

# IAPH

## 2015-2016 Annual report





# About IAPH

The International Association of Ports and Harbors (IAPH) was founded in November 1955. Today, as the global alliance of the world port community, it represents some 170 ports and 140 port-related organisations of about 90 countries worldwide. The member ports together handle more than 60% of the world's seaborne trade cargo and nearly 70% of global container traffic.

IAPH meets every two years in odd-numbered years at the IAPH 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 on a range of issues and challenges. Between IAPH World Ports Conferences, the IAPH Mid-Term Conference is held in even-numbered years to discuss common issues and allow networking among port colleagues. In addition, members of IAPH's six regions – 1) Africa, 2) America, Central and South, 3) America, North, 4) Asia, South/West, East and Middle East, 5) Asia, South East and Oceania, and 6) Europe meet at regional meetings to discuss common issues in a regional context.

IAPH actively addresses critical issues facing the port industry through its technical committees. At present there are nine technical committees tasked to study implications and recommend policies and measures in such areas as port communication, finance, safety, security, the environment, legal, development, operations, IT application, and cruise. IAPH also proactively plays a significant role in tackling global issues at maritime-related UN agencies and other international organisations. For this, IAPH is especially granted non-governmental organisation consultative status by ECOSOC, ILO, IMO, UNCTAD, UNEP, and WCO.

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

## Mission statement

### **Vision:**

To be the global ports' forum for industry collaboration and excellence.

### **Mission:**

Promoting the interest of ports worldwide through strong member relationships, collaboration, and information-sharing that help resolve common issues, advance sustainable practices, and continually improve how ports serve the maritime industries.

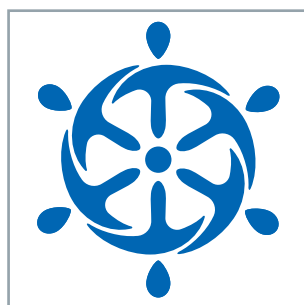


### **Objectives to achieve the mission:**

- Strengthen relationships among member ports by facilitating interaction, dialogue, problem-solving, and formulation of best practice.
- Leverage member expertise through strong technical committees and programmes that create platforms focused on resolving complex port and maritime industry concerns and building greater efficiency and sustainability for ports worldwide.
- Promote and demonstrate IAPH members' leadership and commitment to a cleaner, safer, and more environmentally sustainable industry for the benefit of the global community.
- Proactively co-ordinate with other international maritime and related organisations (such as IMO, UNCTAD, WCO, PIANC, etc.) and advocate global solutions to issues that affect IAPH members.



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# A stronger voice for world ports

The new IAPH constitution is a major milestone for the organisation, says your president, ***Santiago G Milà***

Our sector faces many challenges and IAPH is adapting to global changes. During this, my first year as president of IAPH, I had the honour of being involved in several important changes in the port sector and in our organisation. One of them is the approval of the new IAPH constitution that came into force on 1 June. This important milestone came about

because of our concerns that IAPH should adapt to ensure our organisation meets the needs of the globalised port sector.

It offers a better position for the

association to do more, and different, things. Changes are being implemented to give the organisation a relevant role in global maritime and transport affairs.

I am convinced that our objective to ensure the voice of world ports is heard, to expand IAPH's role, and create more value its members will be strengthened by this constitution.

The Mid-term Conference, held in Panama on 10–13 May 2016, was successfully concluded, attracting nearly 200 delegates. It offered us the opportunity to visit the expanded Panama Canal, which will have had a huge impact on the ports sector.





Moreover, it was an excellent occasion for IAPH members to strengthen links with this region, as the last time IAPH held a World Ports Conference or Mid-term Conference in a Latin America country was in 1959, when the 2nd World Ports Conference took place in Mexico. We are very proud that, after all these years, Panama hosted an IAPH event.

The resolutions approved during that conference addressed the main issues that concern our industry: the ratification of the HNS Protocol, the review of fuel oil availability for seagoing ships as required by regulation 14.8 of MARPOL Annex VI, and the implementation of the SOLAS Convention on the verified gross mass (VGM) of containers.

One of the most relevant milestones in 2016 was the coming into force of the amended SOLAS convention on 1 July. To ensure that the logistics chain can continue to function in a proper manner from that date, supply chain actors and national authorities should work towards commonly accepted guidelines in order to minimise distortion of competition and ensure smooth functioning of the SOLAS requirements. The absence of such co-ordination will lead to competition distortion and significant interruption to the logistics chain.

The Panama Canal expansion is another relevant milestone. As we confirmed during the Panama conference, its effects on ports and the maritime



industry will be huge and include an increase of trade, reorganisation of routes and vessel capacity, and reduction of cargo costs. Ports in the Panama region will be challenged as they adapt to the opportunities the expanded canal presents and these changes will have consequences for world ports.

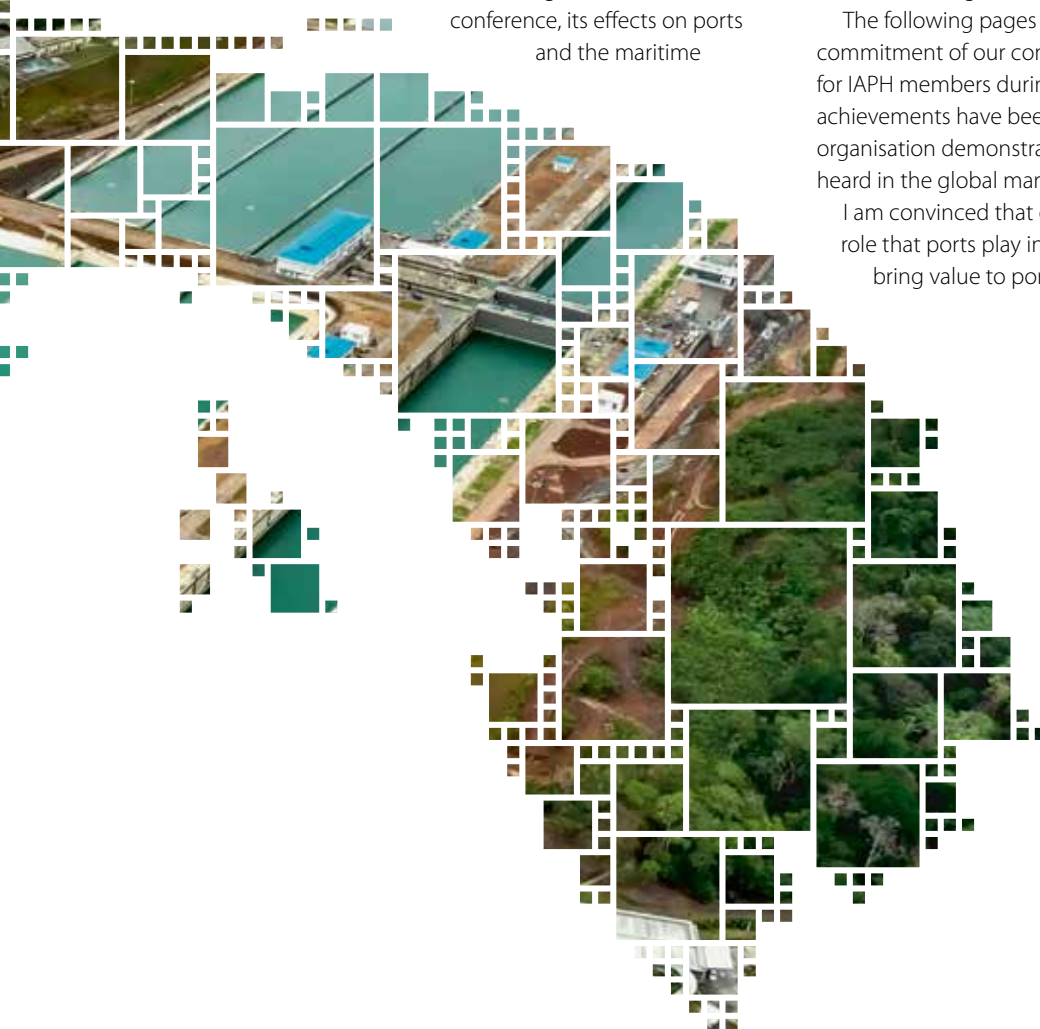
The following pages reflect the excellent work and commitment of our committees and secretariat in creating value for IAPH members during the past year. As you will see, their achievements have been remarkable and the whole organisation demonstrated its concern to make our voice better heard in the global maritime industry.

