industries. Its purpose is to specify and promote high standards and best practices among all industry members throughout the world, and hence to maintain confidence in the safety of the liquefied gas industries and maintain their acceptance, by society at large, as responsible industrial partners. Registered in Bermuda, the main liaison office is in London.

## ***World Shipping Council (WSC)***

[www.worldshipping.org](http://www.worldshipping.org)

[info@worldshipping.org](mailto:info@worldshipping.org)

The World Shipping Council's goal is to provide a coordinated voice for the world's major liner shipping (mainly container) companies in their work with policymakers and other industry groups with an interest in international transportation. With container transport carrying more than 50 % of world seaborne trade by value, the WSC currently has 28 members across most continents, which operate approximately 90 % of the global liner ship capacity.

The main areas of the WSC's work involve maritime security, the environment (particularly the reduction of air emissions including carbon dioxide), cargo liability; enhanced customs information; and international technology standards for containers. The WSC routinely works with a broad range of stakeholders from the public and private sectors to advance policies and programs that will ensure adequate and efficient global transportation infrastructure capacity.

With its permanent secretariat in Washington DC and a small office in Brussels, the WSC was established largely to give a policy voice to the less formal International Council of Containership Operators (or the "Box Club"), which brings together the chief executives of the world's major container ship operators and whose secretariat is provided at any one time by the company of the Club's chairman.

## **Regional and National Shipping Associations**

### ***Asian Shipowners' Forum (ASF)***

[www.asianshipowners.org](http://www.asianshipowners.org)

[info@asianshipowners.org](mailto:info@asianshipowners.org)

The Asian Shipowners' Forum (ASF) was founded in April 1992. With its permanent secretariat established in Singapore in 2007, ASF currently consists of eight members from the shipowners' associations of the Asia Pacific nations—Australia, China, Hong Kong, India, Japan, Korea, Chinese Taipei and the Federation of ASEAN Shipowners' Associations (FASA—itself consisting of Indonesia, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam). Together, the membership is estimated to control about 50 % of the world merchant fleet.

ASF works through five standing committees dealing with: Shipping Economics, Ship Recycling, Seafarer issues, Safe Navigation & Environment, and Ship Insurance & Liability.



## ***European Community Shipowners' Associations (ECSA)***

[www.ecsa.eu](http://www.ecsa.eu)

[mail@ecsa.eu](mailto:mail@ecsa.eu)

ECSA is the trade association for the shipping industries of the EU member states, which control more than 40 % of the world fleet. Formed in 1965 under the name of the Comité des Associations d'Armateurs des Communautés Européennes (CAACE), ECSA assumed its present name in 1990. It is based in Brussels and its members are the national shipowner associations of the EU and Norway.

The aim of ECSA is to promote the interests of European shipping so that the industry can best serve European and international trade and commerce in a competitive free-enterprise environment to the benefit of shippers and consumers.

ECSA is actively engaged, on behalf of its members, with all relevant EU and other international institutions, including particularly the European Commission, the Council of Ministers and the European Parliament.

## ***CLIA Europe***

[www.europeancruisecouncil.com](http://www.europeancruisecouncil.com)

[info@cruisecouncil.eu](mailto:info@cruisecouncil.eu)

Since early 2013, CLIA Europe — formerly the European Cruise Council (ECC) — represents the leading cruise companies operating in Europe and has 29 cruise members and 40 associate members. CLIA Europe promotes the interests of cruise ship operators within Europe, liaising closely with the EU institutions including the European Maritime Safety Agency (EMSA). It also looks to protect the interests of its Members through close liaison with other European bodies such as ECSA, ESPO and the European Travel Agents & Tour Operators Association (ECTAA). The ECC also promotes cruising to a wider public audience to encourage expansion of the European cruise market and works closely in the pursuit of this objective with a number of regional cruise marketing bodies.

## ***Federation of ASEAN Shipowners' Associations (FASA)***

[www.fasa.org.sg](http://www.fasa.org.sg)

[office@fasa.org.sg](mailto:office@fasa.org.sg)

FASA was formed in 1975 as the organisation representing the shipowners' associations in the ASEAN (Association of South East Asian Nations) countries. Its objectives are to foster close cooperation and coordination among the members on shipping policy and other matters of collective interest; assist in improving shipping services and encourage the growth of ASEAN shipping and trade in the South East Asian region; and represent the members in their collective dealings with shippers' councils, port authorities, government, international and other organisations. It is also a member of the Asian Shipowners' Forum, see above.

