

A N N U A L R E P O R T

2006-2007

IAPH

The International Association of Ports and Harbors (IAPH) was founded in November 1955 under the motto “World Peace through World Trade, World Trade through World Ports”. Today, as the global alliance of the world port community, it represents some 220 ports and 130 port-related organizations of about 90 countries across the world. The member ports together handle over 60% of the world’s sea-born trade cargo and nearly 90% of the world container traffic.

IAPH meets every two year at its World Ports Conference, the largest gathering of the world port community. Port executives and experts coming from all parts of the world exchange views and experiences over a range of issues and challenges. Besides, members of the three regions, Africa/Europe, Americas and Asia/Oceania, meet regularly at Regional Meetings to discuss common issues in a regional context.

IAPH actively considers critical issues facing port industry at the technical committees. Currently eight technical committees are formed, respectively tasked to study implications and recommend policies and measures of emerging issues in such areas as port safety, security, environment, development and IT application. IAPH also proactively plays a significant role to tackle global issues at maritime related UN agencies and other international organizations. For this, IAPH is especially granted non-governmental organization consultative status by ECOSOC, ILO, IMO, UNCTAD, UNEP and WCO.

IAPH will continue to play a pivotal role as a unique global forum of port industry in strengthening cooperation and sharing experiences among the world’s ports. Moreover, to effectively deal with many global issues, IAPH will also actively collaborate with other international organizations for the sustainable development of the world economy.



**WORLD PEACE THROUGH WORLD TRADE
WORLD TRADE THROUGH WORLD PORTS**

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IAPH in May 2007 created history by electing its first lady President since its formation in 1955. The fact that this piece of history took place in an industry that is traditionally controlled by men is testimony that in this day and age women are equal players with men in the corporate world of any industry.

I am indeed honored that IAPH fraternity has entrusted me with this great responsibility to take the helm as President of the Association. The tireless efforts of my predecessors in laying a strong foundation will spur me on, particularly in establishing a dynamic IAPH structure that will be an even greater force in the global maritime industry. In today's world of rapid development, the only constant is change so we must continue to ensure that IAPH can respond effectively to challenges ahead. We must be dynamic, fast and flexible in responding to changes in the global marketplace. We will continue to review and evaluate how processes, procedures and responses can be enhanced for the benefit of the IAPH family while at the same time continue to build friendly and cordial ties amongst members.

Being mindful of the need for greater regional participation, efforts will not be spared to expand the association's membership base to achieve this objective. IAPH will continue to reach beyond the port community and to develop strategic partnerships with regional players. In promoting greater participation policy decisions will also need to be reassessed. Cooperation, views and feedback from members on established policies and procedures will be much appreciated.

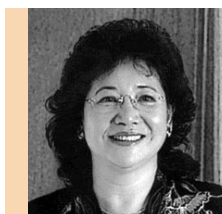
My experience over the years in IAPH has made me realize the importance of cultivating future leaders among IAPH members. Exposing middle management personnel to IAPH will enable them to understand its vision and mission, while at the same time develop the next generation of IAPH leaders and supporters. In due time, we will have sufficiently built up a core who understands the mission and vision and when the torch is passed to them, they would know how to build further from there.

I thank you for entrusting me with the leadership of IAPH. I shall do my utmost to repay your trust and I look forward to building further on the contributions of my predecessors and making IAPH stronger with your support.

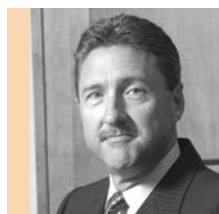


Dain Paduka O.C. Phang
IAPH President and
Port Klang Authority General Manager

IAPH Officers (May 2007 - 2009)



President
Datin Paduka O.C. Phang
General Manager
Port Klang Authority, Malaysia



2nd Vice President
Bernard S. Groseclose, Jr.
President and CEO
South Carolina State Ports Authority,
U.S.A.



1st Vice President
Gichiri Ndua
Corporate Service Manager
Kenya Ports Authority, Kenya



3rd Vice President
Lim Heng Tay
Chief Executive
Maritime and Port Authority of
Singapore

Since the Mid-term Board meeting in Mumbai, India, in April 2006, we have gone through another dynamic period of over one year. It was culminated at the 25th IAPH World Ports Conference in Houston, US, in April/May 2007. Some 800 conference participants were overwhelmingly welcomed by local communities and maritime circles as IAPH had returned the city after 30 years since its 10th Conference in 1977.

Over this period, among others the issue of greening port especially how to control air emissions of port-related activities has become high priority on our agenda. IAPH has been extensively considering this critical issue and resulted in a resolution on clean air port programs at the Houston Conference. All ports are now urged to take effective measures in an integrated manner to reduce air emissions from various activities of port operations. In this connection, I am pleased to report that a web-based guideline called "IAPH Tool Box for Clean Air Port" will soon be available to all ports in the world, IAPH members and non-members alike.

Since restructured at the Shanghai Conference in 2005, all IAPH technical committees have been at a full swing to carry out their tasks and work plans for 2005/2007. They have now come to the Houston Conference with their findings and recommendations, which I trust are all invaluable information and resources to those engaged in the port industry throughout the world. Therefore you are invited to check all their outcomes at "Committee Room" of the IAPH website. Moreover, you would be most welcomed if you join any of the IAPH technical committees.

