

# 海事管理

## 英语阅读

English Reading for Maritime Safety Administration

朱 军 主编

吴兆麟 主审

大连海事大学出版社

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## 内容简介

本书是海事管理专业的英语阅读教材。书中的课文和补充阅读材料选材于国际公约及规则、IMO 决议、指南、手册等的原文,内容较新,涉及与海上安全有关的国际组织、海上人命安全、海上危险货物运输、船舶防污染、港口国管理、航海技术、船舶交通管理系统、搜寻与救助、航标和海事案例等。目的是培养学生阅读海上安全管理方面的国际公约、规则、指南、手册原文的能力。书中各章配了插图、词汇、练习、补充阅读材料和推荐出版物或网站。书末给出了部分练习的参考答案。

本书也可作为相关专业学生和海事管理人员学习海事管理专业英语的阅读材料。

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## 前 言

本书是根据大连海事大学海事管理专业本科“海事管理专业英语阅读”(36学时)课程教学大纲编写的教材,也可作为海事管理人员和其他相关专业人员学习海事管理英语的参考材料。书中课文和补充阅读材料选材于国际公约及规则、IMO 决议、指南、手册等的原文,内容较新,涉及与海上安全有关的国际组织、海上人命安全、海上危险货物运输、船舶防污染、港口国管理、航海技术、船舶交通管理系统、搜寻与救助、航标和海事案例等。目的是培养学生阅读海上安全管理方面的国际公约、规则、指南、手册原文的能力。本书共分 10 章,每章内容包括课文、词汇、练习、补充阅读材料和推荐出版物或网站,书末提供了部分练习的参考答案。

本书由朱军主编,吴兆麟主审,编写人员有朱军(第 2 章、第 3 章、第 8 章、第 10 章),付玉慧(第 6 章、第 9 章),李猛(第 1 章),张连丰(第 4 章、第 5 章),李红喜(第 7 章),朱军统稿。

加拿大籍英语教师 Anne Bosch 作为英语专家对本书原稿的英文进行了全面、细致的审阅和校对,在此表示衷心的感谢。

由于编者水平有限,书中错误和不当之处在所难免,恳请读者和专家批评指正。

朱 军

2005 年 10 月

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# Chapter 1 International Organizations in the Maritime Community

## International Maritime Organization

Shipping is perhaps the most international of all the world's great industries and one of the most dangerous. It has always been recognized that the best way of improving safety at sea is by developing international regulations that are followed by all shipping nations and from the mid-19th century onwards a number of such treaties were adopted. Several countries proposed that a permanent international body should be established to promote maritime safety more effectively, but it was not until the establishment of the United Nations itself that these hopes were realized. In 1948 an international conference in Geneva adopted a convention formally establishing the IMO (the original name was the Inter-Governmental Maritime Consultative Organization, or IMCO, but the name was changed in 1982 to IMO).



In the 10-year period between the adoption of the convention and its entry into force in 1958, other problems related to safety but requiring slightly different emphases had attracted international attention. One of the most important of these was the threat of marine pollution from ships, particularly pollution by oil carried in tankers. An international convention on this subject was actually adopted in 1954, four years before IMO came into existence, and responsibility for administering and promoting it was assumed by IMO in January 1959. From the very beginning, the improvement of maritime safety and the prevention of marine pollution have been IMO's most important objectives.

The purposes of the Organization, as summarized by Article 1(a) of the Convention, are "to provide machinery for cooperation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships". The Organization is also empowered to deal with administrative and legal matters related to these purposes.

## 1 The IMO's structure

The Organization is based at 4 Albert Embankment, London, and is the only United Nations specialized agency to have its headquarters in the United Kingdom. It consists of the Assembly, the Council and four main Committees: the Maritime Safety Committee; the Marine Environment Protection Committee; the Legal Committee; and the Technical Co-operation Committee. There is also a Facilitation Committee and a number of Sub-Committees support the work of the main technical committees.

