



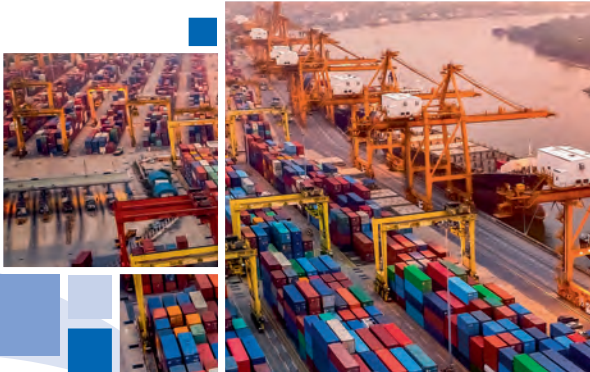
IAPH

2018-2019
Annual report





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About IAPH

Founded in 1955, the International Association of Ports and Harbors (IAPH) is a non-profit-making global alliance of 164 ports and 132 port-related organisations covering 87 countries. This is a significant alliance as member ports handle more than 60% of global maritime trade and around 60% of world container traffic.

IAPH strives to be a global ports' forum for industry collaboration and excellence. Its mission is to promote the interest of ports worldwide through strong member relationships, collaboration, and information sharing that help resolve common issues.

It also works to advance sustainable practices and continually improve how ports serve various sectors of the maritime and logistics industries.

In addition to offering a platform for open discussions, the association ensures that it is leading the rapidly evolving conversation about greater synchronicity between ship, shore and other relevant sectors.

IAPH has consultative NGO status with several United Nations agencies, including ECOSOC, ILO, IMO, UNCTAD, UNEP and WCO.

In 2018, IAPH established the World Ports Sustainability Program (WPSP). Guided by the 17 UN Sustainable Development Goals, it aims to unite sustainability efforts of ports worldwide and encourage international cooperation. The programme, which is growing from strength to strength, covers five main areas of collaboration: energy transition, resilient infrastructure, safety and security, community outreach and governance.

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.

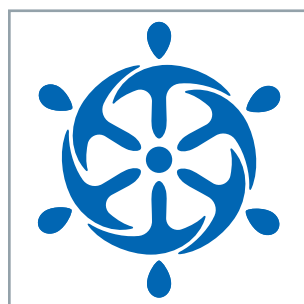


Objectives to achieve the mission:

- 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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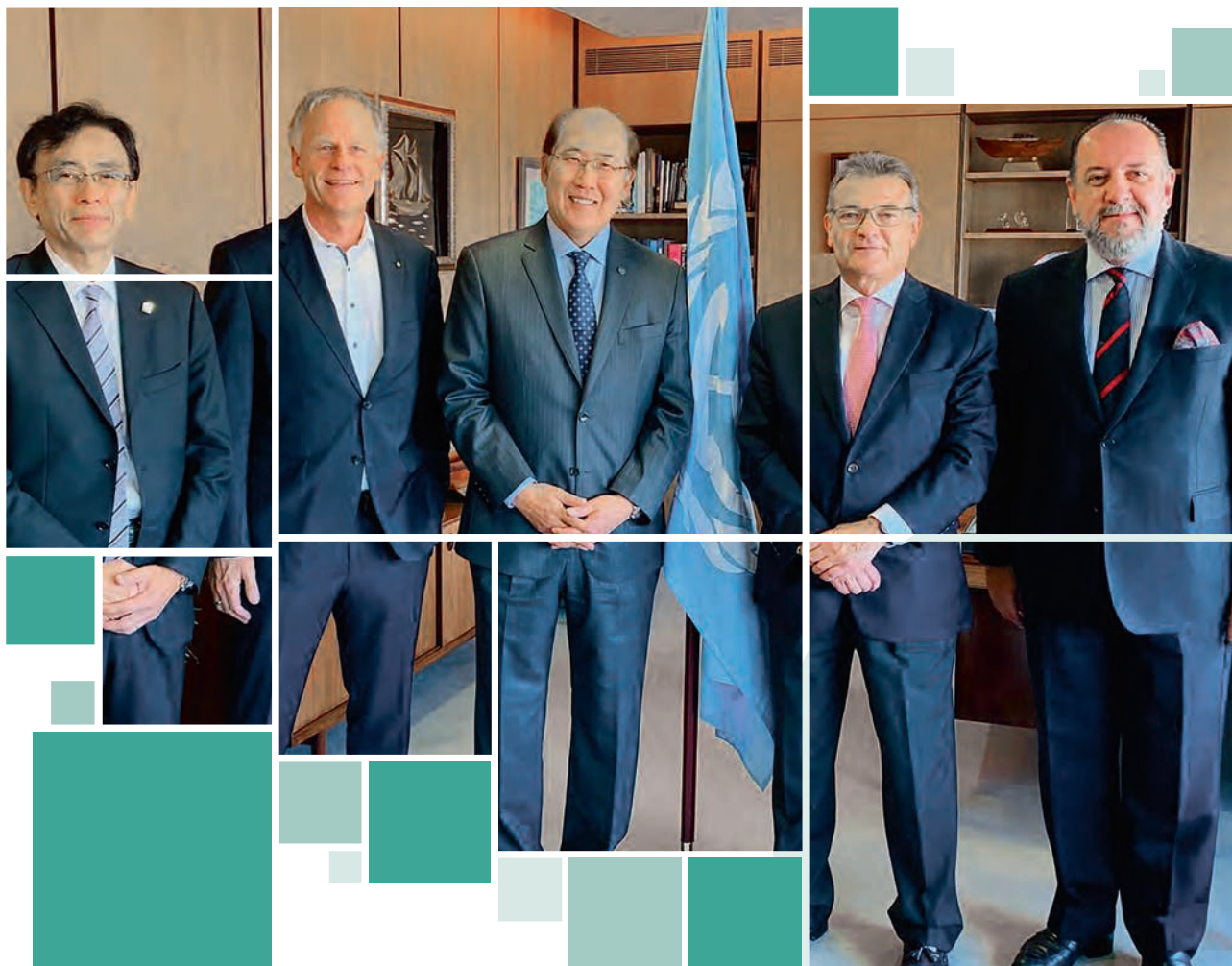
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L-R: SG Masahiko Furuichi, VP Europe Jens Meier, IMO SG Kitack Lim, President Santiago Garcia-Milà, and Policy and Strategy MD Patrick Verhoeven

Ensuring added value

The IAPH has identified the optimal ways to stay relevant to its members and also intersecting sectors and will be delivering on these in the coming year

It is my pleasure to introduce this year's IAPH Annual Report, which provides an overview of our organisation's activities over the past year, both in terms of policy work and project development. It also provides insight into our internal proceedings, along with an overview of the past year's events, our governance and membership structure. Membership organisations like ours must constantly question our ability to

add value to stakeholders and stay relevant. In today's global society that runs on frequently upgraded technology, people are more interconnected than ever. As a result, they no longer need to be a member of an association to connect with colleagues in other parts of the world. It is therefore no longer enough to organise an annual conference, have a membership magazine and send out the occasional newsletter to attract new members



'We are on the right track, but are still at a vulnerable stage... I will make sure results are delivered'

and retain the existing network. My predecessor Grant Gilfillan, who retired earlier this year from the New South Wales Port Authority, understood this like no other. During his tenure, he embarked on a reform process, which I took over when I acceded to the presidency.

These were not easy years, as change always provokes resistance – that is part of human nature. However, with considerable support from the membership we achieved a new constitution, an updated governance structure and completely revamped our management configuration. I am very grateful to everyone who contributed to the process so far.