In Houston, we unanimously elected Madam O. C. Phang, Port Klang Authority, Malaysia, as the first female President of IAPH. Mr. Tay Hem Lim, Maritime and Ports Authority of Singapore, was also elected new Vice President for the Asia/Oceania region. With the new line-up of Officers, IAPH will continue to work for the further development of the port industry and the world economy.



Satoshi Inoue
Secretary General



Immediate Past President
H. Thomas Kornegay
Executive Director
Port of Houston Authority, U.S.A.



Secretary General
Satoshi Inoue, Dr. Eng.
IAPH Secretariat



Conference Vice President
Maurizio Bussolo, Dr.
CEO-Finporto di Genova S.P.A.
Port Authority of Genova, Italy

Port Clean Air Program



Ports & Harbors
March 2007
Vol. 52 No. 2

The world economy continues to globalize, international maritime trade is drastically increasing and port throughputs are similarly growing at unprecedented rates. No doubt, the world economy and trade could not sustain their growth without efficient port operations throughout the world. As ports continue to play such critical roles, however, their harmony with the natural environment, locally and globally, should be ensured.

IAPH has been extensively addressing a range of environmental issues over the years. Ports are the meeting place of virtually all modes of transport, resulting in multiple emission sources often close to cities where air quality may affect health and quality of life. Moreover, in view of emerging serious concerns of the global warming, IAPH wants to draw more attention to air quality of port areas and undertake as many efforts as possible to reduce air emissions from port operations.

IAPH following its basic position established in Mumbai in April 2006 adopted a significant resolution on “Clean Air Program for Ports” in Houston in May 2007. IAPH urges ports, members and non-members alike, to take active and effective steps towards clean air programs. IAPH also stresses the critical need to develop integrated action plans for respective ports or no one-size-fits-all solution exists for ports with their large variations in pollution level, emission sources, geographical and meteorological conditions.

To assist ports, IAPH is now developing the “Tool Box for Port Clean Air Programs”, guidelines on air emission control measures related to each of main emission sources of port such as ships, harbor crafts, yard equipment, trucks, rails and construction equipment. It is to be made available at the IAPH website towards the 2007 autumn.

One of such measures being introduced is to completely shut down ship engines and instead supply shore power while ships are at berth. It is known as AMP^{*1} or cold ironing. IAPH believes that a common technical standard internationally accepted for power supply should be developed before a variety of standards are adopted at ports. IAPH has already started close collaboration with ISO who is to develop technical standards for power supply connection.

Ship Emission Control



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July 2007
Vol. 52 No. 2

For freight movement, shipping is regarded far more efficient in energy consumption and environmentally friendly than any other modes of transportation. Nevertheless, as global trade and shipping activities are rapidly expanding, reducing air emissions from ships has become one of priority environmental issues in the world.

IMO has developed and promulgated international regulations on air emission from shipping activities with MARPOL^{*2} Annex VI, which was ratified in 2004 and entered into force on May 19, 2005. For controlling SOx^{*3}, it sets global cap of 4.5% m/m on the sulfur content in marine fuels and further sets stringent limit of 1.5% m/m for the SOx SECA^{*4}. The Baltic Sea Area was designated as 1st SECA with enforcement on May 19, 2006 and the North Sea and English Channel will follow as the 2nd SECA on November 22, 2007.

As for NOx^{*5} emission from ships, IMO has set relevant regulations and requirements for marine diesel engines and exhaust gas treatment systems.

IMO is now considering further tightening up ship air emission controls, for which several proposals have been submitted by the contracting governments. At its 56th session in July 2007, the MEPC^{*6} of IMO reviewed various options and approaches. One of proposals is to adopt global use of distilled fuel, which was argued against by shipping industry with a concern of possible increases of CO2 in processing the heavy fuel oil and also uncertainty of market supply capability. Therefore it was decided to task a scientific group of experts to study and review the impacts of future fuel options not only on environment and human health but also on shipping and petroleum industries. The group will report the results to MEPC in March 2008.

Meanwhile, the EU has adopted its own measures to regulate air emissions by Sulfur Directives, whereby 1.5 % m/m or less sulfur content of marine fuel is allowed for all ferries calling at EU ports from August 11, 2006. The EU is likely to revise and tighten its Directives to apply all vessels in the EU waters.

Port Reception Facilities



Ports & Harbors
July 2006
Vol. 51 No. 4

MARPOL convention regulates ships not to discharge wastes and polluting substances into sea and requires ports to provide sufficient reception facilities for ship wastes. In accordance with the IMO's "Guidelines for ensuring the adequacy of port waste reception facilities" adopted in March 2000, the contracting governments have been working on this requirement at ports, but there still remain persistent complaints about inadequacy of reception facilities from shipping industry.

To tackle this issue, IAPH together with other maritime organizations such as BIMCO, ICS, INTERCARGO, INTERTANKO and OCIMF, formed up "The Shipping and Port Industry Reception Facility Forum" several years ago.

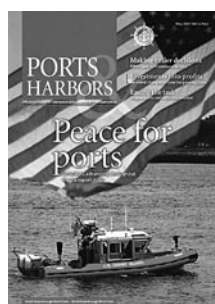
In October 2006, the MEPC of IMO adopted an Action Plan to formally take up the issue of inadequacy of port reception facilities, which was drafted by the FSI⁷ sub-committee based on the Industry Forum's Action Plan. The Action Plan covers six main subjects, such as reporting, information on port reception facilities, equipment/technology, types and amount of wastes, regulatory matters and technical co-operation assistance.

