

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

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2008-2009

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 200 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 addresses critical issues facing port industry through 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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Global economic performance was dwindling in the face of worldwide recession. This impacted heavily on ports as well, particularly member ports of IAPH, because 90% of world containerized trade is dealt by these ports. With container traffic falling by 20 – 30% at major European and American ports, the domino effect could not escape the pockets and coffers of our members. We are however optimistic that the global economic recession will not be with us for long; hence the need to continue with the investments in port development programs including training of personnel.

Today ports around the world are facing a range of challenges, yet they have to play the pivotal role more aggressively than ever in the global supply chain systems. Otherwise, they would not be able to sustain or grow the world economy. At the same time, ports must effectively address environmental issues. In particular, they should take integrated approach towards climate change. In this regard, I believe that the World Ports Climate Initiative of IAPH is the best forum to promote transfer of technology and experiences of ports in developed countries to those in developing countries.

Despite being held in the midst of the economic downturn, the 26th IAPH World Ports Conference, Genoa, Italy, May 25-29 was a great success. It was attended by nearly 700 port executives and experts from about 70 countries.

The Association has been proactive in improving the well being of the Port Community for which I thank my predecessors and the Secretariat for their noble roles. As the first elected IAPH President from the African Continent, it was a big honour and trust from the world Port Community that was bestowed on me. I shall do my utmost to meet your expectations and make the IAPH stronger and active.

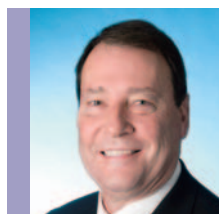


Gichiri Ndua  
IAPH President and  
Corporate Service Manager,  
Kenya Ports Authority

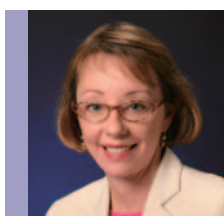
### IAPH Officers (May 2009 - 2011)



**President**  
Gichiri Ndua  
Corporate Service Manager  
Kenya Ports Authority, Kenya



**2nd Vice President**  
Grant Gilfillan  
CEO  
Sydney Ports Corp., Australia



**1st Vice President**  
Geraldine Knatz  
Executive Director  
Port of Los Angeles, U.S.A.



**3rd Vice President**  
Santiago G. Milà  
Deputy Managing Director  
Port of Barcelona Authority, Spain

In autumn 2008, the world economy plunged into a deep recession, tumbling down from robust development sustained over the past decades. Thus all ports around the world are now seriously affected with unprecedented falls of cargo throughput.

Nevertheless, recognizing an indispensable role ports continue to play for global supply chain systems, ports are sparing no effort to prepare for the economic recovery. This was unanimously confirmed by all attending port executives and experts during the 26th IAPH World Ports Conference held in Genoa, Italy, in May 2009.

Technical Committees have also been active addressing a number of key issues. I am especially pleased to report that another four technical reports were added to IAPH publications over the last one year, including "Ports in China", "Introduction to Port Preparedness for Tsunami", and "Logistics and Intermodal Case Studies". I am sure you have found them all of direct relevance to your port management.

IAPH launched the World Ports Climate Initiative (WPCI) in Los Angeles in November 2008, based on its commitment to lead implementation of the World Ports Climate Declaration adopted in Rotterdam in July 2008. The WPCI aims to provide a global platform for ports to join forces to reduce greenhouse gas emissions and improve air quality at ports. Every port, members and non-members alike, is urged to take climate action through active participation to the WPCI.

In Genoa, we elected new President Mr Gichiri Nduia together with new Vice Presidents Dr. Geraldine Knatz, Mr Grant Gilfillan, and Mr Santiago Mila. Also adopted was new work plan 2009/2011 for the technical committees, including main focuses of IAPH's continued proactive work at UN agencies and other international organizations.

Let us continue working hand in hand at IAPH to safely navigate through this stormy sea.



Satoshi Inoue  
Secretary General



**Immediate Past President**  
Datin Paduka O.C. Phang  
Former General Manager  
Port Klang Authority, Malaysia



**Secretary General**  
Satoshi Inoue  
IAPH Secretariat



**Conference Vice President**  
Ki-Tae Roh  
CEO and President  
Busan Port Authority, Korea

## Economic Recession and Ports



**Ports & Harbors**  
July 2009

Triggered by US financial crisis in September 2008, the world economy plunged into a global-scale recession, resulting in significant downturn of the world trade and hitting hard most, if not all, of the ports around the world. Ports, in developed and developing countries, are suffering unprecedented fall of throughput, especially container cargos declining to 20-30% as compared with the same period of the previous year.

