

A large, powerful blue wave crashing, symbolizing the marine industry. The wave is a deep blue color with white foam at the crest, and it's moving from the right side of the frame towards the left. The background is a lighter blue, suggesting the sky or the sea's surface.

Marine Insurance

Essential to Global Trade

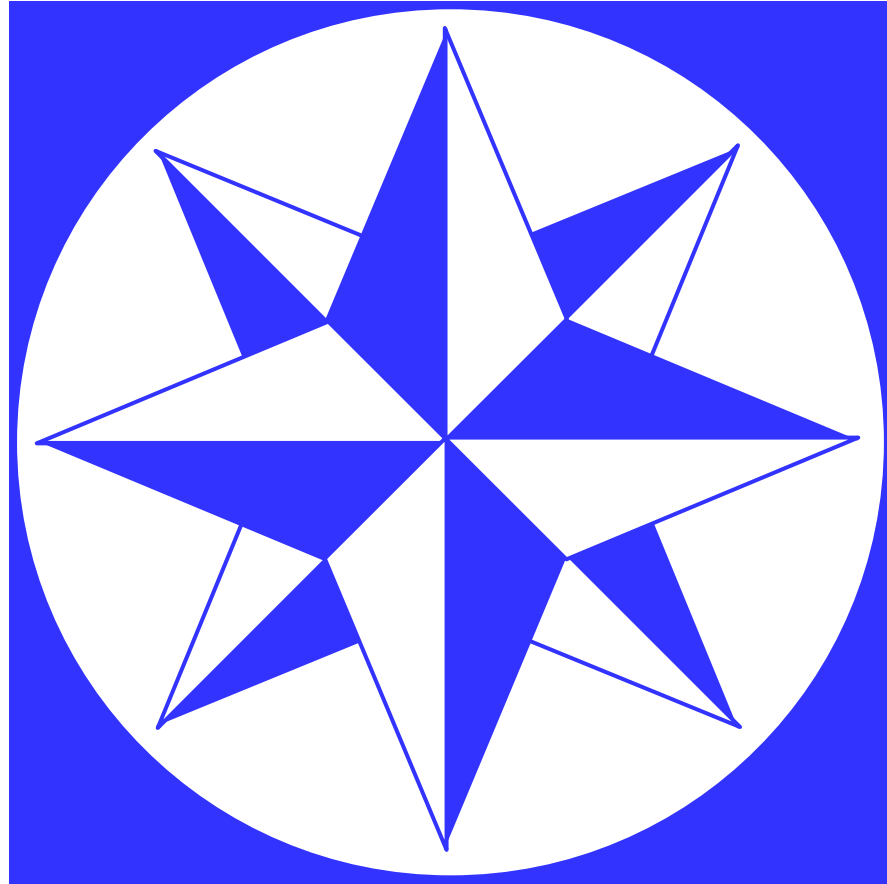
Dutch National Association of Insurers

VERBOND VAN VERZEKERAARS



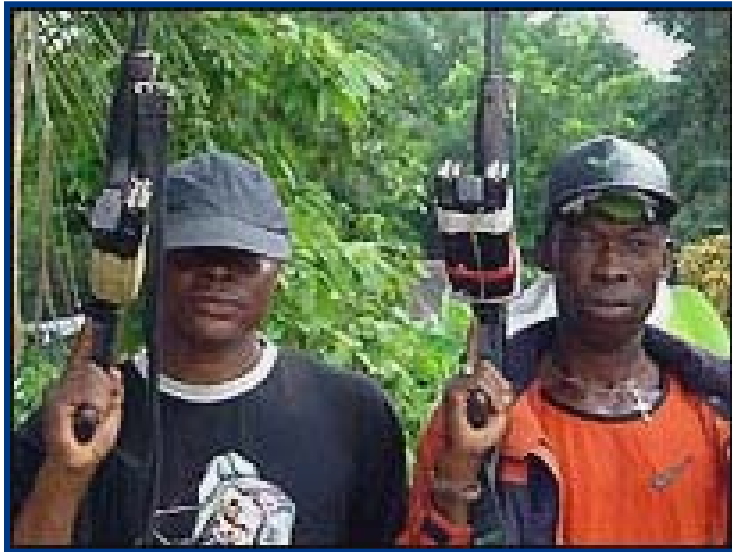
IUMI

International Union of Marine Insurance