IAPH in full support to the IMO's Action Plan is working closely with the MEPC members to make progress on identified key issues. IAPH firmly believes it as basic premise that 1) reception facilities should be provided to handle wastes of ships normally calling at the port and 2) costs for reception facilities should be recovered from users.

In July 2007, the MEPC at its 56th session agreed on the following main issues.

- 1) Amendment of the reporting format for inadequacy of reception facilities to incorporate new categories of NLS⁸ due to the entry into force of the revised MARPOL AnnexII on January 1, 2007.
- 2) Establishing a corresponding group to especially focus on work items of a target completion date of up to 2008 in the Action Plan.
- 3) Amendment of the target completion date for work item 6.1(development of assistance and training program) of the Action Plan to be brought forward from 2010 to 2009.

Security



Ports & Harbors
May 2007
Vol. 52 No. 3

In August 2006, when two years had passed since the SOLAS⁹ amendments and the ISPS¹⁰ Code entered into force on July 1st 2004, IAPH conducted a worldwide survey on port security among its member ports. The survey revealed that the ISPS Code had generally been smoothly implemented and significantly improved awareness for port security among those working in the port industry. Member ports also reported that exercises and drills as required by the ISPS Code were fully implemented with active participation of parties concerned, and port facility security plans were under strict audit and review. Developing member ports, however, stressed their continued needs for technical and financial cooperation to further enhance port security.

UNCTAD's¹¹ survey report of the costs of meeting the security requirements in ports, in which IAPH participated, was published in March 2007. The main objective of the study was to establish the range and order of magnitude of the ISPS Code-related expenditures made from 2003 through 2005. Based on survey responses, UNCTAD estimated the port-related expenditures of the ISPS Code to range between about \$1.1 billion and \$ 2.3 billion initially and \$400 million and \$ 900 million annually. These expenditures would be equivalent to increases in international maritime freight payments of 1% and 0.5 % respectively. The report shows that the port industry takes on various approaches to finance those costs, ranging from full funding by port authority through government assistance to market-driven solutions such as security surcharge levied on port users.

IAPH has also endorsed to promote a holistic approach to the security system of global logistics chain, well beyond port terminals and port areas. To this end, IAPH has been working closely with the WCO^{*12}, especially at the PSCG^{*13} to consider key issues relating to implementation of the WCO's Framework of Standards to Secure and Facilitate Global Trade. IAPH has also been taking active part in the ISO^{*14} working group to develop ISO 28000 series of supply chain security standards.

Wreck Removal Convention



Ports & Harbors
July 2007
Vol. 52 No. 4

Long suffering days of great danger caused by shipwrecks in and around access channels to ports will be ended by a new international convention. "The Nairobi International Convention on the Removal of Wrecks, 2007", more popularly known as WRC, was signed at the diplomatic conference of IMO held in Nairobi, May 14-18, 2007.

The convention is of considerable significance to ports and coastal states. Under the new regime, once a coastal state determines that a wreck poses a hazard, its owner has obligation to remove the wreck with their own accounts, otherwise the state has a right to remove and direct claim to insurer of relevant costs. Therefore, the convention will enable ports to recover costs quickly when action has to be taken to remove hazards caused by wrecks, including ships in distress. The system of compulsory insurance for ships of over 300 GT also helps ports minimize their risks in cost recovery.

One of major issues remaining unsettled until the final adoption was the scope of the convention - whether to apply it solely to the EEZ^{*15} of coastal states or extend to their territorial seas or waters. The diplomatic conference in Nairobi finally adopted an "opt-in" system, where coastal states have option to choose the applicable area of the convention only to their EEZs or extend to their territory seas.

In the case of ships in distress, coastal states would not have to wait until ships have entered the territorial waters before taking necessary action. It will clearly reduce the threat of damages to ports and marine environment as well. In fact, the convention will bring about a series of benefits to ports, coastal states and the whole world. While ships in distress often pose serious risks and damages to marine environment and coastlines, the convention will make it possible to deal with incidents as early as possible.

IAPH has been actively taking part in consideration of the new convention at IMO since the inception. The convention will enter into force 12 months after at least 10 states have ratified it. Now IAPH urges governments to ratify this instrument as soon as possible in view of its critical role to enhance safety of navigation and ports and to protect marine environment.

Places of Refuge



Ports & Harbors
January 2006
Vol. 51 No. 4

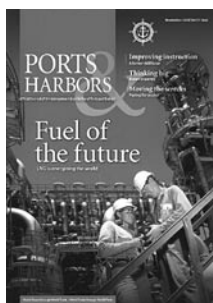
The issue of "Places of Refuge" has been under consideration for some time at IMO. When a ship is in distress at sea, it often requests to be granted a place of refuge such as a nearby port, but at present no international framework is in place to coordinate all parties concerned on such an occasion and moreover no sufficient compensation is guaranteed for any damages that might happen to a place of refuge offered.

To this end, IMO adopted two resolutions in November 2003, namely "Guidelines on places of refuge for ships in need of assistance" and "Maritime Assistance Services". It says that "there is no obligation for the coastal state to grant (an access to a place of refuge), but the coastal state should weigh all the factors and risks in a balanced manner and give shelter whenever reasonably possible".

