

International Shipping

Lifeblood of World Trade

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What is the International Chamber of Shipping?

- ➔ Principal international trade association for shipowners and operators
- ➔ Members are national shipowners associations from 40 nations, 80% of world fleet, covering all sectors and trades



ICS represents shipowners at the International Maritime Organization



IMO in session in London



ICS also represents the industry (inter alia) at:

- ➔ International Labour Organization (through ISF)
- ➔ United Nations (New York)
- ➔ WCO, UNCITRAL, OECD, WTO
- ➔ Consultative Shipping Group (CSG) of maritime governments



ICS also represents industry with

- ➔ National governments (via national shipowner associations)
- ➔ Regional bodies that impact on shipping e.g. European Commission



Our objective today is to explain...

- ➔ Shipping is the servant of world trade - efficiency dependent on open markets
- ➔ Global industry requiring global regulation (same rules must apply at both ends of voyage)
- ➔ Industry supports global regime to reduce maritime CO₂, to be led by IMO (under umbrella of UNFCCC)



Basic economic facts

- ⇒ 2008, global shipping freight rates generated some 1 trillion US dollars
- ⇒ Shipping transports 90% of world trade
- ⇒ Without shipping, inter-continental trade of food, energy and raw material not possible



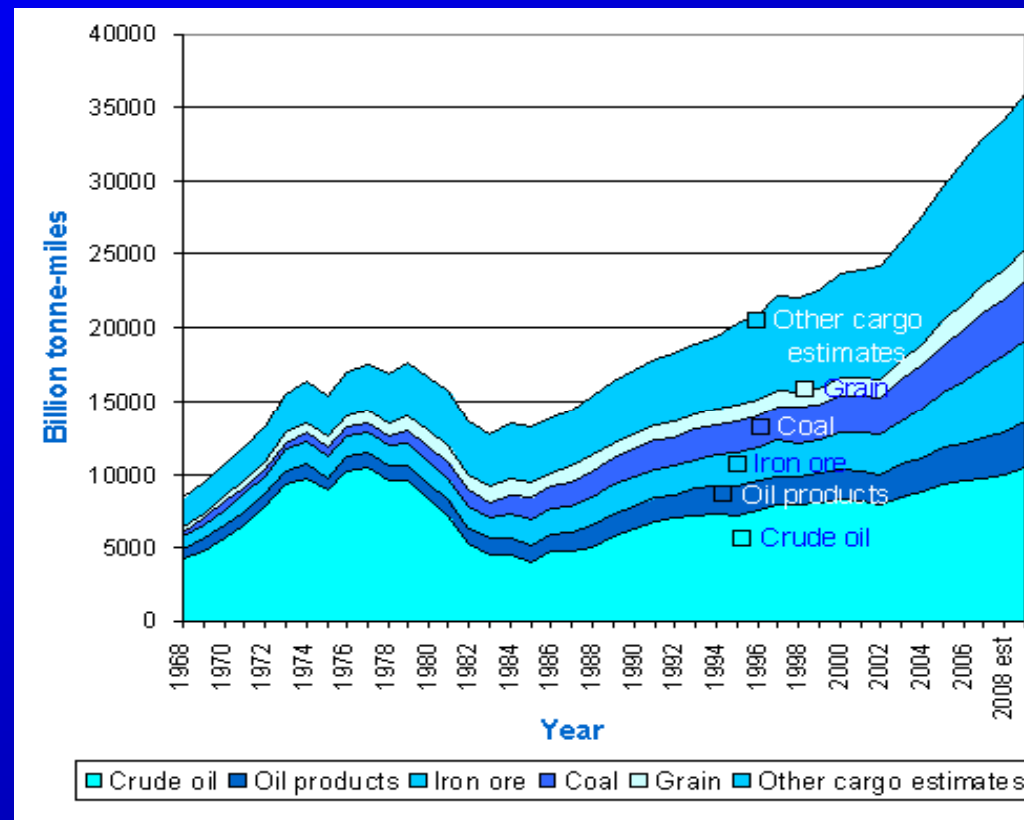
For 20 years shipping has
enjoyed free and open markets