Global Shipping Presence

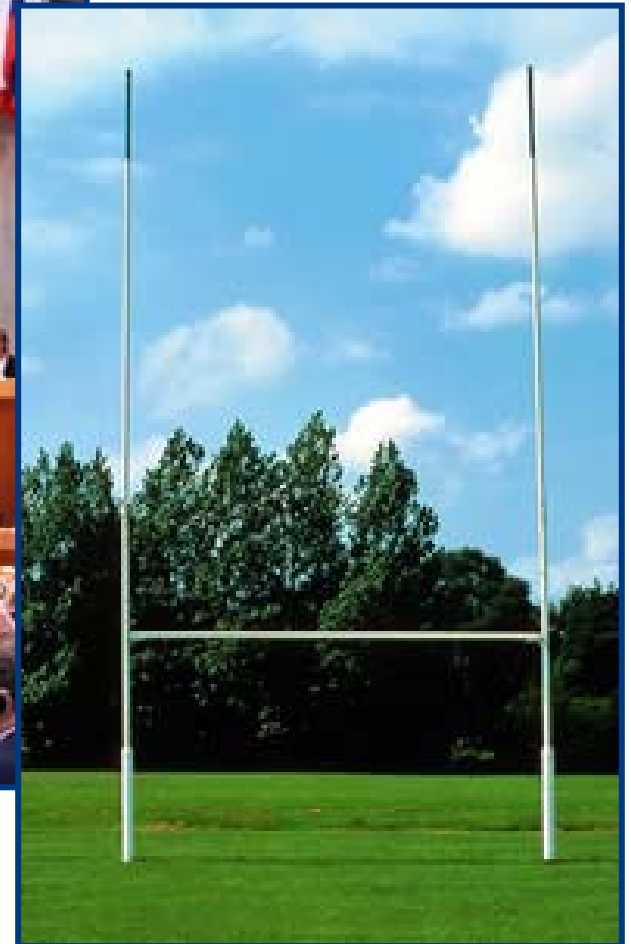




Piracy



Politics



Playing Fields

Pirates board oil tanker off Iraq's southern terminals

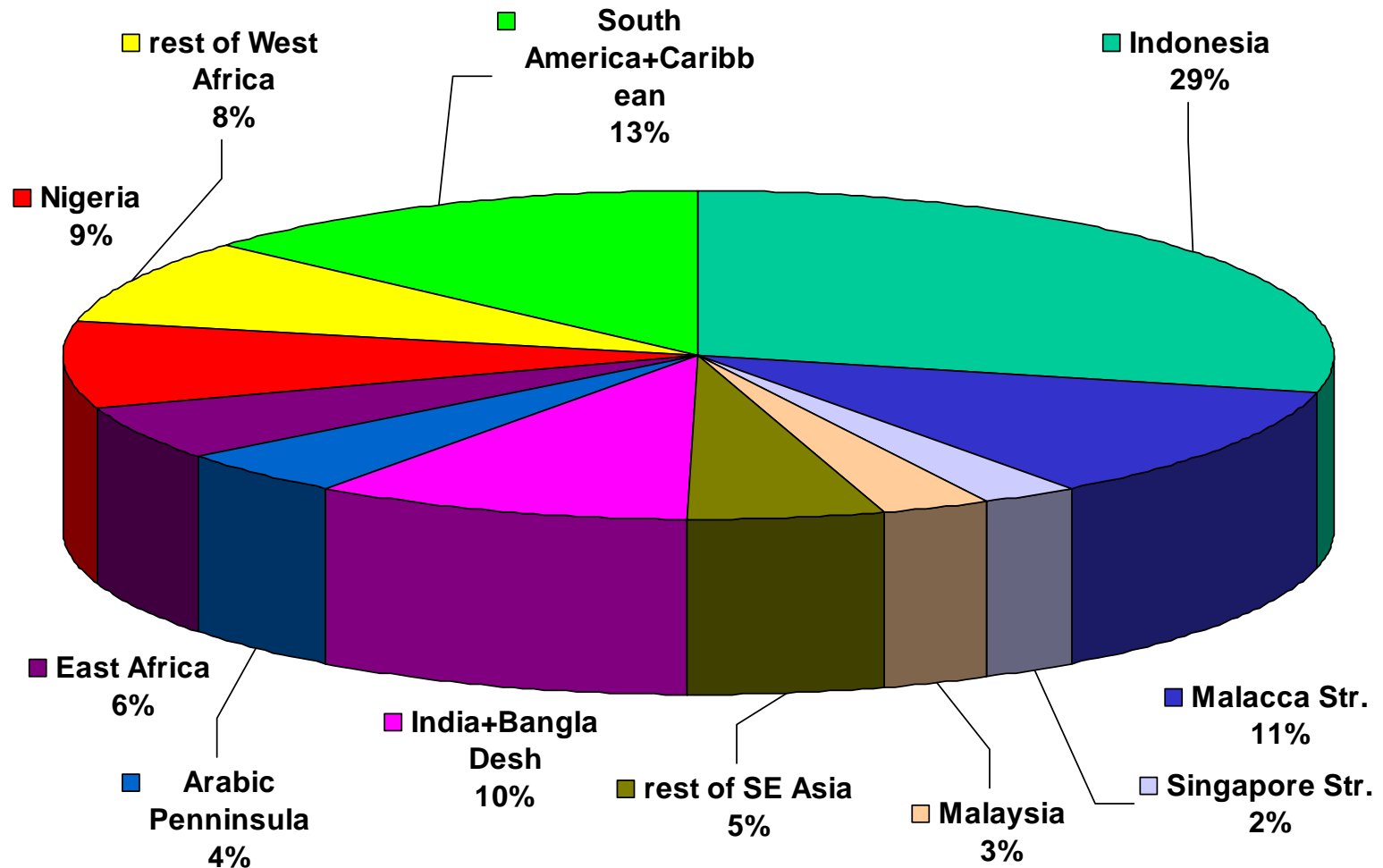


Today's pirates are violent criminals..

MODERN DAY PIRATES TARGET CARGO CARRIERS WORLDWIDE



Piracy is a global problem



Source: Netherlands Government

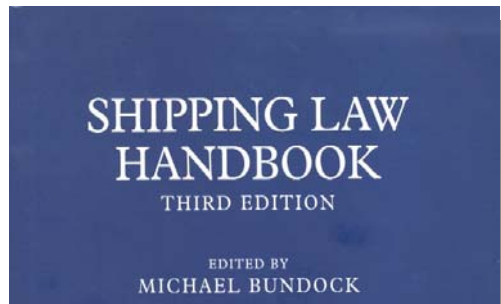
Piracy Hotspots



Singapore plays host to major South China Sea security exercise



More rules and regulations...



