

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

2007-2008

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 215 ports and 140 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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President's Message

IAPH has over the one year period continued to exhibit its important role as the global alliance of ports by taking a more active part in addressing key issues that are faced by the world port community.

Emphasis on port security continued unabated, in particular on the logistics chain. Pursuance to increase Membership, in particular with shipping lines, and delinquent members, have met with some measure of success. Administrative changes to ensure better coordination and practical participation by members had resulted in the restructuring of IAPH regular meetings.

The next World Ports Conference to be hosted by Genoa Port Authority in May 2009 is an example of how IAPH pursues its objective to be more business-like and be responsive to changes. The format for the Conference has been modified without losing the quality of the Conference. The IAPH Conference Manual compiled thorough the initiative of the Houston Port Authority was made available in April 2008. This Manual is of immense value to IAPH.

IAPH Technical Committees have always been recognized as the backbone of IAPH activity. Kudos to all the Technical Committees whose hard work have borne fruit to fulfill IAPH's objective for members to be well-informed and be responsive to changes in the global market-place.

Based on the resolutions made at the 25th IAPH World Ports Conference at Houston, Texas in May 2007, to take an integrated approach to adopt Clean Air Program and in Dunkirk, France in April 2008, to take the lead to reduce CO2 emissions in ports, the IAPH Port Environment committee developed the Tool Box for Port Clean Air Programs. Every port is invited to log on to the IAPH website to find out more and decide to embark on a Clean Air Journey in your port.

At the World Ports Climate Conference (WPCC) in Rotterdam in July 2008, IAPH is tasked to take the lead towards bringing port communities together, working closely with IMO and international organizations, WPCC C40 leading ports and Regional Port Associations to pursue concrete measures in the ports sector. IAPH will continue to share best practices, know-how, opinions and tools as a global leader.

I wish to thank all members of IAPH for your enthusiastic support and look forward to continued efforts to make a difference in global challenges faced by Mankind.

See you at the IAPH World Ports Conference in Genoa, next May.

Sincerely,



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

IAPH Officers (May 2007 - 2009)



President
Datin Paduka O.C. Phang
former 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

The period of mid 2007-2008 has witnessed the sustained growth of the world economy and maritime trade despite economic downturns in US, though impacts of recent unprecedented hikes in oil price need to be carefully monitored.

Since the successful Houston Conference in April and May 2007, we have discussed intensively a number of key issues, especially at both the Executive Committee (Exco) Meeting in Kuala Lumpur, October 2007 and the Mid-term Board Meeting in Dunkirk, April 2008.

In particular, the issue of climate change has come up high on our agenda. We must act now, as any measures will take time to have a significant effect. To this end, in March 2008, IAPH has launched a web-based guideline "Tool Box for Port Clean Air Program" to assist all ports, IAPH members and non-members alike, to develop their own integrated programs to improve air quality in ports. Also the Board of Directors adopted a resolution in Dunkirk to urge ports in the world to fight the global warming.

In July 2008, major ports and port cities around the world met at the World Ports Climate Conference (WPCC) in Rotterdam and discussed how to improve air quality and reduce greenhouse gas emissions in ports. IAPH provided a full support to the conference and is committed to take the lead to implement the WPCC's declaration.

Over this period, Technical Committees have published a couple of reports. As all the committees are busy working on critical issues, your active participation would be greatly appreciated. Current work plans and progress made are summarized in this annual report with full details given at "Committee Room" of the IAPH website.

Preparation for the 26th World Ports Conference in Genoa is under way. As preliminary programs were endorsed by the Board of Directors in Dunkirk, registration will begin shortly when you will receive the 1st announcement and invitation from our host, Port Authority of Genoa.

Let us continue working closely together.



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 Genoa, Italy

Port Clean Air Program



Ports & Harbors
May 2008

While the world economy shows some slump due to sub-prime mortgage loan problems, the world trade continues to expand in container trade and bulk trade. IAPH always stresses the need to expand port capacities as planned in a long term. At the same time, IAPH fully recognizes the critical importance for ports to contribute to protection of natural environment, especially reduction of air pollutions in port area.

As its basic policy on air environment, IAPH adopted “A Resolution on Clean Air Programs for Ports” in May 2007 at the Houston Conference, urging world ports to take effective steps by promoting their own ports’ clean air programs, recognizing that no one-size-fit-all solution exists as conditions surrounding air pollutions vary greatly among ports.