I am convinced that our achievements will reinforce the vital role that ports play in logistics and international trade, and bring value to port users. I will work for that.

Yours truly

**Santiago G Milà**

IAPH president  
Autoritat Portuària de Barcelona, Spain





# Looking back at 2015/16



A review of the association's activity and achievements, by *Secretary General Naruse*

## Mid-term Conference

The IAPH Mid-term Conference 2016 in Panama City was a great success, attracting nearly 200 participants. It covered various issues such as the Panama Canal expansion, the Panamanian port system, and business opportunities and port development strategies in Latin America. As the new Panama Canal was about to commemorate an official opening day of 26 June, those IAPH members present were excited to learn more about the expansion project and the expanded canal's implications on global maritime trade. The technical visit to the Gatun Locks, one of three lock systems in the canal, was unusually well-attended as participants wanted to witness the new canal with their own eyes.

The IAPH board of directors issued three resolutions that focus on pressing disputes surrounding the port and maritime industry: resolution on the smooth implementation of the SOLAS convention on the VGM of containers; resolution on urging ratification of the HNS Protocol; and resolution on review of fuel oil availability for seagoing ships as required by regulation 14.8 of MARPOL Annex VI (see p10–11).

## Amendments to the IAPH constitution

The draft of the new constitution, prepared by the Strategy Group headed by immediate past-president Grant Gilfillan, was sent out to all the IAPH members for comments in February. After taking into account comments by the members, the refined final draft was sent to regular members for voting at the end of March. As a result of the vote, the proposed new constitution was unanimously approved with the exception of one vote against.

IAPH has been run under the new constitution since 1 June. Now that IAPH's regional classifications have been broken down into six regions as opposed to three, we conducted the elections for the additional vice-presidents in August.

## Technical committees and WPCI

The technical committees have been working in accordance with their respective work plans for 2015–17. All nine

committees met in Panama in order to discuss the interim results of their work.

The following new reports were posted on our website after the IAPH 2015 conference in Hamburg (see p18–19):

- Study on best practices of container terminal automation in the world
- Updated version of IAPH legal database
- The World Ports Climate Initiative (WPCI) working group launched a dedicated website – LNG fuelled vessels – in 2015. It includes guidelines for safe procedures for LNG bunkering operations and various implementation guidelines to pursue this technology. Another WPCI project, the Environmental Ship Index (ESI) has attracted more ships (about 4,295) and incentive providers (47 ports and others) to date (see p20–21).

## Women's Forum Scholarship

The winners of the IAPH Women's Forum Scholarships were selected for the two categories from 12 and 11 entries respectively, by the forum's scholarship committee. The first winners will be invited to the IAPH 2017 conference in Bali to make their original presentations.

The winners were:

- Biennial Training Scholarship  
Luana Espana  
Port of Oakland, California, United States (video production certificate programme)
- Annual Meeting Scholarship  
Fiona Mbandi  
Kenya Ports Authority

## Preparation for IAPH Awards in Bali

IAPH now has five conference awards, which are presented at each biennial conference: the Akiyama Award; Conference Open Award; IT Award; Communication Award; and Environment Award. Preparation for these was made at the technical committees in Panama, and an official announcement to call for entries is to be made later this year.



## Membership

As of 30 June, the association comprises 301 members in 88 countries/economies. Over the past year, the following six regular and temporary members have joined (see p22–23).

### Regular members

- Port Authority of New York and New Jersey (United States)
- Port Akdeniz – Antalya (Turkey)
- Port Authority of the Cayman Islands (Cayman Islands)

### Temporary members

- Lyttelton Port Company Limited (New Zealand)
- Guangzhou Port Authority (China)
- Dublin Port Company (Ireland)

## Statements of accounts for 2015

The financial net worth of the association reached JPY457.1 million (USD4.55 million) as of the end of 2015, having increased by about JPY7.5 million compared with the previous year.

## Scholarships

### IAPH Women's Forum Biennial Training Scholarship

USD15,000 for two years

Supplements tuition for a port- or maritime-related course at a college, university, or other port-related training institution.

### IAPH Women's Forum Annual Meeting Scholarship

USD5,000 (maximum)

Attend and make an original presentation at the Women's Forum panel, either at the IAPH Mid-term Conference or the biennial World Ports Conference.

## Future conferences confirmed

### 8–12 May 2017

The 30th IAPH World Ports Conference  
Nusa Dua, Bali, Indonesia

### Spring 2018

Mid-term Conference  
Baku, Azerbaijan

This is partly because annual revenue, including membership dues, increased by JPY6.1 million and annual expenses, including personnel and office expenses, decreased by JPY11.8 million, compared with the budget.

Investment securities held by the association greatly decreased in value in terms of Japanese yen (down by JPY10.5 million) as a result of the appreciation of the yen at the end of the year.

The reports of independent auditors and the chair of IAPH Financial Committee, Garth Cowie, Port of Napier Limited, are attached in this document (see p24–25).

## Personnel matters

A vice-presidential election under the former constitution and by-laws was called for the Asia/Oceania region in order to fill a vacancy created by Richard Lino, the former president director of Indonesia Ports Corporation II. Being the only person who stood for the position, Martin Byrne, CEO of Port Nelson Limited in New Zealand, won a unanimous vote of confidence from the regular members in the region. He took office on 8 April.

Elections were held under the new constitution to elect vice-presidents of new regions and, as a result of voting, the following persons were elected as vice-presidents to represent each region: Peter Mollema for Europe, Molly Campbell for America, North, and Mauricio Suárez Ramirez for America, Central and South.



Photos: Panama Maritime Authority

# Mid-term Conference in Panama

The IAPH Mid-term Conference provided an excellent stage for world port leaders to debate and exchange information on the expanded Panama Canal and its implications for world maritime trade

Nearly 200 delegates, accompanying persons, guest speakers, and exhibitors from across the world gathered in Panama City, Panama, for the IAPH Mid-term Conference from 10–13 May 2016. At the opening ceremony, held on 12 May, Jorge Barakat Pitty, minister of maritime affairs and administrator of the Panama Maritime Authority, welcomed the IAPH members to Panama City as the conference host. Minister of the presidency of the Republic of Panama, Álvaro Alemán, then welcomed us to Panama and declared the conference open.

## Speakers sessions

The conference sessions turned out to be a first-rate forum to learn how ports are managed and operated, not only in Panama but also in Colombia and Mexico. Other topics included climate change and adaptation measures, and sustainable port development.

## IAPH resolutions

On 11 May, the IAPH board of directors met to discuss a number of important household matters and adopted three resolutions to make its position clear on subjects of immediate concern to the industry:

- Resolution on the smooth implementation of the SOLAS Convention on the VGM of containers
- Resolution on urging ratification of the HNS Protocol
- Resolution on review of fuel oil availability for seagoing ships as required by regulation 14.8 of MARPOL Annex VI

This meeting turned out to be the last of the IAPH board of directors, as it was replaced by the council that was created as the new governing body by the new IAPH constitution, which came into effect on 1 June.