## *National Shipowners' Associations*

There are many national associations of shipping companies across the world. Through one or other of the international maritime bodies, all these associations tend to be in touch with each other. A good list of the main associations can be found under the “Useful links” page at [www.shipping-facts.com](http://www.shipping-facts.com).

Each such association has, of course, the same basic objective, namely the promotion and protection of its own members' fleets. But the size of the organisation and its relative strength depends largely on the number of members and the nature of the fleet. Some confine their membership to companies operating ships under the national flag only, while increasingly associations represent the full economic fleet in their country regardless of a ship's country of registration.

As an example, the UK Chamber of Shipping—[www.ukchamberofshipping.com](http://www.ukchamberofshipping.com)—is the trade and employers' association for UK-based shipping companies and as such is the voice of British shipowners on a very wide range of issues affecting the corporate interests of its members. Established in 1878, it is one of the oldest and has evolved substantially over the years. Its objectives have been to promote and protect the interests of its members in other than purely commercial matters. The UK Chamber operates nationally and internationally with respect to governments, government departments, Parliament and other bodies and interests including the unions, although nowadays, unlike previously, wage negotiations are handled at company level. Its role is to keep out of the marketplace, but to try to improve the overall competitive and regulatory environment for British shipping.

Its divisional and committee structures cover the areas of taxation, safety and the environment, employment and training of seafarers, security and defence, commercial and legal matters. Funding is essentially through members' subscriptions.

This pattern is reflected to a greater or lesser degree across the other associations in Europe, North and South America, Asia and the Far East.

## **Trade and Commercial Organisations**

### *The Baltic Exchange*

[www.balticexchange.com](http://www.balticexchange.com)  
[enquiries@balticexchange.com](mailto:enquiries@balticexchange.com)

The history of the Baltic Exchange spans more than 250 years and traces its origins back to a humble coffee house—the traditional meeting place of merchants and sea captains—in the City of London. The Baltic Exchange today is a membership organisation at the heart of the global maritime marketplace. It provides independent daily shipping market information; maintains professional shipbroking standards and resolves disputes.

Baltic Exchange members are at the heart of world trade, arranging for the ocean transportation of industrial bulk commodities from producer to end user. The bulk freight market relies on the co-operation of shipbrokers, shipowners and charterers to ensure the free flow of trade.

The Baltic brokers are bound by the Rules of the Exchange and its motto “Our Word Our Bond” sums up the trust and integrity which operates in the market.

The Baltic produces independent shipping market assessments. Using a panel of international shipbrokers, it provides daily assessments on over 50 dry and wet routes, weekly sale & purchase and demolition assessments as well as daily forward prices. It also produces daily cargo fixture lists and in-depth analysis of the main dry cargo markets. The Baltic Exchange also runs a series of shipping courses and workshops around the world, including on aspects of vessel chartering and freight derivative trading.

### ***Institute of Chartered Shipbrokers (ICS)***

[www.ics.org.uk](http://www.ics.org.uk)

[enquiries@ics.org.uk](mailto:enquiries@ics.org.uk)

With 24 *branches* and 16 *distance learning centres* around the world, the members of the Institute of Chartered Shipbrokers (ICS) are part of an international network of shipping professionals who not only work towards high professional ethical standards of trust, but who also have proven knowledge, competence and understanding of the broad spectrum of shipping business.

Founded in 1911 and with its first Royal Charter in 1920, the Institute is the only internationally recognised professional body for shipbrokers, ship managers, agents and those involved in other aspects of shipping business. As a major provider of *education* and *training*, ICS sets and examines the syllabus for *membership*, providing the shipping industry with highly qualified professionals. It operates its own distance learning programme, *TutorShip*, and runs a variety of courses designed for both new entrants to the shipping industry and more experienced people looking for specialised knowledge.

