

IAPH

2017-2018 Annual report





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About IAPH

The International Association of Ports and Harbors (IAPH) was founded in November 1955. Today, as the global alliance of the world ports community, it represents 170 ports and 130 port-related organisations in 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 year at the IAPH Conference, the largest gathering of the world ports community. Port executives and experts coming from all parts of the world exchange views and experiences on a range of issues and challenges. In addition, members of IAPH's six regions – Africa; America, Central and South; America, North; Asia, South/West, East, and Middle East; Asia, South East, and Oceania; and 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. Currently, there are

nine technical committees, respectively tasked to study the implications and recommend policies and measures in such areas as port communication, finance, safety, security, 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. In relation to this, IAPH has been specifically 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 experience 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:

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 between 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, and PIANC) and advocate for global solutions to issues that have an impact on IAPH members.



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Setting a new course

President **Santiago Garcia Milà**, Secretary General **Susumu Naruse**, and Managing Director - Policy and Strategy **Patrick Verhoeven**, share their views on IAPH's new constitution and the sustainability programme that has realigned its aims

2017 was a busy year for IAPH as it adopted a new constitution, which provided the basis for several structural changes. In March 2018, the organisation initiated the World Ports Sustainability Program (WPSP) to demonstrate the global leadership of ports in contributing to sustainable development. The programme sets the course for IAPH in the coming years, through a multi-annual work programme that was agreed at this year's annual general meeting in Baku. IAPH's leadership team explains how the new structure and work programme are preparing the organisation for the future.

How does the IAPH leadership team work in the new constellation?

Santiago Garcia Milà: We have complementary roles. As president, I oversee the decisions of the board of directors and the council. As I am travelling continuously across the globe in my daily role as deputy executive director for Port of Barcelona, I also maintain close contacts with fellow port directors all over the world. Our secretary general Susumu Naruse has the overall responsibility for the administrative and financial management of the organisation. In that capacity he heads the Tokyo office. Patrick Verhoeven is the newcomer to the team. As managing director - policy and strategy, he is responsible for the policy and strategy of the organisation. Patrick is based in Antwerp, from where he also co-ordinates the World Ports Sustainability Program. The three of us are members of the council, together with the vice-presidents and the chairs of the technical committees and forums.

In Baku, several key decisions were taken to reinforce the role of IAPH. Can you identify those?

Santiago Garcia Milà: In the third quarter of 2017, we held a membership survey to find out what our members expect from the organisation and where they see future value-added. We got a very good response rate, with 142 replies. The survey demonstrated that the potential of IAPH is high but underexploited. Above all, the organisation needs a clearer sense of direction.



IAPH president Santiago Garcia Milà addressed the IMO at the special ports event in June 2018

“For a long time, IAPH has enjoyed official recognition with several UN institutions”

Santiago Garcia Milà

President

The World Ports Sustainability Program provides a welcome opportunity to realign our direction and generate new content. Based on the survey results we elaborated a 'strategic package' in close co-operation with council members. The package was formally adopted in Baku. It



consists of several elements, including a multiannual work programme, a new operational structure for the technical committees, a communications plan, and a membership canvassing plan.

We decided to set up a fund that will allow us to co-ordinate and develop our own priorities under the World Ports Sustainability Program.

How does the World Ports Sustainability Program tie into the strategic package?

Patrick Verhoeven: The World Ports Sustainability Program was already agreed in principle before we started to develop the strategic package. It is a programme co-ordinated by IAPH in partnership with other port-related organisations. Its main aim is to develop leadership of ports in contributing to the 17 Sustainable Development Goals of the United Nations.

We work in five main areas: resilient infrastructure, climate and energy, safety and security, port-city dialogue and community outreach, as well as governance and ethics. The strategic package uses this framework to identify IAPH's own leadership issues that form our work programme for the next years.

What does this mean for the structure of IAPH?

Susumu Naruse: To shape our own leadership issues, we obviously need the expertise of our members. We currently have nine technical committees and one forum, the Women's Forum. With a new work programme, we have the occasion to refresh this network. As soon as the work programme is fully defined in operational terms, we will reach out to the membership to ask them to renew their representatives.

In addition, to streamline communication and provide maximum co-ordination and support from IAPH, we have decided to reorganise the committees and forum in three standing clusters: one on infrastructure and operations, one on environment, safety and security, and one on governance and communications.

Where does the fund come in?

Susumu Naruse: To allow the co-ordination of the World Ports Sustainability Program and the development of our own leadership issues we have decided to invest part of our reserves in a dedicated fund that provides the necessary resources, both in terms of people and support actions.

The fund is set at the same time horizon as the work programme that we decided upon in Baku, up to and including 2022.



Secretary General Susumu Naruse with Dr Taleh Ziyadov, the director-general of Baku Port and host of the IAPH Conference 2018 at the Tokyo office

“Regional events should be open to members from other regions, so that we can have healthy interaction and foster synergies”

Susumu Naruse

Secretary General

The World Ports Sustainability Program covers a broad range of issues. Where does IAPH see its own leadership?

Patrick Verhoeven: We have identified 15 leadership issues (see table on p6). Obviously, we cannot develop them all in the same format or at the same pace. Some issues have already been on our agenda for a while, such as the projects that emanated from the former World Ports Climate Initiative. These are now being upgraded and updated in the light of the new greenhouse gas strategy of the International Maritime Organization (IMO).

At the same time, we want to take the lead in generating new content. The integration of the Sustainable Development



The work programme of IAPH: 15 leadership issues under WPSP themes (2018–22)

Resilient infrastructure	Climate and energy	Safety and security	Port-city dialogue and community outreach	Governance and ethics
Innovative supply chain management	Environmental Ship Index 2.0	Cyber security in ports	Sustainability indicators and reporting	UN Sustainable Development Goals and corporate governance port authorities
Optimisation of vessel turnaround time in ports	LNG and clean fuel bunkering	Places of refuge	Sustainable cruise tourism in port cities	Awards and scholarships
Impact of autonomous vessels and vehicles	Onshore power supply		Risk-sharing between port community stakeholders	
Sustainable infrastructure financing	Energy transition in ports			

Goals in the corporate governance of port authorities is still largely uncharted territory where we want to step in. Digitisation of supply chains and cybersecurity are other fields where some ports have already made considerable progress, but there is still a lot of work to be done in fostering and spreading innovation on a global scale.

Susumu Naruse: Where possible and relevant, we work in partnership with other organisations, including those that have signed up to the World Ports Sustainability Program. Our recent MOU with the International Cargo Handling Coordination Association (ICHCA) is a good example of such a renewed partnership. We are also talking to the International Maritime Pilots Association (IMPA) since improved co-ordination in the nautical chain is essential to reduce ship emissions.

How does the new work programme connect to the institutional agenda?

Santiago Garcia Milà: For a long time, IAPH has enjoyed official recognition with several UN institutions. We want to revitalise those relationships. The IMO is our priority, as there are several topics discussed that have immediate ramifications for ports. Patrick already mentioned greenhouse gas emissions, the global sulphur cap, the development of the single-window concept, places of refuge, and automated shipping.

The current IMO secretary general, Kitack Lim, a former port director and IAPH member himself, is very keen to involve ports more closely in the work of the organisation. Last June, he organised the very first event in IMO that was fully dedicated to ports. We gladly supported the seminar, which was well attended by governments and industry alike.

Patrick Verhoeven: IAPH is the only voice of port authorities at the IMO. At the same time there are several other port-related professions represented, such as cargo handling companies, harbor masters, maritime pilots and ship agents. These are relatively small organisations compared to strong shipowner

lobbies such as the International Chamber of Shipping and BIMCO. But if we work together, we can considerably strengthen our voice. That is why we have taken the initiative to set up a 'round table' of all port-related organisations in the IMO. The main aim is to coordinate our interventions, share resources and formulate common positions where possible.

Greater visibility also implies enhanced communication. What are the plans there?

Patrick Verhoeven: There is a lot of low-hanging fruit. To begin with, we have renewed our external and internal communication with two digital newsletters. 'IAPH News' is meant for external audiences, including press. As the name suggests, 'IAPH Insider' brings news about institutional developments and our own activities and is for members only. This autumn, we will also take a fresh look at our flagship publication *Ports & Harbors*, together with our professional media partner IHS Markit. The magazine received a very high appreciation rating in our membership survey, so it will be more a matter of restyling it than fundamentally changing the concept. Above all, we want to extend the reader audience to go beyond the membership. That is why we have started distributing the magazine to all IMO delegations and staff.

