



International Association of Ports and Harbors (IAPH)

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Resolution on the Safety of Containers in the Supply Chain Adopted on May 26, 2011 at the 27th IAPH World Ports Conference in Busan, Korea

RECOGNIZING that each mode of transport in the international supply chain is exposed to serious risks as a consequence of incorrectly stowed, overweight and incorrectly documented containerized cargo that may endanger

- Vessel safety by incorrect weight information of containers
- Port operation by overweight or unstable containers
- Road transport safety by unstable containers and may cause damage to roads by overweight containers;

NOTING that in spite of efforts made by international organizations and associations to compile and publish various guidelines(*) for safe transport of containers, these risks have not decreased;

RECOGNIZING that risks for workers participating in intermodal transport, including port operations, should be minimized as much as possible;

RECOGNIZING further that the root of this problem is the lack of knowledge and sometimes inaccurate declaration of shippers about containers at the origin of transport;

RECOGNIZING that Governments and their Agencies are the sole parties that can exercise effective control over all modes of transport in the supply chain;

On a proposal duly seconded, it is unanimously resolved that

1. IAPH requests international organizations such as ILO and IMO to adopt requirements for shippers to correctly pack and document cargo in containers including the mandatory accurate weighing at the origin of the shipment;
2. IAPH urges shippers of containers at the origin of transport to apply such requirements to ensure safety in the international supply chain;
3. IAPH further requests Governments and their Agencies to establish effective legal requirements and control mechanisms to ensure the correct application of the requirements referred to above;
4. IAPH further requests parties responsible for road infrastructure to properly designate and promptly develop when necessary, road systems for special and bulky port cargo such as heavy containers and over-sized cargoes.

(*) International guidelines on safe transport of containerized cargoes:

IMO / ILO / UNECE Guidelines for Packing of Cargo Transport Units
ILO; Safety in the Supply Chain in relation to packing of Containers (2011)
ICS, WSC: Safe Transport of Containers by Sea (2008)



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Resolution on Development of Port Infrastructure Adopted on May 26, 2011 at the 27th IAPH World Ports Conference in Busan, Korea

RECOGNIZING that ports are indispensable logistics hubs for trade to provide industries and private individuals with efficient access to worldwide markets;

RECOGNIZING further that ports also play a critical role as an economic engine of local and regional communities to create significant economic opportunities and jobs;

NOTING that world trade and global port throughput experienced a sharp decline in 2009 but bounced back in 2010 to reach almost the highest level recorded since 2008 and as the world economy will expand steadily in years to come, demand for ports is expected to grow;

CONCERNED that poor connections between ports and their hinterland may not always allow efficient and economic transport of port cargo, especially where it involves heavy and/or over sized cargo;

RECOGNIZING that port infrastructure including port-related land transport infrastructure which needs a long lead time to plan and construct, has to be further developed and upgraded to meet these emerging requirements;

RECOGNIZING that the trend towards larger capacity ship sizes will continue, in particular, in container ships with 18,000 TEU container ships emerging soon;

CONCERNED that in some countries, governments' austerity programs have had a severe impact on the development of sufficient port infrastructure including land connection facilities;

On a proposal duly seconded, it is unanimously resolved that

- 1 IAPH urges governments to recognize the important role that ports play in national and local economies;
- 2 IAPH urges port authorities and States to allocate sufficient resources for the timely development of port infrastructure such as approach channels, breakwaters, terminals and port-related land transport infrastructure.



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Resolution on the Environmental Ship Index (ESI) of WPCI Adopted on May 26, 2011 at the 27th IAPH World Ports Conference in Busan, Korea

RECALLING that a resolution of the Board of Directors of IAPH on a worldwide approach to improve air quality and reduce greenhouse gas emissions in ports was adopted on 16 April 2008 in Dunkirk, France;

NOTING the launching of the World Port Climate Initiative (WPCI) in November 2008 in Los Angeles, USA where *inter alia* the Project Group on the Environmental Ship Index was formed;

RECOGNIZING that measures to reduce emissions of criteria pollutants may be effectively combined with measures that reduce greenhouse gas emissions;

NOTING that ports have a responsibility for the quality of the local environment where air quality may constitute a limiting factor for port development;

RECOGNIZING that a licence to grow presupposes incorporation of sustainability in the ports environmental strategy;

MINDFUL that the Environmental Ship Index (ESI) project that was launched on 1 January 2011 will contribute positively to the above considerations;

NOTING that IAPH has the positive response of Ship Owners, Managers and Operators to the ESI initiative;

On a proposal duly seconded, it is unanimously resolved that

1. IAPH urges Ports, members and non-members alike, to join the Environmental Ship Index project as an Incentive Provider;
2. IAPH invites other organizations that share the above considerations to also join as an Incentive Provider;
3. IAPH invites Ship Owners, Managers, and Operators to join the ESI Initiative;
4. IAPH requests Incentive Providers of the ESI to encourage Ship Owners, Managers and Operators to join the ESI initiative.