However, it was only a year ago that ports were extremely congested all over the world. Despite tremendous efforts of the world port community, ports have been suffering long delays and lack of funds in implementing port projects, resulting in serious shortage of port capacities to handle ever growing cargo volumes and passenger numbers as well as increasing ship sizes. In particular, sustained robust growth of the world economy spurred container traffic to increase by more than 10% annually over the last decade.

In May 2009, IAPH unanimously adopted a Genoa resolution to urge the world's ports to move ahead with their farsighted investments to improve productivity and expand capacity. Unlike building ships, ports require years and often decades to develop terminals, channels and other basic infrastructure. Therefore, though in the midst of economic difficulties, unless ports continue their efforts to prepare for recovery of the world economy, they will be too late to cope with the demand and soon become a bottleneck once the economy which relies on global logistics network rebounds.

IAPH also urged governments to provide sufficient funds to assist ports to continue with necessary investments with a view to accelerating economic recovery in addition to preparing for growth of the world trade. It is time to reaffirm the fact that ports play a critical role as an economic engine of local and regional communities, creating significant jobs and economic opportunities, and providing industries with efficient access to worldwide markets. IAPH further stressed a critical need to the world community that ports in developing countries should be assisted through financial and technical cooperation where fundamental resources are always scarce.

## Port Climate Action



**Ports & Harbors**  
September 2008

Since the world's ports met in Dunkirk at IAPH Board meeting in April 2008, they have intensified thrusts to reduce greenhouse gas (GHG) emissions and improve air quality at ports. At the C40 World Ports Climate Conference, Rotterdam, July 2008, IAPH was committed to take a leading role to implement the World Ports Climate Declaration adopted during the conference.

In November 2008, IAPH launched the World Ports Climate Initiative (WPCI) as a global platform for ports across the world to join forces to address climate change. At present, several projects are in progress under the WPCI, including carbon inventory, hybrid yard equipment, sustainability in lease documents and Environment Ship Index. In February 2009, IAPH delivered a full report on progress in port climate action at a UNCTAD's expert meeting on maritime transport and climate change challenge.

The IAPH World Ports Conference in Genoa, May 2009, resolved that ports, IAPH members and non-members alike, should address climate change in an integrated and innovative way through active participation to the WPCI. Ports, recognizing the critical



need for concerted approach to climate action, should play a leading role to coordinate all parties of port community and work in full collaboration with all stakeholders such as shipping lines, terminal operators, port users and citizens.

Also stressed at the Genoa Conference was that mitigation measures to reduce GHG emission alone were not sufficient and ports must prepare for a range of effects of climate change such as rises in sea-level, increases in temperature and frequent extreme weather and sea conditions such as hurricanes and high waves. Consequently, port infrastructures, not only existing but also to be newly developed, must fully take into account such impacts of climate change in view of their long life-span.

IAPH trusts that the world community when meeting at the COP15\*<sup>1</sup> under the United Nations' Climate Change Convention in Denmark in December 2009, will successfully establish a new international regime to globally fight climate change as successor to the Kyoto Protocol.

## GHG Reduction from Shipping



**Ports & Harbors**  
January 2009

Shipping is the most energy-efficient and clean mode of transportation in terms of CO<sub>2</sub> amount emitted to move cargo. Yet, in view of growing serious threat of climate change, it is now strongly committed by the international maritime circle that shipping has to contribute to global effort to reduce greenhouse gas (GHG) emissions.

IMO reported in April 2009 that shipping was estimated to have emitted 1,046 million tones of CO<sub>2</sub> in 2007, which corresponds to 3.3% of the global emissions during 2007. International shipping is also estimated to have emitted 870 million tones or 2.7% of the global emissions of CO<sub>2</sub> in 2007.

IMO's mid-range emissions scenarios show that, by 2050, in the absence of policies, ship emissions may grow by 150-250% (compared to the emissions in 2007) as a result of growth in the world trade. A significant potential for reduction of GHG through technical and operational measures has been identified. Among others, Energy Efficiency Design Index (EEDI) for building new ships and Ship Energy Efficiency Management Plan (SEMP) including a ship Energy Efficiency Operational Index (EEOI) have already been developed and adopted on a voluntary basis.

Also market-based instruments such as levy on fuel and emissions trading system are found cost-effective approach with high environmental effectiveness. Basic practicality and applicability, however, are yet to be worked out more precisely. Also it cannot avoid involving political implications and decision.

IMO's Marine Environment Protection Committee (MEPC) will extensively consider all possible measures for reduction of greenhouse gas emissions from shipping at its 59th session in July 2009. Then, decisions of the MEPC will be reported to the UN Climate Conference to be held in Denmark in December 2009, where a new international regime is due to be decided to replace the Kyoto Protocol to fight global warming.

IAPH stressed during the Genoa Conference in May 2009 the critical importance to establish a new global framework for reduction of GHG including effective measures for cleaner international shipping.