Susumu Naruse: We are also preparing an overall rebranding of the organisation, including a rejuvenation of the website and social media channels. The aim is align the style of our branding with the 'look and feel' of the World Ports Sustainability Program. We hope to have this in place by early 2019. In the meantime, we'll be making use of LinkedIn to enhance our internal communication, notably with the technical committees.

The World Ports Conference is also going through changes?

Patrick Verhoeven: As from 2020 we will take over the organisation of the World Ports Conference ourselves with the



backing of a professional conference organiser, which we are currently selecting. This will considerably relieve the burden from the host port and at the same time we'll be able to guarantee a constant high level of quality, both in terms of content and format.

From 2020 onwards, the World Ports Conference will become an annual event and the concept of the mid-term conference is abandoned. The conference is in the first place meant to be a top-level business gathering where leaders from the port industry meet customers, suppliers, stakeholders, and regulators. The World Ports Conference is already unique, and now we want to make it the top port event in the world, where both senior executives and operational people feel at home. This requires a complete rethink of the format.

How will regional events boost membership relations?

Susumu Naruse: Under the new constitution, ports are classified by six world regions. For each region we have a vice-president who is tasked to engage with port directors in his or her region, attract new members, and liaise between members and the council.

The vice-presidents also conduct a regional meeting every year. These meetings can be held in the margins of the World Ports Conference, but we encourage dedicated events to be held in the actual regions. Our vice-president for the Africa region, Hadiza Bala Usman, has introduced the first IAPH annual regional meeting to Africa. The event took place in September 2018 and was hosted by the Nigerian Ports Authority. We can only encourage her colleagues to follow suit.

A dedicated event will provide so much more opportunity to engage and discuss with local members and provide input for our own agenda. We should not be afraid to differentiate and cater for regional needs. At the same time, regional events should be open to members from other regions, so that we can have healthy interaction and foster synergies.

How is all this affecting the membership numbers?

Susumu Naruse: After several years of decline, membership figures stabilised in 2017. We welcomed eight new ports between 1 July 2017 and 30 June 2018: Ningbo-Zhoushan, Vancouver, Gibraltar, Osaka, Kuwait, Liberia, Iran, and Mwani-Qatar. Our membership base remains weak in North and South America, so we need to step-up action in those regions. Our associate members also bring with them a lot of know-how and expertise, which we are not deploying in full right now.

With all the changes that are being implemented, including first and foremost a focused work programme, we are now in a good position to rephrase the membership value of IAPH and actively canvass for new members to join us.



David Piniens: 5076069

Patrick Verhoeven at the WPSP launch in Antwerp in March 2018

“The World Ports Conference is already unique, and now we want to make it the top port event in the world”

Patrick Verhoeven

Managing Director-Policy and Strategy

Where do you see IAPH in five years from now?

Santiago Garcia Milà: We are confident that the right course has been charted. After adopting the new constitution in 2017, we now have an ambitious but realistic strategy in place which we need to refine and implement over the coming years. This means that the change process is still ongoing.

Further structural changes will have to be considered so that by the end of 2022 we can look back at a successful transformation with a solid membership base across all world regions, with IAPH firmly re-established as the leading voice of the global port sector. I count on Susumu and Patrick as well as all colleagues in the council and the membership to make this happen.

Standing up for a sustainable future

Ports are sharing information and insight to create sustainable supply chains through an IAPH co-ordinated programme

IAPH member ports have set themselves an enormous challenge as they embark on a journey to drive the agenda for sustainable supply chains. IAPH's World Ports Sustainability Program (WPSP) was launched in March 2018 at a two-day event hosted by Antwerp Port Authority.

WPSP is based on the 17 Sustainable Development Goals (SDGs) drawn up by the United Nations. It is specifically concerned with five themes that relate to these goals: resilient infrastructure; climate and energy; port community outreach and port city dialogue; safety and security; and governance and ethics.

Through information sharing and collaboration on projects, IAPH is creating a sustainability knowledge centre and think-tank environment to spawn new projects and address challenges. The Antwerp event was the first step towards realising these goals.

WPSP will rely on partner organisations bringing their

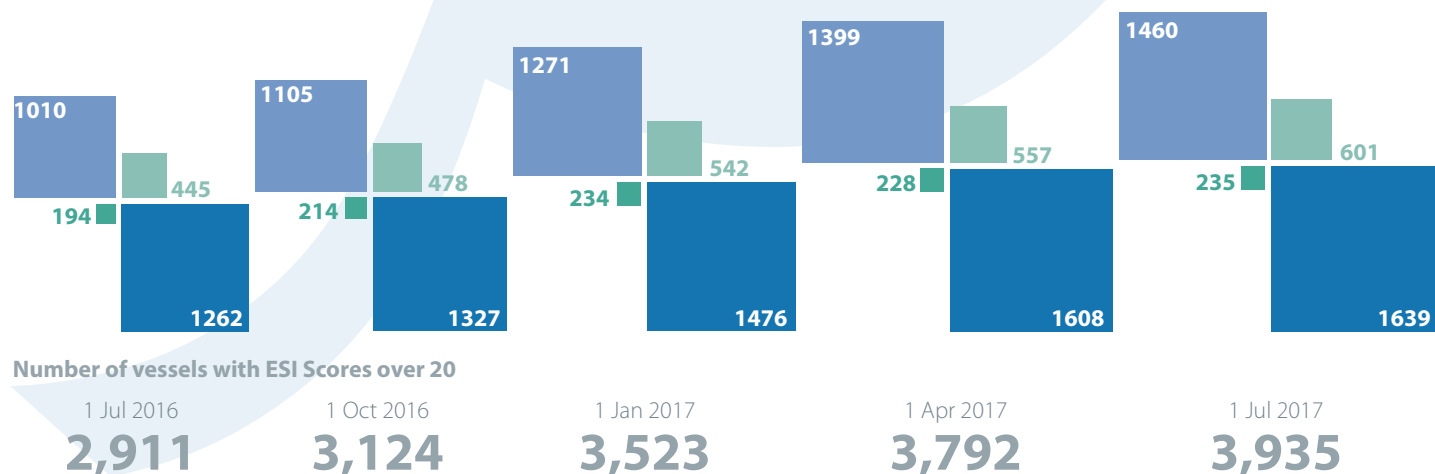
knowledge and expertise to the programme. Founding partners of WPSP include international and regional port-related organisations with whom IAPH had an existing memorandum of understanding: AIVP, the organisation for port cities; PIANC, the international navigation association; the American Association of Port Authorities (AAPA); and the European Sea Ports Organisation (ESPO).

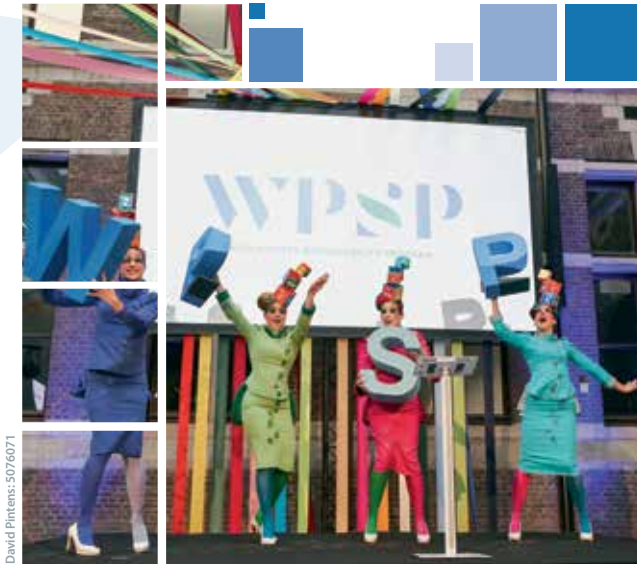
At the Antwerp launch, two other organisations joined as partners: the International Cargo Handling Coordination Association (ICHCA) and the International Association of Dredging Companies (IADC). In addition, ICHCA and IAPH have since strengthened their relationship through a specific memorandum of understanding (see p13). WPSP is open to other port-related organisations and Ports Australia joined in September 2018.