Despite submissions by various organizations including IAPH to create a new convention, IMO took a decision in April 2005 to place higher priority to implementation of the existing liability and compensation conventions. However, the CMI^{*16} drafted a new framework titled "Instrument on Places of Refuge" with a view to establishing a new convention solely dedicated to this issue. IAPH has been actively working with the CMI to formulate a scheme acceptable to the world's ports. In May 2007, IAPH reiterated its position at the CMI's meeting in London that access of distressed vessel to ports

should only be allowed with sufficient guarantee of compensation for possible enormous damages which ports might encounter.

LNG and Ports



Ports & Harbors
November 2006
Vol. 51 No. 6

The International Energy Agency says that the world's energy demand is likely to grow by more than half over the next quarter of the century and this means all in the transport chain have to expand capacity. Ports furthermore need to take into account a trend of diversification among energy resources. While oil will stay on the main stream, LNG will rapidly increase its share, not only due to diversification policy of consuming countries but also their recognition of LNG as clean energy. When used, LNG is much lower in CO₂, SO₂ and NO₂ than other major energy resources such as oil and coal.

Participants of the Houston Conference in April/May 2007 heard that LNG will take an increasing role of the US energy scene as a result of the US administration's policy change, and imports will have to grow to meet demands. Currently more than 40 LNG terminals are being developed or proposed along the US coast. In Europe, development of LNG terminals is also gearing up. France, for instance, is developing large new LNG terminals at Ports of Dunkirk and Le Havre in addition to present terminals at Fos Marseilles and Nates-St Nazaire. Another LNG terminal at Port of Rotterdam, first ever in the Netherlands, is expected to become operational in 2010. Japan, where 25 LNG terminals are presently in operation, the largest concentration in the world, is planning to further expand its capacity. China, which is already the largest consumer of oil after the US, is increasing its imports of LNG very rapidly. China's first LNG receiving terminal was developed in the southern province of Guangdong at Dapeng Bay, which received the first LNG carrier in June 2006.

Ports will have to effectively cope with increasing demands of LNG, taking into full consideration a range of requirements of safety, security and environment. In October 2006, IAPH organized a special session on development of LNG terminals during the Executive Committee meeting in Shizuoka, Japan. Also IAPH has been compiling relevant information and references on LNG terminals to assist member ports in planning, developing and operating LNG terminals.

Note:

- *1 AMP Alternative Maritime Power
- *2 MARPOL International Convention for the Prevention of Pollution from Ships
- *3 SOx Sulfur Oxide
- *4 SECA Sulfur Emission Control Areas
- *5 NOx Nitrogen Oxides
- *6 MEPC Maritime Environment Protection Committee, IMO
- *7 FSI Flag State Implementation
- *8 NLS Noxious Liquid Substances
- *9 SOLAS International Convention for the Safety of Life at Sea
- *10 ISPS International Ship and Port Facility Security Code
- *11 UNCTAD United Nations Conference on Environment and Development
- *12 WCO World Customs Organization
- *13 PSCG Private Sector Consultative Group
- *14 ISO International Standards Organization
- *15 EEZ Exclusive Economic Zone
- *16 CMI Comité Maritime International

The 25th World Ports Conference, Houston, U.S.A.



The 25th World Ports Conference was held during April 27 – May 4 in Houston, USA, after an interval of 30 years since the 10th Conference in Houston in 1977. Delegates and accompanying persons from 50 countries and all seven continents enjoyed Tex hospitality.

Opening session was held on Monday, April 30 inviting VIPs from Houston political/business circles. Apart from IAPH Board Meeting and Technical Committee Meetings, there were two plenary sessions and six working sessions to exchange ideas and discuss challenges, ranging in topics from the environment to port security and heard from distinguished speakers including U.S. Commerce Secretary Carlos Gutierrez, Deputy Secretary of U.S. Department of Homeland Security Michael Jackson, Deputy Administrator of U.S. Maritime Administration, Julie Nelson.



At the closing session on May 4, World port leaders unanimously adopted a resolution calling for ports to promote clean air programs to help fight global warming. The IAPH resolution reaffirms the group's recognition of ports' need to adopt clean air programs to better sustain development of the global society. IAPH urges ports, members and non-members alike to take active and effective steps towards clean air programs while stressing the critical need to develop integrated action plans for individual ports.

At the closing ceremony, Houston Mayor Mr. Bill White encouraged the world's ports executives to create facilities that reduce environmental impacts. He urged delegates to take critically important environmental factors into consideration when they deal with the growth in international trade.

In his farewell remarks, outgoing President Tom Kornegay urged delegates to "continue to share your ideas." He said, "IAPH's foundations continue to be based on unity, and cooperation is still alive and well."



IAPH Essay Contest 2007

At the First Plenary Session of the 25th World Ports Conference on April 30, the winner of IAPH Essay Contest 2007 and IAPH IT Award 2007 were announced.

-Akiyama Award Contest:

As part of IAPH program for human resources development, the contest was set up to encourage staff of developing member ports to propose their original opinions and views on improvement of their port services. The contest traces its roots back to 1979, but since 1983, the winner has received the Akiyama Prize, named after one of IAPH founding fathers, the late Toru Akiyama, who also served as Secretary General between 1967 and 1973.



There was no first prize winner this time, and two “Distinguished” winners.

Distinguished: Mr. Indranil Hazra, Kolkata Port Trust, India “Suggestions to improve Safety”

Mr. Sandhy Wijaya, Indonesia Port Corporation I, Indonesia
“Indonesia’s CPO Marketing through Port of Belawan (A Port Performance Improvement leads to Increasing Indonesian Product Competitiveness)”



-Houston Open Essay Contest:

To celebrate 25th World Ports Conference in Houston, the contest was opened to all staff of IAPH membership in all countries.