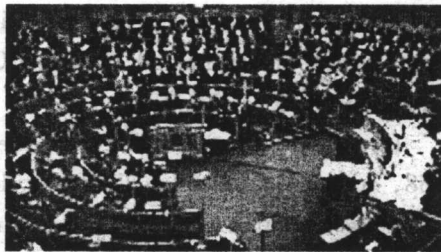
## 2 The Assembly

This is the highest governing body of the Organization. It consists of all Member States and it meets once every two years in regular sessions, but may also meet in an extraordinary session if necessary. The Assembly is responsible for approving the work programme, voting the budget and determining the financial arrangements of the Organization. The Assembly also elects the Council.

## 3 The Council

The Council is elected by the Assembly for two-year terms beginning after each regular session of the Assembly.

The Council is the Executive Organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. Between sessions of the Assembly the Council performs all the functions of the Assembly, except the function of making recommendations to Governments on maritime safety and pollution prevention, which is reserved for the Assembly. Other functions of the Council are to:



- (a) co-ordinate the activities of the organs of the Organization;
- (b) consider the draft work programme and budget estimates of the Organization and submit them to the Assembly;
- (c) receive reports and proposals of the Committees and other organs and submit them to the Assembly and Member States, with comments and recommendations as appropriate;
- (d) appoint the Secretary-General subject to the approval of the Assembly;
- (e) enter into agreements or arrangements concerning the relationship of the Organization with other organizations, also subject to approval by the Assembly.

## 4 Council members

The IMO Convention provides that in electing the Members of the Council the Assembly shall observe the following criteria:

- (1) ten shall be States with the largest interest in providing international shipping services;
- (2) ten shall be other States with the largest interest in international seaborne trade; and
- (3) twenty shall be States not elected under (a) or (b) above which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world.

The Members of the Council elected by the 23<sup>rd</sup> Assembly for 2004 and 2005 are as follows:

- (1) China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, United States;
- (2) Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden; and
- (3) Algeria, Australia, Bahamas, Chile, Cyprus, Denmark, Egypt, Ghana, Indonesia, Malta, Mexico, Nigeria, the Philippines, Poland, Portugal, Saudi Arabia, Singapore, South Africa, Turkey, Venezuela.

## 5 The Maritime Safety Committee (MSC)

The MSC is the highest technical body of the Organization. It consists of all Member States. The functions of the Maritime Safety Committee are to “consider any matter within the scope of the Organization concerned with aids to navigation, construction and equipment of vessels, manning from a safety standpoint, rules for the prevention of collisions, handling of dangerous cargoes, maritime safety procedures and requirements, hydrographic information, log-books and navigational records, marine casualty investigations, salvage and rescue and any other matters directly affecting maritime safety”.

The Committee is also required to provide machinery for performing any duties assigned to it by the IMO Convention or any duty within its scope of work which may be assigned to it by or under any international instrument and accepted by the Organization. It also has the responsibility for considering and submitting recommendations and guidelines on safety for possible adoption by the Assembly.

## 6 The Marine Environment Protection Committee (MEPC)

The MEPC, which consists of all Member States, is empowered to consider any matter within the scope of the Organization concerned with prevention and control of pollution from ships. In particular it is concerned with the adoption and amendment of conventions and other regulations and measures to ensure their enforcement.

The MEPC was first established as a subsidiary body of the Assembly and raised to full constitutional status in 1985.

## 7 Sub-Committees

The MSC and MEPC are assisted in their work by nine sub-committees which are also open to all Member States. They deal with the following subjects:

Bulk Liquids and Gases (BLG)

Carriage of Dangerous Goods, Solid Cargoes and Containers(DSC)

Fire Protection (FP)

Radio-communications and Search and Rescue (COMSAR)

Safety of Navigation (NAV)

Ship Design and Equipment (DE)

Stability and Load Lines and Fishing Vessels Safety (SLF)

Standards of Training and Watchkeeping (STW)

Flag State Implementation (FSI)

## 8 Legal Committee

The Legal Committee is empowered to deal with any legal matters within the scope of the Organization. The Committee consists of all Member States of IMO.

It was established in 1967 as a subsidiary body to deal with legal questions which arose in the aftermath of the Torrey Canyon disaster.

The Legal Committee is also empowered to perform any duties within its scope which may be assigned by or under any other international instrument and accepted by the Organization.

## 9 Technical Co-operation Committee

The Technical Co-operation Committee is required to consider any matter within the scope of the Organization concerned with the implementation of technical co-operation projects for which the Organization acts as the executing or co-operating agency and any other matters related to the Organization's activities in the technical co-operation field.