### ***Federation of National Associations of Shipbrokers and Agents (FONASBA)***

[www.fonasba.com](http://www.fonasba.com)

[generalmanager@fonasba.com](mailto:generalmanager@fonasba.com)

Formed in 1969, FONASBA represents shipbrokers and agents by promoting fair and equitable practices, consulting and advising on matters of concern to its members, and co-operating with other international maritime bodies. Membership

is open only to national associations of shipbrokers and agents and limited to one such association per country, although other shipping entities have access to associate membership. There are currently members (including associates) in 50 countries.

The Federation has three main focuses: liner and tramp matters, chartering and documentary affairs, and contact with directorates within the European Commission that have an involvement in shipping—this latter is pursued through the European Community Association of Ship Brokers and Agents (ECASBA) which acts as a sub-committee of the Federation.

### ***International Chamber of Commerce (ICC)***

[www.iccwbo.org](http://www.iccwbo.org)

The Paris-based International Chamber of Commerce is the voice of world business championing the global economy as a force for economic growth, job creation and prosperity. Its activities cover a broad spectrum, from arbitration and dispute resolution to making the case for open trade and the market economy system, business self-regulation, fighting corruption or combating commercial crime.

ICC has direct access to national governments all over the world through its national committees. The organisation's Paris-based international secretariat feeds business views into intergovernmental organisations (particularly within the United Nations) on issues that directly affect business operations.

Maritime affairs used to fall under the ICC's Commission on Transport and Logistics whose objective was to promote intermodal transport and competitive, efficient transport markets worldwide and elaborate global business positions on issues such as liberalisation, customs facilitation, competition and the environment. This work now comes under the aegis of a new and much wider ICC Commission on Customs and Trade Facilitation. It also contributes to the work of ICC International Maritime Bureau on combating maritime piracy.

### ***International Maritime Bureau (IMB)***

[www.icc-ccs.org.uk/icc/imb](http://www.icc-ccs.org.uk/icc/imb)

[ccs@icc-ccs.org](mailto:ccs@icc-ccs.org)

The ICC International Maritime Bureau is a specialised division within the Commercial Crime Services department of the International Chamber Of Commerce. Established in 1981 and based in London, IMB acts as a focal point in the

fight against all types of maritime crime and malpractice. The IMB has close relations with the IMO and the World Customs Organization (WCO), and observer status with Interpol (ICPO).

IMB's main task is to protect the integrity of international trade by seeking out fraud and malpractice identifying and investigating frauds, spotting new criminal methods and trends, and highlighting other threats to trade. A particular area of expertise is in the suppression of piracy. Concerned at the alarming growth in the phenomenon, the *IMB Piracy Reporting Centre* was established in 1992. The Centre, which is based in Kuala Lumpur maintains a round-the-clock watch on the world's shipping lanes, reporting pirate attacks to local law enforcement and issuing warnings about piracy hotspots to shipping. A live piracy map showing recent attacks can be found on its website.

### ***International Maritime Industries Forum (IMIF)***

[www.imif.org](http://www.imif.org)

[info@imif.org](mailto:info@imif.org)

The International Maritime Industries Forum was formed at the depth of the tanker crisis in 1975 following a report on the tanker industry commissioned by tanker owners, banks, shipbuilders and the "user" oil companies, all of whom were concerned about the massive imbalance between supply and demand in the tanker sector and its effects on the world's markets. IMIF allows shipowners, shipbuilders, cargo owners, bankers, classification societies, insurers and other interests the opportunity to meet for discussions on the many problems of their separate industries whose prosperity is inextricably linked.

It has no formal constitution but aims simply to re-establish and subsequently to maintain a healthy and profitable international maritime environment for all sectors of shipping. Specifically, it seeks to create a more balanced shipping market by encouraging the reduction of overcapacity through a determined policy of scrapping, the removal of government subsidies and an end to speculative building.

### ***International Federation of Freight Forwarders Associations (FIATA)***

[www.fiata.com](http://www.fiata.com)

FIATA (from the French name) was founded in Vienna in 1926 and today represents an industry covering approximately 40,000 forwarding and logistics firms, employing eight to ten million people in 150 countries.