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Resolution on Piracy Adopted on May 26, 2011 at the 27th IAPH World Ports Conference in Busan, Korea

NOTING that the obstinate spread of incidents of piracy in the world is not only expanding in numbers with more than 400 attacks per year since 2009 but also expands its sea area stretching to international waters more than 1,000 nautical miles from coastal areas;

CONCERNED that ceaseless acts of modern piracy will hamper the smooth development of the world maritime trade and will force shipping lines to divert their fleet to navigate remote detour routes, which results in the increase of transportation cost and air emissions and causing ports in piracy affected waters to lose cargo and endanger their passengers;

CONCERNED about the continuing inhumane mal-treatment of seafarers kept hostage in ever degrading circumstances;

CONCERNED about the failure of the world community at large to mobilize all efforts to end this ongoing and disturbingly increasing scourge;

CONCERNED about the observed change in the area at risk to include ports;

NOTING that the pirate attacks in the area of the Gulf of Aden and off-Somalia waters accounted for almost half of the world pirate incidents in recent years with nearly 2,400 seafarers having been taken as hostages for ransom since 2007 in that area alone;

RECOGNIZING that while international counter piracy efforts based on the UN Security Council Resolutions have been performed by patrolling and escorting vessels navigating in the area of the Gulf of Aden and off-Somalia waters by US, NATO, EU and other states' naval forces since 2008, such anti-piracy operations by naval forces have not yet resulted in sufficient eradicating effects against modern pirates operating in vast sea areas;

RECOGNIZING further that only a few States take judicial steps for arrested pirates such as detainment, bringing to court for trial and putting the convicted into imprisonment by such States;

PREPARED to provide all possible support in helping to remedy this ordeal for the maritime industry;

MINDFUL that IAPH adopted a resolution on piracy in Savannah in June 2010 wishing to support seafarers and stakeholders in the maritime industry, recognizing its responsibility as the voice of world ports;



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On a proposal duly seconded, it is unanimously resolved that

1. IAPH urges the international community to share the recognition of the specific features of modern pirates which take seafarers as hostage only for ransom and attack in ever increasing wide sea areas, which makes effective suppression difficult;
2. IAPH urges States to take measures for raising the efficiency and capacity of operation of navy forces to suppress piracy acts in wider sea areas and better utilizing the limited number of frigates introduced by each State by forming international combined naval forces under united commands in each sea region;
3. IAPH also urges States to take judicial steps to effectively deal with arrested pirates such as detainment, putting them on trial in their courts, and imprisoning convicted pirates;
4. IAPH urges States to ratify international conventions related to piracy suppression such as the United Nations Convention on the Law of the Sea, 1982 (UNCLOS), Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA Convention) and the International Convention against the Taking of Hostage (Hostage Taking) in order to strengthen the international legal framework for suppression of piracy;
5. IAPH also urges States to prosecute arrested pirates under the jurisdiction of the arresting States;
6. In order to be able to effectively undertake the actions mentioned under 3, IAPH urges States to review their national legislation and incorporate in a uniform way into their national law UNCLOS definition of piracy as well as SUA Convention that complements the UNCLOS provisions regarding piracy;
7. In order to fulfill the work mentioned under 4, IAPH draws attention to the possibility of getting guidance by IMO and to the hereto related documents of IMO's Legal Committee concerning the uniform and consistent application of the provisions of international conventions relating to piracy to allow for effective and efficient piracy prosecutions: LEG 98/8, LEG 98/8/1, LEG 98/8/2 and LEG 98/8/3.



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Resolution Expressing Sympathy to the Victims of the Great East Japan Earthquake Adopted on May 26, 2011 at the 27th IAPH World Ports Conference in Busan, Korea

REALIZING that the Great East Japan Earthquake and the resulting tsunami that struck the north eastern part of Japan on 11 March 2011 was one of the most devastating earthquakes in its recorded history, leaving over 25,000 people dead or missing, and more than 130,000 people still taking refuge in public places;

NOTING that the area devastated by the earthquake and tsunami now shows signs of recovery, thanks to the assistance of many foreign countries offering various means of help as well as strenuous efforts by the government of Japan and its people;

DETERMINED to continue with the IAPH Earthquake and Tsunami Relief Fund that was established in March 2011 at the initiative of Mr. Leonids Loginovs, Chief Executive Officer, Freeport of Riga Authority, Latvia, to offer our financial assistance through the Japanese Red Cross to assist ports, their workers and families in the devastated area;

NOW BE IT RESOLVED at the Plenary session of the 27th IAPH World Ports Conference, Busan, Korea, on May 26, 2011, that the members of the International Association of Ports and Harbors express its deep sorrow and sympathy for the victims and their families of this most tragic and devastating earthquake and tsunami and strongly pray and wish for an earliest recovery of the affected area and people, including the affected ports, their workers and families, and furthermore donate US\$10,000 from IAPH general accounts to the above fund.



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Resolution Expressing Appreciation Adopted on May 26, 2011 at the 27th IAPH World Ports Conference in Busan, Korea

WHEREAS, the 27th Conference of the International Association of Ports and Harbors convened at the BEXCO, has been in all respects successful due to the excellent organization and execution of the business and social programs;

NOW THEREFORE IT BE RESOLVED that on this Twenty-Sixth Day of May on the occasion of the Plenary of the 27th Conference, the International Association of Ports and Harbors, assembled in Busan, Korea, from 23 to 27 May 2011, hereby extends its gratitude to the following;

Mr. Jong-Hwan Chung
Minister, Ministry of Land, Transport and Maritime Affairs of Korea

Mr. Nam-Sik Hur
Mayor, Busan Metropolitan City

Mr. Ki-Tae Roh
President and CEO, Busan Port Authority

All the staff of IAPH Busan 2011 Secretariat

AND IT BE FURTHER RESOLVED that our thanks also go to the Chairmen and Speakers of the entire conference, to the Sponsors and Exhibitors, to Lee Convention Co.,Ltd., to other generous sponsors, to the media for their respective support and contribution to the success of the Conference;

Also those in various capacities, including spouses, partners and accompanying persons for their participation in the 27th World Ports Conference of this Association.