We are on the right track, but are still at a vulnerable stage, which is why I felt that it was right that I stand for a third term of office and complete the transformation process. My colleagues at the Board and members have placed their confidence in me and I will make sure results are delivered.

At the Guangzhou World Ports Conference in May 2019, I outlined four goals to work on this year. The first goal is to have more frequent interaction between IAPH officials through an annual working meeting of the Council, held in addition to the traditional meeting that takes place during the conference. The second goal is to fast-track the rebranding of IAPH so that the World Ports Sustainability Program, the World Ports Conference and the magazine Ports & Harbors are all clearly seen as part of a new and dynamic configuration. The third goal is to have a professional membership drive, including optimised use of the regional meetings. The fourth – and most important goal – is to assess the current use of the IAPH resources and align them with the actual and emerging needs of the organisation. This also involves having a transparent organisation chart with clear lines of responsibility and reporting.

I am happy to say that we did not lose any time in implementing these goals. In September 2019 we held the first working meeting of the Council at the IMO headquarters in London. This was a symbolic choice as we want to ensure IAPH strengthens its representation and engagement with our most significant policy interlocutor.

At the London meeting, we decided to re-focus the strategy of IAPH on two priorities. On one hand, we will focus our leadership role on a limited set of truly global issues that are rapidly transforming the sector, such as energy transition, automation and digital trade facilitation – topics which are also on the agenda of global regulators such as the IMO.



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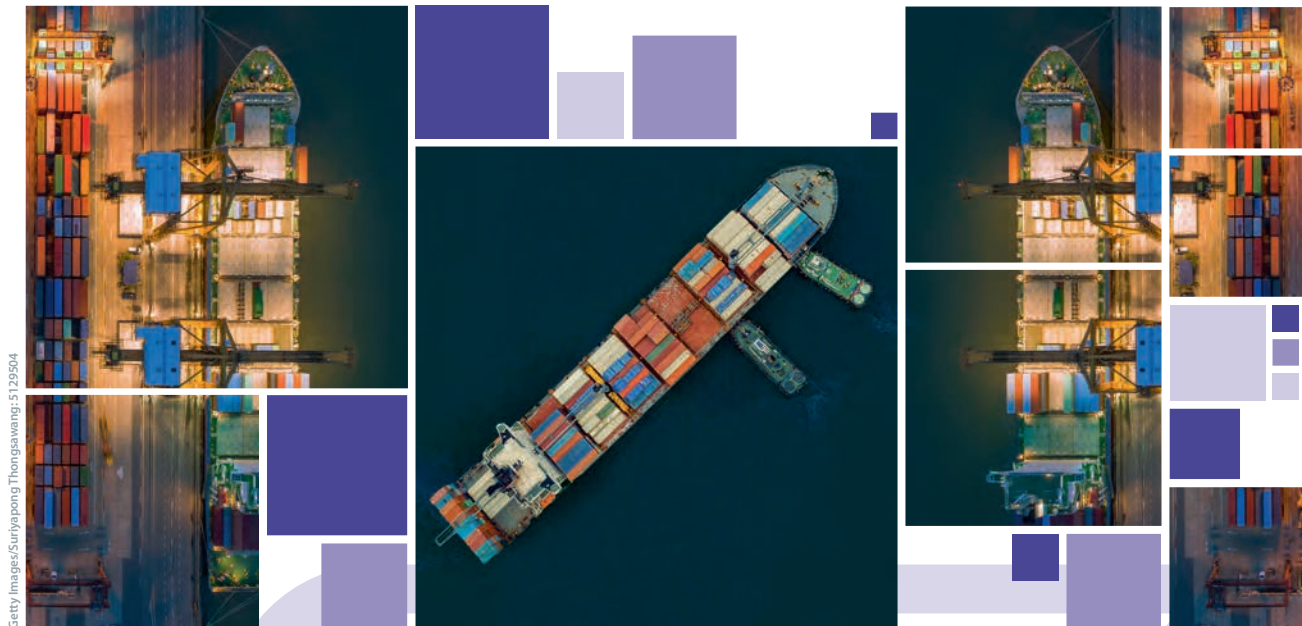
On the other hand, we will develop the business case for a broad assistance package to facilitate the sustainable development of ports worldwide, under the auspices of the World Ports Sustainability Program. The refocused strategy should make the value-add of IAPH clearer to present and potential members.