FIATA has consultative status with several UN agencies and institutions and is widely recognised as the international representative body for the freight

forwarding industry. Its main objectives include: to unite the freight forwarding industry worldwide; to represent, promote, and spread understanding about the sector; to improve the quality of freight forwarder services; and to assist with practical commercial aspects including vocational training for freight forwarders and liability insurance problems.

### ***Shanghai Shipping Exchange (SSE)***

<http://en.sse.net.cn>

The Shanghai Shipping Exchange was founded in 1996 by the Chinese Ministry of Transport and Shanghai Municipal People's Government and is the first state-level shipping exchange in China (although not a private organisation, the SSE is included in this chapter for convenience).

The basic functions of the SSE are “to standardise the transactions, to adjust the freight rates, and to communicate information on the shipping market”. By performing these three functions and sticking to the principle of “Openness, Fairness and Justness”, SSE seeks to regulate China's shipping market, maintain order in shipping transactions and encourage the healthy development of the China-based shipping market.

SSE is engaged in the publishing of shipping information, promotion of shipping conventions, exchange of shipping business, broking services, consulting and agency services, and formulation of sample documents.

Since 2009, the SSE has been responsible for implementing a nationwide freight rate filing system for international container shipping to and from China, for the purpose of “protecting the market order of China's international container liner services and the legitimate rights and interests of all related parties” and regulating unfair competition.

### ***Shippers' Organisations***

Shippers' councils represent cargo owners and freight transport interests (import and export by all modes of transport), whether manufacturers, retailers or wholesalers—collectively referred to as shippers. Their development owes its origin to a need for bodies to be established representative of the interests of shippers especially with regard to shipowners providing liner services and to a push in that direction given by the International Chamber of Commerce in the mid 1950s. Today shippers' councils are established in many countries across the world.

Different groupings have also emerged representing cargo interests on a global and regional basis. Examples include the:

**Asian Shippers' Council (ASC)**—[www.asianshippers.org](http://www.asianshippers.org)—which was formed in 2004 and now has its permanent secretariat in Colombo, Sri Lanka. The ASC seeks to integrate shippers' councils in all of Asia into a single entity. It comprises 20 shippers' councils from 16 countries and covers five geographical regions—China, South Asia, North Asia, Oceania and South East Asia.

**European Shippers' Council (ESC)**—[www.europeanshippers.com](http://www.europeanshippers.com)—which represents the national shippers' councils in some ten European countries, together with the European paper and chemicals industries and a number of sizeable individual corporate members.

**Global Shippers' Forum (GSF)**—[www.globalshippersforum.com](http://www.globalshippersforum.com)—which was formally incorporated in June 2011, having been created in 2006 and with its origins in the informal Tripartite Shippers' Group dating back to 1994. The GSF represents the interests and shippers' organisations from Asia, the UK, North and South America, and Africa. Its secretariat is provided by the Freight Transport Association in the UK.

**National Industrial Transportation League (NITL)**—[www.nitl.org](http://www.nitl.org)—which is the oldest national association and has been the shippers' voice in the USA since 1907.

### ***Worldscale Association (London) Ltd***

[www.worldscale.co.uk](http://www.worldscale.co.uk)

[wscale@worldscale.co.uk](mailto:wscale@worldscale.co.uk)

This Association publishes, jointly with the New York based Worldscale Association (NYC) Inc, a tanker nominal freight rate schedule used as a standard reference in the chartering of tankers. It is available only on a subscription basis from the Worldscale Associations. This service has existed since 1969 and was based on freight rate schedules used during the 1939–1945 hostilities and in the post-war period. The Worldscale Associations in London and New York are both non-profit making organisations and each operates under the control of a management committee comprising senior tanker brokers from leading firms in London and New York.

## **Insurance**

### ***Lloyd's***

[www.lloyds.com](http://www.lloyds.com)

[enquiries@lloyds.com](mailto:enquiries@lloyds.com)

Unlike most other insurance brands, Lloyd's is not a company, but a market where its members join together as syndicates to insure and reinsure risk across all sectors.

Lloyd's is the world's oldest and leading specialist insurance market, conducting business in over 200 countries and territories worldwide—and is often the first to insure new, unusual or complex risks. It brings together a huge concentration of specialist expertise and talent, backed by strong financial ratings which cover the whole market.