First prize winner was “Job Satisfaction at Ports” by Mr. Hadi Karimi, Kaveh Marine and Port Service Co., Iran

Distinguished: Prof. Dr. Theo Notteboom, ITMMA-University of Antwerp, Belgium “What New Roles are expected of a Port Authority as a ‘Land Lord’, in the Context of Global Competition”

IAPH IT Award 2007

Since 1993 the Award has been presented biennially to demonstrate its commitment and leadership in promoting the use of IT in ports.

Gold prize winner was Kelang Multi Terminal Sdn. Bhd., Westport, Malaysia.



Silver Prize: Israel Port Development and Assets Co., Ltd., Israel

Bronze Prize: Nigerian Ports Authority, Nigeria

Tsunami and Natural Disasters Symposium, Shizuoka, Japan

On the occasion of IAPH Executive Committee meeting held in Shizuoka City, October 9-12, 2006, an international symposium on tsunami and natural disasters were jointly organized by the Japanese port society, including Ministry of Land, Infrastructure and Transport, Shizuoka Prefecture and Shizuoka City, and IAPH on the afternoon of October 12.

The main purpose of the symposium was to share among the participants, experiences and useful knowledge about mega-sized natural disasters such as tsunami and hurricanes, and discuss various protective and preparedness measures against them, in particular in port's relevance, by inviting those experts who had been actually involved in field surveys of 2004 Indian Ocean Tsunami, and 2005 hurricane Katrina and Rita both hitting the US Gulf Coast.

The symposium having some 400 audience locally and nationally, commenced by a keynote speech by Professor Fumihiko Imamura, Tohoku University, a globally renowned authority on earthquake and tsunami who had led the Japanese investigation team to the damaged areas in the immediate aftermath of the Indian Ocean Tsunami. IAPH (then) President, Tom Kornegay followed Professor Imamura to speak about what actually the two hurricanes caused the concerned area featuring his own experiences on that occasion.

The two speakers joined a panel discussion held next with other panellists, discussing and exchanging views on measures to prepare for/and mitigate natural disasters, based on respective experiences and studies.

Quite a few questions were offered from the floor that proved to be a very successful and an informative symposium.

(A full text report on the symposium is available by contacting IAPH Secretariat)



IAPH Meetings

The IAPH meets in a plenary session once every two years in different cities around the world to discuss issues of immediate and long-term interest and concern. And, IAPH's policy-making body, Board of Directors gather for the Mid-Term Board Meeting on alternate years. At the Board, members discuss not only in-house matters but also various international issues to share information and practices among members.

IAPH's Chief Executive Body, Executive Committee has meeting every year.

The IAPH is constantly active not only in global scenes but also in regional perspective. Vice Presidents of IAPH elected from each of three regions; Africa/Europe, Americas and Asia/Oceania, represent their regions and organize their regional meetings, seminars and workshops to better address regional issues respectively.

Executive Committee Meeting

October 9 – 12, 2006, Shizuoka, Japan



Asia/Oceania Regional Meeting

January 31 – February 2, 2007, Ho Chi Minh, Vietnam



Africa/Europe Regional Meeting

Joint meeting with Pan-African Ports Conference

November 20 – 24, 2006, Abuja, Nigeria



February 27 – March 1, 2007, Sines, Portugal



IAPH Officers at International Conferences

Representing IAPH, officers are invited to various conferences to make speeches/presentations on international issues surrounding ports.

September 26, 2006, Shanghai, China
President Kornegay speaks at PorTech Asia 2006 on framework of measures against terrorism and role of ports



April 12, 2007, Panama City, Panama
President Kornegay speaks at Inter-American Committee on Ports (CIP)'s "First Hemispheric Conference of Environmental Port Protection" on "Fundamental Principles in Port Development"



October 13, 2006, Tokyo, Japan
President Kornegay speaks at the 19th Japan Seminar on "Port Development and Community Relations"



June 8, 2007, Ningbo, China
Secretary General Inoue speaks at Asia-Pacific Economic Cooperation (APEC)'s Port Services Network Symposium for the session discussing "Cross-sector cooperation of ports, logistics, shipping, trade and other related sectors"



February 19, 2007, Abuja, Nigeria
2nd Vice President Nuda speaks at The First Africa Union Conference of Ministers responsible for Maritime Transport on primary role of seaports as business center, and outlined issues around African ports



July 3, 2007, Tokyo, Japan
President Phang speaks at the 20th Japan Seminar on port developments taking the case of Port Klang and Port Klang Free Zone



March 28, 2007, Houston, U.S.A.
President Kornegay speaks at INTERTANKO's Annual Tanker Event in Houston on "Poseidon Challenge and Ports"



IAPH Website

The IAPH website was re-started with a completely new design and format on August 17, 2006. It provides the latest news and information on IAPH activities, and also illustrates important roles ports play in daily life of the general public.

It offers brief profile of all member ports as well as internet link to their respective websites.

Exclusively for IAPH members, it facilitates their easy communication through IAPH Coordinator or Open Forum or Technical Committee Room. Also it provides members with all documents and presentations circulated at past conferences and meetings.



Renewal of website:
<http://www.iaphworldport.org>

IAPH Publications

Not only it's official journal "Ports & Harbors", IAPH has been publishing various publications.