The Technical Co-operation Committee consists of all Member States of IMO, was established in 1969 as a subsidiary body of the Council, and was institutionalized by means of an amendment to the IMO Convention which entered into force in 1984.

## 10 Facilitation Committee

The Facilitation Committee is a subsidiary body of the Council. It was established in May 1972 and deals with IMO's work in eliminating unnecessary formalities and "red tape" in international shipping. Participation in the Facilitation Committee is open to all Member States of IMO.

## 11 Secretariat

The Secretariat of IMO consists of the Secretary-General and nearly 300 personnel based at the headquarters of the Organization in London.

The Secretary-General of the Organization is Mr. Efthimios E. Mitropoulos of Greece who was appointed to the position with effect from 1 January



2004.

## 12 What had IMO done

IMO's first task was to adopt a new version of the International Convention for the Safety of Life at Sea (SOLAS), the most important of all treaties dealing with maritime safety. This was achieved in 1960 and IMO then turned its attention to such matters as the facilitation of international maritime traffic, load lines and the carriage of dangerous goods, while the system of measuring the tonnage of ships was revised.

But although safety was and remains IMO's most important responsibility, a new problem began to emerge—pollution. The growth in the amount of oil being transported by sea and in the size of oil tankers was of particular concern and the Torrey Canyon disaster of 1967, in which 120,000 tonnes of oil was spilled, demonstrated the scale of the problem.

During the next few years IMO introduced a series of measures designed to prevent tanker accidents and to minimize their consequences. It also tackled the environmental threat caused by routine operations such as the cleaning of oil cargo tanks and the disposal of engine room wastes—in tonnage terms a bigger menace than accidental pollution.

The most important of all these measures was the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). It covers not only accidental and operational oil pollution but also pollution by chemicals, goods in packaged form, sewage, garbage and air pollution.

IMO was also given the task of establishing a system for providing compensation to those who had suffered financially as a result of pollution. Two treaties were adopted, in 1969 and 1971, which enabled victims of oil pollution to obtain compensation much more simply and quickly than had been possible before. Both treaties were amended in 1992, and again in 2000, to increase the limits of compensation payable to victims of pollution.

Shipping, like all of modern life, has seen many technological innovations and changes. Some of these have presented challenges for the Organization and others have presented opportunities. The enormous strides made in communications technology, for example, have made it possible for IMO to introduce major improvements to the maritime distress system.

In 1992 an advance was made when the Global Maritime Distress and Safety System began to be phased in. In February 1999, the GMDSS became fully operational, so that now a ship that is in distress anywhere in the world can be virtually guaranteed assistance, even if the ship's crew do not have time to radio for help, as the message will be transmitted automatically.

Other measures introduced by IMO have concerned the safety of containers, bulk cargoes, liquefied gas tankers and other ship types. Special attention has been paid to crew standards, including the adoption of a special convention on standards of training, certification and watchkeeping.

The adoption of maritime legislation is still IMO's most important concern. Around 40 conventions and protocols have been adopted by the Organization and most of them have been amended

on several occasions to ensure that they are kept up to date with changes taking place in world shipping.

But adopting treaties is not enough—they have to be put into effect. This is the responsibility of Governments and there is no doubt that the way in which this is done varies considerably from country to country.

IMO has introduced measures to improve the way legislation is implemented, by assisting flag States (the countries whose flag a ship flies) and by encouraging the establishment of regional port State control systems. When ships go to foreign ports they can be inspected to ensure that they meet IMO standards. By organizing these inspections on a regional rather than a purely national basis resources can be used more efficiently.

IMO has also developed a technical co-operation programme which is designed to assist Governments which lack the technical knowledge and resources that are needed to operate a shipping industry successfully. The emphasis of this programme is very much on training and perhaps the best example is the World Maritime University in Malmö, Sweden, which was established in 1983 and provides advanced training for the men and women involved in maritime administration, education and management.

Two initiatives in the 1990s are especially important. On 1 July 1998 the International Safety Management Code entered into force and became applicable to passenger ships, oil and chemical tankers, bulk carriers, gas carriers and cargo high speed craft of 500 gross tonnage and above. It became applicable to other cargo ships and mobile offshore drilling units of 500 gross tonnage and above not later than 1 July 2002.