Lloyd's insurance market had its origins—like the Baltic Exchange—in a London coffee house in 1688, where ships' captains, merchants, shipowners and others met to exchange intelligence and shipping news. London's importance as a trade centre led to an increasing demand for ship and cargo insurance. From this small beginning it grew to be a place where marine insurance risks could be placed with individuals or groups of individuals.

Today marine is a smaller but still significant part of its business, with most of the cover in this area for hull, cargo, marine, liability and specie (the insurance of highly valued items such as fine art while in transit). Marine makes up 7 % of Lloyd's business.

The Lloyd's Market Association (LMA), located in the heart of the Lloyd's Building in the City of London, provides professional, technical support to the Lloyd's underwriting community and represents their interests.

### ***International Underwriting Association (IUA)***

[www.iua.co.uk](http://www.iua.co.uk)

[info@iua.co.uk](mailto:info@iua.co.uk)

*The International Underwriting Association* exists to promote and enhance the business environment for international insurance and reinsurance companies operating in or through London and is the world's largest representative organisation for international and wholesale insurance and reinsurance companies.

Formed in December 1998, through the merger of the London International Insurance and Reinsurance Market Association (LIRMA) and the Institute of London Underwriters (ILU), the IUA brought together the representative bodies for the marine and non-marine sectors of the London company insurance market outside of the Lloyd's market. It is a trade association which does not have any regulatory authority over its members.

The ILU's history in the marine, aviation and transport insurance markets dates back to 1884, again starting through informal meetings of underwriters in a coffee house to discuss policy wordings and other matters of mutual interest.

The IUA today deals with questions of interest to the market as a whole and services joint IUA/Lloyd's committees which monitor topics of interest in particular fields such as hull and cargo insurance, carriers liability and war risks. These



include the “Joint Hull”, the “Joint Cargo” and the “Joint Technical and Clauses” Committees.

### ***International Union of Marine Insurance (IUMI)***

[www.iumi.com](http://www.iumi.com)

The International Union of Marine Insurance has its origins in an association established in Berlin in 1874 “where the members could discuss business matters of common interest with the purpose of agreeing upon principles concerning the management of marine insurance business”. This broadened in the first half of the twentieth century into an international organisation which now has its base in Zurich.

Its objective is to represent, safeguard and develop insurers’ interests in marine and transport insurance. IUMI is a professional body run by and for its members, which include 55 national associations across all continents. IUMI is not a decision-making body, nor is it involved in the formulation of rating schedules, clauses or conditions. Rather it is a forum to exchange experience, information and statistical data on marine insurance matters; to discuss legislative issues, loss prevention and safety measures; to debate, in an objective and conducive way, the challenges and opportunities facing marine insurers.

### ***International Group of Protection and Indemnity (P&I) Clubs***

[www.igpandi.org](http://www.igpandi.org)

[secretariat@internationalgroup.org.uk](mailto:secretariat@internationalgroup.org.uk)

P&I Clubs are associations of shipowners formed for the purpose of “protecting” and “indemnifying” themselves against claims by others on a mutual basis. As such they are different from Lloyd’s and other commercial underwriters who write their business for profit and on fixed terms, but nevertheless they form an integral, yet distinct, part of insurance cover available to shipowners.

Each club is an independent, non-profit making mutual insurance association, providing cover for its shipowner and charterer members against third party liabilities relating to the use and operation of ships. Each club is controlled by its members through a board of directors or committee elected from the membership.

The International Group of P&I Clubs has its origins in a pooling agreement established in 1899 between six of the Clubs managed in England, under which they shared claims in excess of an agreed retention. The agreement continues today.

Based in London, the Group has 13 principal underwriting member clubs which between them provide liability cover for approximately 90 % of the world’s ocean-going tonnage.

Clubs cover a wide range of liabilities including personal injury to crew, passengers and others on board, cargo loss and damage, oil pollution, wreck removal and dock damage. Clubs also provide a wide range of services to their members on claims, legal issues and loss prevention, and often play a leading role in the management of casualties.