Part 3 [2005] Vol. 2

Lloyd's Law Reports

The Leading Maritime and Commercial Law Reports

Editors: Michael Daiches, Barrister, and Professor Robert Merkin

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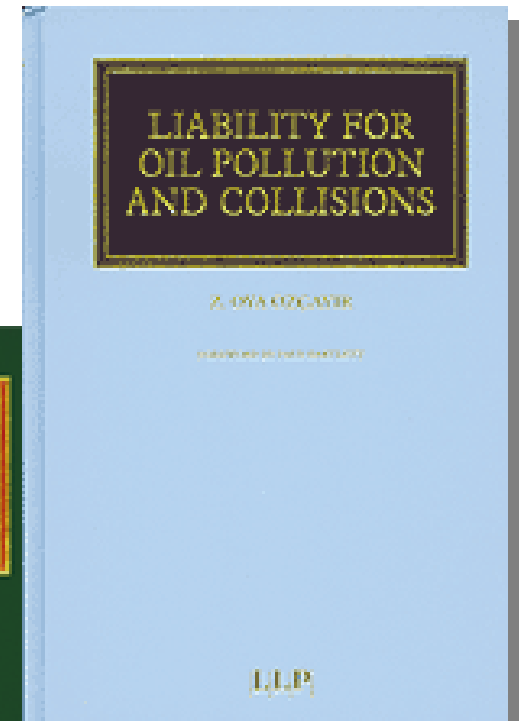
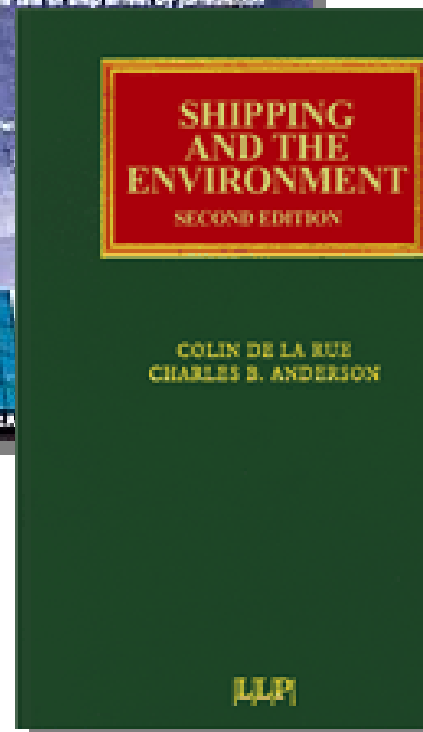