At the Guangzhou conference, we also bade farewell to Secretary General Susumu Naruse, who stepped down after 10 years of devoted service. We have found an able successor in Masahiko Furuichi, who took office on 1 September 2019. With the support of the new Secretary General, Managing Director Patrick Verhoeven and my colleagues on the Board, I am confident we can present a new, more efficient configuration for the organisation when we come to Antwerp for the World Ports Conference in March 2020.

I thank all members for their support and look forward to continued engagement in achieving our mission of supporting the sustainable development of ports worldwide.

Santiago G Milà

IAPH president
Autoritat Portuària de Barcelona, Spain



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Overview of IAPH policy

The IAPH sets out its policy positions for driving forward various discussions with leaders from the wider shipping and logistics sectors on topics such as emissions, automation, efficiency, safety and data collaboration

Over the course of the year, the IAPH has gained significant ground on a number of fronts. Of particular note is the reinvigoration of our consultative NGO status with the International Maritime Organisation (IMO). We primarily engaged in the work of the Marine Environment Committee (MEPC), focusing on the implementation of the initial IMO strategy on reduction of greenhouse gases from shipping. Additionally, we monitored discussions at the Marine Safety Committee (MSC) on automation and places of refuge.

Another point on which we gained traction was the entry into force of the amendments to the Facilitation (FAL) Convention that make electronic data exchange between ship and shore mandatory. Our Vice-president Hadiza Bala Usman was appointed Vice-Chair of the FAL Committee last April and during the same month the IMO secretariat welcomed its very first port expert in the team, Martina Fontanet, who is a well-known face within the port sector following her tenure as senior policy advisor with the European Sea Ports Organisation (ESPO).

We also continued our engagement in the International Ports Roundtable, the informal network of international port-related trade associations set up last year to strengthen the voice of the port sector on IMO matters. In September 2019, we were able to hold the first-ever meeting of the IAPH Council at the IMO headquarters in London, where we had a very productive discussion with Secretary General Kitack Lim about how the ports industry and IAPH can engage more actively and systematically with the work of the IMO.

Greenhouse gas emissions of shipping

The initial IMO strategy on reduction of greenhouse gas emissions from shipping sets out a vision to reduce greenhouse gas emissions from international shipping and phase them out as soon as possible in this century. The initial strategy envisages, for the first time, a reduction in total greenhouse gas emissions from international shipping. It says that these should peak as soon as possible and the industry should aim to reduce the total



Highlights of our involvement at IMO during the past year

- Presentation at MEPC 73 on GHG initiatives of ports (October 2018)
- Meeting IAPH Legal Committee (January 2019)
- 'Women in Ports' events at IMO and WMU (April 2019)
- Appointment of VP Hadiza Bala Usman as FAL Vice-Chair (April 2019)
- Meeting Ports Roundtable (April 2019)
- Adoption of IMO GHG Ports & Shipping Resolution (May 2019)
- IAPH Council meeting (September 2019)
- UN Climate Action Summit – Getting to Zero Coalition (September 2019)

annual emissions by at least 50% by 2050 vs those in 2008 – while simultaneously working to phase them out entirely.

In May 2019, the MEPC adopted a resolution inviting Member States to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships. The initiative for this Resolution was taken by Canada, engaging IAPH in the preparatory work. Several other Member States and NGOs co-sponsored the draft. The resolution sets out possible regulatory, technical, operational and economic actions, such as the provision of onshore power supply; safe and efficient bunkering of alternative low-carbon and zero-carbon fuels; incentives promoting sustainable low-carbon and zero-carbon shipping; and support for the optimisation of port calls including facilitation of just-in-time arrival of ships.