Ports & Harbors
Vol.51 No. 1 – 6, Vol. 52 No. 1 - 4
 Published bi-monthly;
 January, March, May, July, September,
 November, 2006
 January, March, May, July, 2007



IAPH Annual Report 2005 – 2006
 Published in September 2006



IAPH Membership Directory 2007
 Published in January 2007

Apart from the four Internal Committees responsible for the association's household matters, IAPH has eight Technical Committees, which are the backbone of IAPH activity and tasked to study a range of issues of common interest and concern to the world port community.

For the term of 2005/2007, Technical Committees have been actively monitoring and analyzing the worldwide developments and issues in line with their work plans and come up with their recommendations, guidelines and committee reports. While the respective committees' new work plans for 2007/2009 are outlined in the following section, main outcomes of the previous term include the followings:

- "IAPH Training Scholarship" for developing member ports has been re-launched based on review and remodeling of the long-standing IAPH Bursary Scheme.
- "Tool Box for Clean Air Port", web-based guidelines and references for port-related air emissions control, has been developed and will be made available at the IAPH website soon.
- Two planning guidelines for cruise terminals and anti-tsunami measures have been developed and will be

published soon.

- A comparative study on various container traffic forecasts compiled worldwide and region wide has been carried out with its summary report to be published soon.
- A case study on logistics strategies adopted by member ports has been conducted with its summary report to be published soon.
- A worldwide survey on port community systems in operation at IAPH member ports was conducted with its study report now available at the IAPH website.



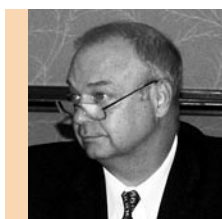
Technical Committee Meeting in Houston

INTERNAL COMMITTEES & CHAIRS

Constitution and By-Laws

Jean Mongeau

Vice-President
Legal Affairs and Secretary,
Montreal Port Authority, Canada

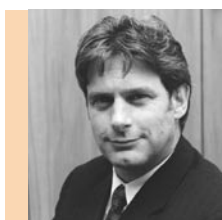


- The committee aims to examine and check the provisions of the Constitution and By-Laws to ensure that a democratic spirit is reflected in all its aspects.
- To advise and make recommendations relevant to any query related to the constitutionality of the conducts of the IAPH.

Finance Committee

Garth Cowie

Chief Executive
Port of Napier Limited, New Zealand



- The committee aims to monitor the financial status of the Association on a regular basis, to ensure the smooth and undisrupted operation of the activities of the Secretary General and further ensure the long-range prospects for financial self-sufficiency of the Association.
- To examine, as stipulated in the By-Laws, the financial reports and conduct examinations as appropriate.
- To take appropriate action or make recommendations to the Association as appropriate.

Long Range Planning and Review Committee

Datin Paduka O.C. Phang
General Manager
Port Klang Authority, Malaysia



- The committee aims to monitor the existing IAPH framework in relation to ongoing business trends within the transport sector, the activities of other international maritime-related industries, and advise the Executive Committee as appropriate.
- To monitor the areas of interest of member ports and instruct the Head Office to stay abreast of changes taking place in the transport sector.
- To coordinate with other committees, in particular with those related to "Sustainability & Growth," to ensure that findings are incorporated and implemented as appropriate.

Membership Committee

H. Thomas Kornegay
Executive Director,
Port of Houston Authority, U.S.A.

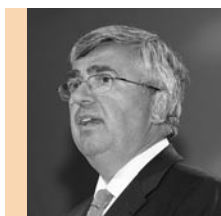


- The Committee, cognizant of the fact that the solidarity of membership is the core of the Association's activities, aims to look at how to attract the non-member ports and related organizations to IAPH.
- This includes developing programs to foster greater interaction & dialogues amongst the member ports and to make IAPH more meaningful and understood by the members.

TECHNICAL COMMITTEES & CHAIRS (Group for Communication and Training)

Human Resources Development Committee

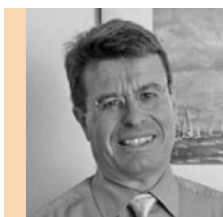
Eddy Bruyninckx
Chief Executive Officer
Antwerp Port Authority, Belgium



- Implement the Essay Contest to be culminated in the awarding of the "Akiyama Prize" at the 2009 conference. Reviews will be given on criteria for evaluation/assessment. Consideration to extend qualification of entrants will be another subject, such as inviting students of educational institutes among Associate Membership.
- Implement and monitor "IAPH Training Scholarship" and recommend necessary improvements. Focuses may be more given on areas of human aspects (education of port staff etc.), in addition to technical aspects.
- Review human resources development activity at member ports and recommend necessary IAPH actions to further assist them.

Communication and Community Relations Committee

José Perrot
Manager
Commercial Operations Department,
Port Autonome du Havre, France



- Strengthen use of IT applications in communication between membership.
- Recommend improvements of Website, such as introducing non-English version (Spanish, Chinese etc.)
- Branding of IAPH
- Review and enrich the communication case studies, thereby building up a useful knowledge-base on community relations.