## Speakers session: 12 May 2016

### Opening ceremony

Susumu Naruse, secretary general of IAPH

Santiago García-Milà Lloveras, president of IAPH

Jorge Barakat Pitty, minister of maritime affairs and administrator of the Panama Maritime Authority

Álvaro Alemán, minister of the presidency of the Republic of Panama

### Session 1:

**(Moderator: Orlando Allard, president and CEO, Mare Mundi Consulting)**

The Panama Canal expansion redefining world sea trade

Oscar Bazán, executive vice-president of planning and business development, Panama Canal

Building tomorrow's port today

Aitor Ibarreche, general manager, Panama Ports Company

Integration of port facilities for logistics development purposes

Demóstenes Pérez, president, the Council of Supply Chain Management Professionals, Panama

### Session 2:

**(Moderator: Tomás Ávila, secretary general, Panama Maritime Authority)**

Climate change effects and adaptation strategies in the maritime and port sector

Wolfgang Hurtienne, managing director, Hamburg Port Authority

Implications of attending Neo-Panamax

Juan Carlos Croston, marketing vice-president, Manzanillo International Terminal (MIT), Panama

The Panamanian port system and business opportunities therein

Guimara Tuñón, deputy director of maritime ancillary industries, Panama Maritime Authority



### Session 3:

**(Moderator: Martin Byrne, chief executive of Port Nelson, New Zealand)**

Punta Rincon Port - A new port for Panama's new copper mine

Tedd Clewett, general manager, Minera Panamá

Sustainable development of a port terminal located in the heart of the most beautiful bay of America

Mauricio Suarez Ramírez, CEO, Port of Santa Marta, Colombia

Port of Veracruz expansion programme: talking to society on maritime sustainable development

Virgilio Arenas, Fuentes University of Veracruz, Mexico

Francisco Liaño Carrera, engineering manager, Port Administration of Veracruz, Mexico

## IAPH awards 2017

To share best practice and experience, IAPH recognises and honours excellence in port management and operations through its biennial award programme. The awards are:

- Akiyama Award
- Bali Open Award
- Port Communications Award
- Port Environment Award
- Information Technology Award

Only IAPH members are eligible for the programme. Details will be announced later this year.

## Board discussions and decisions

- Statement of accounts for 2015 was approved
- IAPH Mid-term Conference 2018 – Baku Sea Trade International Port was officially determined as the host port of the IAPH Mid-term Conference in 2018. The conference venue is Baku, Azerbaijan, with exact dates to be determined at a later date
- 30th IAPH World Ports Conference 2017 – Shanti Puruhita, conference vice-president for Indonesia Port Corporation, updated the meeting on the current status of preparations for the basic framework of the conference programme, and hotel accommodation and registration, which were endorsed by the board
- Call for elections – the board agreed that an election of vice-presidents in the four regions of Europe; America, North; America, Central and South; Asia, South/West, East and Middle East, be initiated as soon as practical after 1 June.
- Recruitment of managing director – the board agreed that the process to recruit a managing director – policy and strategy be initiated accordingly.



# Conference resolutions

Resolutions adopted on 11 May 2016  
by the IAPH board of directors at IAPH  
Mid-term Conference in Panama

## **Resolution on the smooth implementation of the SOLAS Convention on the VGM of containers**

Recognising that the amendments to the International Maritime Organization's Safety of Life at Sea (SOLAS) Convention will go into effect on 1 July 2016, requiring all shippers to certify and submit the verified gross mass (VGM) of containers to the carriers and terminal operators in advance of loading the container aboard a vessel.

Recalling that IAPH adopted a resolution on "the verification of container weight in the supply chain" at Los Angeles in 2013, requesting the establishment of compulsory rules to require shippers to weigh and make correct declaration.

Noting that there are concerns as listed below about the implementation of the new rule among the parties concerned,

On a proposal duly seconded, it is unanimously resolved that

1. IAPH fully endorses the new requirements on the VGM under the SOLAS Convention as amended in order to improve the safety of the supply chain.
2. IAPH strongly urges national authorities to communicate the accepted tolerance levels for weighing equipment used to determine, and where necessary verify a declared VGM. It is important that this level of tolerance allows sufficient flexibility as it should not create blockages to the supply chain while also not in any way jeopardising improved safety.
3. IAPH urges parties concerned that the verified gross mass (VGM) and any other relevant information will always be communicated by the shipper to the carrier and to the terminal operator, unless it has been contractually arranged that this information is supplied by any other party. The shipper remains responsible for communicating via the agreed chain of communication and in accordance with an agreed timetable. All aims should be to communicate the VGM prior to the delivery of a packed container to a port terminal facility. It should be noted in the event this does not happen it is possible the terminal will refuse entry of that container.

## **Resolution on urging ratification of HNS Protocol**

Being aware that IAPH adopted during its 28th IAPH World Ports Conference in Los Angeles, United States, on 9 May 2013, its resolution on urging ratification of HNS Convention and which resolution is attached to this resolution;

Recognising that transport of hazardous and noxious substances (HNS) cargo is growing and even increases in significance in the maritime sector and that a financial compensation and liability regime for the damage due to accidents while transporting HNS cargoes is essential in the context of completing the framework of international compensation and liability regimes in relation to seaborne transport;

Recognising further that the ratification and entry to force of the HNS Protocol (The Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996) is pivotal in closing this compensation and liability framework;

Being aware that at its 101st session in April 2014, the IMO Legal Committee established an HNS Correspondence Group in order to provide a forum for discussion and information sharing, while at its 102nd session of the Legal Committee in April 2015 it was agreed to extend the mandate in order to continue a dialogue among states and industry stakeholders working towards the HNS Convention and protocol into force;

Being further aware that, despite the persistent efforts of the HNS Correspondence Group, still so far no progress in the ratification process is developing;

Being further aware that the report on the work carried out by the HNS Correspondence Group will be on the agenda of the 103rd Legal Committee Meeting of IMO in June 2016;

On a proposal duly seconded, it is unanimously resolved that

1. IAPH strongly appreciates the persistent work carried out by IMO's Correspondence Group under the leadership of Canada by providing a forum for an exchange of views for implementation issues and seeking at global level a co-ordinated approach to ratification, accession or acceptance, guidance, and assistance on issues regarding the implementation and operation of the HNS Convention and protocol as such;
2. Encourages IMO to have the Correspondence Group proceed its work and by focusing on a time frame aimed at a co-ordinated effort among states in order to have the critical mass trigger for its entry to force.



### Resolution on review of fuel oil availability for seagoing ships as required by regulation 14.8 of MARPOL Annex VI

Recognising that the revised MARPOL Annex VI (resolution MEPC.176 (58)) *inter alia*:

- Requires in regulation 14.1.3 that the sulphur content of any fuel oil used on board ships shall not exceed 0.50% m/m on and after 1 January 2020;
- Requires in regulation 14.8 that a review of the standard set forth in subparagraph 1.3 of this regulation shall be completed by 2018 to determine the availability of fuel oil to comply with the fuel oil standard set forth in that paragraph and further stipulates that if a decision is taken with which it is not possible for ships to comply, then the standard in that subparagraph shall become effective on 1 January 2025.

Noting that the Marine Environment Protection Committee (MEPC) of the International Maritime Organization at its 68th session in May 2015 had:

1. Approved the terms of reference for the review of fuel oil availability as required by regulation 14.8 of MARPOL Annex VI;
2. Established a steering committee to oversee the review and agreed that the committee is the de facto "group of experts" mentioned in regulations 14.9 and 14.10 of MARPOL Annex VI; and
3. Requested the secretariat to initiate the fuel oil availability review in accordance with the agreed terms of reference, including the establishment of the steering committee, with a view to the final report being submitted to MEPC 70.

Noting further that the Marine Environment Protection Committee at its 69th session in April 2016 had:

1. Noted the progress made by the steering committee and reiterated that, in accordance with the agreed terms of reference, the review is expected to be completed in time for reporting to MEPC 70; and
2. Agreed, in principle, that a final decision should be taken at MEPC 70 on the date of implementation of the 0.50% sulphur limit so that maritime administrations and industry can prepare and plan accordingly.

On a proposal duly seconded, it is unanimously resolved that IAPH urges governments party to the MARPOL convention to decide at MEPC 70 in October 2016 that the sulphur content of any fuel oil used on board ships shall not exceed 0.50% m/m on and after 1 January 2020.



### Resolution expressing appreciation

Whereas, the Mid-term Ports Conference and board meeting of the International Association of Ports and Harbors convened at the Atlapa Convention Center in Panama City, Panama, from 10 May to 13 May 2016, has been in all respects successful due to the wonderful organisation and execution of the business and social programmes.