We also partnered with IMO in the GloMEEP project, which is a cooperative UN initiative to assist developing countries in the uptake and implementation of energy efficiency measures for shipping, with the aim of reducing greenhouse gas emissions and preventing air pollution from ships. In addition to organising a series of workshops held in ports around the world, we collaborated with IMO on the production of a port emissions toolkit (which consists of a guide on assessment of port emissions and one for the development of port emission reduction strategies). This was published in October 2018 and a

similar toolkit has been developed for ship emissions.

The IMO greenhouse gas reduction target can, in the end, only be reached through the full-scale deployment of zero emission fuels or other means of propulsion. This requires intensive dialogue between all parties in the maritime supply chain: shipowners, fuel suppliers, technology providers, ports, financiers and governments. That is the spirit of the new 'Getting to Zero Coalition' which was unveiled at the UN Climate Summit in September. We were present at the launch in New York to express our support of the ambition of getting the first zero emission ships on deep-sea routes by 2030. Ports are an integral part of this process and must be part of discussions to ensure that our efforts are aligned with the wider industry.

Port call optimisation

Port call optimisation will help to reduce greenhouse gas emissions from shipping, in addition to producing efficiency and safety gains. We endorse and promote the work of the International Task Force Port Call Optimisation, which aims to improve the quality and availability of master and event data. This data will deliver benefits to ports, shipping lines, terminals, service providers and society. The aim is to deliver lower costs, cleaner environment, more reliability and increased safety for shipping, terminals and ports.



IMO-5129618



The Task Force has mapped out a complete definition of the port call process from a physical, technical, legal and data exchange perspective. This is the result of four years of research and cooperation between the industry partners to a point where the next step will involve agreeing on a standard data format for information exchange. Once this important milestone is achieved, the aim is to incorporate port call optimisation as an industry standard with global recognition.

The Task Force provides input to the IMO Global Industry Alliance to Support Low Carbon Shipping, which is a public-private partnership initiative under the framework of the GloMEEP project that aims to bring together maritime industry leaders to support an energy efficient and low carbon maritime transport system. One of the focus areas of the Alliance is Just-In-Time (JIT) arrival of ships. The Alliance is preparing JIT trials and is developing a practical guide to support its implementation.

During the 2019 London International Shipping Week we organised a successful roundtable with our media and events partner IHS Markit, where representatives from the shipping industry, ports and service providers in the nautical chain discussed the concept and its implementation in practice. We can expect concrete proposals to move forward in December, under the auspices of the International Task Force Port Call Optimisation, which is preparing a port information manual and JIT arrival guide and is also instrumental in getting new data requirements in the IMO FAL Convention.

Global sulphur cap

During the past year, IMO adopted a series of measures to ensure consistent implementation of and compliance with the 0.50% sulphur limit, which will apply worldwide as of 1 January 2020. A related MARPOL Annex VI amendment to prohibit the carriage of non-compliant fuel oil used by ships is expected to enter into force on 1 March 2020.

Of interest to IAPH members and other ports are proposals to increase involvement of this sector in ensuring quality of low-sulphur fuel and a proposal on the environmental impact of discharges from open-loop scrubbers.

Based on a submission by the shipping industry at large, last May's MEPC meeting considered proposing a new requirement in MARPOL Annex VI to establish bunker licensing schemes for global implementation. The proposal also provided a template for such a scheme based on existing IMO instruments and guidelines. The proposal put the responsibility for licensing schemes with national authorities or port authorities. The ports of Singapore and Rotterdam were cited as best practice examples where port authorities took leadership in fuel quality assurance. In the debate that followed, we acknowledged the need to ensure fuel quality and welcomed ongoing initiatives. At the same time, we highlighted that port authorities often do not

have the jurisdiction to control and license bunkering and that therefore the development of such schemes should be left at national level and should be voluntary in nature. It was concluded that adopting the bunker supply licensing system proposed by the shipping industry was premature at this stage. However, it was recommended that the issue be kept on the agenda for consideration at future meetings.