## The Ship Recycle Convention



**Ports & Harbors**  
July 2009

Ship recycling or ship scrapping contributes to enhance not only safety and efficiency of maritime transportation but also environmental condition by retiring aged and unsafe ships from shipping market. The world annual volume of scrapped ships has kept high levels of more than 15 million gross tonnages since 1999. However, brisk market of shipping since 2003 induced many aged vessels to stay longer in the market than originally intended, resulting in a steep decrease of volume of scrapped vessels in the world to 4 million gross tonnages in 2006, only a quarter of the 1999 level. The current downturn of the world economy would push back scrapping towards previous higher levels.

In view of the importance to accelerate ship scrapping, IMO has addressed this issue in close coordination with International Labor Organization (ILO) and Basel Convention since late 1990s. Adding to “Guidelines on Ship Recycling” adopted in 2003, IMO started to draft an international convention to legislate conditions and procedures of ship recycling to be observed by its contracting states compulsorily.

On 15 May 2009, IMO diplomatic conference has adopted “the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009” in Hong Kong. The new convention not only requires ships to carry an “Inventory” of hazardous materials specific to each ship for recycling, but also requires ship-recycling yards to provide their respective governments with a “Ship Recycling Plan”, which specifies the manner of recycling each ship. The convention will enter into force 24 months after the date when 15 states representing 40% of world merchant shipping by gross tonnage have signed for ratification.

As an international organization representing the world port community, IAPH has been consistently concerned about current inferior working conditions and procedures of ship recycling in developing countries. IAPH appreciated IMO’s endeavor to establish this remarkable ship recycle convention. IAPH joins the world community to call for earliest ratification of the convention by maritime countries for improving both labor conditions and marine environment, which will contribute to accelerating demolition of aged ships.

## International Fighting against Piracy



**Ports & Harbors**  
March 2009

When the number of piracy acts in the world hit the record of 469 in 2000, more than half took place in the Southeast Asian waters, notably in the Malacca-Singapore Straits. Since then, an alliance of regional states in the waters have spared no effort to intensify their countermeasures through closer coordination, resulting in a remarkable decline from 242 in 2000 to 54 in 2008.

In contrast, however, the African waters recorded an incredible increase from 68 in 2000 to 189 in 2008. In particular, piracy off-the coast of Somalia and in the Gulf of Aden scored 111 acts in 2008, accounting for 38% of world piracy attacks. According to IMO, the East African waters alone recorded 44 ships seized and more than 600 seafarers kidnapped for ransom in 2008.

To avoid risks of piracy raid in the East African waters, some shipping lines are forced to divert their vessels to the Cape of Good Hope route, despite disadvantages of longer transit times and more fuel oils, resulting in emitting more GHG and more costs as compared with



the original route passing through the Gulf of Aden and the Suez Canal. Also such diversion will adversely affect ports in the Mediterranean and Red Sea region.

In November 2008, IMO at the UN Security Council called for decisive countermeasures to fight and suppress piracy with regional and international coordination. In December 2008, the UN Security Council adopted a resolution to urge its contracting States and regional organizations to deploy their naval vessels and military aircraft in the territorial waters of Somalia to fight piracy and armed robbery at sea for a period of 12 months. In June 2009, Maritime Safety Committee (MSC) of IMO also adopted revised guidance to ship owners and their crews on combating piracy.

IAPH shares strong concerns over rampant piracy acts in the East African waters and their serious impacts on maritime trade. IAPH trusts that intensified efforts taken by international communities and regional organizations will effectively suppress piracy and secure the major sea-lane connecting the East and West of the world.

## Supply Chain Security and AEO



**Ports & Harbors**  
May 2009

Weak security links in the supply chain could have disastrous consequences today for any country across the globe. Vulnerabilities exposed by the terrorist attacks on US in September 2001 prompted the world port community to tighten up security at terminals and port areas as a whole, notably by fully implementing requirements of the ISPS Code in July 2004.

However, unless every other link of global supply chain is equally secured, the world trade is not sustainable. To this end, in June 2005, World Customs Organization (WCO) adopted a scheme of Authorized Economic Operators (AEO) as a key concept of its “Framework of Standards to Secure and Facilitate Global Trade”, of which IAPH took active part in the development. It is designed to provide AEOs, certified trade-related parties compliant to WCO security requirements, with incentives of customs procedures such as faster processing, less documents requirements and reduced examination rates.

AEO programs are now in place in quite a few countries such as US (C-TPAT), Canada, Australia, New Zealand, Japan, Korea, China, Singapore, Malaysia and Sweden. In January 2008, it also entered into force in the 27 EU countries. It is open to all operators in the supply chain for shipment entering or leaving Europe. By March 2009, some 730 of the 2,500 companies that applied were already granted this certificate, expecting application to grow up to 3,000 by the end of 2009.