The programme is IAPH's flagship project and the aim is to align its work programme to the five sustainability themes. The

ESI scores 1 July 2016-18

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





David Pintens: 5076071

WPSP was launched in March 2018 at Port of Antwerp

work of the World Ports Climate Initiative has been enveloped in the programme and some of its projects now form the backbone of the climate and energy theme. Such projects include the LNG Working Group (see p10) and the Environmental Ship Index (ESI) (see opposite).

Since the Antwerp event, a new website (sustainableworldports.org), which acts as a platform for information sharing, is now up and running and several ports

have put forward their projects to share with the international logistics community. Ports are encouraged to use this information to inform their own planning and projects (see box on p11).

A team of professionals supporting the project has also been created by IAPH's managing director of policy and strategy, Patrick Verhoeven (see p11).

WPSP is still in its relative infancy, but IAPH wants the programme to beat a path to a sustainable supply chain and a better, healthier future for us all.

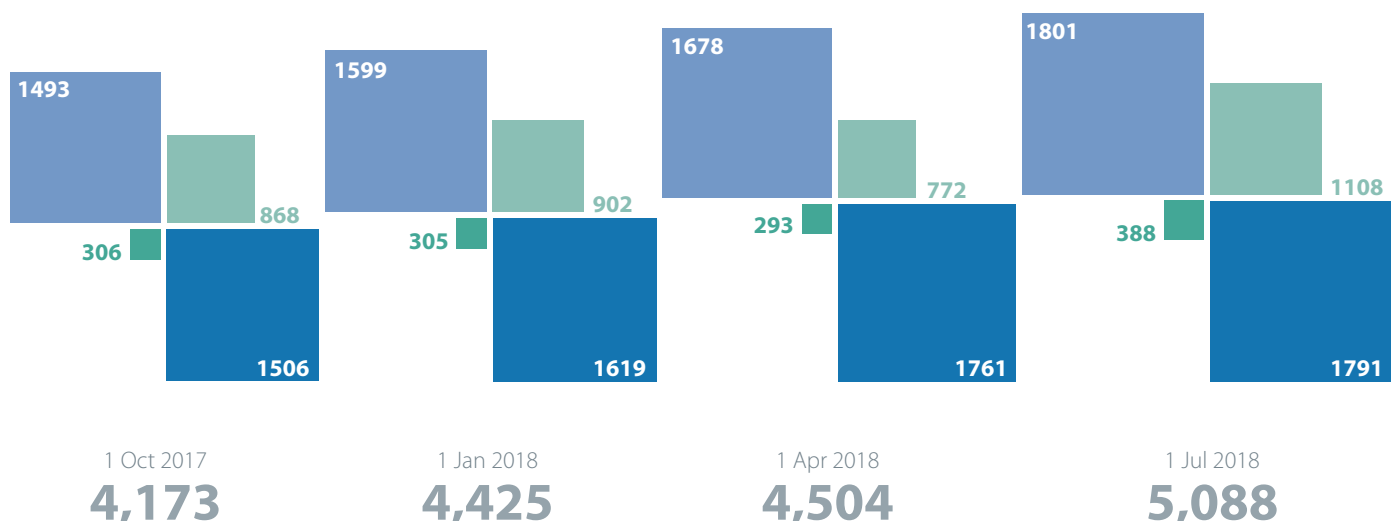
ESI goes from strength to strength

The Environmental Ship Index (ESI) is a voluntary tool that rewards and incentivises ships that meet and exceed emissions standards. It includes a formula-based evaluation of vessels' nitrogen oxide (NOx) and sulphur oxide (SOx) emissions.

The calculation also rewards vessels that are equipped to use available onshore power and which demonstrate fuel efficiency improvements over time, reducing carbon dioxide (CO₂) and particulate matter (PM) emissions. Ships are then given a points score. These are banded as of less than 20 (0 being basic compliance with international regulations), 20–30, 30–40, 40–50, and the highest score of 50–100 points. Ships with 100 points are among the best-performing vessels currently at sea. A total of 95 ships joined the scheme with a score of 50–100 in the April–July 2018 period.

Nearly 7,000 ships were registered with the ESI as of 1 July 2018, with April–July seeing the biggest leap in newcomers joining the scheme in two years.

At time of writing, 6,895 ships were registered, giving an





David Pintens:5076071

Antwerp's Port House. The port hosted the WPSP launch

overall increase of 529 since 1 April 2018. Ships with a high ESI score of 40–50 points, totalling 388, represented more than half of the new ships joining. The data also reveal another encouraging sign – the number of ships scoring less than 20 points dropped by 55, suggesting that these ships had managed to improve their scores.

The scheme has more than 50 incentive providers, such as ports authorities and class societies.

ESI working group chairman Eric van der Schans, director environmental management at Port of Rotterdam, said, "It is great to see the steep increase in the number of ships and incentive providers within ESI. It brings a responsibility to ensure that the ESI organisation, including website, database and working group, is strengthening and able to deal with the increasing responsibility."

To ensure the initiative's development and growth, it was agreed at an ESI working group meeting in Marseille in June 2018 that investments would be made in its IT system, including the database of registered vessels and online portal.

The technology powering the initiative will become increasingly important as the ESI's scope expands. According to ESI administrator Manfred Lebmeier, the index needs to be prepared to have its formula adapted "to reflect IMO developments. These include the 2020 sulphur cap and the 50% reduction target in CO₂ emissions by 2050."

The ESI is an important component of WPSP. It was established by IAPH in 2011 and has been gathering momentum ever since. Verhoeven said, "Following from points raised at the recent IMO special event for ports earlier this

month [May], the ESI will be a vital tool in achieving the priorities set out in our World Ports Sustainability Program."

LNG: the road to accreditation

The adoption of LNG as a marine fuel is, without doubt, becoming a reality and IAPH's LNG Working Group is supporting ports in making the transition from conventional heavy fuel oil bunkers to low-sulphur offerings. The working group has, over the past 18 months, been developing an audit and accreditation tool to recognise good LNG bunker facility operators and to have a deterrent effect on possible malpractice in the industry. This ensures the responsibilities of the operator are clearly defined and that careful consideration is given to the way LNG bunker operations are organised at the front end.

The LNG tool was officially presented in May at the IAPH conference in Baku and is now available on the Ingbunkering.org website. Ports are encouraged to visit the site and make use of the tool. Part of this audit tool is a bunker facility operators' audit checklist that is based on industry standards, guidelines, and best practice, from, for example, the International Organization for Standardization (ISO), the Society for Gas as a Marine Fuel (SGMF), and the International Association of Classification Societies (IACS). Using the audit tool, any bunker facility operator's quality management system may be audited on eight safety criteria.

Once audited and accredited, ports may issue a licence to operate in their port area.

Participating ports may share their audit results and information on the safety performance of a bunker facility operator with each other. With this system there is no need for a port to go through the entire audit process individually once an operator has already been audited by a participating port. An important win for the operator is that, once fully audited, it does not necessarily need to go through such an intensive process again when it wants to operate in a different port.

The development of the tool is a first step towards an accreditation scheme in which a third-party accreditor would perform the auditing. At a meeting in Bremen, Germany, in June 2018, the working group decided that results and experience from the use of the audit tool are required before a third-party accreditor is introduced.

At this meeting there was also discussion about the scheme being expanded so that it becomes a blueprint not only for LNG bunker suppliers but also for suppliers of the upcoming new clean marine fuels such as hydrogen and methanol. The tool may even be used for future accreditation of conventional bunker suppliers offering low-sulphur oil-based fuels.

After work on the LNG tools has been completed, hopefully in October 2018, the working group hopes to start focusing on a wide spectrum of clean marine fuels. The name of the group, therefore, from 1 October 2018 will be the IAPH Working Group on Clean Marine Fuels.

The team behind WPSP


The World Ports Sustainability Program is supported by four professionals who work with the IAPH technical committees, partner organisations, and ports to promote its aims. They also manage the WPSP projects and supporting website and knowledge bank



Patrick Verhoeven

Patrick is the managing director for policy and strategy and one of his primary objectives is to advocate and drive the aims of WPSP on behalf of IAPH members. He also fosters partnerships with other organisations to develop and expand the programme. He is supported by a team of three. Patrick has more than 20 years of experience in leading international port and shipping organisations.


Before joining IAPH in 2017 he was secretary general of the European Community Shipowners' Associations (ECSA).