Now, therefore, be it resolved that on this eleventh day of May on the occasion of the Mid-term Ports Conference and board meeting of the International Association of Ports and Harbors, the board of directors assembled in Panama City, Panama, hereby does extend its gratitude to the followings:

- Jorge Barakat Pitty, minister of maritime affairs and administrator of the Panama Maritime Authority
- Members of the conference organising committee

And be it further resolved that our thanks also go to the chairmen and speakers of the entire conference; to the sponsors, to other generous sponsors, and to the media for their respective support and contribution to the success of the conference; and

Also those in various capacities, including spouses, partners, and accompanying persons for their participation in the Mid-term Ports Conference and board meeting of this association.



Photos: Panama Maritime Authority



# A major change for IAPH

After an extensive period of consideration and consultation, the new IAPH constitution came into force on 1 June

## Background

The new IAPH constitution was examined for more than two years by a special task group, called the Strategy Group, headed by immediate past-president Grant Gilfillan. The draft of the new constitution prepared by this group was sent out to all IAPH members for comments in February 2016. After taking into account these comments, the refined final draft was sent to the regular members at the end of March 2016 to be voted on. As a result of this vote, the proposed constitution was unanimously approved with an exception of one vote against.

## Rights and responsibilities of membership

Unlike under the former constitution and by-laws, honorary members have the privilege of taking the floor, and can vote at annual general meetings and on other occasions.

## Regional organisation of members

Instead of three regions (Africa/Europe region, Americas region and Asia/Oceania region) as in the former constitution and by-laws, there are now six IAPH regions:

1. Africa
2. America, Central and South
3. America, North
4. Asia, South/West, East and Middle East
5. Asia, South East and Oceania
6. Europe

## Governance

The governing body of IAPH shall be the council. The council shall be constituted by the board of executive directors ('the board') consisting of:

1. The president, who shall be ex-officio chair of the board and of the council,
2. The regional vice-presidents and the non-executive directors consisting of:
  - the immediate past president of IAPH;
  - the conference vice-presidents;
  - the secretary-general of IAPH;
  - the managing director - policy and strategy of IAPH
  - internal committee chairs;
  - technical committee chairs;

- chairs or project leaders of forums, subsidiary bodies and other significant initiatives up to a maximum of three appointments;
- one associate member representative.

The board has general authority to establish broad principles and objectives for IAPH and to make any decision regarding the operation, financing and structure of IAPH with the exception of any issue relating to the structure of the council or any change to the constitution which it is not otherwise authorised to make under the constitution.

## Terms of office of the president

The president shall be entitled to re-nominate and be elected for two further terms of four years under some conditions.

## Managing director - policy and strategy of IAPH

This new role, the managing director - policy and strategy of IAPH, is primarily responsible for the development of and implementation of the strategic plans and policies as established by the board and representing the IAPH within the industry. He reports to the board and the president.

## Annual general meetings

The annual general meeting (AGM) is the meeting of the membership of IAPH, which was called the conference under the former constitution and by-laws. Under the new constitution, the AGM shall be held every year in conjunction with the IAPH World Ports Conference (odd years) or the IAPH Mid Term Conference (even years).

## Annual conferences

Just as now under the former constitution and by-laws, there will be a conference of IAPH held each year. The principal conference of IAPH shall be entitled the IAPH World Ports Conference and shall be held in each odd-numbered year. In each alternate year the conference shall be entitled the IAPH Mid-term Conference. In both conferences an AGM will be encapsulated.



Chair: Siti Noraishah Binti Azizan

# Our women in ports

It has been a busy year for members of the forum, with a new chair and vice-chair

The IAPH Women's Forum was established in 2012 to:

- aspire to advance and empower women in the maritime industry
- create a platform for discussing women's issues in the maritime industry
- find ways to encourage women to join the industry
- and promote training programmes enabling women to better compete for positions at all levels, including those previously not open to women

In addition to annual meetings, members of the forum actively exchange information on women in the maritime industry on the following SNS:



[www.facebook.com/groups/126585944210142](https://www.facebook.com/groups/126585944210142)



LinkedIn: <http://goo.gl/bgaVYQ>

In January 2016 Siti Noraishah Binti Azizan, who had served as vice-chair of the forum, was appointed as chair, succeeding founding member Naomi Kogon-Steinberg. Viv Bull, culture and capability manager of Port Napier, New Zealand, was appointed vice-chair (Asia and Oceania) in June 2016.

## Issues discussed in Panama

It has been an active year for its members with a number of initiatives under way. At the IAPH Mid-term Conference in Panama, members met to discuss and report the activities in the following five areas since World Ports Conference in Hamburg in June 2015:

- Women's Forum Scholarship update – announcement of winners
- IAPH Women's Forum initiatives including exchange programme and mentor/mentee
- Communication channel improvements including the website and Facebook
- Special programme for the IAPH World Ports Conference in Bali 2017







# Work plans 2015-17

IAPH's nine technical committees discussed the work they have been doing over the past year at the Panama conference

Technical committees, being regarded as the backbone of IAPH, are tasked to study a range of common-interest issues and concerns to the world port community. They are also assigned to prepare or propose IAPH position papers and resolutions on critical issues in maritime fields for submission to international agencies, including IMO, to advocate the principles of IAPH.

In May 2016 in Panama, nine technical committees discussed the outcomes of their efforts during the past 12 months and

three resolutions were put forward for adoption by the meeting. (Please see pages 10-11 for resolutions). For the full minutes of each committee meeting, please access each 'committee room' of the IAPH website at:

 [www.iaphworldports.org/members/committee-room](http://www.iaphworldports.org/members/committee-room)

The work plans of technical committees for the term 2015–17 were reconfirmed as below.

## 1. Group for Communications & Training

### 1.1 Communication and Community Relations Committee

**Chair:** Arley M Baker,  
Port of Los Angeles, USA  
**Vice-chair:** Martin Byrne,  
Port Nelson, New Zealand



#### Mission:

1. Provide a training programme for developing ports
2. Help the Tokyo office promote IAPH, as possible and permitted
3. Provide a forum for port public relations representatives to network and share best practice in community relations

#### Work plan:

1. Assist and implement the essay contest to culminate in the awarding of the Akiyama Prize and the Bali Open Prize at the 2017 conference
2. Assist and implement IAPH Training Scholarship and support IAPH Women's Scholarship as necessary (working with Women's Forum chair)
3. Review, monitor and improve the above two schemes, as and when necessary
4. Complete creation of a new website for IAPH
5. Formulate a communications plan for IAPH
6. Branding for IAPH
7. Review and enrich the communication case studies
8. Assist and implement IAPH Communication Award
9. Post the essays in the community case studies section of IAPH website
10. Recruit more port PR/communications professionals to the committee
11. Share best practice and company documents, including annual reports e-zines, promotional campaigns, and special event materials/plans
12. Continue support and expand IAPH social media platforms

## 1. Group for Communications & Training

### 1.2 Port Finance and Economics Committee

**Chair:** Dov Frohlinger,  
Israel Ports Development and Assets, Israel  
**Vice-chair:** Molly Campbell,  
Port Authority of New York and New Jersey, USA



#### Mission:

1. Monitor, collect, analyse and disseminate information relative to port accounting principles, budgeting, project financing, financial instruments/lending, economic feasibility studies, port economic contributions studies, tariffs, and other issues related to the port finances and economics

#### Work plan:

2. Collection of industry-wide financial and economic statements that will be available in IAPH library
3. Preparation of industry-wide list of CFOs with their contact information
4. Collection of best practice in regard to concession tenders and contracts

Photos: Panama Maritime Authority





## 1. Group for Communications & Training

### 1.3 Cruise Committee

**Chair:** Monica Bonvalet,  
Grand Port Maritime de Marseille, France  
**Vice-chair:** (vacant)



#### Mission and work plan:

1. Assist ports to attract, develop, and maximise the benefits of cruise operations and marketing of port cruise facilities and cruise itineraries
2. Assist ports and cruise lines to develop better relationships between the ports, the cruise lines, the cruise operators, and the cruise facilities management, to include, among others, discussions on best practice and implementation of leasing agreements between ports and terminal operators
3. Monitor, collect, analyse, and disseminate information pertaining to the latest developments in the global cruise industry, including passenger statistics, ship size trends, safety of cruise ships, and environmental matters
4. Monitor, collect, analyse, and disseminate information pertaining to planning, design, construction, maintenance, and improvement of cruise terminals and related navigation channels, cruise port services, and cruise port operations/management
5. Monitor, collect, analyse, and disseminate information pertaining to city-port relationships as far as cruise operations are concerned and showcase the current practices in this respect
6. Assist ports to develop a good relationship with cruise-related organisations such as global and regional cruise associations and local tourism organisations
7. Create the requisite social media and communications means (Facebook page, specific newsletter) as far as they relate to cruise operations
8. Create new IAPH Cruise Award for recognising ports that have excellent practices for enhancing cruising business in ports