IAPH believes that progress of AEO programs will enhance overall security of the supply chain as AEOs will be putting pressure on their providers and partners to acquire the same certified status. Moreover, IAPH advocates mutual recognition of AEO status among trading countries. In this respect, it welcomes Japan and New Zealand having entered into an agreement and EU now working jointly with US, Norway, Switzerland, Japan and China. On the contrary, maritime circles oppose the 100% scanning to be required by US SAFE Port Act<sup>\*2</sup> and 9/11 Act<sup>\*3</sup>, which is recently reinforced with practical problems identified in a US Government Accounting Office’s report in June 2008. IAPH firmly believes international collaboration based on AEO programs and risk management system is only a practical and effective approach to global supply chain security.

## Places of Refuge



**Ports & Harbors**  
July 2009

The issue of Places of Refuge has been under consideration for some time at the world maritime forums, in particular IMO. In response to the Prestige's accident in November 2002, where the single-hull tanker sank off Spanish coast leaking massive volume of crude oil in the Atlantic Ocean, IMO adopted in 2003 the following two model standards to be implemented by its contracting governments.

The one is "Guidelines on Places of Refuge for Ships in need of Assistance" as a model guideline of managing distressed vessels requesting places of refuge in their territorial sea, and the other is "Maritime Assistance Service (MAS)" as a recommendable maritime service network to be established for assisting distressed vessels.

Despite submissions and proposals by various organizations including IAPH to create a new convention for Places of Refuge, IMO made it prerequisite to any new convention to implement at earliest opportunity all maritime liability and compensation conventions such as LLMC<sup>\*4</sup>, CLC<sup>\*5</sup>, FC<sup>\*6</sup>, HNS<sup>\*7</sup>, Bunker<sup>\*8</sup> and Wreck Removal<sup>\*9</sup>. While consistently expressing the need for a new convention, IAPH has therefore also urged maritime states to accelerate ratification of those conventions.

In April 2009, the Comité Maritime International (CMI) submitted to 95th IMO Legal Committee its draft text of convention "An Instrument on Places of Refuge". IMO reconfirmed its position not to develop any binding instrument on this issue, while appreciating CMI for its efforts to draft the instrument. IAPH reiterated its position that a sufficient compensation mechanism for any damages that might occur at places of refuge was essential to accommodate a distressed ship in a port.

The EU adopted its 3rd maritime safety package in March 2009, including a new scheme to accommodate distressed ships at places of refuge. It stipulates that the EU states designate their authorities to decide independently whether and where a distressed ship is to be accommodated in their territories. Compensation scheme for economic losses of ports incurred by receiving distressed ships is not yet spelled out while asking the Commission to study and propose options by the end of 2011.

### Notes:

- \*1 **COP 15** 15th meeting of Conference of the Parties to the United Nations Framework Convention on Climate Change
- \*2 **SAFE Port Act** The Security and Accountability for Every (SAFE) Port Act
- \*3 **9/11 Act** The Implementing Recommendations of the 9/11 Commission Act
- \*4 **LLMC** Convention on Limitation of Liability for Maritime Claims
- \*5 **CLC** International Convention on Civil Liability for Oil Pollution Damage, amended by Protocol of 1992
- \*6 **FC** International Convention on the establishment of an International Fund for Compensation for Oil Pollution Damage, 1992
- \*7 **HNS** International Convention on Liability and Compensation for damage in connection with the carriage of Hazardous and Noxious Substances by Sea
- \*8 **Bunker** International Convention on Civil Liability for Bunker Oil Pollution Damage
- \*9 **Wreck Removal** Nairobi International Convention on the Removal Of Wrecks, 2007

## The 26th IAPH World Ports Conference in Genoa, Italy



Some 700 port executives, experts and accompanying persons gathered from nearly 70 countries at the 26th IAPH World Ports Conference in Genoa, Italy, May 25-29 2009, hosted by the Port Authority of Genoa. The largest biennial event of world port leaders was held for the first time in Italy, under the theme of “Oriented to the market – Open to the future”.

Participants were impressed by the beautiful port city’s 2,600-year-old history, also enjoying uniquely redeveloped waterfront of the old harbor area. Gala dinner took place at an elegant 17th century Palazzo Ducale, ending with fascinating performance of Italian opera singers.

In her opening remarks, President Madam O.C. Phang stressed the significance of this conference where port leaders discussed under a single roof how to cope with the current economic downturn and emerging issues and strategies of port management. She also urged them to continue addressing the world climate change.



The conference was kicked off with a keynote speech of Mr. Antonio Tajani, Vice President of European Commission and Commissioner for Transport, who addressed IAPH delegates that bureaucracy in maritime transport must be reduced to let them play more active role efficiently in the market.