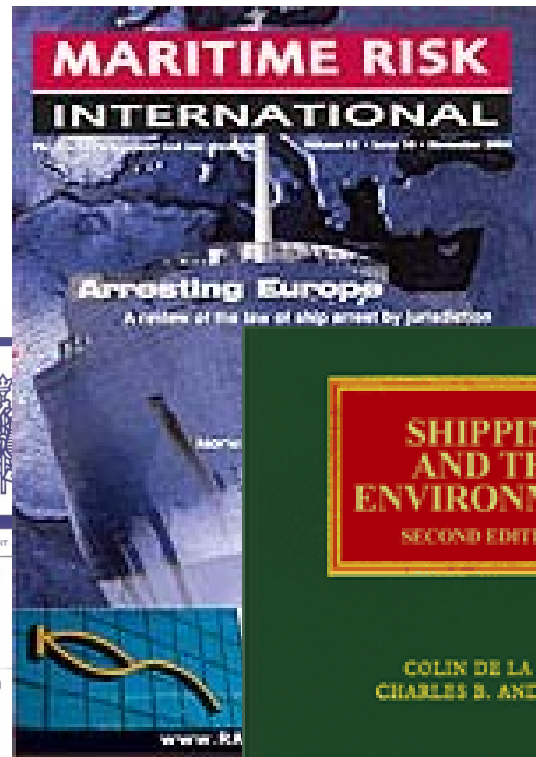
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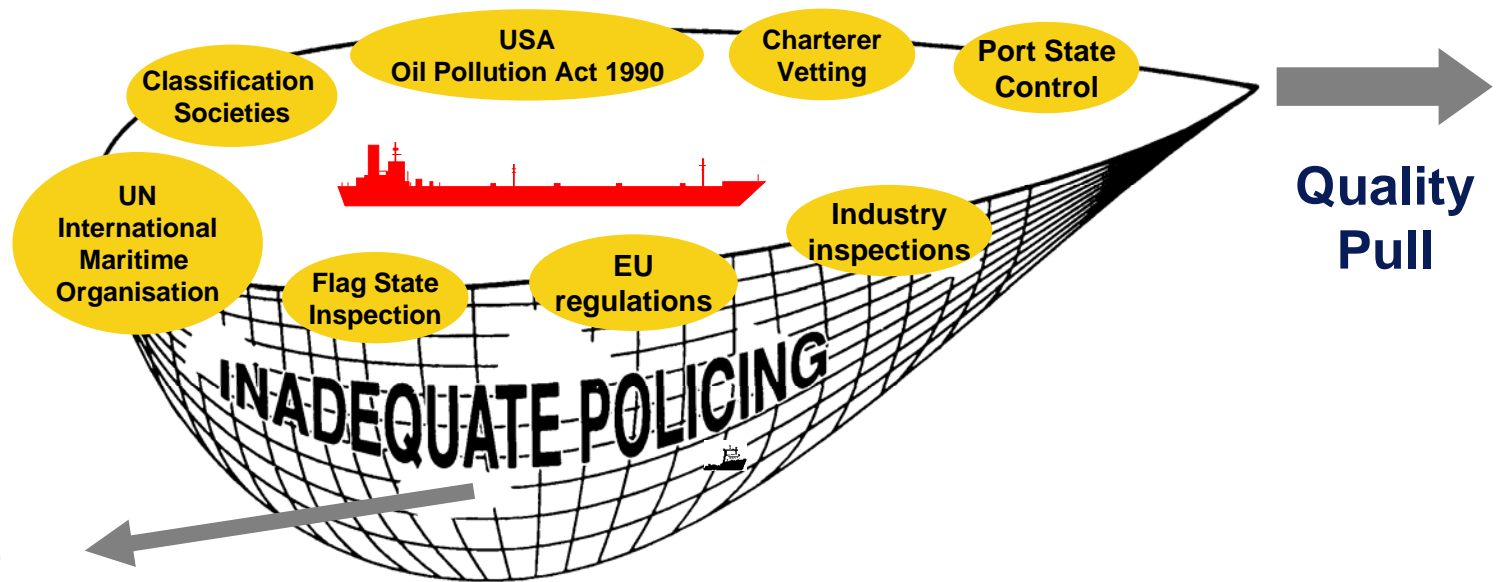
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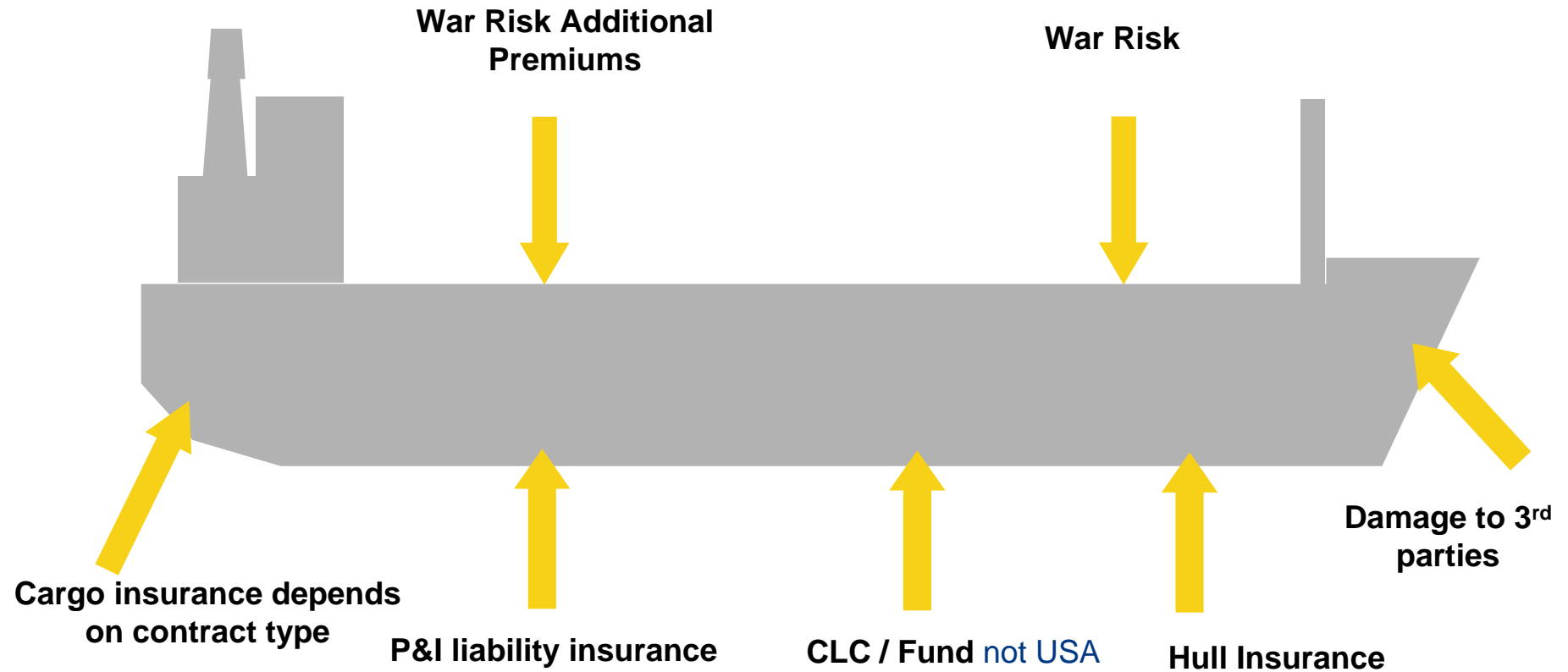
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But some sub-standard tankers still escape the net