## **Maritime Law and Arbitration**

### ***The London Maritime Arbitrators' Association (LMAA)***

[www.lmaa.org.uk](http://www.lmaa.org.uk)

[info@lmaa.org.uk](mailto:info@lmaa.org.uk)

The London Maritime Arbitrators' Association is an association of practising maritime arbitrators and was founded in 1960 at a "meeting of the Arbitrators on the Baltic Exchange Approved List", but its roots and traditions stretch back more than 300 years over the history of The Baltic Exchange. "Over the years," membership of the association has been expanded so that the list of practising arbitrators now embraces a variety of disciplines, and a corresponding breadth of expertise.

The primary purpose of the association is to advance and encourage the professional knowledge of London maritime arbitrators and, by recommendation and advice, to assist the expeditious procedure and disposal of disputes.

More maritime disputes are referred to arbitration in London than to any other place where arbitration services are offered.

### ***Association of Average Adjusters***

[www.average-adjusters.com](http://www.average-adjusters.com)

[aaa@rtiForensics.com](mailto:aaa@rtiForensics.com)

The Association of Average Adjusters was founded in 1869 with its prime objects the promotion of correct principles in the adjustment of marine insurance claims and general average, uniformity of practice amongst Average Adjusters and the maintenance of good professional conduct. It was then and is now, a source of expertise in marine insurance and maritime matters.

The core membership comprises over 50 Fellows practising worldwide who have qualified by passing the Association's examinations. The association also has 350 subscribers from 26 different countries—these are maritime practitioners, insurance brokers, claims adjusters and lawyers, all of whom have in common a professional interest in maritime affairs.

Average Adjusters are expert in the law and practice of marine insurance and general average; they provide a professional and independent view on the claims arising from marine casualties.

The concept of general average is of ancient origin going back to Rhodian Law. Whilst the practice of average adjusting is complex, the principle is simple—namely that when action, sacrifice or expenditure is necessary to save a ship (for example, jettison of the cargo in whole or part), the expenses must be shared (i.e. adjusted) between those who have an interest. The association took a leading part in the codification of the laws on general average known as the York/Antwerp Rules.

### ***Comité Maritime International (CMI)***

[www.comitemaritime.org](http://www.comitemaritime.org)

[admini@cmi-imc.org](mailto:admini@cmi-imc.org)

The Comité Maritime International was established in Antwerp in 1897 and is a non-governmental not-for-profit international organisation, whose object is to contribute by all appropriate means and activities to the unification of maritime law in all its aspects.

Its constituents are the maritime law associations of various countries originally from Europe, the United States and Japan but nowadays from over 50 developed and developing countries. The CMI was formed in Belgium with the object of “giving the sea, which is the natural tie between the nations, the benefit of a uniform law which will be rational, deliberated and equitable in its conception and practical in its text”.

A major achievement of the CMI is the recent top-to-bottom reform of international maritime transport law. Working from the early 1990s, at first internally and subsequently hand-in-hand with UNCITRAL for a decade, the Comité is the acknowledged parent of the United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, 2008 (the “Rotterdam Rules”). Other ongoing work—primarily with IMO—involves a number of important issues including Places of Refuge for vessels in distress, Fair Treatment of Seafarers, and Guidelines for National Legislation on Piracy and Serious Maritime Crime.

## **Technical/Safety/Navigation/Operational**

### ***International Association of Classification Societies (IACS)***

[www.iacs.org.uk](http://www.iacs.org.uk)

[permsec@iacs.org.uk](mailto:permsec@iacs.org.uk)

The International Association of Classification Societies makes a unique contribution to maritime safety and regulation through technical support, compliance verification and research and development. More than 90 % of the world's cargo carrying tonnage is covered by the classification, design, construction and through-life compliance rules and standards set by the 13 Member Societies of IACS.

IACS traces its origins back to the International Load Line Convention 1930 which recommended collaboration between classification societies to secure "as much uniformity as possible in the application of the standards of strength upon which freeboard is based. . .".

This prompted a series of conferences and working parties involving the major societies over the next years and eventually, in 1968, led to the formation of IACS by seven leading societies. The value of their combined level of technical knowledge and experience was recognised in the following year with the granting of IMO consultative status; IACS remains the only non-governmental organization with observer status which is able to develop and apply rules. Its secretariat is in London.

Compliance with the IACS Quality System Certification Scheme (QSCS) is mandatory for IACS membership.