Port leaders then discussed wide-ranging issues affecting world ports today at five working sessions; “challenges of globalization”, “port management & strategy”, “security, safety & environmental”, “global logistics & ports”, “ports of the future-innovation & communities”.

Delegates elected at the closing session Mr. Gichiri Ndua, Kenya Ports Authority as new IAPH President for 2009-2011. Also elected as Vice Presidents were Dr. Geraldine Knatz, Mr. Grant Gilfillan and Mr. Santiago G. Milà. IAPH members also adopted two resolutions on “Resolution on Ports Preparing for Economic Recovery” and “Resolution on Port Climate Action”.



## IAPH Essay Contest 2009

At the First Plenary Session of the 26th World Ports Conference on May 28, 2009, the winners of IAPH Essay Contest 2009 and IAPH IT Award 2009 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 proposed 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.

#### First prize

Mr. Adrian SYAHMINUR, Indonesia Port Corporation III  
“Marketing Banjarmasin Port to the Kids: Creating Future Generation Through an Experiential Education Program”

#### Distinguished

Mr. Indranil Hazra, Kolkata Port Trust  
“Synthesis of Safety with productivity - Looking Beyond Excellence”



### Genoa Open Essay Contest

To celebrate 26th World Ports Conference in Genoa, the contest was opened to all staff of IAPH membership in all countries.

#### First prize

Ms. Caroline Bosschieter, Project Leader, Container, Breakbulk & Logistics, Port of Rotterdam Authority  
“Climate change and inland shipping - To Control is to foresee”

#### Distinguished

Mr. Ivan X. Gatt, Malta Maritime Authority  
“Global Warming and Port”

Mr. Vipin R. Menoth, Additional Traffic Manager, Cochin Port Trust  
“Local Community and Ports”

Dr. Yann ALIX / Ms. Annie GRUCHY (joint authorship), IPER-Port Training Institute / Grand Port Maritime du Havre, France

“Local Community & Ports - International Women Networks in Port Management: The Western & Central Africa Initiative”



## IAPH IT Award 2009

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

### Gold prize

Port of San Pedro, Côte d'Ivoire  
“Port of San Pedro Information System”

### Silver Prize

Israel Ports Development and Assets Co., Israel  
“Integrating Security-related Services in a Modern Port Gate”

Indian Ports Association, India

“Implementation of Centralized Web Based - Port Community System (PCS) at Indian Ports”

### Bronze Prize

Kenya Ports Authority, Kenya

“Port Operations Revolutionised by Implementation of the KILINDINI WATERFRONT SYSTEM (KWATOS) in Kenya Ports Authority”





## **IAPH Africa / Europe Regional Meeting**

On December 15, 2008, some 100 IAPH members in Africa and Europe gathered at Djibouti Palace Kempinski Hotel in the Republic of Djibouti for the IAPH Africa/Europe Regional Meeting. Mr. Gichiri Ndua, IAPH 1st Vice President, welcomed delegates and chaired the meeting to discuss the region's IAPH matters.

Concurrently, the 7th PAPC (Pan-African Ports Cooperation) Conference was held, 15-18 December, under the theme of "Challenges and Opportunities in restructuring African Ports". It was officially kicked off with a welcome message by Mr. Jerome Oliveira, Director General, Port of Djibouti, who hosted the event. Another some 200 delegates representing the port and maritime industries in Djibouti and its neighboring countries also attended the conference.



## **IAPH Asia / Oceania Regional Meeting**

Over 150 delegates from 15 countries in Asia and Oceania, including the representatives of Singaporean government and port/maritime industry, attended the 9th IAPH Asia/Oceania Regional Meeting in Singapore, 25-27 March, 2009. It was hosted by Maritime and Port Authority of Singapore (MPA). The meeting was convened under chairmanship of Mr. Tay Lim Heng, Chief Executive of MPA and IAPH 3rd Vice President.

At the opening ceremony, Permanent Secretary of the Ministry of Transport BG (NS) Choi Shing Kwok welcomed the participants and addressed "In these challenging times, this forum will provide a useful platform to discuss ideas on how the maritime community can stay focused on their shared objectives of developing more secure, more competitive and cleaner ports." The Port Forum concurrently held with the Regional Meeting focused on today's hot topics at three sessions: supply chain security, port development, and marine environment protection.



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## World Ports Climate Initiative (WPCI)



IAPH organized an inaugural meeting of the World Ports Climate Initiative (WPCI) in Los Angeles, US, November 23-25, 2008. It was attended by some 50 experts from port authorities in Europe, Americas, Africa and Asia, as well as regional ports associations such as AAPA and ESPO, consulting firms and research institutes.

The WPCI aims to provide a global platform for world ports to join forces to fight climate change. This initiative was set up to fulfill the earlier IAPH commitment to play a leading role to implement the World Climate Declaration adopted in Rotterdam in July 2008. The LA two-day meeting first discussed a wide range of actual case reports on port climate action, carbon footprint inventory, and many others.