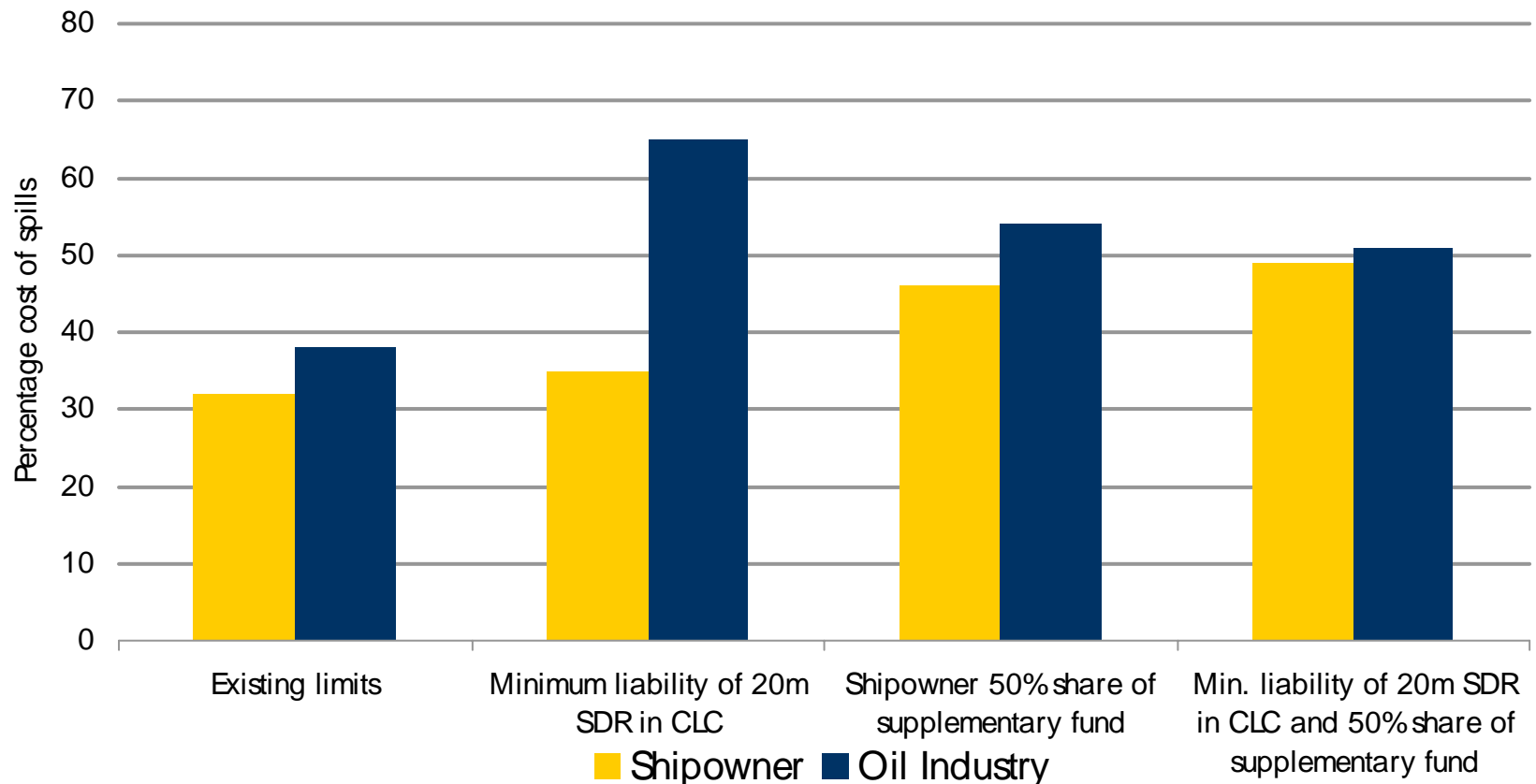


Marine Risks and Insurance



Who pays?

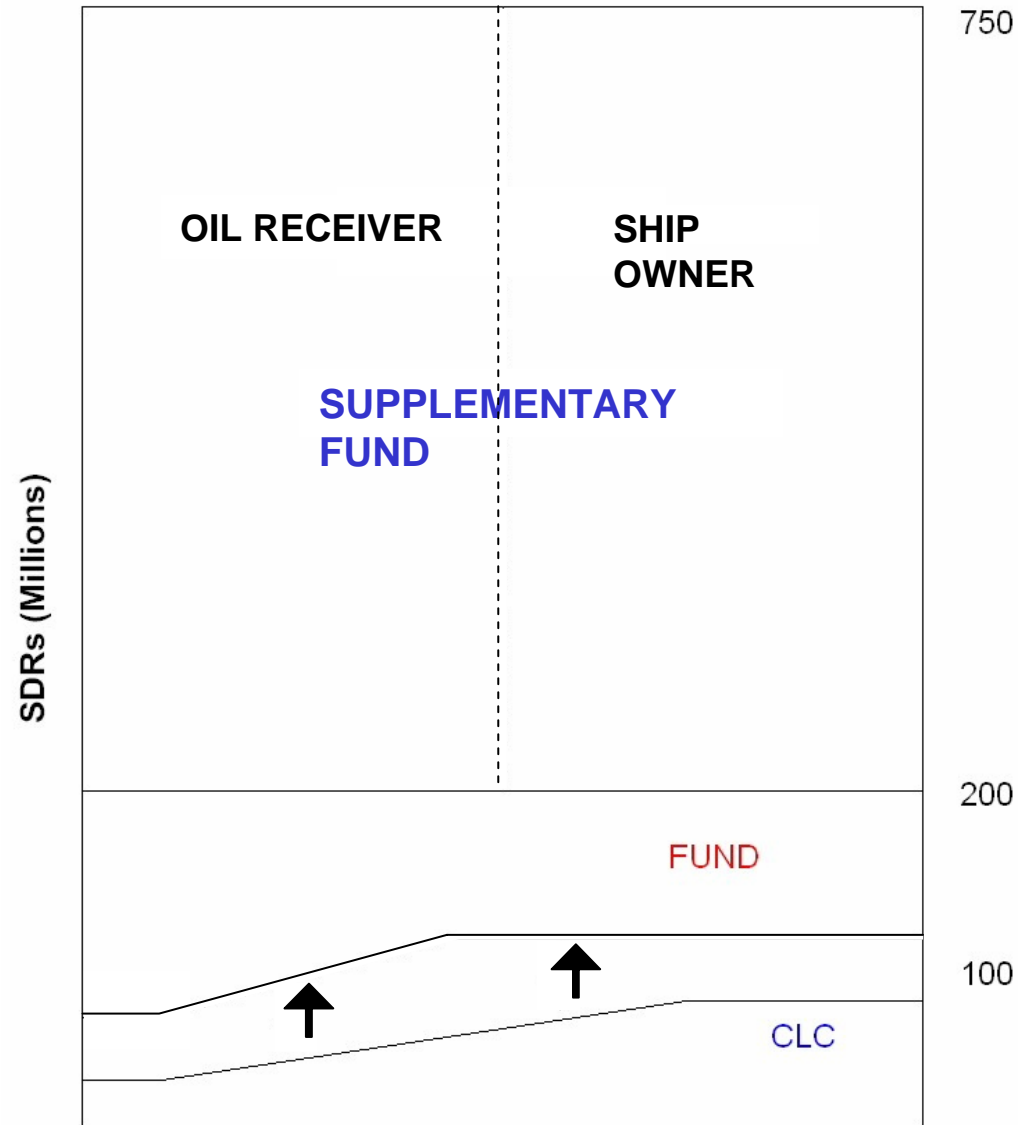
**Costs of oil spills borne by shipowners and oil industry -
inflated to 2012 monetary values**
(Figures produced by IOPC Funds)