Many of the members of IACS are substantial organisations in their own right. They currently comprise: American Bureau of Shipping (ABS), Bureau Veritas (BV), China Classification Society (CCS), Croatian Register of Shipping (CRS), Det Norske Veritas (DNV), Germanischer Lloyd (GL), Indian Register of Shipping (IRS), Korean Register of Shipping (KR), Lloyd's Register (LR), Nippon Kaiji Kyokai (ClassNK), Polish Register of Shipping (PRS), Registro Italiano Navale (RINA), and Russian Maritime Register of Shipping (RS).

### ***International Tanker Owners Pollution Federation (ITOPF)***

[www.itopf.com](http://www.itopf.com)

[central@itopf.com](mailto:central@itopf.com)

The International Tanker Owners Pollution Federation is involved in all aspects of preparing for and responding to ship-source spills of oil, chemicals and other substances in the marine environment.

It was *established* in London in 1968, in the wake of the Torrey Canyon incident, to administer a voluntary compensation agreement ("Tanker Owners' Voluntary Agreement concerning Liability for Oil Pollution – TOVALOP"), which assured the adequate and timely payment of compensation to those affected by oil spills.

When TOVALOP came to an end in 1997, the remit of the Federation changed and ITOPF now devotes considerable effort to a wide range of *technical services*, of which the most important is responding to spills of oil and chemicals. ITOPF's small response team is at constant readiness to assist at marine spills anywhere in the world. This service is normally undertaken on behalf of its members (tanker owners) or other shipowners and their oil pollution insurers (normally one of the P&I Clubs), or at the request of governments or international agencies such as the

International Oil Pollution Compensation Funds (IOPC Funds). Other technical services provided include damage assessment, contingency planning, training and information.

### ***International Association of Ports and Harbors (IAPH)***

[www.iaphworldports.org](http://www.iaphworldports.org)

[info@iaphworldports.org](mailto:info@iaphworldports.org)

The International Association of Ports and Harbours was founded in 1955 and has since developed into a global alliance of ports, representing today some 230 ports in about 90 countries. These include public port authorities (national, state, or municipal), private port/terminal operators, and government agencies responsible for ports. The member ports together handle well over 60 % of the world's sea-borne trade and nearly 80 % of container traffic. It is headquartered in Tokyo and maintains a European office in the Netherlands.

Its principal objective is to foster good relations and cooperation among all ports in the world by providing a forum to exchange opinions and share experiences on aspects of port management and operations. IAPH promotes the fact that ports form a vital link in the waterborne transportation and play such a vital role in today's global economy.

The founding fathers of the IAPH believed that ports could contribute to create a more peaceful world by helping world trade grow and develop, as explicitly shown in its motto, "World Peace Through World Trade – World Trade Through World Ports".

### ***European Sea Ports Organisation (ESPO)***

[www.espo.be](http://www.espo.be)

[mail@espo.be](mailto:mail@espo.be)

Founded in 1993 in Brussels, the European Sea Ports Organisation represents the port authorities, port associations and port administrations of the seaports of the member states of the European Union and Norway, with observer members in several neighbouring countries to the EU.

ESPO's mission is to influence public policy in the EU in order to achieve a safe, efficient and environmentally sustainable European port sector, operating as a key element of the transport industry, as far as practicable operating under free and undistorted market conditions.

With 90 % of Europe's cargo trade and more than 400 million ferry and cruise passengers passing through 1,200 seaports in the 22 maritime member states of the EU every year, ESPO provides the voice of seaports in the European Union and is engaged with all relevant European stakeholders in the ports and maritime sector.

## ***Marine Manufacturing Associations***

Surprisingly, there do not seem to be any significant associations representing shipyards, ship repairers, or marine equipment manufacturers at a global level, although these do exist at regional and national level. International examples include, in Europe, the Brussels-based Community of European Shipyards' Associations (CESA)—[www.cesa.eu](http://www.cesa.eu)—and European Marine Equipment Council (EMEC)—[www.emec.eu](http://www.emec.eu)—both of which have been established for some decades.