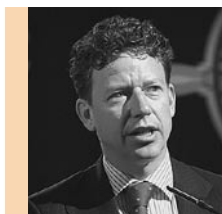
TECHNICAL COMMITTEES & CHAIRS

(Group for Port Safety, Security and Environment)

Port Safety & Security Committee

Peter W. Mollema

Director, Strategy Port Infrastructure and
Maritime Affairs
Port of Rotterdam Authority, The Netherlands

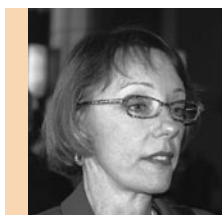


- Provide commentary or report on port safety and security related developments at UN and other international organizations and at international, regional and national levels, focusing on their effects and implications to port industry.
- Produce and maintain an annotated list of references for information on port safety and security. In particular, compile and re-arrange documents, presentations and data distributed at past IAPH conferences/meetings for each of key issues of port safety and security.
- Identify difficulties related to ISPS Code implementation and provide information to the Association regarding proposed changes and best practices. Main focuses will be;
 - 1) security costs and their recovery scheme in member ports.
 - 2) problems and developments in the interpretation of the ISPS Code.
 - 3) supporting programs provided by international organizations to ports in developing countries.
- Monitor developments and collect best practices on security of logistics chain.
- Monitor further developments of regulations and practices of LNG transportation in ports.
- Monitor developments and collect best practices on the handling of dangerous goods in the port environment, in particular Berth Zoning for vessels with dangerous cargo in ports.
- Increase cooperation with port safety related technical organizations (PIANC, ICHCA, IALA, OCIMF, etc.).
- Study OPRC-HNS(*) Protocol requirements to port authority.

Port Environment Committee

Geraldine Knatz, Ph.D.

Executive Director
Port of Los Angeles, U.S.A.



- Provide recommendations for IAPH representation at IMO at the London Convention and the Marine Environmental Protection Committee, in particular, on developments of air emission regulations.
- Tackle the inadequacy of port reception facilities in accordance to IMO's Action Plan.
- Produce an annotated list of references concerning port environmental management, in particular, compile and re-arrange documents, presentations and data distributed at past IAPH conferences/meetings for each of key issues.
- Seek out information on "Green" programs of ports and other organizations to understand how those programs were developed, what they do and the benefits of those programs.
- Develop and promote an IAPH specification for ship to shore electrical connections for shore power, in particular, take active part in ISO/TC8/SC3 and closely monitor relevant discussions at IMO.
- Develop "Tool Box for Air Emission Control", which provide basic information of various measures for air emission control at port.
- Collect examples and best practices about other environmental problems, such as noise/lighting etc. surrounding ports.

Legal Committee

Frans J.W. van Zoelen

Head, Legal Affairs

Port of Rotterdam Authority, The Netherlands



- Make updating of Legal Database considering measures to increase usage of Legal Database among members.
- Monitor developments of "Places of Refuge" not only in IMO but also in other organizations, such as, EU's proposed legislation "Maritime Safety Package III" and CMI's "Instrument on Places of Refuge".
- Continue to monitor developments made in International organizations including UNCITRAL.
- Monitor developments and analyze possible impacts of to-be-ratified conventions, such as Draft Wreck Removal Convention, HNS Convention.
- Produce comments or reports to assist other technical committees and members to properly understand requirements of international legal frameworks.
- Evaluate the Ballast Water Convention on question if there is an obligation for ports to have ballast water facilities available.
- Collect and review national or regional legal issues or legal developments relevant to port authorities.

TECHNICAL COMMITTEES & CHAIRS

(Group for Development, Operation and Facilitation)

Port Planning & Development Committee

Susumu Naruse

Executive Director

The Overseas Coastal Development Institute of Japan (OCDI), Japan



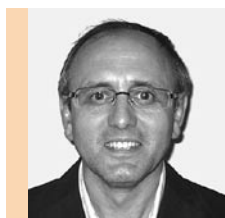
- Collect and analyze successful cases of port redevelopment projects and publish a guide book on port redevelopment.
- Collect and analyze various cases of port project financing at the member ports.
- Collect and review cases of economic impacts analysis at the member ports and prepare guideline on the economic evaluation of ports.
- Review and report on port development in China and India in collaboration with respective port associations and member ports.
- Study anti-tsunami measures and prepare guidelines.
- Collaborate with PIANC at its working group on dimensions of fairways.

Port Operation & Logistics Committee

Xavier Gesé

Deputy Director of Planning

Port Planning & Development Director
Puertos del Estado, Spain



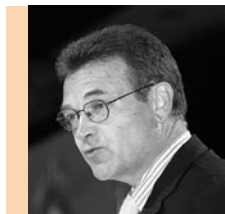
- Develop standards for measuring productivity of port terminals through application and verification of the measuring system developed by the committee.
- Collect and report examples of cutting-edge measures to increase productivity of terminal operations, including terminal automations.
- Collect and analyze major examples of logistics parks and inland depots, focusing on main operator/owner of the project, facility details, intended business to operative, financial or tax merit, level of lease charge etc.
- Collect and analyze case of Short Sea Shipping to identify main obstacles and measures to overcome.

Trade Facilitation & Port Community System Committee

Santiago Garcia-Milà

Deputy Managing Director

Deputy Management of Strategy and Development
Autoritat Portuària de Barcelona, Spain



- Monitor and report developments of trade facilitation and Port Community Systems discussed and resolved in international organizations such as WCO, UN/CEFACT etc.
- Compile brief explanations of basic terminology frequently used in discussions on trade facilitation and port community systems for IAPH members' reference.
- Summarize findings of the PCS survey and lessons learnt from experiences of advanced member ports, identifying common problems and providing effective measures and solutions etc.
- Review and propose improvements for the 2009 IT Award edition. In particular, review the criteria for evaluation in order to catch up with the rapid progress and dispersion of IT technology.