In March 2008, IAPH launched a web-based guidelines called “The IAPH Tool Box for Port Clean Air Program”, which had been developed by the IAPH Port Environment Committee led by Dr. Geraldine Knatz, Executive Director, Port of Los Angeles. The Tool Box provides user ports with various information and practical strategies to reduce polluted air emissions for each emissions source, such as ocean-going vessels, harbor crafts, cargo handling equipments, etc. The Tool Box is now posted in public area of IAPH website for the reference of ports in the world, regardless whether IAPH members or not, when developing their own clean air programs.

As one of the effective measures to protect port clean air, “cold ironing” or “on-shore power supply” is being introduced, which requires vessels to use shore supplied electrical power, shutting down ship engine while in berth. Believing a unified international technical standard of ship-shore connection is essential to promoting “cold ironing” among world ports, IAPH has been taking part in discussion and work at the International Organization for Standardization (ISO) and the International Electrotechnical Commission (IEC). Both organizations are hoped to cooperate to an early establishment of a single and unified standard for on-shore power supply.

Ship Emission Control



Ports & Harbors
March 2008

MARPOL Annex VI, which entered into force on 19 May 2005, has started control on ship gas emissions by limiting sulphur contents in fuel and setting limit on NOx emission from ship engines. While the regulation was regarded innovative in restricting ship emissions at that time of its adoption in 1997, accelerated restriction on land source gas emissions would not allow ship industry to stay in older emissions standard. The International Maritime Organization (IMO) started working to amend the rule in July 2005.

After intensive discussions made at IMO in its Sub-Committee on Bulk Liquids and Gases (BLG) and in its Marine Environment Protection Committee (MEPC), the final regulations of sulphur content in fuel was agreed at MEPC 57th session in April 2008.

- Global Cap: Current 4.5% will be lowered to 3.5% from 1 January 2012, and further down to 0.5% from 1 January, 2020
- Emission Control Area(ECA): Current 1.50% will be lowered to 1.00% from 1 March, 2010 with further down to 0.10% from 1 January, 2015

The amended regulations have a provision to review the availability of ultra-low sulphur fuel by 2018 to determine the implementation date for 0.5% Global Cap. Progressive reductions in nitrogen oxide (NOx) emissions from marine engines were also agreed.

The above draft amendments to Annex VI and the NOx Technical Code will be submitted to MEPC 58 which meets in October 2008 for adoption.

IAPH highly appreciates that a single unified international regulation on ship emissions was finally agreed at IMO, believing the new regulations will contribute to an improvement of air quality in the world including ports. IAPH also strongly hopes that all parties involved will work closely to ensure the availability of 0.5% sulphur content fuel by the designated date.

Greenhouse Gas Emission Control



Ports & Harbors
May 2008

International approach to control greenhouse gases (GHG) emissions to cope with the Earth's climate change was initiated by establishing International Panel on Climate Change (IPCC) in 1988. Kyoto Protocol to United Nations Framework Convention on Climate Change (UNFCCC) entered into force in 2005 obliging developed countries listed in its Annex I to reduce their overall emissions of GHG "by at least 5% below 1990 levels" in the period of 2008 to 2012. For quantified reduction commitment for the period after 2012, Post Kyoto Protocol is scheduled to be established by the end of 2009.

Being assigned as international organization to pursue the target of limitation of GHG emissions from ships, the International Maritime Organization (IMO) has worked for developing the CO₂ Emission Indexing Scheme and the CO₂ Emission Baseline. In April 2008, Marine Environment Protection Committee (MEPC) at its 57th session agreed to 9 principles for future IMO regulatory framework on GHG Emissions from ships. To accelerate work at IMO, the Oslo inter-sessional meeting was held in June 2008 to develop key measures for reducing GHG emissions from ships such as New Ship Design CO₂ Index and Operational CO₂ Index. IMO intends to prepare its position paper on GHG emissions from ships for submission to the 15th session of Conference of the Parties (COP) in the end of 2009, where Post Kyoto Protocol scheme will be finalized.

Being aware of a contribution of GHG emissions to global climate change, major ports in the C40 Large Cities Climate Leadership Group (C40 CITIES) have formed C40 World Ports Climate Conference (WPCC). They gathered at Port of Rotterdam on 9-11 July, 2008 to discuss how port can play active roles in reduction of GHG emissions and adopted its World Ports Climate Declaration incorporating initiatives to reduce GHG emissions in port.