On 1 February 1997, the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 entered into force. They greatly improve seafarer standards and, for the first time, give IMO itself powers to check Government actions.

It is expected that these two measures, by raising standards of management and shipboard personnel, will greatly improve safety and pollution prevention in the years to come.

The emphasis on the so-called “human element” remains paramount for IMO.

Meanwhile, IMO has seen a renewed focus on security issues since the terrorist atrocities in the United States in September 2001.

A new, comprehensive security regime for international shipping is set to enter into force in July 2004 following the adoption by a week-long Diplomatic Conference in December 2002 of a series of measures to strengthen maritime security and prevent and suppress acts of terrorism against shipping. The Conference was of crucial significance not only to the international maritime community but the world community as a whole, given the pivotal role shipping plays in the conduct of world trade.

IMO's objectives can be summarized by the phrase: safe, secure and efficient shipping on clean oceans.

## Words, phrases and expressions

IMCO: International Maritime Consultative Organization 政府间海事协商组织

Facilitation Committee 便利运输委员会

sub-committee 分委会

supervise	[ˈsju:pəvaiz]	v.	监督, 管理, 指导
hydrographic	[ˌhaɪdrəʊgræfɪk]	adj.	与水道测量有关的, 与水文地理有关的
log-book			航海日志
subsidiary	[səbˈsɪdjəri]	adj.	辅助的, 补充的
status	[ˈsteɪtəs]	n.	身份, 地位, 情形, 状况
stability	[stəˈbɪlɪti]	n.	稳性
load lines			载重线
aftermath	[ˈɑːftəməθ]	n.	结果, 后果
red tape			繁文缛节, 官样文章
spill	[spɪl]	n.; vt.	溢出, 溅出; 使溢出
menace	[ˈmenəs]	n.; v.	威胁, 危险物; 恐吓, 危及, 威胁
compensation	[kəmˈpenˈseɪʃən]	n.	补偿, 赔偿
innovation	[ˌɪnəʊˈveɪʃən]	n.	改革, 创新
stride	[straɪd]	v.; n.	大步走(过), 跨过, 大步行走; 步幅
paramount	[ˈpærəmaʊnt]	adj.	极为重要的
security	[sɪˈkjʊərɪti]	n.	安全, 保安
terrorist	[ˈterərɪst]	n.	恐怖分子
atrocious	[əˈtrɒsɪti]	n.	残暴, 暴行, 凶恶
regime	[reiˈʒɪm]	n.	政体, 政权, 政权制度
diplomatic conference			外交大会
suppress	[səˈpres]	vt.	镇压, 抑制, 查禁, 使止住
pivotal	[ˈpɪvətl]	adj.	枢轴的, 关键的

## Exercises

### I. Choose the correct answer

- The highest governing body of the IMO is \_\_\_\_\_.  
(a) Secretary-General      (b) Council      (c) Assembly      (d) MSC
- The Council is composed of \_\_\_\_\_ Member States elected by the Assembly for two-year terms.  
(a) 40      (b) 20      (c) 10      (d) all
- The MSC and MEPC are assisted in their work by \_\_\_\_\_ sub-committees.  
(a) 10      (b) 9      (c) 8      (d) 7

4. \_\_\_\_\_ is the Executive Organ of the IMO.  
 (a) The Assembly (b) The Council (c) The MSC (d) The MEPC
5. \_\_\_\_\_ is the highest technical body of the Organization.  
 (a) The Assembly (b) The Council (c) The MSC (d) The MEPC
6. \_\_\_\_\_ is the IMO's most important responsibility.  
 (a) Security (b) the prevention of pollution from ships  
 (c) Safety (d) Ship design and equipment
7. The IMO had introduced a series of measures designed to prevent tanker accidents and to minimize their consequences. The most important of all these measures was \_\_\_\_\_.  
 (a) SOLAS1974 (b) MARPOL73/78 (c) STCW78/95 (d) ISM
8. In \_\_\_\_\_ the GMDSS became fully operational.  
 (a) 1992 (b) 1994 (c) 1998 (d) 1999
9. On \_\_\_\_\_ the International Safety Management Code entered into force.  
 (a) 1 July 1998 (b) 1 February 1997 (c) 1 January 2004 (d) 1 July 1999
10. Which one is not the IMO's objective.  
 (a) safe shipping (b) secure shipping  
 (c) cleaner ocean (d) convenient world trade

## II . Answer the following questions

1. What is the purpose of the IMO?
2. Describe the structure of the IMO.
3. What has the IMO done about the prevention of pollution from ships?
4. What happened in the United States in 2001? How did the IMO respond to it?
5. Comment on the IMO's work in brief.

