

ASA SPC

ASA Shipping Policy Committee

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Facilitation payments should never be tolerated.

- Asian Shipowners shared updates on the recent activities by MACN -

The Asian Shipowners' Association (ASA), representing approximately half of the world's tonnage, has long maintained a solid stance against facilitation payments, which have had a significant impact on the well-being of seafarers on board and pose a threat to safe navigation. The Shipping Policy Committee (SPC)*¹, one of ASA's Standing Committees, therefore continues to work closely with the Maritime Anti-Corruption Network (MACN)*² towards eradicating maritime corruption. The MACN and ASA Joint Online Seminar held on 28 October was a concrete example of their collaboration, providing a valuable opportunity to share updates. The high attendance, with over 130 participants, clearly demonstrated the industry's strong interest.

Mr Keiji Tsuchiya, Chair of the SPC, emphasised in his opening remarks the importance of a deep and accurate understanding of these issues among Asian shipowners, stating that *this seminar was instrumental in facilitating discussions on actions that the ASA should take collectively to support the sustainable development of global trade without compromising the welfare of seafarers.*

Mr Vivek Menon, Chief Operating Officer of the Maritime Anti-Corruption Network (MACN), delivered an insightful presentation addressing the significant challenges and opportunities ahead. Particularly in the Asian region, he noted that while progress is being made, sustained efforts are essential to ensure a maritime industry free from corruption. The Collective Actions undertaken by countries in Asia reflect a growing commitment to enhancing governance and accountability within the maritime sector. The region is making notable strides in combating corruption through measures such as

mandatory disclosures, active oversight, and collaborative initiatives. Although the Asian region faces challenges similar to those encountered in other regions, its distinctive approaches and regional cooperation may serve as effective models for promoting integrity and transparency in maritime operations worldwide.

In his closing remarks, Mr. Yuichi Sonoda, Secretary General of ASA, called for joint action by the industry, saying that *“the ASA remains committed to the elimination of all forms of maritime corruption”*. He encouraged Asian shipowners to use the MACN Anonymous Reporting System to support MACN’s initiatives.



Picture: Mr Vivek Menon delivering his presentation

^{*1}The ASA Shipping Policy Committee (SPC) is a forum for the members of ASA associations to discuss maritime policy issues such as regulation, taxation, trade policy, customs, canals, infrastructure and the macro economy, and policy public relations.

Website: <https://asianshipowners.org/index.php>

^{*2}The Maritime Anti-Corruption Network (MACN) is a global business network working towards the vision of a maritime industry free of corruption that enables fair trade for the benefit of society at large. Established in 2011 by a small group of committed maritime companies, MACN has grown to include over 200 companies globally.

Website: <https://macn.dk/>

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Editor's Note:

The Asian Shipowners' Association (ASA) is a voluntary organisation of the shipowners' associations of China, Cook Islands, Hong Kong, Japan, Korea and the Federation of ASEAN Shipowners' Associations comprising shipping associations of ASEAN countries.

The aims of the ASA are to promote the interests of Asian shipowners.

Between ASA AGM meetings, the ongoing work is carried out by five Standing Committees:

Seafarers Committee (SC)

Ship Insurance and Liability Committee (SILC)

Safe Navigation and Environment Committee (SNEC)

Shipping Policy Committee (SPC)

Ship Recycling Committee (SRC).

It has been estimated that ASA shipowners and managers control and operate around 50% of the world's cargo-carrying fleet.