IAPH adopted a resolution on its basic position to cope with the GHG emissions, at Dunkirk board meeting on 16 April 2008, sharing the recognition of WPCC and showing our support to its activities. IAPH believes that measures to reduce GHG emissions will be effectively combined with measures to reduce emissions of air pollutions while promoting port business and containing operation costs.

Supply Chain Security



Ports & Harbors
July 2008

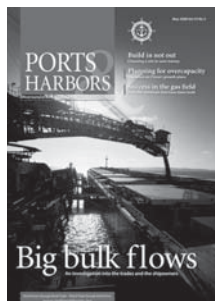
For enhancing global supply chain security, various initiatives have been introduced by individual countries such as 24-Hour-Rule for obtaining advance cargo information before cargo loading and Container Security Initiatives(CSI) for security inspection at loading ports, adding to international security programs introduced in port facilities and ships according to SOLAS XI-2 and ISPS Code in July 2004.

World Customs Organization (WCO) adopted a scheme of Authorized Economic Operator(AEO) as key concept of "Framework of Standards" in June 2005 stressing the importance of Customs-Private cooperation in supply chain security. The scheme of AEO is aimed at not only enhancing security in international supply chain but also facilitating international trade through providing certified traders with incentives of Customs procedures such as faster processing and reduced examination rates.

On January 1st 2008, the EU started its own AEO program which was applied to both importing and exporting companies with an aim to enhancing security for shipments entering or leaving Europe. Besides EU, quite a few countries have been actively introducing the AEO or similar schemes to improve supply chain security within their respective territories/jurisdictions, such as Canada, Australia, New Zealand, Japan, Korea, China, Malaysia and Singapore. The US has put in place the Customs Trade Partnership against Terrorism (C-TPAT) since 2002 that is a precedent to the AEO scheme, though only applied to parties involved in importing goods to the US.

Recognizing critical importance to develop an international security regime to cover the entire process of supply chain, IAPH believes that bringing together those local/regional AEO schemes through bilateral or multilateral mutual-recognition into a formation of an international AEO scheme will be more effective rather than introducing 100% container scanning program in loading ports.

Bulk Trade



Ports & Harbors
May 2008

In the Review of Maritime Transport 2007 United Nations Conference on Trade and Development (UNCTAD) reported that the world seaborne trade reached 7,416 million tons in 2006. It also revealed that 5 major bulk-trades (iron ore, coal, grain, bauxite/alumina and phosphate) by sea reached 1,828 million tons in 2006 gaining 41.9% increase from 2000, while total cargo trade by sea increased by 23.9% during the same period.

According to a data of International Iron and Steel Institute (IISI) and relevant forecast, world crude steel production will rise to 1.65bn tons by 2010 from 1.34bn tons in 2007. This enormous surge of steel production leads to huge expansion of iron ore shipments. The Australian Bureau of Agricultural and Resource Economics (ABARE) predicts iron ore trade will expand from 841m tons in 2007 to 1,318m tons in 2013. Backed by these enormous demands of iron ore shipments, some 28 very large ore carriers (VLOC) of more than 300,000 dwt size are on order at present and more than 200 Cape-size carriers are expected to be delivered in single year of 2010.

China as a major player of the steel production, consumes enormous volume of iron ore, importing almost 50% of world traded iron ore despite it is ranked 2nd in iron ore production in the world. Seeking for additional sources of iron ore, China has made long term purchase contracts of iron ore with Brazil. The longer a sea-lane of iron ore becomes, the larger a size of ore-carrier becomes in order to enjoy scale merit in transportation cost. Vale, a giant iron ore mining enterprise in Brazil recently disclosed a plan of ordering 14 ultra large ore carriers of more than 400,000 dwt size.

The huge increase of bulk trade and enlargement of vessel size focus another challenge on ports, i.e. necessity of expansion of port capacity which includes well connected hinterland transportations in total logistics, in addition to development of port capacity for accommodating VLOC vessels.

Calling for Early Ratification



Ports & Harbors
July 2008

Convened at its Mid-term Board Meeting, Dunkirk, France, April 2008, IAPH unanimously adopted a "Resolution on accelerating the ratification process of the HNS, Bunkers and Wreck Removal Conventions and the 1996 Protocols to LLMC 1976", calling for a prompt and early ratification by the states involved of the following three conventions and a protocol that are of immediate concern to the entire maritime world.

- International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996;
- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001;
- Nairobi International Convention on the Removal of Wrecks, 2007;
- 1996 Protocols to the International Convention on LLMC of London 1976.