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Antonis Michail


Antonis is responsible for the technical content of the programme. He manages the content of the WPSP website, including the port and partner projects, and is the first point of contact for ports that want to contribute their projects and share their experiences through the online form. He is active in the co-ordination of the IAPH technical working groups and will be part of all IAPH projects and initiatives. He also provides technical advice to the IAPH managing director.

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Victor Shieh

Victor focuses on externally communicating WPSP's activities and ensuring its profile is raised internationally in line with IAPH's vision as the 'Global Ports' Forum for Industry Collaboration and Excellence'. He has more than 30 years' experience in global shipping, ports, and logistics, including more than 10 years as global PR and communications executive for Safmarine Container Lines. In 2012, Victor established his own agency and now advises companies on internal and external communications.

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Fabienne Van Loo

Fabienne has been the administrator of WPSP since 1 September 2018. Her role includes the administrative and financial management of WPSP projects, preparation and co-ordination of project and partner meetings and seminars, and other events. She is responsible for publications promoting the programme, including the annual *World Ports Sustainability Report*. She is the general point of contact for WPSP-related enquiries.

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WPSP projects

One of the main aims of the World Ports Sustainability Program is to create a think-tank for ideas to be discussed. These ideas are being curated into an online knowledge bank (www.sustainableworldports.org) as managed by Dr Antonis Michail. The following projects are examples of the work being carried out by ports and that are being shared through the website.

NEPTUNES project on noise from ships

A consortium involving ports from Europe, Australia, and Canada, it involves community outreach and port-city dialogue.

Justification: Noise is high on the ports' environmental agenda. This project is innovative as not much has been done to date on noise from ships and because of its international port co-operation.

MIT Panama – gender equity initiatives

A good example of a project that falls under the governance and ethics theme.

Justification: The project offers geographical variety and showcases MIT Panama's drive to diversity its workforce. It employs female crane operators and 41% of its managers are women.

Port of Auckland – direct current micro-grid project

A project that falls within the climate and energy theme that harnesses the power of technology.

Justification: An innovative project using solar energy while avoiding energy losses.

Amsterdam – MISA project

This safety and security project draws on IT.

Justification: using IT to facilitate processes and enhance safety and security.



President Santiago Garcia Milà (right) with IMO Secretary General Kitack Lim at the IMO special ports event in June 2018

Shipping and ports working together

Part of IAPH's mandate is to represent ports at international forums. As the organisation evolves to meet new challenges, such as the development of WPSP, it is also reinvigorating its relationship with other key shipping and logistics bodies

IAPH's position as the only international organisation representing the voice of the world's ports means that it is granted consultative status as a non-governmental organisation (NGO) by five United Nations specialised agencies and one intergovernmental body. This important but often overlooked role means it represents ports at the International Maritime Organization (IMO), UN Economic and Social Council (ECOSOC), UN Conference on Trade and Development (UNCTAD), UN Environment Programme (UNEP), International Labour Organization (ILO), and the World Customs Organization (WCO).

Recognition of the role of ports in the maritime industry is growing at a regulatory level. IMO secretary-general Kitack Lim is

championing the relationship between ports and shipping. He said in *P&H* magazine, "It is very important to me that there is more collaboration between owners, ports, and the maritime administrations. In fact, this was one of the points I made in my manifesto when I was running for the position of secretary-general." He added that the theme for World Maritime Day in 2017 was 'Connecting ships, ports, and people'.

"There needs to be more communication between ships and ports, particularly because ship sizes are becoming bigger," he emphasised, pointing out that Maersk's 18,000 teu Triple E ships were a game changer and entered service in 2013 without ports having really been a part of the discussions about their



operation in a port area. “There can be issues when big vessels need to berth at or leave a port and I want to ensure that there is a platform for these important discussions here at the IMO. Joined-up government policies covering the whole maritime sector are critical for the port sector to flourish.”

IAPH managing director for policy and strategy Patrick Verhoeven believes IAPH is ideally placed to facilitate these discussions and should be ensuring that the voices of member ports are amplified in discussions.

“There has never been a better time for ports to look at collaboration and stronger representation. We must ensure that we are talking to the other associations, such as the International Chamber of Shipping, BIMCO, and others that have a strong presence at the IMO. Just like owners, who have a large presence in the delegations, ports must create a presence that is just as visible.

“This requires closer ties between ports and their maritime administrations and this is where the IAPH can assist by opening the right doors, so that our members are able to liaise with the permanent representatives at the IMO. Simultaneously, we must create stronger ties with stakeholders in the ports community, such as pilots, harbor masters, stevedores, and cargo handlers so we have a more united voice for our shared concerns,” he continued.

“The regulations that affect us, such as FAL [Facilitation for International Maritime Traffic], security, or places of refuge, apply to the port community as a whole and it is important that we are not fragmented and thus appear passive. Rather, we should be making sure that our concerns and opinions feed into the

Ports and IMO

On 11 June 2018, the IMO hosted a one-day high-level event on ports, which drew representatives of ports and other organisations to IMO headquarters following the 42nd meeting of its facilitation committee on 5–8 June. Santiago Garcia-Milà gave a presentation and in doing so became the first IAPH president to address the IMO.

Also in June, a symposium on port security and facilitation operations organised jointly by IMO and InterPortPolice was held.

IMO and IAPH has also established a ports round table to highlight port interests.

discussions from the start and help shape the conversations. We must also ensure that we have representatives who can bring technical expertise to the discussions and working groups – and it is best if this expertise can provide a holistic overview of all the aspects of port workings.”

Verhoeven said the IAPH’s ability to keep members updated with the IMO’s agenda was vital to garnering greater engagement from the community, as this would allow ports to prioritise what to spend their resources on – and ensure that members were able to be proactive rather than just reactive to topics that had moved past the information-gathering stage. He noted that ports should be involved in the decision-making process, so their needs can be taken into consideration when creating international regulation.

IAPH and ICHCA collaborate

On 14 June, IAPH and the International Cargo Handling Coordination Association (ICHCA) International signed a memorandum of understanding to pursue projects of mutual interest at the Terminal Operations Conference (TOC 2018) in Rotterdam.

Both organisations are keen to share their research and findings, including the projects of ICHCA’s technical panel and working groups and the output of IAPH’s technical committees.

ICHCA deputy chairman Laurence Jones said, “ICHCA and IAPH have worked together for many years, and this memorandum formalises that relationship. We look forward to working more closely together to improve safety and efficiency in the port and terminal industry.”

IAPH managing director, policy and strategy, Patrick Verhoeven, sees the understanding as a major boost for IAPH’s World Ports Sustainability Program (WPSP) launched in March. Much of the work of the organisation’s technical committees underpins its aims.

Verhoeven said, “With most of the IAPH members being landlord port authorities, this memorandum of understanding valorises the valuable experience and know-how of cargo-handling companies in our joint ambition to demonstrate global leadership of port communities in achieving sustainable development. We also look forward to working closely with ICHCA in strengthening the voice of ports in global forums such as the International Maritime Organization.”

One area that IAPH and ICHCA have identified as an opportunity for collaboration is that of cyber security.

Although the understanding is in its infancy, ICHCA security adviser Richard Brough has already pinpointed ways that IAPH can get contribute to its work. ICHCA has decided to launch a digital and innovation working group, and cyber will be on its agenda. Brough said that IAPH could join in these discussions if it wished.

Verhoeven is also keen to explore the possibilities of a cyber reporting scheme in which ports and terminals can report their attacks, a point that was also raised at the IMO special event on ports in June. He told *P&H*, “I think it’s obvious that we look to ICHCA as a potential partner here because the incidents we’ve had so far at ports have involved terminals and the very sensitive information of cargo movements.”

Trade facilitators

IMO's decision to regulate for electronic data exchange requires ports and shipping to move forward together towards a digitised future

The latest amendments to the International Maritime Organization (IMO) Convention on Facilitation of International Maritime Traffic (FAL) are set to strengthen the links between ships and ports and will usher in a new era of electronic communication and a closer relationship with the IMO.

Although FAL came into force back in March 1967, it is a living piece of regulation that has seen updates that keep it relevant. The FAL Convention, which has an impact on port operations, aims “to facilitate maritime transport by reducing paperwork and simplifying formalities, documentary requirements, and procedures associated with the arrival, stay, and departure of ships engaged on international voyages”.