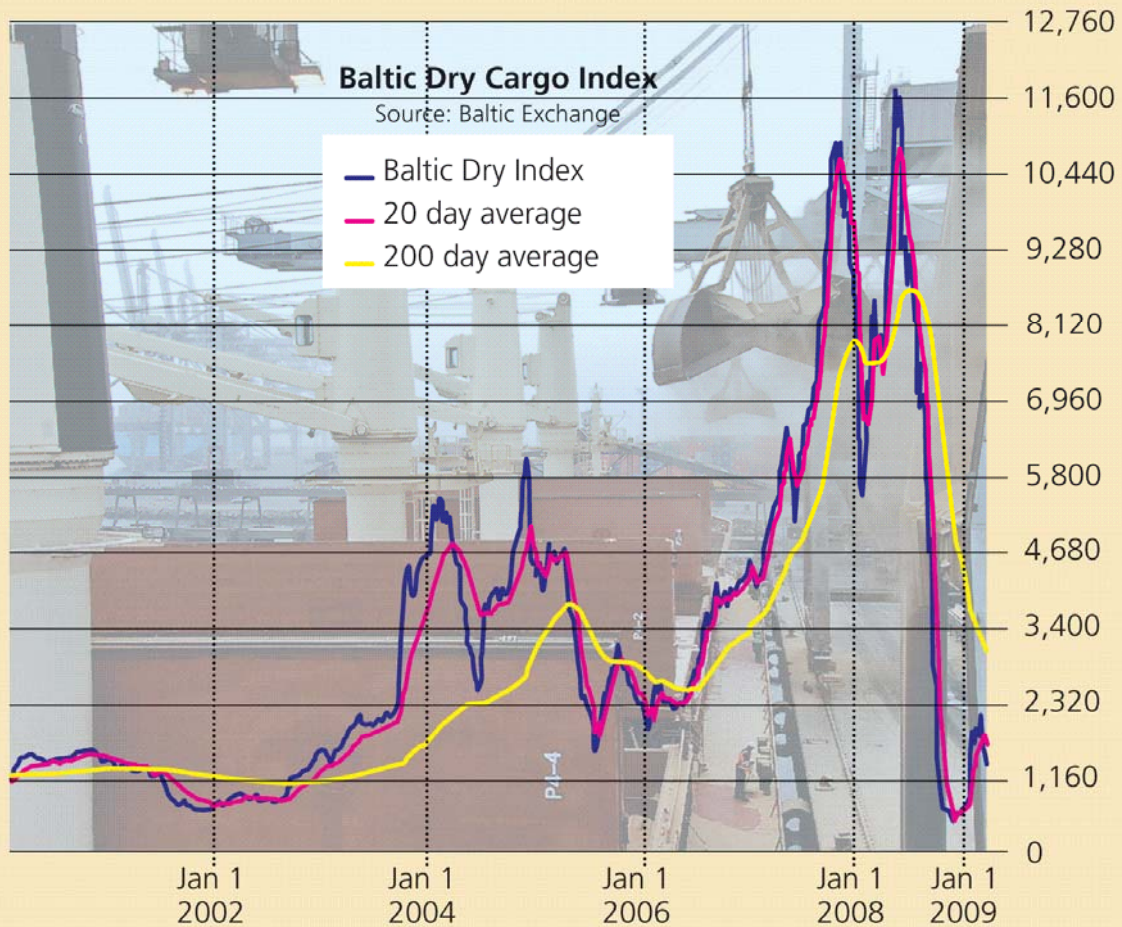
But shipping is out of sight and
out of mind.....



Shipping and the world economy: From this...



To this...



And this...



WTO Predictions

- ➔ Global trade to contract by 10% in 2009
- ➔ 17 of G20 nations have introduced new protectionist measures



Shipping policy priorities

- ➔ Discourage protectionism using downturn as pretext
- ➔ Avoid return to national cargo reservation
- ➔ Discourage impediments to trade: unilateral rules, draconian security measures (e.g. 100 % scanning)



Lets see the film.....



Thank you