The resolution was proposed in the background of relatively slow ratification processes with only a small number of states having ratified them to date. These IMO conventions are of critical importance to the world port community as they reinforce the liability and compensation scheme for damages caused by maritime accidents to port facilities and marine environment, on the basis of which ports can facilitate prompt compensation.

IAPH invited its member ports to urge their respective governments to ratify the above conventions, which, in IAPH's opinion, should result in effective implementation of the enhanced liability and compensation regimes and further may give grounds to IMO in resuming talks on the issue of Places of Refuge, for which, IAPH considers, a new convention is indispensable.

Unwanted and Harmful Aquatic Organisms in Ballast Water



Ports & Harbors
January 2008

Ballast water is essential to the safe and efficient operation of modern shipping, providing balance and stability to un-laden ships. However, marine organisms carried around the world in ships' ballast water and discharged into new environments may become invasive and severely disrupt the native ecology and, as a consequence, they may adversely impact economic activities such as fisheries, aquaculture, tourism, etc. They are harmful and unwanted, as they are one of the four greatest threats to the world's oceans. The other three are land-based sources of marine pollution, overexploitation of living marine resources and physical alteration/destruction of marine habitat.

To eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments, the International Maritime Organization (IMO) adopted in February 2004 the International Convention for the Control and Management of Ships Ballast Water & Sediments. At present, only 13 States, representing about 3.62% of the world's merchant shipping, have reportedly ratified the Convention, which however will only enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage.

The Convention mandates that all ships that carry ballast water install a treatment system starting from 2009 and by 2016, according to their constructed year and capacities of ballast tanks, while we have not seen any widely recognized system that can meet the Convention's requirements. For ports and terminals where cleaning or repair of ballast tanks occurs, they will be required to provide adequate facilities for the reception of sediments.

Given highly complex and multi-disciplinary nature of the problem encompassing biology, chemistry, engineering, law, economics, etc. and with many parties involved, IAPH continues to address the issue in close cooperation with other interested parties, so that ports can contribute to formulating effective policies for practical, safe, cost-effective and environmentally sound "ballast water management".

As the ratification process of the legislation at IMO tends to be slow, individual countries or local authorities have already taken steps to develop more stringent measures to prevent the introduction of non-native species through ballast water and sediments, as seen in Australia, Canada, USA, and others.

The 5th IAPH Mid-term Board Meeting, Dunkirk, France



The 5th IAPH Mid-term Board meeting was convened in Dunkirk, France during April 14-17th 2008, hosted by Dunkirk Port Authority with some 90 participants from 26 different countries/economies worldwide. In conjunction with the meeting, all the Technical Committees gathered on April 15th in three groups in parallel, to discuss various agenda, out of their respective work plans for the term.

Following Regional Board meetings of respective regions, full Board meeting convened on the morning of 16th, with a welcome note of Mr. Jean-Claude Terrier, Managing Director of Dunkirk Port Authority, the host of the meeting, to start with.

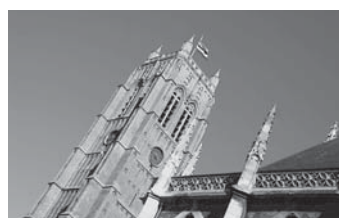


To add to IAPH in-house matters, the meeting discussed various maritime topics, including how IAPH could contribute and take part in reduction of CO₂ emissions and greenhouse effects at ports, which culminated to adoption of an IAPH resolution called “World wide approach to reduce Greenhouse gas emissions in ports”.

A four-session forum followed the Board meeting on two different topics, namely, “port development” and “future energy consumption”, by inviting prominent experts and speakers both locally and internationally. Quite a few audience from local maritime society also attended the forum, including their Excellencies Mr. Michel Delebarre, Former Ministry of State, M.P. Mayor of Dunkirk, and Mr. Dominique Bussereau, Secretary of State for Transport who offered keynote speeches.

The four-day meeting successfully closed with a traditional IAPH event of “port tour”.

The accompanying persons were also offered excellent social programs for day time to enjoy French Normandy, and they were joined by all the delegates for the evening functions, the highlight of which was a gala dinner at “Casino” for the last evening.



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IAPH Exco Meeting in Kuala Lumpur, Malaysia

IAPH Executive Committee met in Kuala Lumpur, Malaysia during 22-25th October 2007, with some 50 IAPH members attending from 18 countries.

Among agenda discussed, restructuring and reformatting of IAPH meetings were discussed and consequently it was agreed that Exco meeting would convene only in conjunction with either bi-annual Conference or Mid-term Board meeting with in-between supplementary meetings over the internet, for convenience of Exco members.