IAPH General Accounts (January 1 – December 31, 2006)

ITEMS		(Unit: Japanese Yen)
Revenues in this Term		149,526,749
Membership Dues		140,631,994
	Regular Members	127,754,702
	Associate Members	12,877,292
Other Incomes		8,894,755
	Interest Received	5,433,795
	Advertisement	2,047,946
	Sales of Publications	1,405,617
Miscellaneous		7,397
Expenses in this Term		122,221,282
Personnel Expenses		59,805,365
Non-personnel Expenses		62,415,917
	Office Expenses	11,534,747
	Correspondence & Communications	1,638,687
	Publications	22,113,657
	Information Services	2,392,669
	Overseas Travel Expenses	5,094,833
	Social Expenses	367,155
	Conference Expenses	3,370,421
	Miscellaneous	9,00,965
	IAPH Liaison Work	13,406,020
	Technical Com. Financial Support	1,162,843
	Strategic Action Projects	433.920
Balance for this Term		27,305,467

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Fax: +81 3 5403 7651

E-mail: info@iaphworldports.org

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Deputy Secretary General

Tatsuki Hioka

Under Secretary

Financial & General Affairs

Yasuo Miura

Under Secretary

Maritime Affairs

Hisayoshi Tokui

Assistant Under Secretary

Internal & External Communications

(Ports & Harbors, IAPH Online Newsletter)

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ph@iaphworldports.org

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Membership Affairs and Web Master

Hiroyuki Nagai

info@iaphworldports.org

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Chizuko Mita

Staff

Library & Mailing

Yoko Kuriya

Staff

Membership Coordination & Logistics

(Meeting Arrangements, Membership Directory)

Aya Fujinami

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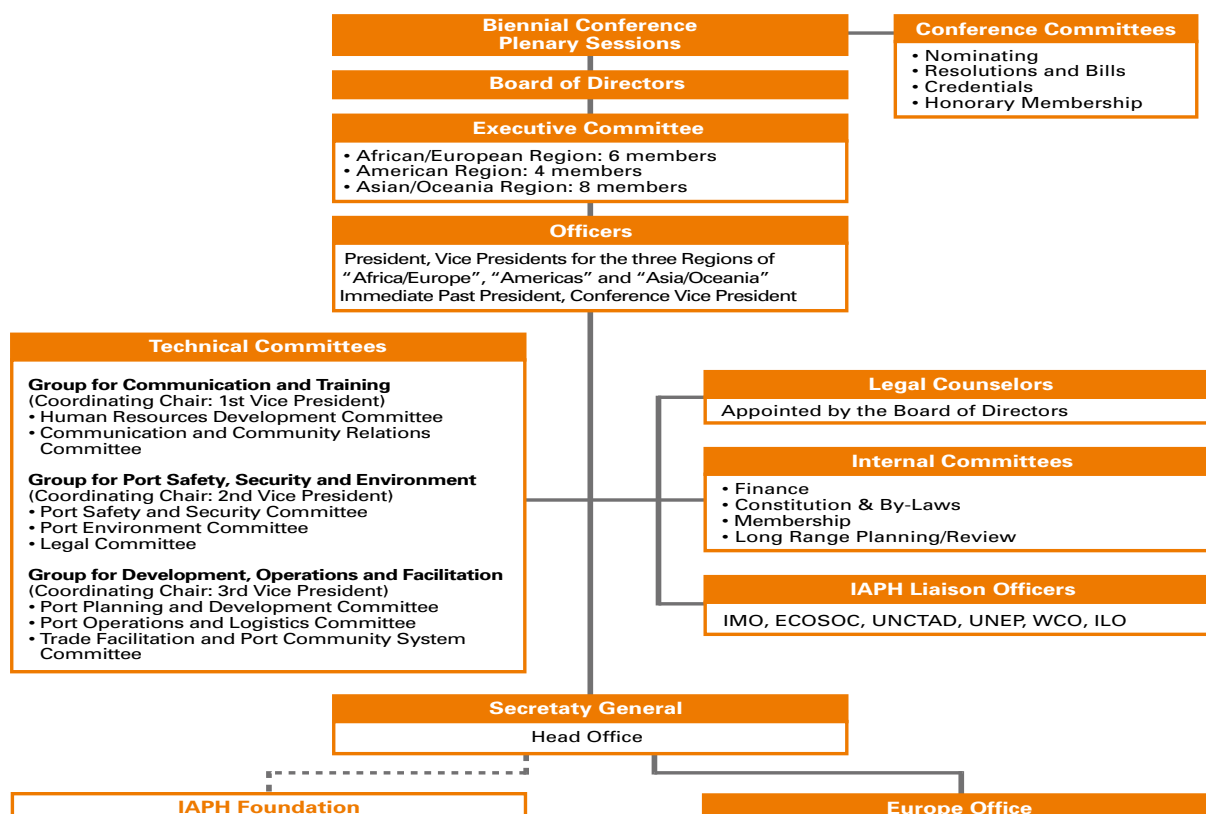
Fax: +31 180 31 85 69

E-mail: info@iaph.nl

Managing Director

Fer M. J. van de Laar

Structure of IAPH



IAPH REGULAR MEMBERS IN THE MAP





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