Then a basic framework and work plan for the WPCI were considered. Missions of the WPCI was determined (i) to raise awareness of the need for port climate action, (ii) to initiate studies, strategies and actions, and (iii) to exchange views and information to reduce GHG emissions and improve air quality. The meeting unanimously elected Dr. Geraldine Knatz, Executive Director, Port of Los Angeles and Chair of IAPH Port Environment Committee as Chair of the WPCI, appointing Mr. Fer van de Laar, Managing Director, IAPH Europe Office as Director of WPCI Bureau.

In the Genoa Conference, May 2009, IAPH resolved to urge world ports to address climate change in an integrated and innovative way through active participation to the WPCI. At present, seven projects are in progress with the WPCI; 2nd version of IAPH Toolbox, hybrid yard equipment, intermodal transport project, carbon footprint inventory, sustainability in lease agreement, environment ship index and onshore power supply. They will meet again in Hamburg in November 2009 in conjunction with IAPH Regional Meeting for Africa and Europe.



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## IAPH Officers at International Conferences

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

### 2008

September 23-25, Vancouver, Canada

President Phang speaks  
at "FIATA World  
Congress 2008"



October 7-9, Incheon, Korea

President Phang speaks  
at "2008 Incheon  
International Logistics  
Forum"



October 7-10, St. Petersburg, Russia

Secretary General  
Inoue speaks at "1st  
International  
Conference on the  
Future of Russian  
Ports"



### 2009

February 16-18, Geneva, Switzerland

Secretary General  
Inoue speaks at  
"UNCTAD's Expert  
Meeting on Maritime  
Transport and the  
Climate Change  
Challenge"



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July 9, Seoul, Korea

Secretary General  
Inoue speaks at "The  
International  
Symposium on Port  
Logistics Environment:  
Changes and Future  
Prospects"



July 22, Yokohama, Japan

President Ndua speaks  
at "the World Ports  
Seminar"



July 24, Tokyo, Japan

President Ndua speaks  
at "the 22nd IAPH  
Japan Seminar"



## IAPH Website

The IAPH website provides at its “Public Area” the latest news and information of IAPH activity as well as illustrates important roles ports play for people’s daily life. Profiles and links to their websites of IAPH member ports and photo gallery are among the most popularly accessed.

IAPH members can further enjoy valuable services and information exclusively available at “Members Area”. It includes all presentations at IAPH meetings, all reports and publications (including Ports & Harbors) and results of confidential membership surveys. Also each technical committee has its own virtual room there, where committee members could work with all their back-up information.

Over a period 2008/2009, the IAPH website was powered up with addition of Database of all documents and publications, Tool Box of Port Clean Air Programs and World Ports Climate Initiative (WPCI).



<http://www.iaphworldports.org>

## IAPH Publications

IAPH has published varieties of publications through 2008 to 2009. These publications are also available on IAPH website (IAPH members only).



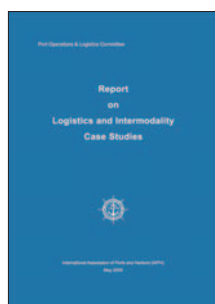
**Ports & Harbors**  
IAPH bi-monthly official journal.



**IAPH Annual Report  
2007 - 2008**



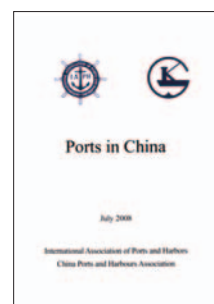
**IAPH Membership  
Directory 2009**



**Report on Logistics and  
Intermodality Case Studies**  
Report by IAPH Port Operations  
and Logistics Committee.



**Introduction to Port  
Preparedness for Tsunami**  
Report by IAPH Port Planning and  
Development Committee in  
cooperation with PARI, MLIT, Japan.



**Ports in China**  
(Jointly published with China Ports  
and Harbours Association).

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.



**Technical Committee Meeting in Genoa**

## 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**

**Gichiri Ndua**

Corporate Service Manager  
Kenya Ports Authority, Kenya



■ 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.



# IAPH Committee Activities

## Membership Committee

**Datin Paduka O.C. Phang**

Former General Manager  
Port Klang Authority, Malaysia



■ 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 2011 conference.

■ Implement and monitor "IAPH Training Scholarship" and recommend necessary improvements.

■ Review human resources development activity at member ports and recommend necessary IAPH actions to further assist them.

### Communication and Community Relations Committee

**Monica Bonvalet**

Commercial Promotion Director  
Grand Port Maritime de Marseille, France



■ Strengthen use of IT applications for IAPH activities, including improvements of IAPH Website.

■ Formulate a Communications Plan for IAPH.

■ Branding for IAPH.