Following the Exco meeting, a forum session was organized on themes 1) Malacca Straits in its important roles for world maritime transport, 2) LNG production and Transport in Malaysian context, and 3) Perspectives of Cruise industry, by inviting prominent speakers from both local and international maritime society.



Donation to Save the Children

For the second time of the donation project commemorating IAPH 50th anniversary for 2005, a sum of US\$ 25,000 was donated to an international NGO Save the Children in September 2007, funds of which was mainly contributed by the participants of Houston Conference. The donation money collected for this time will principally be used to support children in Indonesia for the period of 2007-2009.

The Board met in Dunkirk, however, decided to discontinue this donation.



© Save the Children

Forums on Topical Maritime Issues

IAPH has been recently offering an arena for the maritime and port sectors to discuss and exchange views on topical issues at the time, by organizing a forum session concurrently with an occasion of IAPH meetings and conferences.

2007-2008 saw two forums, namely at the Exco meeting in Kuala Lumpur and on the occasion of the Mid-term Board meeting in Dunkirk.

The former meeting gave three topics, highlighting regional subjects titled, 1) Importance of Straits of Malacca-Sealane of Communication, 2) LNG Production & Transport-Malaysian Perspective, and 3) Perspectives on the Cruise Industry. For each topic, two-three prominent speakers from the globe gave a state-of-the-art presentation to the audience.

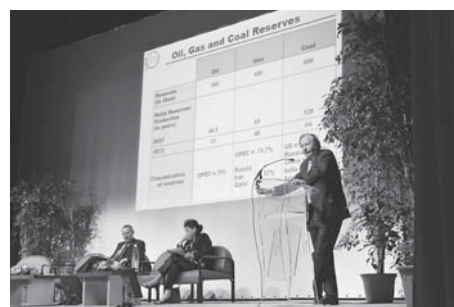
For the Board meeting in Dunkirk, focuses were given to 1) Ports Development-future and sustainability, and 2) Future Energy Consumption-prospects and impacts on port traffics.

Both of the forums can be seen through IAPH website at: www.iaphworldports.org

2007 Forum Session in Kuala Lumpur



2008 Forum Session in Dunkirk



IAPH Officers at International Conferences

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

2007

October 3-5, Mumbai, India
President Phang speaks at “INMEX India 2007” on current port and shipping developments prevailing Asia.



2008

February 17-19, Alexandria, Egypt
Secretary General Inoue speaks at “the 24th International Port Conference on International Trade and Port Logistics”.



May 24-27, Beijing, China
Secretary General Inoue speaks at “PIANC-Annual General Assembly (AGA)” on Maritime issues and topics currently tackled by IAPH including port air quality.



February 24-28, Dubai, U.A.E.
President Phang speaks at the 7th International Conference on Coastal and Port Engineering in Developing Countries (COPEDEC) on “Challenges in regulation, strategy and policy-impact on ports and shipping”.



July 23, Tokyo, Japan
President Phang and Conference Vice President Bussolo speaks at the 21st IAPH Japan Seminar.



C40 World Ports Climate Conference

Over 50 major ports and cities around the world got together to discuss how to tackle the global warming at the C40 World Ports Climate Conference held in Rotterdam from July 9 to 11, 2008. The conference was organized by the City and Port of Rotterdam as a main activity of the C40 that is a world alliance of large cities to combat the global warming. As recently resolved by the Board of Directors in Dunkirk, IAPH provided a full support to this event.

At the opening, IMO Secretary General Efthimos Mitropoulos made a keynote address following the Conference Chairman Ruud Lubbers, former prime minister of the Netherlands. The conference discussed a range of ways to improve air quality and reduce green house gas emissions in ports. It covered those for ocean-going shipping, terminal operations, logistics chain, and also new technology of biomass and carbon capture and storage.



All the attending ports and cities endorsed at the closing session the World Ports Climate Declaration that they should develop and implement their integrated programs for better air quality and reduction of CO₂ in ports. Also through a video message, ex-US President Clinton congratulated the success of the conference and expressed supports of his Clinton Climate Initiative to green challenges of the world's ports under the global leadership of IAPH.



IAPH President OC Phang in her final address urged the world port community to take action without delay. She stated that the WPCC was the first important step and we required a worldwide and sustained approach to successfully contribute to abatement of the global warming. To this end, she made it clear that IAPH was committed to take a lead in the world's ports endeavors to tackle this critical global issue. She also called for a close collaboration with IMO and other international bodies, regional ports associations such as AAPA and ESPO, and C40 leading ports.



