

# Hon Peter MORRIS

## Better Security means Better Ships Copenhagen 10.7.02

The tragedy of 911 has brought a pressure to clean out the evils of sub standard shipping that would not have otherwise occurred.

To the best of my knowledge there has never been such a collective effort to improve the quality of shipping, its transparency and accountability, the security of ships and ports and to authenticate the identity of the persons on board visiting vessels Mr Morris said.

**The drive for strict ship and port security and the authentication of seafarers identity will impose a substantial new layer of costs on sea transport and a raft of obstructions to the free flow of cargoes especially during the phasing in period the Hon Peter Morris, Chairman of the International Commission on Shipping (ICONS) said in Copenhagen today. He was addressing the Quality Shipping Conference.**

**If however there is careful planning for the introduction of the new practices and sub standard shipping is eradicated there could be operational savings that could help offset the additional costs being imposed.**

If executives and administrators work cleverly there can be a degree of complementarity and saving on costs.

**Importantly the new measures should see the creation of a fairer market in shipping services where all shipping operators comply with the international maritime safety requirements. Competition would be real competition not the unfair competition that exists today.**

The code of silence and secrecy in sectors of the shipping industry has provided a hothouse for the development of sub standard practices and abuse of crew in the past.

International shipping processes are an ideal vehicle to move money, materials and people around with little risk of public scrutiny or accountability.

Terrorism activity is facilitated by the benign global acceptance of secrecy in international shipping.

## International Commission on Shipping

There are sophisticated and secret recruitment services for crew of some commercial shipping and international fishing ships. They involve illegal documents, frequent flag changes, signing people up for fictitious jobs, sale of so called jobs at exaggerated prices, issue of unearned or fraudulently obtained certificates, blacklisting of seafarers who complain or try to collect their correct wages, literal disappearance of crew, intimidation and fear.

U.S. ship security measures will be little short of papering over the cracks unless the secrecy attaching to the ownership and operation of substandard shipping is shattered and the issues of concealment of ship ownership and crew authentication linked to the operations of some manning agencies are addressed.

International shipping processes are an ideal mechanism to move money, materials and people around with little risk of public scrutiny or accountability.

The point is that the concealment and intimidation systems are well established. There are well-established systems for the secret transfer of people from nation to nation without the beneficial owners being able to be identified or in some cases the crew to be traced.

Greater ship security offers the opportunity to achieve higher quality in shipping and a fairer market.

I would like to see the measures to authenticate identity of crew members and ensure ship security linked to measures that will improve working conditions for crew Mr Morris said.

Action to effectively control manning agencies would be a start.

A safe ship, a secure ship requires skilled, competent and committed crew cannot be achieved with the whip, the lash and exploitation.

Long periods away from home, isolation and loneliness are part of the misery of going to sea today. Social conditions on board are a major determinant in the performance of crew.

Let me conclude:

Quality shipping needs quality management, quality profile, quality accountability, and quality crew. It also means quality career paths for crew and management.

There are signs of improvement and we are seeing signs of quality leadership.

We need to see more quality leaders and they need to be training quality officers and ratings.

We need to see champions of fair treatment of seafarers –where crew are seen as partners not the enemy!