## **Social and Charitable**

### ***International Transport Workers' Federation (ITF)***

[www.itfglobal.org](http://www.itfglobal.org)

[mail@itf.org.uk](mailto:mail@itf.org.uk)

The International Transport Workers' Federation brings together some 780 unions representing over 4.5 million transport workers in 155 countries across all transport sectors.

It has been helping seafarers since 1896 and today represents the interests of seafarers worldwide—over 600,000 are members of ITF-affiliated unions. Here, the aim of the ITF is to improve conditions for seafarers of all nationalities and to ensure adequate regulation of the shipping industry to protect the interests and rights of these workers. It pursues this both directly and through intergovernmental organisations. The ITF helps crews regardless of their nationality or the flag of their ship.

At the heart of the ITF's work for seafarers is its longstanding campaign against so-called "Flags of Convenience" (FOC), a campaign which has two main objectives:

To establish international governmental agreement on a "genuine link" between the flag and ship and the nationality of domicile of its owners, managers and seafarers with the aim of eliminating the flag of convenience system entirely. To ensure that seafarers who serve on flag of convenience ships, whatever their nationality, are protected from exploitation.

### ***Seafarers' Welfare Organisations***

There are a range of international and national welfare organisations which have been set up to minister to the pastoral needs of active seafarers. Some are linked to particular religious denominations, and these are increasingly seeking to work

together ecumenically and to rationalise and optimise the use of resources; others are secular.

These organisations mostly focus on seafarers who find themselves in foreign ports a long way from their homes, possibly with little or difficult access to shore facilities where they can find relaxation away from their place of work, the ship. They seek to provide spiritual and/or practical support and assistance with any problems crew members may be facing. Some run centres in or near ports where the seafarers can find a “home from home” and contact their loved ones from whom they may be separated for months on end.

There are also many charities and voluntary organisations which help former merchant and naval seafarers, who have fallen on hard times after leaving the sea, but these are not dealt with here.

The following three organisations are among the most active in this context:

**Mission to Seafarers**—[www.missiontoseafarers.org](http://www.missiontoseafarers.org)

**Apostleship of the Sea**—[www.apostleshipofthesea.org.uk](http://www.apostleshipofthesea.org.uk)

**Sailors’ Society**—[www.sailors-society.org](http://www.sailors-society.org)

### *Professional/Educational Institutions*

A number of international institutes exist to support and accredit nautical and marine engineering professionals, both seagoing and shore-based. Among these are:

**IMarEST (Institute for Marine Engineering, Science and Technology)**—[www.imarest.org](http://www.imarest.org)—which was established in London in 1889 as a learned society for marine professionals on the engineering side. It has a strong international presence with an extensive marine network of over 15,000 members in 50 international branches and affiliations with major marine societies around the world. IMarEST provides access to its Library Collection (held by Lloyd’s Register’s Information Centre), a catalogue of specialist eBooks covering various marine disciplines, past issues of IMarEST publications, its archive comprising bibliographic information and summaries from major marine technical publications, its International Directory of Marine Consultancy, and online communities.

**The Nautical Institute (NI)**—[www.nautinst.org](http://www.nautinst.org)—which is the international professional body for professional mariners, providing a wide range of services to enhance the professional standing and knowledge of its members. It is devoted to promoting high standards of nautical competence and knowledge and improving the safety and efficiency of shipping. The Nautical Institute has over 40 branches worldwide and more than 7,000 members in over 110 countries. Its monthly journal “Seaways”, books, web services and projects help to provide real solutions to problems facing the industry and provide mariners’ input to decision-makers internationally and nationally.

***Hellenic Marine Environment Protection Association  
(HELMEPA)***

[www.helmepa.gr](http://www.helmepa.gr)

[helmepa@helmepa.gr](mailto:helmepa@helmepa.gr)

HELMEPA, founded 1982, is a joint voluntary association of Greek shipowners and seafarers with initiatives in the areas of safety and the protection of the marine environment by focusing on the human factor. Its objective is to create environmental consciousness and upgrade safety within the maritime community through a concerted voluntary effort to inform, educate and motivate all, from shipowner to the last seafarer. It was inspired by the leading Greek shipowner, George P. Livanos, who urged the Greek shipping community to adopt a new approach to the human element of ship-generated pollution.

HELMEPA's success has led to the creation of sister organisations in a number of other countries.