© Roy Borghouts Photography

IAPH Website

Relaunched in August 2006 with a completely new design and format, the IAPH website continues to offer the latest news and information on IAPH and its activities in a timely manner.

Furthermore and exclusively for IAPH members, a new value-added feature has recently been added to the Library in the Members Area, where members can now search documents by topic/category of their choice, e.g. port management, environment, security, etc., as well as conducting key word search. It is intended to help IAPH members easily find a particular document or data of their requirement from among many documents stored within the IAPH website, particularly in the Library and the respective Committee Rooms.

In the public area, it is worth mentioning that IAPH Tool Box for Port Clean Air Programs — a web-based reference and planning guide created by IAPH Port Environment Committee — went online in early 2008 for the benefit of all, accessible by both IAPH members and non-members.



<http://www.iaphworldports.org>

IAPH Publications

IAPH has published varieties of publications through 2007 to 2008.



Ports & Harbors
IAPH bi-monthly official journal.



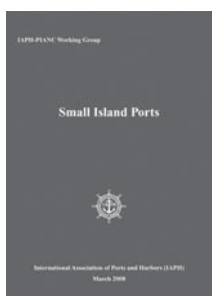
IAPH Annual Report 2006 – 2007



IAPH Membership Directory 2008



Conference Proceedings of the 25th IAPH World Ports Conference in Houston
Speeches, presentations and photos of the 25th IAPH World Ports Conference in Houston.



Small Island Ports
Useful insights into the management and operation of small islands ports.



Forecasts of the World Container Throughput-Cruise Terminal Planning
A comparative study of global container throughput forecasts available in the world & a guidance for cruise terminal planning with related topics.



IAPH Tool Box for Port Clean Air Programs (CD-Rom)
CD-Rom version of IAPH Tool Box.

IAPH Committee Activities

IAPH has two different groups of committees, Internal Committees and Technical Committees. Internal Committees comprise four committees, respectively responsible for association's household matters, namely, on Constitution & By-Laws, Finance, Long Range Planning & Review, and Membership.

Technical Committees, comprising eight different committees and being known as "Back-bone of IAPH", are tasked to study a range of issues of common interest and concerns to the world port community. Committees' assignment also includes proposal/preparation of a "Position paper" and "Resolution" aimed at advocating IAPH stances on various international subjects of maritime interest, which is to be submitted to international agencies, including IMO, for recognition and consideration in the international maritime arena.



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 uninterrupted 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

former 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



■ IAPH Training scholarship

After revising the previous scheme in 2007, current scheme has been run for a year with fewer applications than expected. The committee recognizes a need to consider measures to draw more applications from membership, by investigating possible cooperation with UN agencies, such as UNCTAD, World Bank etc., in addition to a review on rules and requirements for application.

■ IAPH Essay Contest

In an attempt to canvass more entries for the contest, the committee is discussing extension of entrants beyond IAPH membership, such far as to university students etc.

In this context, the committee has decided to continue running dual contests, as it did for Houston Conference, by which not only a contest among developing ports, but also another contest open to every membership, regardless whether it be of developing or developed countries, with a view to drawing as many entries as possible.

Communication and Community Relations Committee

José Perrot

Manager
Commercial Operations Department,
Port Autonome du Havre, France



■ Improvement in IAPH website

The committee has been constantly offering recommendation and advice to Secretariat to improve IAPH website, such as enrichment of archives for members' reference.

■ Branding of IAPH

Improvement of an IAPH image to the public, and enhancement of public recognition of IAPH activities are two big concerns for the committee at present. In this regard, the committee is studying if and how to implement a new IAPH logo, by referring to various cases employed at member ports.

■ Case study on community relations

As ports being part of a local community, much attention has to be paid to relationship with local communities in terms of meeting social responsibility. With that in mind, the committee has been collecting various cases member ports have undertaken and experienced to the betterment of community relations. Collected cases will be publicly made referable via IAPH website and printing materials.

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



■ Developments made at International Organizations

- Reviewed recent developments of port safety and security related issues made at international organizations including IMO and ISO.

■ Port Safety Issues

- Developed a "Berth Zoning Guidance" with an initiative of Port of Amsterdam.
- Supported "Nautical Port Information Project" developed by international organizations including International Harbor Masters' Association (IHMA). Template of the information has been finalized.
- Discussed on difficulties of transportation of nuclear materials raised by World Nuclear Transport Institute (WNTI).