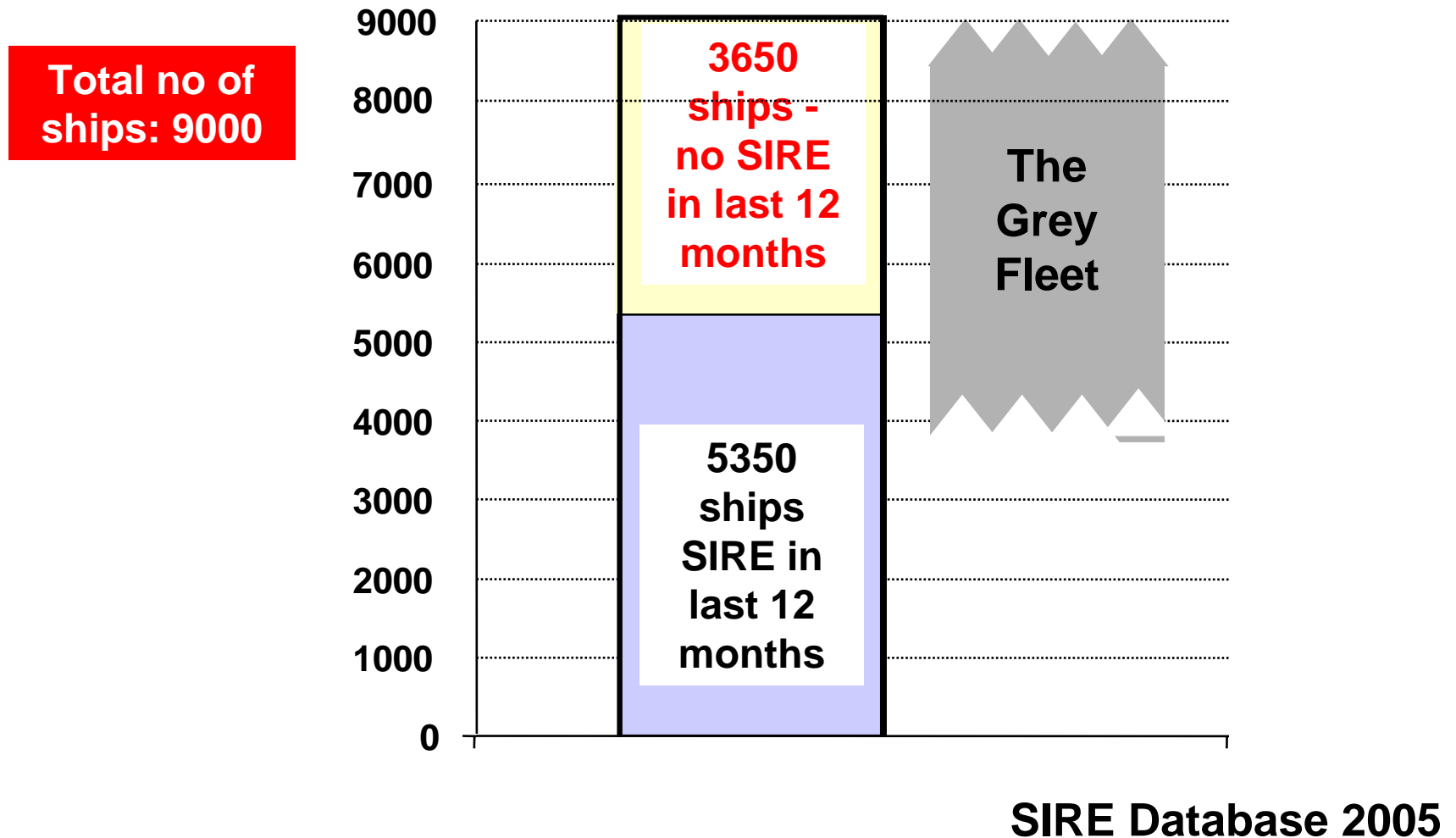


Possible Improvements to
the International
Compensation Regime For
Oil Pollution Damage
– An OCIMF Perspective

An increased level of
liability in CLC 92 and the
Supplementary Fund
shared between
shipowners and oil
receivers