## III . Translation

Translate the first paragraph of the text.

## IV . Supplementary reading materials

# The International Association of Classification Societies

## Classification societies today

Classification societies are organizations that establish and apply technical standards in relation to the design, construction and survey of marine related facilities including ships and offshore structures. These standards are issued by the classification society as published rules. A vessel that has been designed and built to the appropriate rules of a society may apply for a Certificate of Classification from that society. The society issues this certificate upon completion of relevant classification surveys.

Such a certificate does not imply, and should not be construed as an express warranty of safety, fitness for purpose or seaworthiness of the ship. It is an attestation only that the vessel is in

compliance with the standards that have been developed and published by the society issuing the classification certificate.

More than 50 organizations worldwide define their activities as providing marine classification. Ten of those organizations form the International Association of Classification Societies (IACS). It is estimated that these ten societies, together with the two additional societies that have been accorded associate status by IACS, collectively class about 94 percent of all commercial tonnage involved in international trade worldwide. A listing of the IACS member societies, and the associates, is provided in the appendix.

Classification is one element within a network of maritime safety partners. Other elements are parties such as the shipowner, the shipbuilder, the flag state, port states, underwriters, shipping financiers and charterers among others.

The role of classification and classification societies has been recognized in the International Convention for the Safety of Life at Sea (SOLAS) and in the 1988 Protocol to the International Convention on Load Lines. This statutory role is addressed later in this note.

As an independent, self-regulating body, a classification society has no commercial interests related to ship design, ship building, ship ownership, ship operation, ship management, ship maintenance or repairs, insurance or chartering. In establishing its rules, each classification society may draw upon the advice and review of members of the industry who are considered expert in their field.

Classification rules are developed to contribute to the structural strength and integrity of essential parts of the ship's hull and its appendages, and the reliability and the function of the propulsion and steering systems, power generation and those other features and auxiliary systems which have been built into the ship in order to maintain essential services on board. Classification rules are not intended as a design code and in fact cannot be used as such.

A ship built in accordance with an IACS Member's rules will be assigned a class designation by the society on satisfactory completion of the relevant surveys. For ships in service, the society carries out surveys to ascertain that the ship remains in compliance with those rules.

Should any defects that may affect class become apparent, or damages be sustained between the relevant surveys, the ship owner and operator are required to inform the society concerned without delay.

A ship is maintained in class provided that the relevant rules have, in the opinion of the society concerned, been complied with and surveys carried out in accordance with its rules.

Classification societies also maintain significant research departments that contribute towards the on-going development of appropriate, advanced technical standards.

#### **A. The International Association of Classification Societies—IACS**

The IACS can trace its origins back to the International Load Line Convention of 1930 and its recommendations. The Convention 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".

Following the Convention, RINA hosted the first conference of major societies in 1939—also attended by ABS, BV, DNV, GL, LR and NK—which agreed on further cooperation between the societies.

A second major class society conference, held in 1955, led to the creation of working parties on specific topics and, in 1968, to the formation of IACS by seven leading societies. The value of their combined and unique level of technical knowledge and experience was quickly recognized. In 1969, IACS was given consultative status with the IMO. It remains the only nongovernmental organization with observer status which is able to develop and apply rules.

Compliance with the IACS Quality System Certification Scheme (QSCS) and observance of the IACS Code of Ethics is mandatory for both IACS Member and Associate status.

#### **Appendix: The members of IACS**

**Members:** American Bureau of Shipping (ABS), Bureau Veritas (BV), China Classification Society (CCS), Det Norske Veritas (DNV), Germanischer Lloyd (GL), Korean Register of Shipping (KR), Lloyd's Register (LR), Nippon Kaiji Kyokai (ClassNK) (NK), Registro Italiano Navale (RINA), Russian Maritime Register of Shipping (RS).