Julian Abril Garcia, head of facilitation for the IMO Maritime Safety Division said, an average customs procedure encompassed interactions between 20 and 30 parties, 40 documents, and about 200 data elements, all of which see an average of 30 repetitions. The ability to send the same information to multiple parties electronically would save a significant amount of time. The latest updates, which were confirmed at FAL 41 in April 2017, have resulted in amendments to the existing port arrival forms and the introduction of three new documents pertaining to security-related information, advance electronic cargo information, and advance notification for waste delivery to port reception facilities.

Information on all these developments is accessible on the IMO website. There are also changes being introduced to how



FAL 41 at IMO in 2017 where the decision was made to press ahead with electronic exchange of information

shore leave should be processed, as ports would be required to explain their actions if they did not grant crew this leave, and greater clarity surrounding the handling of stowaways.

The biggest challenge for ports within the new amendments is the obligation to establish systems for electronic exchange of information – an obligation that carries forward the IMO's wider agenda for electronic navigation. These systems create new rules for the electronic clearance of ships and work towards the ambitious goal of establishing 'maritime single windows', such as having a single set of information that can go out to all interested stakeholders. The amendments to the FAL Convention came into force in January 2018, although the complexity surrounding implementation of the rules related to the electronic exchange of information means that many IMO member states have pushed back compliance to April 2019.

Once the FAL Convention amendments relating to electronic business come into effect in April 2019, all member states can submit forms either electronically or on paper for at least 12 months. The words 'at least' are important, as this means some member states and their ports may opt for periods of 24–36 months before they are completely electronic.

Port-related IMO debates

IAPH is active in many IMO debates, but is particularly engaged in the development of regulations relating to four key areas that involve ports as much as shipping. These areas are:

- Greenhouse gas (GHG) strategies – reducing GHG from shipping by 50% by 2050
- The sulphur cap – ports' role in the 0.5% sulphur cap on marine fuel by 2020
- The FAL Convention – electronic exchange of information between ship and port came into force in January 2018
- Automated shipping – the ship-to-shore interface



Mission to cut emissions

IAPH has been working with IMO's GloMEEP to develop a training programme to help ports optimise energy efficiency

IAPH has since 2016 been a strategic partner in the Global Maritime Energy Efficiency Partnerships (GloMEEP) project, which is executed by the International Maritime Organization (IMO), GEF (Global Environment Facility), and UNDP (United Nations Development Programme). GloMEEP aims to contribute to the significant reduction of greenhouse gas emissions from international shipping. It does through dissemination of information and best practice. It has identified 10 pilot countries (see box) to take a fast-track approach to legal, policy, and institutional reform, through government action, technology, and innovation.

The project was developed to help shipping meet the mandatory energy efficiency measures adopted by parties to IMO's MARPOL (International Convention for the Prevention of Pollution from Ships) Annex VI. These measures came into force on 1 January 2013 and made mandatory the Energy Efficiency Design Index for certain types of new ship and the Ship Energy Efficiency Management Plan for all ships.

It not only seeks to bring about reform in the 10 project countries, but it also encourages ratification of regulations by other countries.

One aspect of GloMEEP's work is a series of national workshops entitled 'Prevention and control of shipping and port air emissions' around the globe. The workshop programme was developed in association with IAPH.

Participants of the workshops are taught about a number of measures and strategies to quantify emissions in ports through the development of assessments that span both ocean and land, and include emissions from cargo handling equipment, trucks, and rail. They also receive training in how to conduct cost benefit analysis to assess the feasibility of these strategies.

The workshops are designed to include a port visit, which helps to further consolidate understanding of how each port operates and participants are encouraged to identify the means by which ports could potentially improve or optimise energy efficiency.

The first workshop in this series was held in Ningbo, China, from 23–25 May, with participants from the national maritime administration and port and terminal operators. It was co-hosted by Ningbo MSA and Ningbo Zhoushan Port. The workshop programme included a visit to Port of Ningbo Zhoushan, which did a presentation on the sustainability initiatives there.

A number of these workshops were rolled out in 2018

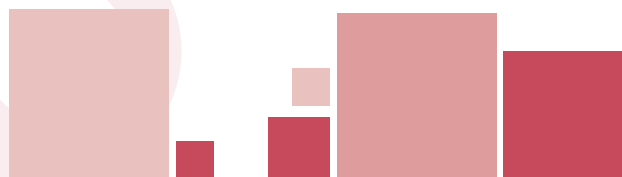
List of 10 lead pilot countries of GloMEEP

- Argentina
- China
- Georgia
- India
- Jamaica
- Malaysia
- Morocco
- Panama
- Philippines
- South Africa

including Casablanca, Morocco; Buenos Aires, Argentina; Bintulu, Malaysia; South Africa; Jamaica and Batumi, Georgia.

The three-day workshops were attended by national port authorities, terminals, environmental agencies, and the local maritime authority, thereby ensuring that a multiplicity of stakeholders were able to share their views and create a robust method of operations. For more information visit

 glomeep.imo.org



Participants of the first 'Prevention and control of shipping and port air emissions' workshop held in Ningbo, China, developed by GloMEEP in association with IAPH



Photo: Baku Media Center: 5081289

The countdown to the Guangzhou World Ports Conference in 2019 officially began in Baku. From left to right: IAPH's Susumu Naruse; Guangzhou Port Authority deputy director general Yuan Yue; Taleh Ziyadov, Port of Baku director general; and IAPH's Santiago Garcia Milà

Paving the way for cross-border trade

Belt and Road, free trade zones, hubs, and connectivity drove conversation at the IAPH Conference 2018 held in Baku in May

More than 400 people watched as Port of Baku laid out its plans to strengthen its place in the evolving Eurasia logistics chain. Port executives came together in May at the Heydar Aliyev Center, designed by Zahar Hadid, and were shown the history of Azerbaijan's rich trading heritage, through the fictitious character of Mariam, a young girl whose story evolved to the present day.

The opening programme featured international relations expert and author Parag Khanna, who noted Baku's location bridging Asia and Europe. Asia "is where it is at", he said and Asian nations are increasingly trading with each other, rather than Europe or the United States.

Dubai's connectivity has increased exponentially, he noted. "Over time, more cities will regain their role as great commercial hubs that won't compete, but will increase connectivity."

DP World is supporting Baku as it aims to position itself as the 'Dubai of the Caspian' and its group chairman and CEO, H.E. Sultan Ahmed Bin Sulayem, said that a "port-centric concept, combining the port, free zone, and sub-zones" was the best model for success.

Not all ports are fortunate enough to be situated in a unique or significant location that captures and maximises trade routes. Many have to be creative about attracting and retaining

customers and the establishment of logistics or free-trade hubs is one way to do this.

However, hubs are not necessarily a panacea or a one-stop-shop to success, panellists agreed during one session. Most argued that total buy-in from government, as well as a unique value proposition, were core requirements for a logistics hub to be a success.

Michael Proffitt, who was CEO of Dubai Logistics City between 2005 and 2008, attributes the success of the zone and airport to the vision and total commitment of the government.

You have to "create the right environment", he told delegates, pointing out that many Asian businesses and headquarters

“The port-centric concept — port, free zone, and sub-zones — is the best model for success”

H.E. Sultan Ahmed Bin Sulayem, group chairman and CEO of DP World



were in Dubai because the government put plans in place that were attractive to businesses.

Port of Trieste in Italy is another example of a port that is evolving. It cannot rely on its location either “and so has to do something more”, said Zeno D’Agostino, president of the port authority. Discussions about a freeport started three years ago, he told delegates, noting that, as in Dubai, the free trade zone had the full support of the government and was given new tools to make it work.

In 2017 a ministerial decree was signed for an international trade zone. The aim is to “offer a one-stop-shop” for manufacturing and logistics. “The future of the port is not the port,” D’Agostino told delegates, adding that ports should consider how they could position themselves at the centre of the logistics chain. Knowledge is very important, he asserted, and new ideas are always needed, adding that Trieste was “investing a lot in brains”.

Belting up

Belt and Road was also a running theme. One of the conference sessions featured IHS Markit’s Turloch Mooney and James Jixian Wang, a professor from City University of Hong Kong. They showed how many definitions of Belt and Road there are, how its routes have evolved, and that even within the Chinese system it is not a particularly uniform plan yet.

During the discussion, the importance of Chinese investment in ports, rail, and infrastructure were underlined but, equally, concerns over control were raised.