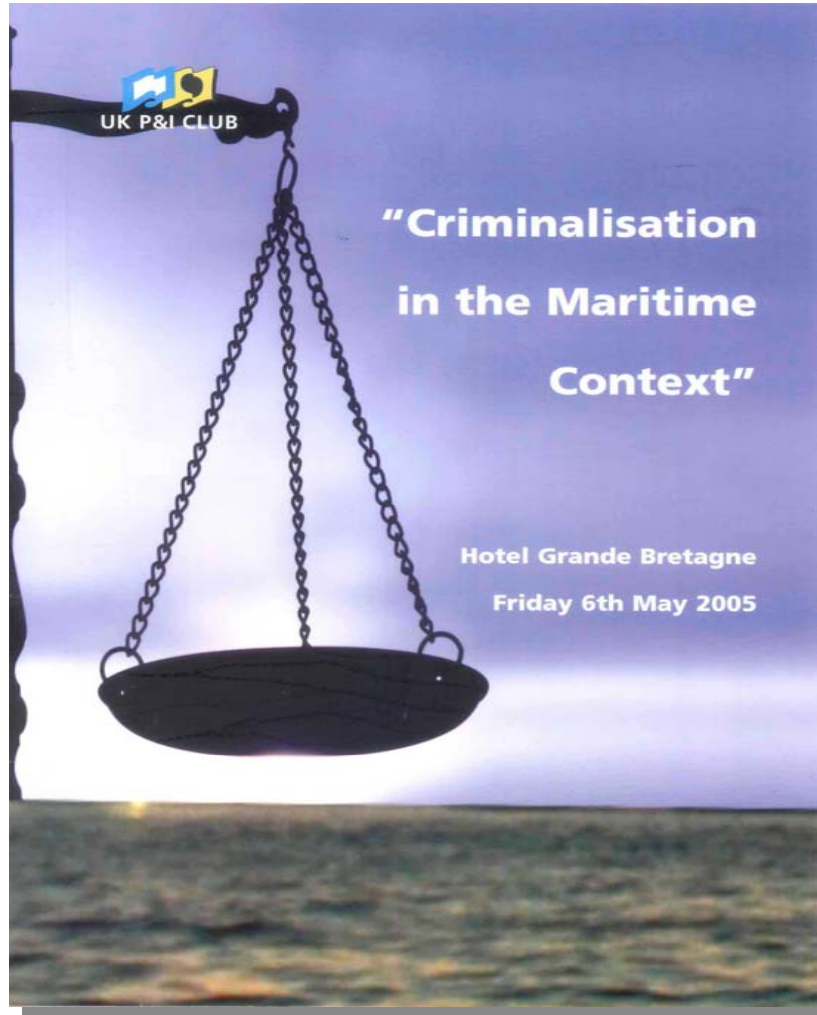


Majority are safe operators....



But a significant minority are not...

Criminal sanctions not the answer..



Insurers pledge to assist battle against substandard shipping

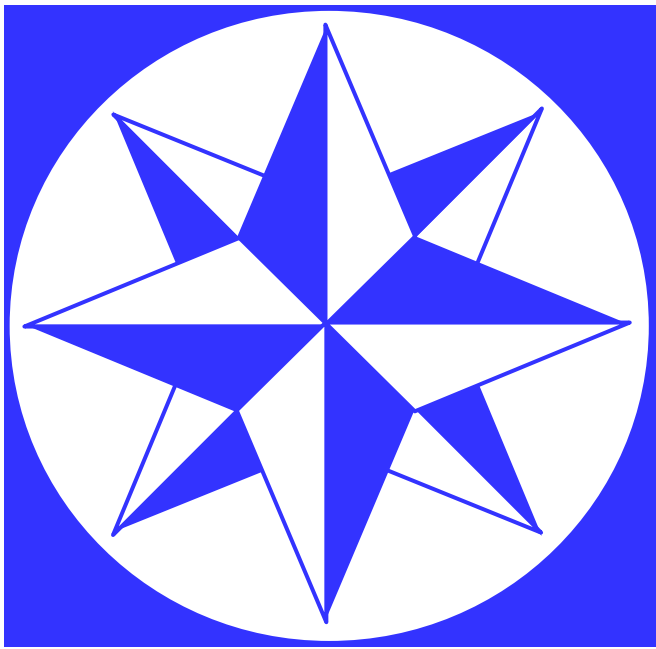


**Erika Oil Spill Off Brittany, France
Dec. 1999 - 20kt Fuel Oil**



Paris MOU

on Port State Control



VERBOND VAN VERZEKERAARS



Nations pull together for strait talking on safety and security

Up market Europe can take on world in shipping says Ladyman



Ladyman: "If we cannot compete on costs, then we have to compete on quality and reputation."

Minister of shipping uses UK's presidency of European Union to call for an industry that 'lives or dies' on quality but warns of legislation that may price Europe out of the market, writes **Julian Bray** in Rome

BRITAIN has called on European shipping industry, regulators and politicians to tighten its reins in the "blue seas" to ensure that past practices and such higher standards, more focused legislation and greater environmental consciousness.

Speaking, Ladyman, the UK Minister of Shipping, urged European shipping to come up with a plan to lower costs and improve its competitiveness in the global market.

He said that the UK government will have a major role to play in the UK's current presidency of the European Union in a leading document about future European shipping policy, which will partly deal with financial protection of a green paper on shipping policy requirements.

It is the only plan for European shipping to be the quality and reputation of the industry.

That means encouraging a professional industry with well-trained, skilled employees, an industry that can meet the needs of the world's shipping industry and the needs of the world's shipping industry.

He said that the quality of the industry can help itself by improving standards and that we can further encourage these

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meet in Jakarta to discuss Malacca and Singapore Straits, that came out of the meeting

on such other matters. This meeting saw the littoral states openly explaining the situation as it stands, what they are doing about it, and what they are doing forward with practical offers of help while recognizing the importance of the issue of sovereignty to the littoral states.