## 2. Group for Port Safety, Security & Environment

### 2.1 Port Safety and Security Committee

**Chair:** K Subramaniam,  
Port Klang Authority, Malaysia  
**Vice-chair:** (vacant)



#### Mission:

1. Collect, interpret, and summarise for the association the latest relevant information concerning port safety and security requirements, initiatives and best practice
2. Provide analysis and draft positions on port safety and security matters to be placed on the agenda of international organisations such as IMO, ILO, ISO, WCO, IALA, etc

#### Work plan:

1. Provide commentary or report on port safety and security-related developments both at UN and other international organisations, focusing on their effects and implications to port industry with special attention on matters relating to piracy
2. Monitor developments of port security introduced or practised in ports and provide relevant information to the association regarding proposed changes and best practice. In particular:
  - Review ISPS Code practices implemented at ports since July 2004 and collect related case examples of problems or best practice at ports
  - Collect best practice on security measures, including advanced information technology solutions implemented at ports
3. Monitor developments in supply chain security at ports and analyse their implications to ports. In particular:
  - Monitor initiatives or developments in supply chain security including AEO introduced by countries in the world
  - Collect and disseminate best practice and technical developments on port and supply chain security
4. Monitor developments and collect best practice in port safety for dissemination among members, including:
  - Handling of dangerous goods in the port environment, paying attention to the risk of fumigated containers, new fuels for vessels eg LNG
  - Developments in safety measures at ports to address the risks associated with overweight containers and improperly packed containers
  - Handling of solid bulk cargo and compliance with safety measures for safe carriage by sea
  - Developments in safety measures at ports associated with risks of defective yard equipment
  - Developments in safety measures at ports associated with mooring accidents
5. Monitor and collect best practice in contingency plans for ports
6. Increase co-operation with port safety-related technical organisations (PIANC, ICHCA, IALA, OCIMF) to ensure that their recommendations are aligned with the objectives of ports



### 2. Group for Port Safety, Security & Environment

#### 2.2 Port Environment Committee

**Chair:** David Padman,  
Port Klang Authority, Malaysia  
**Vice-chair:** Henri van der Weide,  
Port of Amsterdam, Netherlands



##### Mission:

1. Monitor trends in environmental areas that affect ports, including, but not limited to, air quality, dredging/dredged material disposal, soil remediation, ballast water, habitats, ship wastes, and reception facilities.
2. Provide information on port environmental matters to the association concerning positions put forth on behalf of IAPH at international organisations such as IMO, IALA, UNCTAD, ILO, etc
3. Develop a Green Port programme and develop framework
4. Co-ordinate with PIANC Environmental Commission by active participation of IAPH members in PIANC working groups, consistent with the IAPH-PIANC joint agreement
5. Maintain close liaison with other environmental and dredging organisations such as AAPA, CEDA, WODA, USACE, IADC and others
6. Oversee activities of the WPCI

##### Work plan:

1. Monitor progress and provide reports on port environment-related issues made at international organisations including IMO, in particular at the Marine Environmental Protection Committee. Provide reports and assess the impact for ports of these issues and developments, such as the Ballast Water Convention, inadequacy of port reception facilities, and emissions by ships
2. Share best practice and experience in tackling climate change and promoting port clean air programmes in close co-ordination with the World Ports Climate Initiative (WPCI), with the following projects to be developed further
  - Carbon footprint inventory
  - Low-emission yard equipment
  - Environmental Ship Index
  - Onshore power supply (high-voltage shore connection system)
  - Sustainability in (terminal) lease contracts
  - LNG-fuelled vesselsNew ideas to be investigated for launching as projects under the WPCI
3. Collect examples and best practice relating to other environmental problems, such as noise, lighting, water quality, dust, and impact on surround communities
4. Increase co-operation on port environment-related issues with other international organisations such as PIANC
5. Prepare IAPH Environmental Award

### 2. Group for Port Safety, Security & Environment

#### 2.3 Legal Committee

**Chair:** Frans van Zoelen,  
Port of Rotterdam Authority, the Netherlands  
**Vice-chair:** WJF (Wilko) Tjisse Claase,  
Port of Amsterdam, Netherlands



##### Mission:

1. Initiate, follow-up, study and recommend proposed action to be taken on behalf of IAPH concerning any issues in which the collective interests of port authorities are brought into question from the legal point of view
2. Follow and if necessary intervene in international arenas that produce legal instruments relevant for IAPH, especially the legal committee of IMO
3. Assist other technical committees of IAPH with respect to relevant legal matters and international legal instruments promoted by international organisations

##### Work plan:

1. Updating and further expanding *Introduction to Maritime Law for Port Officials* and IAPH legal database
2. Monitoring developments in field of modernisation of models for port regulation
3. Monitoring developments of places of refuge, not only in IMO but also in other organisations, in particular the EU's proposed maritime safety package legislation
4. Monitoring legal developments in international organisations such as IMO and UNCITRAL
5. Monitoring status of ratifications of various relevant conventions, such as Bunkers Convention, HNS Convention, and Wreck Removal Convention
6. Producing comments or reports to assist other technical committees and members to properly understand requirements of international legal frameworks
7. Collect and review national or regional legal issues or legal developments relevant to port authorities
8. Legal topics concerning port governance liaising with the Port Finance and Economics Committee

Photos: Panama Maritime Authority





### 3. Group for Port Development, Operations and Facilitation

#### 3.1 Port Planning and Development Committee

**Chair:** Wolfgang Hurtienne,  
Hamburg Port Authority, Germany  
**Vice-chair:** Masahiko Furuichi,  
Graduate School of Management,  
Kyoto University, Japan



##### Mission:

1. Monitor, collect, analyse, and disseminate information pertaining to development, planning, design, construction, and maintenance of port and harbor facilities

##### Work plan:

1. Guidance to trailers' behavior at land-side terminal gate
2. Optimised layout of modern multipurpose terminals
  - Ro-ro/cars
  - Heavy load and project cargo
3. Effects of automated container handling on port planning

### 3. Group for Port Development, Operations and Facilitation

#### 3.3 Trade Facilitation and Port Community System Committee

**Chair:** Frédéric Dagnet,  
Grand Port Maritime de Marseille, France  
**Vice-chair:** Jordi Torrent,  
Autoritat Portuària de Barcelona, Spain



##### Mission:

1. Provide information concerning the latest developments in technology and the implications to ports of information processing and flows that are required to facilitate the movement of cargo and ships
2. Monitor developments at international organisations that might affect trade facilitation of the ports industry and provide information concerning positions to be taken by the association

##### Work plan:

1. Monitor and report developments of trade facilitation and port community systems discussed and resolved in international organisations such as WCO, UN/CEFACT etc
2. Best practice collection project
3. 2017 edition of the IT Award
4. Collaboration with other organisations (ESPO, IPCSA etc) on subjects of common interest (such as interoperability)

### 3. Group for Port Development, Operations and Facilitation

#### 3.2 Port Operations and Logistics Committee

**Chair:** Masaharu Shinohara,  
Kobe-Osaka International Port Corporation, Japan  
**Vice-chair:** Xavier Gesé Aperte,  
Puertos del Estado, Spain



##### Mission:

1. Monitor, collect, analyse, and disseminate information and elaborate on recommendations pertaining to the improvement of port services, port operations, port and terminal management, considering the port as an intermodal link and crucial node of the logistics chain

##### Work plan:

1. Port performance indicators (PPI) in container terminals – consideration of the best PPIs to monitor (parameters that influence them)
2. Introductory report of ro-ro operations (ro-ro freight: conventional, with commercial vehicles, new cars freight)
3. Intermodal and logistics in ports





# Reports and databases

When a technical committee completes a project, it publishes a final report or database.