Commenting on the debate, IAPH managing director policy and strategy Patrick Verhoeven said that the value of overseas investments in infrastructure, as is the case in Belt and Road, needed to be matched with strategic control and local benefits. This is a matter of having tailor-made concession agreements

World Ports Conference 2019 in Guangzhou



Guangzhou Port Authority has proposed that the 2019 World Ports Conference runs from 6–10 May. The event will be held at the Guangzhou Baiyun International Convention Center. Please put these dates in your calendar.

A provisional programme is as follows:

- Monday 6 May: Early bird reception
- Tuesday 7 May: Board/council meeting, technical committee meetings, welcome reception
- Wednesday 8 May: Opening ceremony, working sessions, welcome dinner
- Thursday 9 May: Working sessions, annual general meeting, board meeting, closing ceremony, gala dinner
- Friday 10 May: Port tours

iaphgz2019.com

and being an equal partner in such agreements.

The role of port management was also explored, with past IAPH president Grant Gilfillan noting that the port authority’s role has been underutilised over time. He said port authorities had some power to affect regulation and so could look at the supply chain and use regulation to improve the situation. Hadiza Bala Usman, CEO of Nigeria Ports Authority and IAPH vice-president for Africa, picked up on the theme of regulation and said that port authorities, as regulators, played an important role in providing a level playing field within the port environment.

Discussions and decisions made in Baku

The IAPH Council*, now the governing body of IAPH, met on Tuesday 8 May in Baku to discuss how the IAPH should be made more relevant and valuable for its members in the current competitive environment, and how its position as the voice of the world ports should be strengthened and promoted more widely.

It was in this context that the board’s proposal to implement the IAPH 2018 Strategic Package, comprising five pillars – work programme, technical committees, communication plan, membership canvassing plan, and WPSP Fund – was presented for discussion. Consequently, the council endorsed the implementation of the proposal to regain IAPH’s

visibility and leadership by realigning its strategy and activity with the World Ports Sustainability Program (WPSP). More specifically, it implies changes to the way things have been done in the past, for example, restructuring technical committees and remodelling the IAPH awards and scholarship programmes.

This decision was reported to the annual general meeting on Tuesday 8 May at Villa Petrolia, Baku, which was well attended by IAPH members. At the AGM, a resolution of thanks was unanimously adopted to express the association’s thanks to the host, Baku International Sea Trade Port. Members at the AGM were also given a presentation on the inaugural meeting of

WPSP in March in Antwerp, replacing and reinvigorating the World Ports Climate Initiative (WPCI).

*Note: the new council comprises the executive directors (president and six regional vice-presidents, who make up the board) and non-executive directors (immediate past president, conference vice-president, secretary-general, managing director – policy and strategy, 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, and one associate member representative).



Meet the committee chairs

IAPH currently has nine technical committees and their work forms the backbone of the association. For more information about their current work plans, go to:

www.iaphworldports.org

Communication and community relations committee



Chair

Yariela Shiara Stevens Kelly
Technical adviser in the Permanent Mission of Panama in the International Maritime Organization, Panama Maritime Authority, Panama

Vice-chair

Vacant

Port finance and economics committee



Chair

Dov Frohlinger
Israel Ports Development & Assets, Israel

Vice-chair

Molly Campbell
Port Authority of New York and New Jersey, USA

Cruise committee



Chair

Sacha Rougier
Managing director, Cruise Gate Hamburg, Hamburg Port Authority, Germany

Vice-chair

Vacant

Port safety and security committee



Chair

K Subramaniam
Port Klang Authority, Malaysia

Vice-chair

David Padman
Sealand Marine Inspection and Testing, Malaysia



Port environment committee



Chair

Henri van der Weide
Port of Amsterdam, the Netherlands

Vice-chair

Vacant

Legal committee



Chair

Frans van Zoelen
Port of Rotterdam Authority, the Netherlands

Vice-chair

WJF (Wilko) Thijssse Claase
Port of Amsterdam, the Netherlands

Port planning and development committee



Chair

Wolfgang Hurtienne
Hamburg Port Authority, Germany

Vice-chair

Masahiko Furuichi
Japan International Cooperation
Agency, Japan

Port operations and logistics committee



Chair

Masaharu Shinohara
Kobe-Osaka International Port Corporation, Japan

Vice-chair

Javier Gesé Aperte
Puertos del Estado, Spain

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

Leading the way

Membership is divided across six regions, each represented by a vice-president who is responsible for promoting IAPH and addressing challenges specific to their region

Board members



President

Santiago Garcia Milà
Deputy managing director
Autoridad Portuaria de Barcelona,
Spain

I aim to make IAPH's voice better heard in the maritime world to increase the value of the IAPH and thus, increase its membership. As IAPH president, together with the board and with the support of IAPH members, I would like to successfully complete the IAPH structural reforms.

Vice-presidents



Africa region

Hadiza Bala Usman
Managing director
Nigerian Ports Authority, Nigeria

I seek to strategically promote inter-port co-operation and collaboration among African ports to enable these ports to compete effectively in global trade. I will continue to address intermodal transport challenges between ports and port cities through automation of our practices and initiate inter-regional harmonisation of simplified procedures that will boost an African single market, lower port costs, and enhance ease of doing business in Africa.



America Central and South region

Guimara Tuñón Guerra
Director-general of ports and maritime ancillary industries
Panama Maritime Authority, Panama

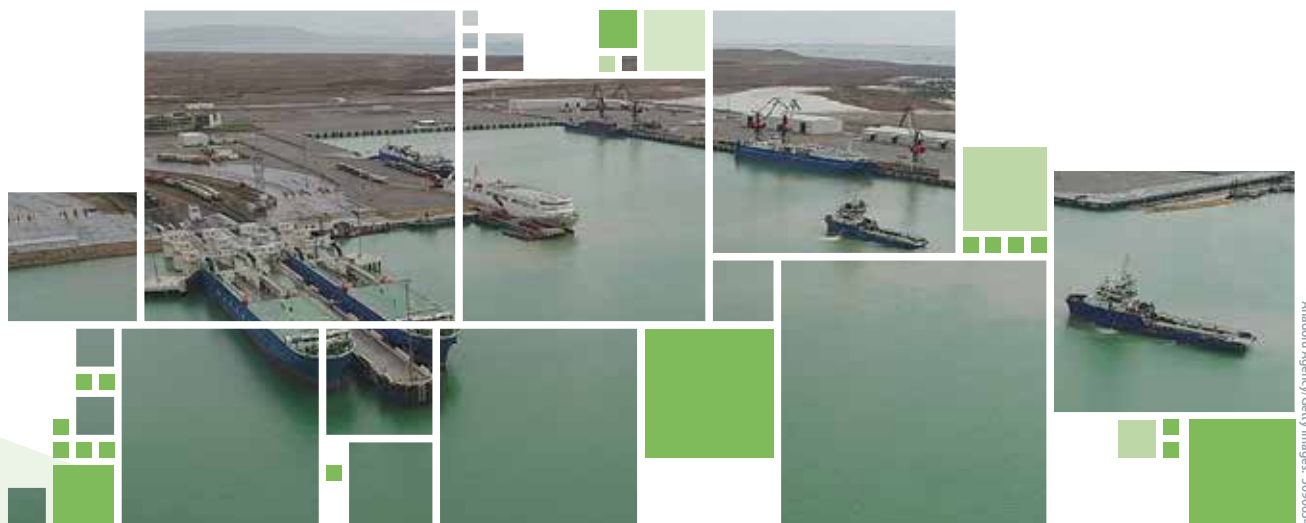
As vice-president for the region, I am focusing on strengthening the interaction and dialogue between ports in our region. Besides, I am working on to recruit new ports to this important organisation, with the aim of increasing the presence of Latin American ports in all IAPH activities.



America North region

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

My experience with IAPH has shown me the value of strong member relationships, collaboration, and information-sharing. IAPH is a strong forum for sharing ideas, best practice, and advancing new ideas that can help us all better serve the maritime industry. As vice-president, I would like to continue to provide leadership to IAPH as we all work together to improve port operations and efficiency and continue to provide the highest level of service to our customers and our home communities.



Asia, South/West, East, and Middle East region

Masaharu Shinohara
Executive officer
Kobe-Osaka International Port Corporation, Japan

I am working to increase the participation of member organisations in my region as well as aiming to facilitate lively discussion among the regional members. Furthermore, considering the vast diversity of the region members ranging from the Far East to the Middle East, I seek to understand the general situations and major issues that ports across the region are experiencing.



