ICS is the principal global trade association for shipowners and operators, representing all sectors and trades. Its membership comprises the world’s national shipowners’ associations, through which structure ICS uniquely and legitimately speaks for the significant majority of international shipping.

The aim of ICS is to serve as the leading global advocate for shipowners on all maritime affairs. This includes regulatory, legal, trade policy and technical issues (such as ship operations, ship construction and navigational safety); environmental performance (including CO₂ reduction); the employment and training of seafarers; and – most importantly – the development and promotion of best practice throughout the global industry.

To this end, ICS:

1. **ENCOURAGES** high standards of operation and the provision of high quality and efficient shipping services.
2. **STRIVES** for a regulatory environment which embraces safe shipping operations, protection of the environment, maintenance of open markets and fair competition as well as adherence to internationally adopted standards and procedures.
3. **SUPPORTS** such regulation of shipping at an international level and opposes unilateral and regional action by governments.
4. **PRESSES** for recognition of the commercial requirements of shipping and of the need for operators who meet the required standards to secure a proper commercial return.
5. **REMAINS COMMITTED** to the promotion and updating of industry guidance on best operating practices.
6. **COOPERATES** with other organisations, both intergovernmental and non-governmental, in the pursuit of these objectives.
7. **PROMOTES** the industry's profile as a safe, clean, energy efficient, comprehensively regulated and responsible facilitator of global trade.
8. **ANTICIPATES** whenever possible and responds whenever appropriate to policies and actions which conflict with the above.
The International Chamber of Shipping (ICS)
Shaping the Future of Shipping

ICS is the principal global trade association for shipowners and operators.

ICS is concerned with all technical, legal, employment affairs and trade policy issues that impact on international ship operations.

ICS membership comprises the world’s national shipowners’ associations, representing all sectors and trades and over 80% of the world merchant fleet.

ICS represents shipowners with the various intergovernmental bodies that regulate shipping, especially the UN International Maritime Organization (IMO), where ICS was the first shipping industry association to be granted consultative status in 1961.

ICS’s overriding concern is the maintenance of a global regulatory framework for international shipping. A truly global industry requires global rules.

How ICS Works

The work of ICS is overseen by a Board of Directors, comprising senior shipping company executives who are elected to represent the collective interests of their national shipowners’ association.

The national associations that form the membership of ICS also appoint representatives to a network of specialist ICS Committees, which are responsible for developing the international policy of the shipowners which ICS represents.

This includes positions to be represented by ICS on international maritime regulatory questions and on regional or national regulatory proposals that may have an impact on global shipping.
ICS is also actively engaged with the following intergovernmental bodies that impact on shipping:

- United Nations Division for Oceans Affairs and the Law of the Sea (DOALOS)
- United Nations Conference on International Trade Law (UNCITRAL)
- United Nations Conference on Trade and Development (UNCTAD)
- United Nations Framework Convention on Climate Change (UNFCCC)
- World Customs Organization (WCO)
- World Health Organization (WHO)
- World Trade Organization (WTO)
- Organization for Economic Co-operation and Development (OECD)

Liason with other intergovernmental bodies

ICS also liaises *inter alia* with:

- Association of Average Adjusters
- Chemical Distribution Institute (CDI)
- Clean Shipping Coalition (CSC)
- Comité Maritime International (CMI)
- Comité International Radio Maritime (CIRM)
- Global Maritime Forum (GMF)
- Global Shippers’ Forum (GSF)
- Institute of Marine Engineering Science & Technology (IMarEST)
- International Bunkering Industry Association (IBIA)
- International Seafarers’ Welfare and Assistance Network (ISWAN)
- International Tanker Owners Pollution Federation (ITOPF)
- International Association of P&I Clubs (IIG)
- International Federation of Ship Owners’ Associations (IFSA)
- International Federation of Shipmasters’ Associations (IFSM)
- International Federation of Steamship Owners’ Associations (IFSA)
- International Federation of Shipowners’ Associations (IFSA)
- International Federation of Transportation Workers’ (IFSTW)
- International Federation of Transportation Workers’ (IFSTW)
- International Chamber of Commerce (ICC)
- Business at OECD (BIAC)
- World Ocean Council (WOC)
- World Meteorological Organization (WMO)
- World Trade Organization (WTO)
- World Customs Organization (WCO)
- World Health Organization (WHO)
- World Trade Organization (WTO)
- Organization for Economic Co-operation and Development (OECD)

**Shaping the Future of Shipping**

Through representation at all global bodies that impact shipowners’ interests in particular the UN International Maritime Organization (IMO) and the International Labour Organization (ILO).

ICS also liaises *inter alia* with:

- Consultative Shipping Group (CSG)
- International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)
- International Hydrographic Organization (IHO)
- International Mobile Satellite Organization (IMSO)
- International Oil Pollution Compensation Fund (IOPCF)
- International Transport Forum (ITF)
- Paris MOU on Port State Control
- Tokyo MOU on Port State Control
- United Nations High Commissioner for Refugees (UNHCR)
- World Health Organization (WHO)
- World Meteorological Organization (WMO)

ICS also enjoys close relationships with national maritime authorities throughout the world and with the institutions of the European Union.