The following reports and presentation databases, including interim reports and presentation databases were completed and released by the respective technical committees.

Included is a summary of each and its URL. IAPH members can access these outcomes by downloading them for free.

## Ship-to-ship transfers and the port environment by the Port Safety and Security Committee



**Project leader:** Yvonne Mason, member of the committee



According to the presentation, ship-to-ship transfer standards need to be clearly defined by port authorities and maritime administrations. Most ports currently conduct STS operations based on various industry guidelines, eg OCIMF, where masters of STS vessels are fully responsible for the operations.



**For the presentation database, please go to:**  
[http://bit.ly/port\\_safety](http://bit.ly/port_safety)

## Introduction of maritime law for port officials by the Legal Committee



**Project leader:** Frans van Zoelen, chair of the committee



This is a new edition of the Introduction of maritime law for port officials. It highlights a new insurance resource for IAPH members and advises port authorities to seek guidance on their exposure risk.



**For the text, please go to:**  
[http://bit.ly/maritime\\_law](http://bit.ly/maritime_law)

## The study on best practice of container terminal automation in the world by the Port Operation and Logistics Committee



**Project leader:** Juan A Delgado, former chair of the committee



This report presents a comprehensive perspective on technical developments at automated container terminals, detailing technical features in each stage of development from the first-generation of automated terminals in 1990s to the present fourth-generation terminals.



**For the report, please go to:**  
[http://bit.ly/terminal\\_automation](http://bit.ly/terminal_automation)





## The Arctic shipping in the age of mega-ships

(jointly) by the Port Planning and Development and the Port Operations and Logistics Committees



**Project leader:** Masahiko Furuichi, vice-chair of Port Planning and Development Committee



The presentation takes various factors into account, and compares the Arctic shipping route and Suez Canal route by mega-ships of 20,000 teu.



**For the presentation database, please go to:**

[http://bit.ly/Arctic\\_shipping](http://bit.ly/Arctic_shipping)

## Port performance indicators for container terminals (interim)

by the Port Operations and Logistics Committee



**Project Leader:** Masaharu Shinohara, chair of the committee



To assess this subject, a questionnaire was sent to 47 major container ports, of which 18 ports/30 terminals replied as of mid-April 2016. The final report will be presented at the next Bali meeting.



**For the interim presentation database, please go to:**

[http://bit.ly/Port\\_operations](http://bit.ly/Port_operations)

## Guidance to trailer drivers' behaviour at land side terminal gates (interim)

by the Port Planning and Development Committee



**Project leader:** Masahiko Furuichi, vice-chair of the committee



The interim report reveals that congestion mitigation measures can be elaborated by combining the structural and psychological strategies when facilitating the trailer drivers' and/or terminal operators' behaviour normalisation.

**For the interim report and presentation database, please go to:**



[http://bit.ly/Port\\_planning2](http://bit.ly/Port_planning2)

[http://bit.ly/Port\\_planning1](http://bit.ly/Port_planning1)



Shutterstock



# Update on environmental action



The World Ports Climate Initiative, in close co-ordination with the IAPH Port Environment Committee, launched its fight to reduce greenhouse gases in November 2008

Five projects are already finalised or in the process of implementation and remain in progress. Participation in the working group is open to all ports. For details of all the WPCI projects, go to: [wpci.iaphworldports.org](http://wpci.iaphworldports.org)



## WPCI projects finalised and/or launched

### Air quality and greenhouse gas (GHG) toolbox

The web-based IAPH toolbox for the Clean Air Program, which was developed by a working group led by Port of Los Angeles, provides valuable information on reducing air pollution in port areas, was expanded to include GHG mitigation measures in response to increased concerns about the effects of global climate change among port community in the world.

For access to the toolbox, please go to: <http://goo.gl/tMsbxcx>

### Carbon footprinting (CFP) for ports

Carbon footprinting (CFP) is used by ports to determine sources and amounts of, and trends in, GHG emissions, with the aim of reducing emissions in their port area. In June 2010, the WPCI CFP working group led by Port of Los Angeles released a guidance document on carbon footprinting for ports with the aim of supporting them in developing or improving their GHG emissions inventories.

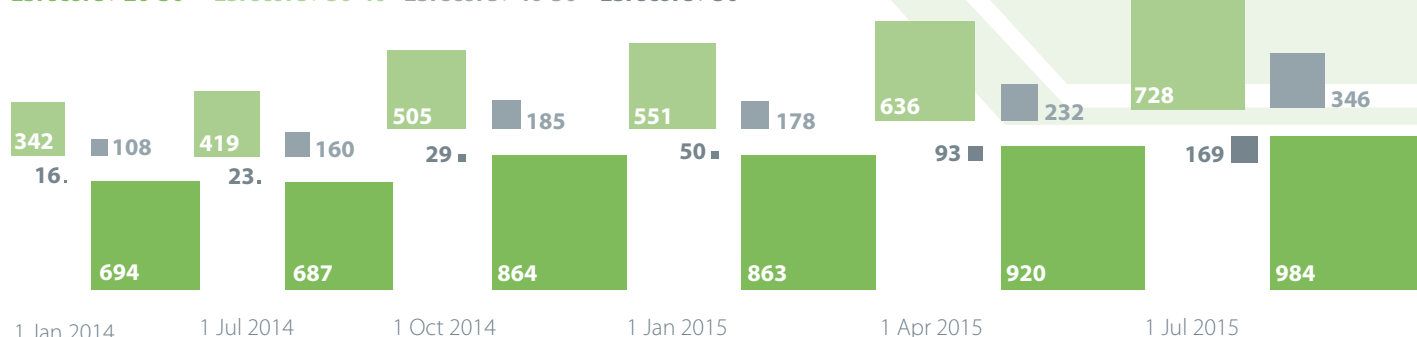
For access to the guidance document, go to: <http://goo.gl/419em8>

### Scope 1 & 2 CO<sub>2</sub> calculator

This project was presented at the IAPH Busan meeting in May 2011. The calculator enables ports to estimate not only their current volume of GHG emissions but also the possible reduction of carbon emissions by using alternative energy resources.

## ESI scores 1 July 2014-2016

ESI score >20-30 ESI score >30-40 ESI score >40-50 ESI score >50



### Number of vessels with ESI Scores over 20

Total	Total	Total	Total	Total	Total
1,160	1,289	1,583	1,642	1,881	2,227



For access to the calculator, go to:

[wpci.iaphworldports.org/carbon-footprinting/calc-1\\_2.html](http://wpci.iaphworldports.org/carbon-footprinting/calc-1_2.html)

### Onshore power supply (OPS)

The onshore power supply (OPS) working group, led by Port of Gothenburg, released an OPS website in 2010 as a guidance tool for world ports planning to implement OPS to reduce emissions of pollutants and GHG in their ports. The OPS website was updated in July 2013 with the addition of sections on standards, such as IEC/ISO/IEEE 80005-1 High Voltage Shore Connection (HVSC) Systems, and on suppliers of OPS systems.

To access the website, go to:

[www.onshorepowersupply.org](http://www.onshorepowersupply.org)

### Environmental Ship Index (ESI)

The ESI project team, led by the Port of Rotterdam, established an environmental scheme to reduce ship emissions of polluted air and GHGs by using a universal environmental index to measure ships' emission performance. Participating ports become incentive-providers for ships with good ESI scores. ESI started its programme in January 2011 after setting up its website in November 2010. As of July 2016, the programme had more than 4,295 registered ships with valid ESI scores, and 47 ports and organisations providing incentives.

To access the website, go to:

<http://esi.wpci.nl/>



### WPCI projects in progress

#### LNG-fuelled vessels

The project team, led by the Port of Antwerp, is tasked with preparing guidelines on safety procedures and facilities development for LNG bunkering to ships in ports. In 2015, three LNG bunker checklists were released for implementation in ports. Implementing harmonised bunker checklists in ports will be of great benefit to the vessels and their crew, reducing potential confusion caused by having to comply with different rules and regulations in different ports.