Asia, South East, and Oceania region

Karuppiah Subramaniam
General manager
Port Klang Authority, Malaysia

I truly believe that ports are vital epicentres of a nation's economy and, therefore, need to transform themselves into efficient and business-friendly entities, able to step up to the ever-growing demands and challenges. As vice-president for the Asia, South East, and Oceania region, I am committed to working closely with colleagues from within and outside IAPH who share the same goals and aspirations to make our ports a better place in every sense of the word.



Europe region

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

As the world undergoes rapid change, the port industry is being affected as never before: energy transition, digitalisation, new supply chain services, and climate change are just a few of the forces at play. As vice-president, the main objectives that I would like to achieve include improved co-operation with regional ports' organisations, increased membership participation, and getting the most out of the consultative role of IAPH with the International Maritime Organization and other international organisations.

Non-executive directors



Immediate past president

Grant Gilfillan
CEO, Port Authority of NSW,
Australia



Conference vice-president

Yuan Yue
Deputy director general,
Guangzhou Port Authority, China



Secretary general

Susumu Naruse
Secretary general, IAPH



Managing director - policy and strategy

Patrick Verhoeven
Managing director,
policy and strategy, IAPH

Chair of internal committee

Finance committee

Vacant

Chairs of technical committees

Communication and community relations committee

Yariela Shiara Stevens Kelly, technical adviser in the Permanent Mission of Panama in the International Maritime Organization, Panama Maritime Authority, Panama

Port finance and economics committee

Dov Frohlinger, chief operating officer, Israel Ports Development and Assets (IPC), Israel

Cruise committee

Sacha Rougier, managing director, Cruise Gate Hamburg, Hamburg Port Authority, Germany

Port Safety and Security Committee

K Subramaniam, general manager, Port Klang Authority, Malaysia

Port environment committee

Henri van der Weide, policy adviser safety, security, and environment, Port of Amsterdam, the Netherlands

Legal committee

Frans van Zoelen, director, legal department, Port of Rotterdam Authority, the Netherlands

Port planning and development committee

Wolfgang Hurtienne, associate partner HPA, former managing director, Hamburg Port Authority, Germany

Port operations and logistics committee

Masaharu Shinohara, executive officer, Kobe-Osaka International Port Corporation, Japan

Trade facilitation and port community system committee

Frédéric Dagnet, director, strategy and audit department, Grand Port Maritime de Marseille (GPMM), France

Women's Forum chair

Siti Noraishah Azizan, general manager, Sabah Ports, Malaysia

World Ports Sustainable Program (WPSP) bureau director

Patrick Verhoeven, managing director, policy and strategy, IAPH

One associate member representative

René Kolman, secretary general, International Association of Dredging Companies, the Netherlands



Women in ports: pushing the agenda

Forum appoints two new vice-chairs and members share experiences through social media

IAPH Women's Forum was established in 2012 to advance and empower women in the maritime industry. It creates a platform to discuss women's issues in the industry and ways to encourage women to join the industry, and to 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 about women in the maritime industry via



Facebook: www.facebook.com/groups/126585944210142



LinkedIn: <https://www.linkedin.com/groups/5035140/>

Vice-chairs appointed

Jeanine Drummond, general manager operations and deputy harbor master at Sydney Port Authority of New South Wales, Australia, was appointed as the vice-chair for the Asia, South East, and Oceania region. Elizabeth Blanchard, port commissioner of Port of Stockton, California, United States, was appointed as the vice-chair for the America, North region at the Baku conference in May 2018.

Blanchard has been involved with the IAPH Women's Forum since it was founded. A port commissioner since 2008, she is a professor emeritus of San Joaquin Delta College psychology department and the University of the Pacific School of Education. Among her present positions, she is the president of the Association of Pacific Ports.

Drummond is a maritime professional with more than 20 years' experience in shipping, commercial, and port operations. In her role as deputy harbor master or general manager operations – Sydney, she is responsible for the delivery of safe, efficient, innovative port marine services including the vessel traffic service, port operations, and emergency response for the ports of Botany Bay and Sydney Harbour.



Photo: Sabah Ports:5029313

Chair of the Women's Forum, Siti Noraishah Azizan, general manager, Sabah Ports, Malaysia

Baku discussions

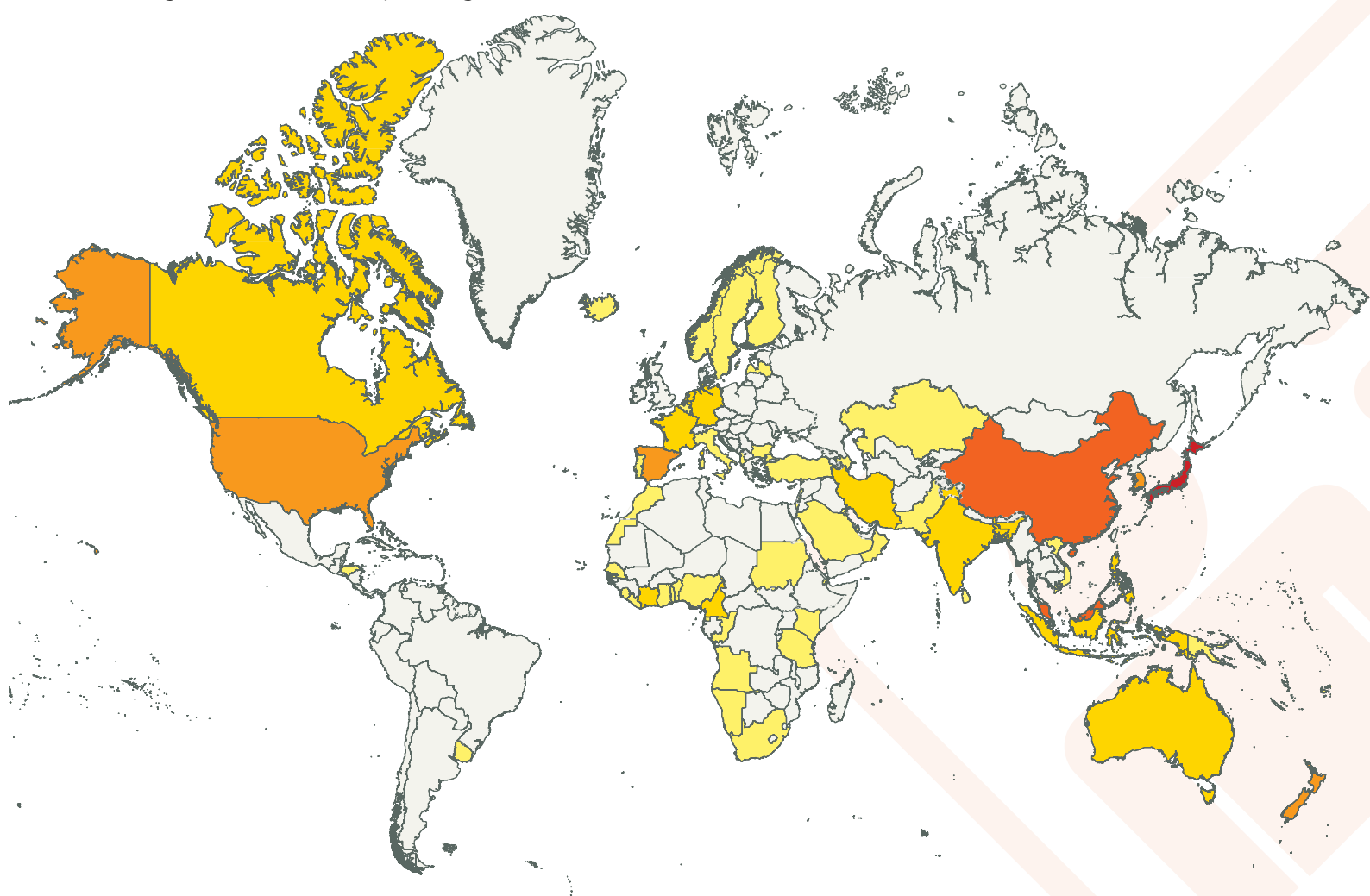
The IAPH Women's Forum has a number of initiatives under way and at the Baku meeting discussed the following:

- The chair's introduction of a booklet summarising the objectives and programme of the IAPH Women's Forum
- Vice-chairs' report on their ports' initiatives about women in maritime
- Annual meeting scholarship awardee Ngozi Obikili, from the Nigerian Ports Authority, gave her presentation entitled 'Enhancing the productivity of women in the maritime industry through workplace health and wellness initiatives'. It is available on the IAPH Women's Forum Facebook page.
- A special speech from Naomi Kogon-Steinberg, founder of and adviser to the Women's Forum, urging members to actively pursue its goals and objectives.