■ Port Security Issues

- Reviewed security cost and cost recovery scheme at ports, with regards to ISPS-Code implementation, by referring to various researches made by international organizations including UNCTAD.
- Conducted a preliminary review of US Security Bills, especially about 100% Scanning Act which might affect serious hindrance on international trade.
- Studied a possibility of cooperation in a World Bank's Project of "Supply Chain Security Tool Box".

■ Other Issues

- Improved IAPH web-library by compiling relevant documents and data distributed at IAPH meetings.

Port Environment Committee

Geraldine Knatz, Ph.D.

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



■ Air Emission Issues

- Reviewed recent developments of MARPOL Annex VI made at IMO.
- Finalized "Tool Box for Port Clean Air" and posted it at public area of IAPH website.
- Conducted a brief review on US Air Emission Control Initiatives introduced by Federal and State Governments and also implemented by advanced US ports.
- Reviewed recent developments made by ISO and IEC regarding Technical Standardization for On-Shore Power Supply.
- Drafted a resolution on "World wide approach to reduce Greenhouse Gas Emissions in ports" for submission to IAPH Board meeting at Dunkirk.

■ London Convention

- Reviewed recent developments made at the London Convention.

■ Other Issues

- Improved IAPH web-library by compiling relevant documents and data distributed at IAPH meetings.

Legal Committee

Frans J.W. van Zoelen

Head, Legal Dept.
Port of Rotterdam Authority, The Netherlands



■ Accelerating International Liability Conventions

- Drafted a resolution on "Accelerating the Ratification Process of the HNS, Bunkers and Wreck Removal Conventions and the 1996 Protocol to LLMC 1976" for submission to IAPH Board Meeting at Dunkirk.

■ Places of Refuge Issue

- Reviewed recent developments regarding Places of Refuge and sent Chair's letter confirming IAPH position on this issue to Comité Maritime International (CMI) in June 2007.

■ IAPH Legal Data Base

- Finalized a methodology in maintenance/update on "Legal Data Base", by entrusting the work to Erasmus University.

■ Other Issues

- Improved IAPH web-library by compiling documents and data distributed at IAPH meetings.

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



Committee Reports

- Published a combined report on "Cruise terminal planning" and "Forecasts of world container throughput". Also published the study results of an IAPH/PIANC joint working group on "Small island ports".
- Finalizing a report on "Tsunami countermeasures". Also finalizing a report for publication on "Ports in China" in collaboration with the China Ports and Harbors Association.

Port Development

- Preparing for a study to collect and analyze successful cases of redeveloping old port areas into revived urban waterfronts.

Port Project Financing

- Preparing a survey to identify various types of port financing together with assessment of their advantages and disadvantages.

Port Economic Impact

- Making a preliminary review of several cases of economic impact analysis applied to member ports, and will carry out further review and analysis including a full-fledged survey among member ports.

Port Operations & Logistics Committee

Xavier Gesé

Deputy Director of Planning
Puertos del Estado, Spain



Terminal Productivity

- Conducting a preliminary field study on the productivity of container terminals in Spain, based on a terminal productivity measurement index.

Logistics Park

- Soon publishing a report on "Logistics and inter-modal strategies of port" that was carried over from the previous term. Then will look into details of selected logistics parks developed in Europe.

Advanced Terminals

- Planning to visit some advanced container terminals in Europe to review various cutting-edge measures to increase terminal productivity.

Short Sea Shipping

- Reviewed recent policy developments related to Short Sea Shipping (SSS) in EU and US. This is part of the committee's ongoing work on the promotion of SSS with a particular focus to identifying main obstacles and effective countermeasures.

Trade Facilitation & Port Community System Committee

Santiago Garcia-Milà

Deputy Managing Director
Strategy and Development
Autoritat Portuària de
Barcelona, Spain



Developments at International Organizations

- Monitoring and reviewing developments in trade facilitation regulations, measures and IT technology especially taking place at WCO and UN/CEFACT.

Guidebook of IT Terminology

- Developing a concise guidebook for general reference of IAPH members on basic terminology frequently used in UN/WCO documents.

Re-launch of IT Award

- Re-designing the IT Award, where member ports will compete in terms of benefits achieved for port authority, port costumers and logistics chains through innovative IT projects.

Port Community System

- Preparing for an analysis of findings and lessons drawn from a worldwide survey on port community systems conducted in 2007 among member ports, which was briefly reported at the Houston Conference.