**Liason with industry bodies**

ICS works especially closely with the International Group of P&I Clubs (IG) and the International Association of Classification Societies (IACS).

In the context of the ILO Maritime Labour Convention (MLC), ICS is the ILO social partner representing maritime employers and works closely with the International Transport Workers’ Federation (ITF) which represents seafarers’ unions. ICS also works with the International Organisation of Employers (IOE).

In addition, ICS is a member of the International Chamber of Commerce (ICC) and Business at OECD (BIAC).
What Issues does ICS Cover?

ICS has played an influential role in the development, implementation and subsequent revisions of the SOLAS, MARPOL and STCW Conventions, as well as virtually every regulation adopted by IMO. As an ILO social partner, ICS also negotiated the text of the ILO Maritime Labour Convention.

Today, ICS is leading industry representation with respect to the most pressing challenge of our age, the decarbonisation of shipping.

ICS is centrally engaged in the co-ordination and representation of the global shipping industry’s views on most issues affecting shipowners and operators, including:

- Atmospheric emissions
- Autonomous shipping
- Ballast water
- Best practices
- Bridge procedures
- Canal tolls
- Cargo safety
- Competition rules
- \( \text{CO}_2 \) reduction
- Construction and equipment
- Customs and facilitation
- Digitalisation
- Employment standards
- E-navigation
- Flag State performance
- Industrial relations
- Insurance
- Liability
- Maritime law
- Market access
- Ocean governance
- Pollution prevention
- Port State control
- Safety management
- Security
- Ship recycling
- Shipping and trade policy
- Training standards
- Seafarer work hour regulations

Promoting Best Practice and ICS Publications

ICS publications on best practices and regulatory compliance are an essential complement to international regulations, and are required reading by companies and seafarers.

Important examples include:

- ICS Bridge Procedures Guide
- ICS Engine Room Procedures Guide
- ICS Guidelines on the Application of the ISM Code
- ICS Guidelines on the Application of the ILO MLC
- ICS Guide to Helicopter/Ship Operations
- ICS On Board Training Record Books
- ICS/OCIMF International Safety Guide for Oil Tankers and Terminals (ISGOTT)
- ICS Tanker Safety Guide (Chemicals)
- ICS Tanker Safety Guide (Gas)
- ISF Watchkeeper
  - Seafarers Workhour Software

Shipping companies which belong to ICS member associations are eligible for discounts on ICS publications
ICS Committee Structure

Through participation in ICS Committees, national shipowners’ associations can promote the interests of their own member companies, and contribute to the development of the policies and positions which ICS represents on behalf of the global industry to its global regulators.
# ICS Members

## Full Members

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<tr>
<th>Country</th>
<th>Name</th>
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<tbody>
<tr>
<td>AUSTRALIA</td>
<td>Maritime Industry Australia Limited</td>
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<tr>
<td>BAHAMAS</td>
<td>Bahamas Shipowners’ Association</td>
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<td>BELGIUM</td>
<td>Royal Belgian Shipowners’ Association</td>
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<td>Union of Greek Shipowners</td>
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<td>HONG KONG, CHINA</td>
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<td>IRELAND</td>
<td>Irish Chamber of Shipping</td>
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<td>Kuwait Oil Tanker Co.</td>
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<td>Liberian Shipowners’ Council</td>
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<td>MEXICO</td>
<td>Grupo TMM S.A.</td>
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<td>NETHERLANDS</td>
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<td>UK Chamber of Shipping</td>
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<td>UNITED STATES</td>
<td>Chamber of Shipping of America</td>
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</tbody>
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## Associate Members

- Abu Dhabi National Tanker Co.
- Chamber of Shipping of British Columbia
- Cruise Lines International Association
- European Dredging Association
- Interferry
- International Maritime Employers’ Council
- Malta International Shipowners’ Association
- Monaco Chamber of Shipping
- Nigerian Chamber of Shipping
- Shipping Australia Limited
- World Shipping Council

## Regional Partners

- Asian Shipowners’ Association
- European Community Shipowners’ Associations
Benefits of ICS Membership

- Representation on ICS Board (Full Members only);
- Access to in-depth ICS information circulars, and free to use resources for companies, covering all aspects of regulatory and policy development affecting international shipping;
- Ability to influence IMO, other global regulators and industry positions via participation in ICS committees;
- Joining a global network for inter-industry co-operation;
- Discounts on ICS publications, invitations to free webinars; and

Helping to shape the future of shipping

How to Join ICS?

Only national shipowners’ associations are normally eligible to become Full Members of ICS, and shipping companies that belong to an ICS Full Member are represented on ICS policy making committees via their national shipowners’ association.

Other organisations which represent shipowners and operators may be eligible to join ICS as an Associate Member.

Small national associations may be eligible to become low cost Associate Members.

In exceptional cases were there is no eligible national shipowners’ association, it may be possible for individual shipping companies to join as an Associate Member.

For information about how to join ICS, including membership fees, please contact the ICS Secretary General.