To access the website, go to:

[www.lnqbunkering.org](http://www.lnqbunkering.org)

Bunkering checklist ship-to-ship:

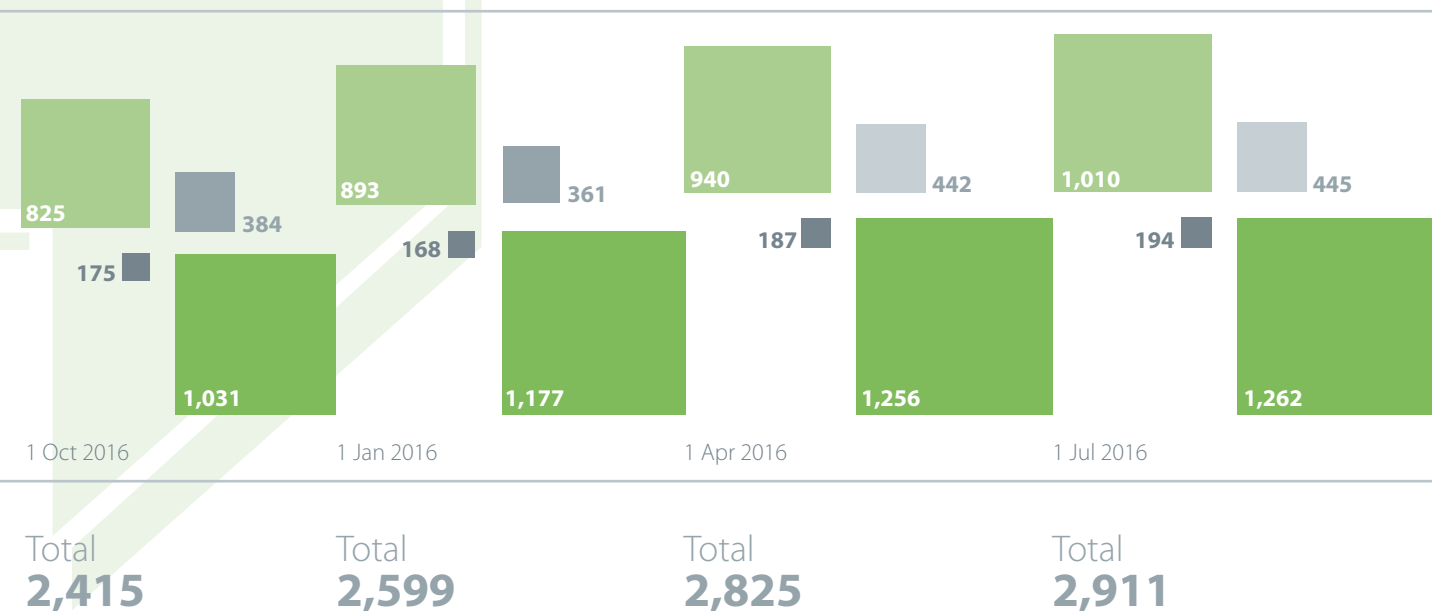
<http://bit.ly/ship-to-ship>

Bunkering checklist shore-ship:

<http://bit.ly/shore-ship>

Bunkering checklist truck-to-ship:

<http://bit.ly/truck-to-ship>





# Membership update

As of 30 June 2016, the association comprised 301 members in 88 countries/economies. The regional breakdown for each membership is listed below

## Regular/temporary members (2015/16)

From 1 July 2015 to 30 June 2016, 8 members joined and 13 members left. The regular/temporary members who joined or left during the period are listed below.

### New members

- Lyttelton Port Company (New Zealand)\*
- Guangzhou Port Authority (China)\*
- Port Akdeniz – Antalya (Turkey)
- Port Authority of the Cayman Islands (Cayman Islands)
- Port Authority of New York and New Jersey (USA)
- Dublin Port Company (Ireland)\*

\* Temporary member.

\*\* Terminated due to dues delinquency

### Withdrawals

- Ports North (Australia)\*
- The Port Authority of Thailand (Thailand)
- Brunsbüttel Ports (Germany)
- Cargo Handling Corporation (Mauritius)
- Port of Miami (USA)
- Port Authority of Douala (Cameroon)\*\*
- Grand Port Maritime de la Reunion (France)\*\*
- Office des Ports et Rades du Gabon (Gabon)\*\*
- Adani Ports and Special Economic Zone (India)\*\*
- Sohar Industrial Port Company (Oman)
- Autoridad Portuaria de Gijón (Spain)
- Nagoya Container Berth Co (Japan)
- Port of Long Beach (USA)

## Associate members (2015/16)

From 1 July 2015 to 30 June 2016, 6 members joined and 8 members left. The associate members who joined or left during the period are listed below.

### New members

- SafeSTS (UK)
- Vadinar Oil Terminal (India)
- Shanghai Merchant Ship Design and Research Institute (China)
- NorthSouth GIS (USA)
- Impact People Strategies (UK)
- Carbon War Room (USA)

\*\* Terminated due to dues delinquency

### Withdrawals

- Acrux Infrastructure Technologies (Chile)\*\*
- NTUA Laboratory for Maritime Transport (Greece)\*\*
- Tidewater Middle East Company (Iran)\*\*
- Chalmers University of Technology (Sweden)\*\*
- Containerisation International (part of Informa UK) (UK)\*\*
- Regs4ships (UK)
- Estrada Port Consulting (Spain)
- HR Wallingford (UK)



**Asia/Oceania region**

• Asia region	<b>76</b>
• Oceania region	<b>12</b>

**Africa/Europe region**

• Europe region	<b>41</b>
• Africa region	<b>21</b>

**Americas region**

• North America region	<b>11</b>
• South America region	<b>8</b>

**88**  
members  
(52%)

Regular/temporary  
members total

**169**

**19**  
members (11%)

**62**  
members  
(37%)

**Asia/Oceania region**

• Asia region	<b>59</b>
• Oceania region	<b>3</b>

**Africa/Europe region**

• Europe region	<b>45</b>
• Africa region	<b>6</b>

**Americas region**

• North America region	<b>15</b>
• South America region	<b>4</b>

**62**  
members  
(47%)

Associate  
members total

**132**

**19**  
members (14%)

**51**  
members  
(39%)





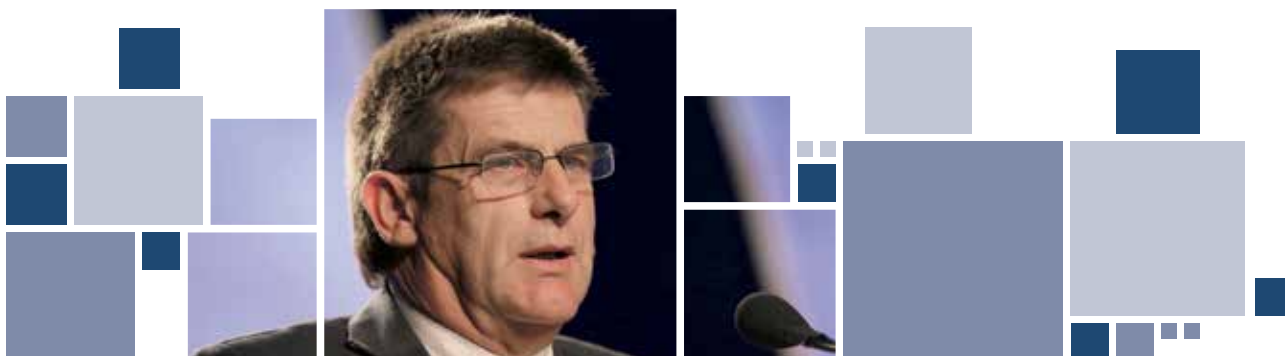
# Balance sheet

Appreciation of Japanese yen against the major currencies as of the end of 2015 (EUR1=JPY131.8) compared with 2014 (EUR1=JPY146.6) adversely affected the association's balance sheet. This depreciation was, however, offset by the surplus from annual business operations. As a result, the total financial net worth of the association as of the end of 2015 increased to JPY457.1 million – JPY7.5 million more than in 2014

## Balance sheets, 31 December 2014 and 2015

(JPY)