■ Review and enrich the communication case studies.

## TECHNICAL COMMITTEES & CHAIRS

(Group for Port Safety, Security and Environment)

### Port Safety & Security Committee

**Peter W. Mollema**

Director, Port Planning and Development  
Port of Rotterdam Authority, the Netherlands



■ Provide commentary or report on port safety and security related developments both at UN and other international organizations, focusing on their effects and implications to port industry with special attention for matters relating to piracy.

■ Monitor developments of port security introduced or practiced in ports and provide relevant information to the Association regarding proposed changes and best practices. In particular,

- Review ISPS Code practices implemented at ports since July 2004 and collect related case examples of problems or best practices at ports
- Collect best practices of security measures including advanced information technologies implemented at ports

■ Monitor developments of Supply Chain Security at Ports and analyze their implications to ports. In particular,

- Introduction of AEO to countries in the world is to be closely monitored.
- Collect and disseminate best practices and technical developments on port and supply chain security.

■ Monitor developments and collect best practices on port safety for dissemination among members, including

- Handling of dangerous goods in the port environment, especially Berth Zoning for vessels with dangerous cargo in ports.
- Developments of safety measures at ports, such as IT technologies including AIS, LRIT and RFID.



## Port Environment Committee

### David Padman

Assistant General Manager  
(Regulatory)  
Port Klang Authority, Malaysia



- Compile and re-arrange documents, presentations and data distributed at past IAPH conferences/meetings for each of key issues of port safety and security.
- Review the outcome of the IMO/ILO/ECE work on potential risks associated with fumigated containers and decide on further action to be taken.
- Increase cooperation with port safety related technical organizations (PIANC, ICHCA, IALA, OCIMF) to ensure that their recommendations are aligned with the objectives of the Port Authority.

- Monitor progresses and provide recommendations for IAPH representation at IMO in particular at the London Convention and the Marine Environmental Protection Committee.
- Share best practices and experiences to tackle climate change and “promote port clear air programs in close coordination with the World Ports Climate Initiative (WPCI) including the following projects.

- Establishment of WPCI website in IAPH
- 2nd version of Tool Box for Port Clean Air Program
- Carbon Footprint Inventory
- Hybrid Yard Equipment
- Environmental Ship Index
- Onshore Power Supply (High Voltage Shore Connection System)
- Sustainability in (Terminal) Lease Contract

- Address the inadequacy of port reception facilities in accordance to IMO’s Action Plan, making close co-operation with Industry Reception Facility Forum.

- Monitor progress of Ballast Water Convention, in particular on relevant effects of the Convention onto Ports when it goes into effect.

- Collect examples and best practices about other environmental problems, such as noise, lighting, water quality and impacts on surround communities.

- Compile and re-arrange documents, presentations and data distributed at past IAPH conferences/meetings for each of key issues.

- Update the Green Port survey & add water quality aspect.

- Review PIANC document “Working with Nature” with a goal of adopting concept into the committee mission.

## Legal Committee

### Frans J.W. Van Zoelen

Director Legal Dept.  
Port of Rotterdam Authority, the Netherlands



- Updating and further expanding Introduction to Maritime Law for Port Officials through assistance of Erasmus University.

- Monitoring developments in field of modernization of Models for Port Regulations.

- Monitoring developments of “Places of Refuge” not only in IMO but also in other organizations, in particular EU’s proposed legislation “Maritime Safety Package”.

- Monitoring legal developments made in International organizations including IMO and UNCITRAL, including legal issues related to “piracy”.

- Monitoring developments of “UN Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea” at UNCITRAL, and “Draft Protocol to the HNS Convention” at IMO.

- Monitoring status of ratifications of various relevant conventions, such as Bunkers Convention, HNS Convention and Wreck Removal Convention.

- Producing comments or reports to assist other technical committees and members to properly understand requirements of international legal frameworks.

- Collect and review national or regional legal issues or legal developments relevant to port authorities.

- Legal Topics concerning Port Governance.

## TECHNICAL COMMITTEES & CHAIRS

(Group for Development, Operation and Facilitation)

### Port Planning & Development Committee

**Wolfgang Hurtienne**  
Head of Port Planning Dept.,  
Hamburg Port Authority, Germany



- Collect and analyze various Adaptation measures against Climate Change in Ports
- Collect and review various issues of Impact of Economic Crisis on Ports and Shipping industries, examining strategies to be taken by relevant parties and future directions to be aimed by Ports
- Collect and analyze motivations and market instruments of implementing Cooperation of Ports
- Collect and analyze successful cases of port redevelopment projects and prepare 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
- Collaborate with PIANC at its working group on dimensions of fairways