The world of IAPH




IAPH welcomed 20 new members between July 2017 and June 2018. They range by region and activity and further diversify and strengthen the association's membership

Regular membership at a glance



Number of IAPH regular members by country



 Disputed border
 Disputed region
 UN buffer zone

For a full breakdown of IAPH member ports, please go to www.iaphworldports.org/about-iaph/member-ports

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New regular members

- National Port Authority of Liberia (Liberia)
- Terminals and Tanks Petrochemical Company (TTPC) (Iran)*
- Vancouver Fraser Port Authority (Canada)
- Mwani Qatar-Qatar Ports Management Company (Qatar)*

- Port & Harbor Bureau, City of Osaka (Japan)
- Gibraltar Port Authority (Gibraltar)
- Kuwait Ports Authority (Kuwait)
- Ningbo Zhoushan Port Group (China)

* Temporary member

Asia and Oceania region: 90

• South/West, East, and Middle East region	59
• South East and Oceania region	31

Africa and Europe region: 61

• Africa Region	25
• Europe Region	36

America region: 17

• North region	10
• Central and South region	7

90
members

168
regular members
by region

17
members

61
members

New associate members

- Loh Hui Shan (Singapore University of Social Sciences) (Singapore)
- En Punto Solutions Chile (Chile)
- Silvina Zhivkova Bakardzhieva (Senior legal adviser, Bulgarian Maritime Administration) (Bulgaria)
- Aegir Port Property Advisers (USA)
- Takashi Yamada (Executive adviser, Tokura Corporation) (Japan)
- Koko Creative (New Zealand)

- ASEAN Ports Association (Philippines)
- VERIFAVIA (France)
- C-MAT, Centre for Maritime & Air Transport Management, University of Antwerp (Belgium)
- OMC International (Australia)
- Strategic Alliance-Teixeira Duarte /Bolipuestos (Venezuela)
- International Center of Excellence in PPP for Ports (Lebanon)

Asia and Oceania region: 62

• South/West, East, and Middle East region	51
• South East and Oceania region	11

Africa and Europe region: 53

• Africa region	5
• Europe region	48

Americas region: 20

• North region	14
• Central and South region	6

62
members

135
associate members
by region



20
members

53
members



Making the most of membership

The benefits of joining IAPH are as far-reaching as its membership base

- Give your port a voice at an international level, through organisations such as IMO, UNCTAD, and WCO.
- First-hand involvement in the development of the WPSP and premium access to the IAPH tools and products developed under the programme.
- Free copy of IAPH publications including *Ports & Harbors*, *IAPH Membership Directory*, membership e-magazine, and *IAPH Insider*. *Ports & Harbors* is the official journal of IAPH and is published six times a year with editorial input from IHS Markit. It is a medium for port professionals to exchange views and opinions and obtain useful information on maritime industry. The *IAPH Membership Directory* is published and sent to IAPH members once a year. It provides information about our members and is useful for networking. On 28 June 2018, the IAPH online newsletter changed its name to *IAPH Insider* under a new design and format. It is sent only to IAPH members. It contains up-to-date association news, link to the latest maritime news, and member ports' news releases. To subscribe, please contact  newsletter@iaphworldports.org
- Unlimited access to IAPH website
IAPH members can access all pages and documents on the IAPH website, offering comprehensive data and information on IAPH activities.
 www.iaphworldports.org
- Networking with key players at IAPH meetings and conferences, as well as reduced registration fees for these events
- Promotion of your port through IAPH publications and website
- A chance to get financial assistance to attend overseas training institutions and IAPH conferences via IAPH scholarships



IAPH conferences provide an opportunity to network

How to join IAPH

An online application form is available at:

 www.iaphworldports.org/about-iaph/join-iaph

Regular members subscribe to the number of units (1–8), based on the annual tonnage. Currently, the value of a unit is approximately USD1,500. Associate members engaged in various port-related business pay their dues, based on their business type, that range roughly from USD200–1,200. You may complete and return it to us with a remittance for membership dues. Your membership will become effective when we receive the completed application.

If you have any questions, including about membership classification, please refer to the above link or contact the IAPH secretariat at

 info@iaphworldports.org



Financial report

Balance sheets, 31 December 2016–17 (JPY)

Items	2017	2016	Difference
1. Assets			
Current assets	145,861,079	167,308,138	-21,447,059
Cash and deposits	144,534,122	166,017,495	-21,483,373
Petty cash	12,242	46,976	-34,734
Ordinary deposits	71,582,080	95,111,519	-23,529,439
Fixed deposits	72,939,800	70,859,000	2,080,800
Accrued revenues	594,489	555,986	38,503
Other current assets	732,468	734,657	-2,189
Fixed assets	348,586,624	313,401,729	35,184,895
Specified fixed assets	41,722,713	39,347,973	2,374,740
Retirement benefits fund	30,187,125	26,989,290	3,197,835
IAPH training scholarship fund	5,841,530	6,557,834	-716,304
Akiyama prize fund	5,694,058	5,800,849	-106,791
Other fixed assets	306,863,911	274,053,756	32,810,155
Fixture and equipment	10,659	12,422	-1,763
Investment securities	303,695,602	270,299,351	33,396,251
Leasehold deposits	3,157,650	3,741,983	-584,333
Total assets	494,447,703	480,709,867	13,737,836
2. Liabilities			
Current liabilities	1,495,768	6,490,857	-4,995,089
Accounts payable	687,120	5,581,298	-4,894,178
Deposits received	575,495	680,813	-105,318
Reserve for wages and allowances	233,153	228,746	4,407
Fixed liabilities	30,187,125	26,989,290	3,197,835
Reserve for retirement benefits fund	30,187,125	26,989,290	3,197,835
Total liabilities	31,682,893	33,480,147	-1,797,254
3. Net worth			
Restricted net worth	5,694,058	5,800,849	-106,791
Endowments	5,694,058	5,800,849	-106,791
Other net worth	457,070,752	441,428,871	15,641,881
Total net worth	462,764,810	447,229,720	15,535,090
Total liabilities and net worth	494,447,703	480,709,867	13,737,836

Balance Sheets

Depreciation of the Japanese yen against major currencies during the year, affected the IAPH accounts in a favourable manner. The appreciation of the security bonds in euro and pound sterling in terms of Japanese yen increased the net worth of the association by about JPY15 million. As the ordinary Revenues and Expenses accounts yielded a small surplus of JPY3.7 million, and two special funds disbursed some resources, the total financial net worth of IAPH as of the end of 2017 increased by JPY15.5 million compared with the previous year, reaching JPY462.8 million.

IAPH budget for 2018, general accounts (JPY)

Items	2018
Revenues	
Membership dues	114,200,000
Regular members	103,000,000
Associate members	11,200,000
Temporary members	0
Interest received	3,170,000
Other incomes	2,700,000
Advertisement/directory	2,000,000
Sales of publication	700,000
Revenues in this term	120,070,000
Expenses	
Personnel expenses	47,118,000
Non-personnel expenses	101,170,000
Office expenses	12,750,000
Correspondence and communications	1,200,000
Publication	18,170,000
Information services	800,000
Overseas travel expenses	4,000,000
Social expenses	200,000
Conference expenses	1,000,000
Professional services	2,050,000
Miscellaneous	1,000,000
IAPH liaison work/office of MD	24,000,000
Technical committee support	10,000,000
WPSP	26,000,000
Other expenses	3,000,000
Expenses in this term	151,288,000
Surplus for the period	-31,218,000

Budget for 2018

The total revenues and expenses for 2018 are estimated at JPY120.1million (USD1.09 million) and JPY151.3million (USD1.38 million) respectively with a shortfall of JPY31.2million (USD284,000). This shortfall is due to the development of the World Ports Sustainability Program and expansion of the team through the appointment of the Managing Director – Policy and Strategy.

These new strategies are initiated for the benefit of IAPH members using the sufficient inner reserve of IAPH (about USD4.1million as of the end of 2016).

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