IAPH General Accounts (January 1 – December 31, 2007)

ITEMS		(Unit: Japanese Yen)
Revenues in this Term		163,556,142
Membership Dues		151,531,115
	Regular Members	138,297,028
	Associate Members	13,234,087
Other Incomes		12,025,027
	Interest Received	6,626,202
	Advertisement / Directory	2,418,121
	Sales of Publications	1,128,699
	Reversal of allowance for employee retirement	1,801,625
Miscellaneous		50,380
Expenses in this Term		140,712,226
Personnel Expenses		60,944,831
Non-personnel Expenses		79,767,395
	Office Expenses	11,744,702
	Correspondence & Communications	1,461,933
	Publications	25,206,069
	Information Services	2,088,714
	Overseas Travel Expenses	6,249,514
	Social Expenses	439,911
	Conference Expenses	7,644,733
	Miscellaneous	1,401,206
	IAPH Liaison Work	16,898,709
	Technical Committee Support	2,832,800
	Special Projects	1,399,104
	Transfer to Scholarship Fund	2,400,000
Balance for this term		22,843,916

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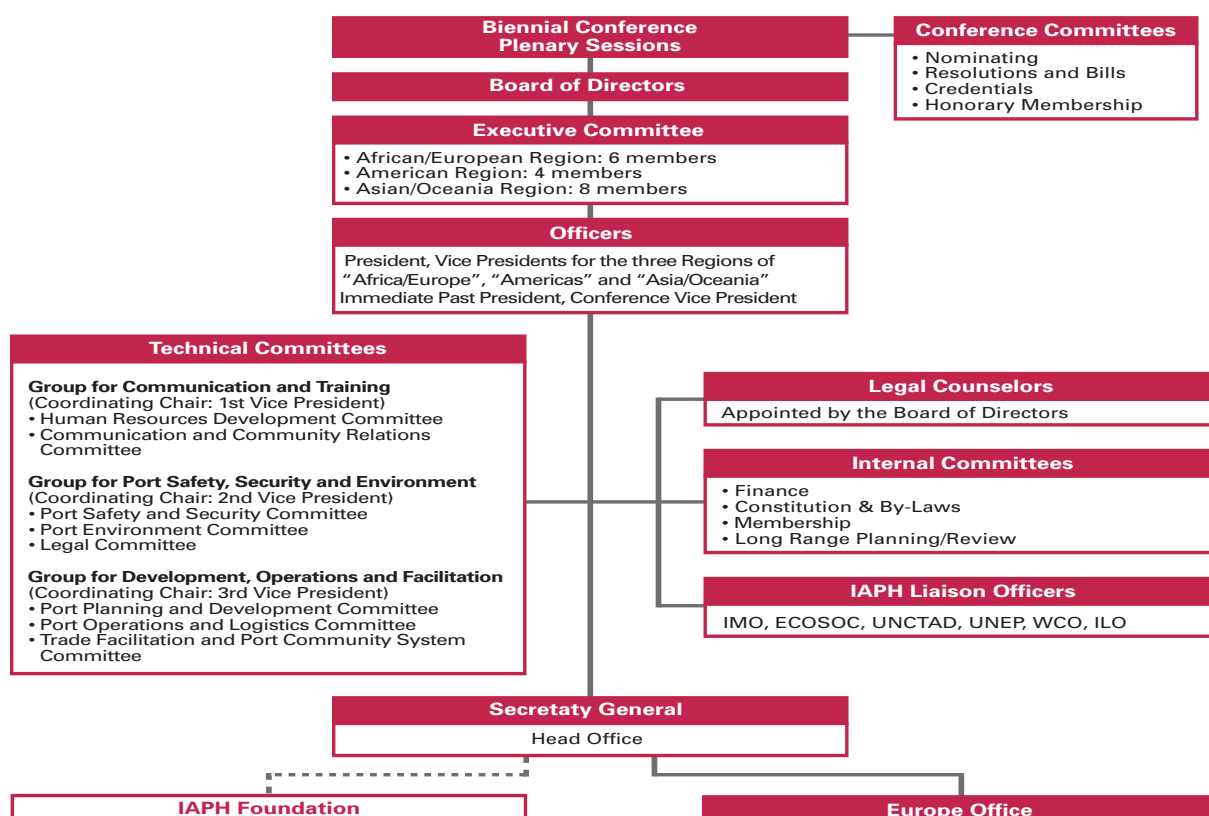
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Structure of IAPH



IAPH REGULAR MEMBERS IN THE MAP





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