### Port Operations & Logistics Committee

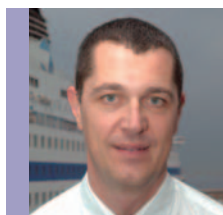
**Xavier Gesé Aperte**  
Deputy Director of Port Planning  
Puertos del Estado, Spain



- Prepare an introductory report on productivity indicators of container terminals which could help Port Authorities to identify and develop the performance indicators that better suit them.
- Collect cases of actual application of port performance indicators, review and prepare general recommendations.
- Collect and report examples of cutting-edge measures and other innovations to improve productivity of terminal operations.
- Study the role of ports in the logistic chain by collecting examples of logistics parks connected to ports, and analyse inter-modality and inland access.
- Monitor initiatives to promote Short Sea Shipping and the port requirements for Motorway of the Sea services (high frequency high quality SSS services).
- Collaborate with PIANC working group WG 135 on Container Terminals of small and medium ports.

### Trade Facilitation & Port Community System Committee

**Frédéric Dagnet**  
Strategy and Finance Deputy Director  
Grand Port Maritime de Marseille, France



- Monitor and report developments of trade facilitation and Port Community Systems discussed and resolved in international organizations such as WCO, UN/CEFACT etc.
- Update the list of 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.
- Globalize the knowledge of the Short Sea XML project.
- Implementation of the updated IT Award for the 2011 Conference.

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Financial & General Affairs  
Yasuo Miura

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Maritime Affairs, IAPH Technical Committee,  
Ports & Harbors  
Hisayoshi Tokui

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Yukiko Masumoto

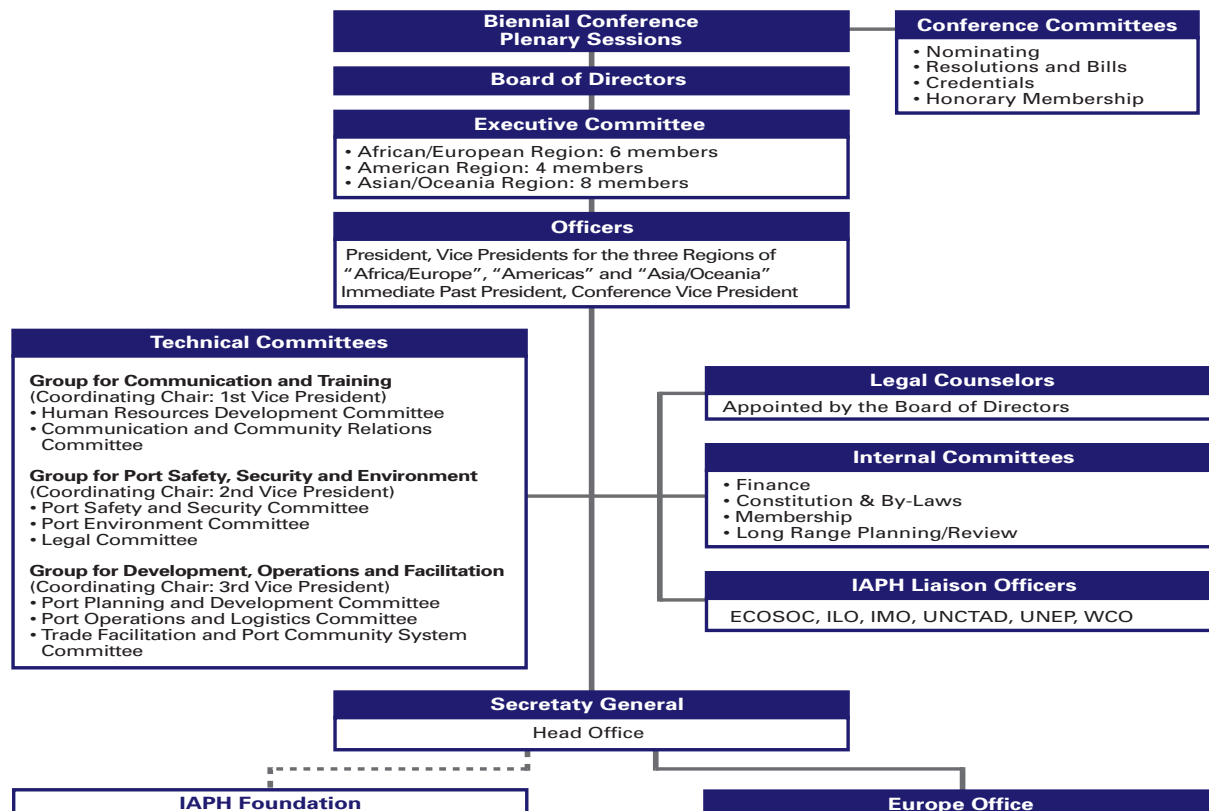
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## Managing Director

Fer M. J. van de Laar

## Structure of IAPH



## IAPH REGULAR MEMBERS IN THE MAP





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