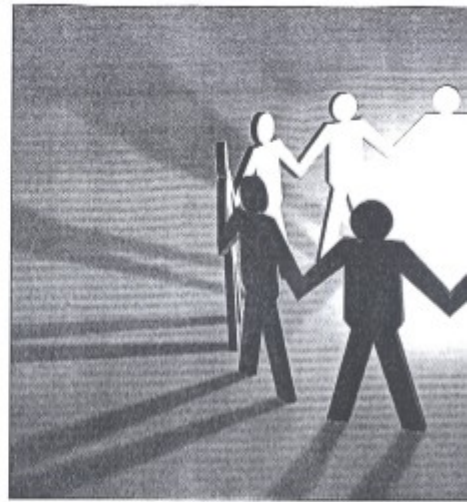
IMO secretary-general Eilulius Mikkelsen and the most significant success of the meeting was the recognition by countries that they have to work "collectively and co-operatively".

While maritime security and piracy are the headline grabbing topics, the meeting also covered the broader area of navigational safety, an issue which is closely linked to security in the busy waterways.

Clearly we must respect and support the shipping industry and recognize that it is a key part of the world's economy. We must not let our security and environmental issues become a burden to the shipping industry.

In the second point of the agreement, the 34 countries said that mechanisms are to be established by the littoral states to meet regularly with user nations, the shipping industry and other interested parties in the safety of navigation in the straits.

On the security front, a fourth point "I think it is significant the three littoral states can discuss these matters openly with 30 nations"



the 30, which relates to user state participation.

Despite many discussions in recent years, the cost of keeping the waterways safe continues to fall on the three littoral states and a single user state, Japan, with the Nippon Foundation having contributed over \$100m over the last 35 years.

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Other countries also offered provide help and support to the littoral states. Recognising the role and responsibility of the United States as a user state

maintaining and enhancing the safe navigation and pollution prevention of the straits," says Ju Changchi, director-general of the Chinese Ministry of Communications.

"It is our view that all the stakeholders shall make an objective assessment of security threats against security in the straits, to respond positively to the reasonable demands of the littoral states in accordance with the practical needs of safeguarding the security of the straits."

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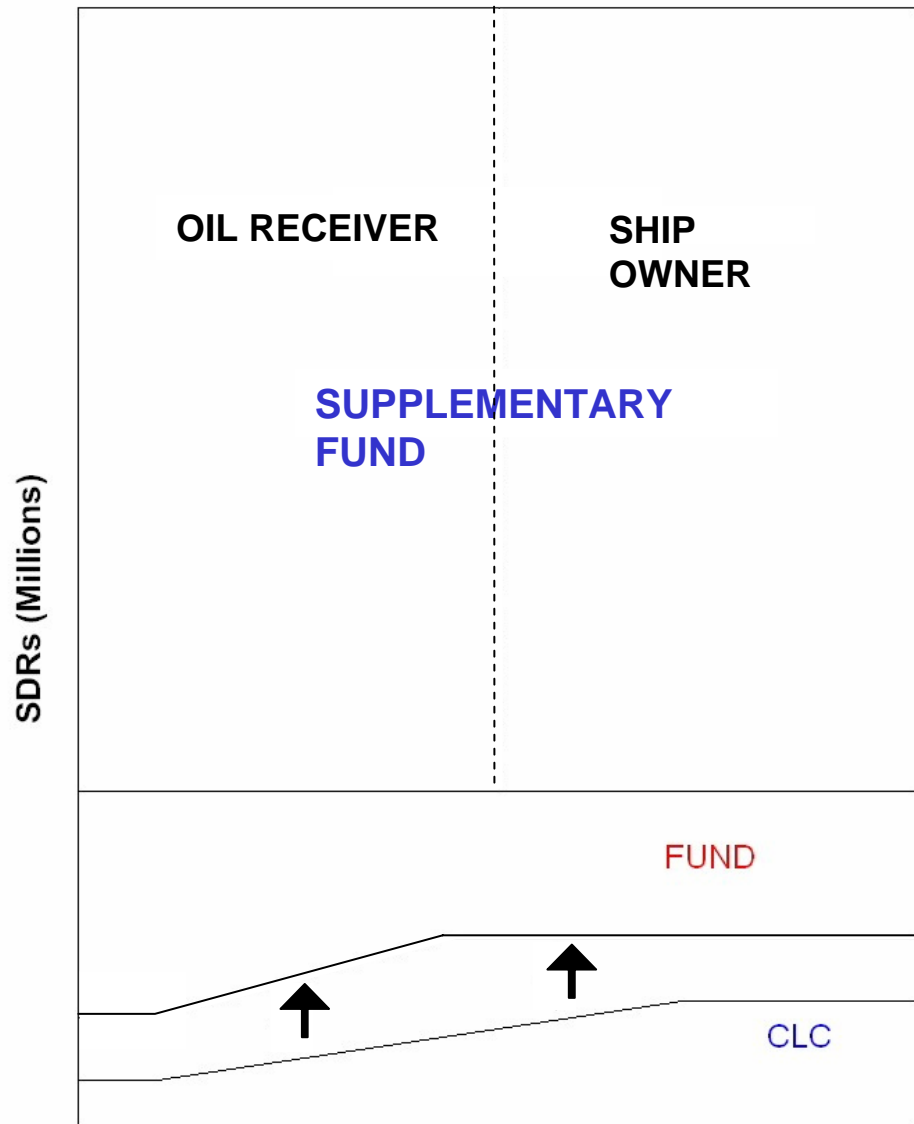


INTERNATIONAL
MARITIME
ORGANIZATION

No Grey Ships



Let's revise the liability conventions



750

IOPC Funds need revision to encourage improvement in maritime safety and pollution prevention.

200

100