Items	2015	2014	Difference
<b>1. Assets</b>			
Current assets	145,355,063	129,549,257	15,805,806
Cash and deposits	143,897,690	127,913,417	15,984,273
Petty cash	38,724	43,248	-4,524
Ordinary deposits	71,458,066	52,958,369	18,499,697
Fixed deposits	72,400,900	74,911,800	-2,510,900
Accrued revenues	708,206	868,305	-160,099
Other current assets	749,167	767,535	-18,368
Fixed assets	336,924,884	343,057,871	-6,132,987
Specified fixed assets	33,181,083	28,851,273	4,329,810
Retirement benefits fund	23,822,400	21,347,179	2,475,221
IAPH training scholarship fund	3,557,834	1,581,505	1,976,329
Akiyama prize fund	5,800,849	5,922,589	-121,740
Other fixed assets	303,743,801	314,206,598	-10,462,797
Fixture and equipment	14,477	18,866	-4,389
Investment securities	299,987,341	310,445,749	-10,458,408
Leasehold deposits	3,741,983	3,741,983	-
<b>Total assets</b>	<b>482,279,947</b>	<b>472,607,128</b>	<b>9,672,819</b>
<b>2. Liabilities</b>			
Current liabilities	1,404,708	1,723,900	-319,192
Accounts payable	644,463	807,917	-163,454
Deposits received	536,453	697,419	-160,966
Reserve for wages and allowances	223,792	218,564	5,228
Fixed liabilities	23,822,400	21,347,179	2,475,221
Reserve for retirement benefits fund	23,822,400	21,347,179	2,475,221
<b>Total liabilities</b>	<b>25,227,108</b>	<b>23,071,079</b>	<b>2,156,029</b>
<b>3. Net worth</b>			
Restricted net worth	5,800,849	5,922,589	-121,740
Endowments	5,800,849	5,922,589	-121,740
Other net worth	451,251,990	443,613,460	7,638,530
<b>Total net worth</b>	<b>457,052,839</b>	<b>449,536,049</b>	<b>7,516,790</b>
<b>Total liabilities and net worth</b>	<b>482,279,947</b>	<b>472,607,128</b>	<b>9,672,819</b>



# Finance committee chair

Dear Sir,

It is my privilege as chair of the executive finance committee to recommend the 2015 financial statements and balance sheet to the executive for adoption and convey some general overview comments on the results achieved last year. Before doing so, it is appropriate to record that the secretariat is again to be congratulated for their efforts and support in carefully managing the association's financial affairs. The tight economic situation has necessitated a continuing focus on controlling or reducing costs, and working within budgetary levels as the norm.

I will direct my comments to two key aspects of the accounts, which from my perspective again warrant particular reference.

First, the nature of the association's revenue generation from membership dues worldwide and continuing fluctuations with exchange rates and the Japanese yen cross rate and the fixed linkage mechanism to the Special Drawing Rights (SDR)\* mean there will always be both upwards and downwards pressure on the revenue aspects of the association's affairs in the current format.

Our exposure to currency fluctuations, both positive and negative, will be ongoing. It may be wise for the new executive to consider the establishment of a currency fluctuation reserve account in the near future to cushion the association should the yen start to appreciate. The depreciation in the yen during the year resulted in an increase in membership revenues, being 4.6% higher when compared with last year. This was in addition to a slight increase in actual membership dues through the SDR, of positive 3.1%.

The second issue is the improvement by JPY7.5 million in the overall financial net worth of the association. The depreciation in the yen contributed significantly to the operating surplus, as did the lower overall operating expenditure, with the exception of two key areas for the association. These key areas were the additional cost of improvements to the website development

and one-off costs associated with the constitution requirements and the adoption of a new constitution. Given that the association's net worth has now improved to about JPY457 million – and despite the way that SDR are calculated – making specific provision for future currency fluctuations in the budget would seem to be a prudent risk-mitigation strategy.

As with last year, the association has been fortunate that the depreciation of the yen has worked in favour of the IAPH's financial position.

The secretary general's detailed comments in the advisory notes are an accurate reflection of the individual areas in the accounts and highlight the extensive endeavours of the secretariat in a number of key areas to achieve the budget. The overall positive operating result of JPY16.1 million for the year was extremely pleasing, despite the challenging financial environment.

A clear audit report has also been received and the secretary general is to be commended for his overall efforts and diligence in the financial prudence of the association's affairs.

Yours faithfully,

**Garth Cowie**

Chairman of Finance Committee

\*Special Drawing Rights (SDR): an international monetary fund (IMF) money basket, convertible into four major currencies – US dollars, UK pounds, euros, and Japanese yen.



# Raising our profile

IAPH keeps up to date with its members and the wider shipping community in a variety of ways, including *Ports & Harbors* magazine, Facebook, press releases, and its website

## **Ports & Harbors magazine**

IAPH publishes its official journal, *Ports & Harbors*, six times a year, with editorial input from IHS Markit. *Ports & Harbors* is a medium not only for IAPH members but also for port professionals to exchange views and opinions, obtain useful information and share best practice concerning the wide-ranging issues faced by ports and the maritime industry. Comments on the magazine or submission of articles, materials, and stories are always welcomed at [ph@iaphworldports.org](mailto:ph@iaphworldports.org)



## **IAPH website**

The IAPH official website was revamped and relaunched for the first time in five years in April 2016. The last revamp was in March 2011. Prior to the launch, members of the IAPH Committee on Communication and Community Relations chaired by Arley Baker, Port of Los Angeles, USA, extensively discussed revamping the site – both content and design – during committee meetings and teleconferences. Their aim was to make it a more attractive and powerful marketing tool for IAPH as the global voice for ports.

Martin Byrne, Port Nelson, New Zealand, and Luke Gullifer, Port Authority of New South Wales, Australia, offered their expertise and professional guidance through the entire process on a voluntary basis.



## **Press releases**

To make its position clear on issues of interest and concern to the membership, IAPH issues press releases on a regular basis, especially around the time of its conferences. To read all press releases, go to:

 [www.iaphworldports.org/press-releases](http://www.iaphworldports.org/press-releases)



## **IAPH on Facebook**

IAPH has been on Facebook since June 2011. The number of users and followers is increasing as this social networking tool offers a link to the general public and a channel for dialogue. As the number of posts in IAPH Facebook increases, so does the number of visitors. As of 30 June 2016, IAPH Facebook had some 1,300 'likes'. To expand our audience, please 'like' the IAPH Facebook page and follow it.

 [www.facebook.com/iaphworldports?sk=wall](https://www.facebook.com/iaphworldports?sk=wall)



## **IAPH online newsletter**

The IAPH online newsletter has been sent to about 1,600 subscribers on a bi-weekly basis since 2002 and contains up-to-date association news, such as IAPH meetings, technical committee activities, member ports' news, and other relevant information. Both members and non-members can receive the IAPH online newsletter.

✉ Please contact: [newsletter@iaphworldports.org](mailto:newsletter@iaphworldports.org)

## **IAPH Membership Directory**

The *IAPH Membership Directory* is revised once a year with support from IAPH co-ordinators. It provides easy-to access information on our members, such as contact addresses and port cargo statistics – useful when networking among IAPH members.



# Board of executive directors

(As of September 2016)



## President

**Santiago Garcia Milà**  
Deputy managing director  
Autoritat Portuària de Barcelona, Spain



## Vice President Africa region

**Hien Sié**  
Managing director,  
Abidjan Port Authority, Côte d'Ivoire



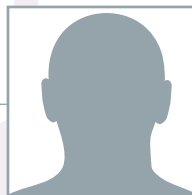
## Vice President America, Central and South region

**Mauricio Suárez Ramirez**  
CEO, Port of Santa Marta, Colombia



## Vice President America, North region

**Molly Campbell**  
Director of port commerce,  
Port Authority of New York and New Jersey, USA



## Vice President Asia, South/West, East and Middle East region

**To be determined**




## Vice President Asia, South East and Oceania region

**Martin Byrne**  
Chief executive  
Port Nelson., New Zealand



## Vice President Europe region

**Peter Mollema**  
Senior manager and strategy adviser, Port of Rotterdam  
Authority, Netherlands



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