**Associates:** Hrvatski Registar Brodova (Croatian Register of Shipping) (CRS), Indian Register of Shipping (IRS).

#### **B. The International Chamber of Shipping (ICS)**

The International Chamber of Shipping is the international trade association for merchant ship operators.

The ICS represents the collective views of the international industry from different nations, sectors and trades.

ICS membership comprises national shipowners' associations representing over half of the world's merchant fleet.

A major focus of ICS activity is the International Maritime Organization (IMO), the United Nations agency with responsibility for the safety of life at sea and the protection of the marine environment.

ICS is heavily involved in a wide variety of areas including any technical, legal and operational matters affecting merchant ships.

ICS is unique in that it represents the global interests of all the different trades in the industry: bulk carrier operators, tanker operators, passenger ship operators and container liner trades, including shipowners and third party ship managers.

ICS has consultative status with a number of intergovernmental bodies which have an impact on shipping. Its close ties with the IMO stretch back to this body's inception in 1958. Other partners include the World Customs Organization, the International Telecommunications Union, the United Nations Conference on Trade and Development and the World Meteorological Organization. ICS also enjoys close relationships with industry organizations representing different maritime interests such as shipping, ports, pilotage, the oil industry, insurance and classification societies responsible for the surveying of ships.

ICS is committed to the principle of maritime regulation being formulated at an international level. Shipping is by nature international: the regulations that apply to a ship when it sails from Buenos Aires must apply equally when it arrives in Brisbane. The alternative to an international system of shipping legislation would be a chaotic web of local rules and regulations that would result in commercial distortions and mass economic deficiencies. The objective of ICS is the maintenance of a sound, well considered global regulatory environment in which well-run ships can operate safely and efficiently.

### **C. The International Shipping Federation (ISF)**

ISF is the only broad based international employers' organization dedicated to maritime manpower issues, providing advice and guidance to members either directly or via its extensive range of global contacts by representing them in all relevant fora where issues are regulated.

In the plethora of international organizations, ISF represents the employers' voice on industrial relations issues, proactively explaining and justifying employers' activities to the media. To others, ISF is an authority on the STCW Convention and assists with advice on its detailed technical requirements.

The ISF Secretariat also supports other international organizations, such as our sister organization the International Chamber of Shipping (ICS), and the International Maritime Employers' Committee (IMEC). While each organization is quite independent, these links ensure an exchange of information and co-ordination to prevent overlap and duplication of effort.

Externally, ISF has consultative status with the International Labour Organization (ILO), where it co-ordinates the shipowner position at all maritime meetings, and with the International Maritime Organization (IMO). ISF reviews United States developments through links with a Washington office and attends, through ILO, meetings of the Paris Memorandum of Understanding on Port State Control Committee, which develops policy on port state control inspections within the Paris MOU region.

ISF is also an active member of the International Committee on Seafarers' Welfare (ICSW) and regular contacts are maintained with representatives of maritime unions, including the International Transport Workers' Federation (ITF).

While the regulation of labour standards and of medical or professional standards applying to seafarers forms a key part of our work, providing information or guidance on industry manpower developments is equally important in areas such as international wage rates, training developments or recruitment trends.

Our Council is the principal policy-making body meeting twice a year under the Chairmanship of the President. It comprises a representative of each ISF member association.

Two principal ISF Committees report to the Council to prioritize work undertaken: the Labour Affairs Committee and the Manning and Training Committee. Each meet at least twice each year and membership is open to all ISF member associations.

Any organization which represents global interests must be impartial, be seen to acknowledge and accommodate different views and be able to exert influence in a measured, professional and

consistent manner without regard to national or regional interests.

The ISF, with national shipowner association members from Eastern and Western Europe, the Indian Sub-Continent, the Asia/Pacific Region, the Middle East and North, Central and South America, provides a unique forum for employers to co-ordinate effectively and influence events on maritime human resources issues.

#### **V. Recommended websites**

1. [www.imo.org](http://www.imo.org)
2. [www.marisec.org](http://www.marisec.org)
3. [www.iasc.org.uk](http://www.iasc.org.uk)