Some ships use exhaust gas cleaning systems (EGCS), also known as 'scrubbers', which are accepted by their Flag States as an alternative equivalent means to meet the sulphur limit requirement. The MEPC Sub-Committee on Pollution Prevention and Response (PPR) is undertaking a review of the 2015 Guidelines on EGCS. The guidelines include, among other things, wash water discharge standards.

We supported the proposal of EU Member States and the European Commission to include new output on evaluation and harmonisation of rules and guidance on the discharge of liquid effluents from EGCS into waters, which is to be considered at the next meeting of the PPR Sub-Committee (PPR 7) in view of completion by 2021. We especially drew attention to the potential impact on sediment quality. Sediment acts as a sink for contaminants. Therefore, if a vessel is discharging wash water in a dredged approach channel, at a berth or in a dock, discharged units of contaminants will likely end up in the sediment, with the effects becoming tangible only when dredging occurs. Most dredged sediment is disposed to sea, but this can only be authorised if levels of contaminants including chemicals and metals are below acceptable thresholds. Otherwise, dredged material must be disposed to land. This typically comes at costs around ten times those of sea disposal, assuming land disposal sites are even available. Individually, ports will be inclined to ban discharges to avoid being confronted with such legacies.

Some ports have indeed taken such precautionary decisions already. Rather than risking the creation of a fragmented regulatory regime across countries and ports, we expressed preference for a more harmonised approach based on solid scientific evidence, focusing not only on the impact on water quality in confined or low flushing areas, but also covering the impact on sediment quality.

Electronic data exchange and single window

The April IMO FAL Committee meeting coincided with the coming into effect of the mandatory requirement for national governments to introduce electronic information exchange between ships and ports. There is the provision for a transitional period of at least 12 months, during which paper and electronic documents are allowed. The FAL Committee also discussed phase one of the review of the IMO Compendium on Facilitation and Electronic Business and it approved the revised Guidelines for setting up a single window system in maritime transport.

Despite the mandatory requirement, it appears that a lot of



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Member States are still far behind in implementation. That is why our colleagues within the International Port Community Systems Association (IPCSEA) are formulating a summary for ports and governments to highlight the Revised FAL Convention to help them prepare to accept electronic information. We will coordinate dissemination of information with other members of the IMO Ports Roundtable, the informal network of port-related associations represented in IMO that we established last year.

Anti-corruption

The FAL Committee approved a proposal to include the fight against maritime corruption in its regular work. The proposal was introduced by a coalition of maritime trade associations, including IAPH, who work with the Maritime Anti-Corruption Network (MACN), as well as the governments of Liberia, Marshall Islands, Norway, UK, USA and Vanuatu. Concretely, the FAL Committee is set to develop guidelines to assist all stakeholders in embracing and implementing anti-corruption practices and procedures, with a target completion year of 2021.

Places of refuge

At its previous session in December, MSC agreed to start updating and modernising the IMO guidelines on ships in distress seeking access to a place of refuge. The decision was based on a submission initiated by the European Commission, supported by several Member States and organisations, including IAPH. Since then, the European Commission has

started working on a new version of the guidelines, based on the EU Operational Guidelines for Places of Refuge. We received a draft for initial comments, which we shared with the Environmental, Legal, Safety and Security Group for feedback.

During the 100th session of the IMO Maritime Safety Committee held end 2018, IAPH supported a submission of various member states, the European Commission, the International Chamber of Shipping and others, to update and modernise the IMO guidelines on ships in distress seeking access to a place of refuge.

This aimed to ensure that the guidelines continue to provide a clear, consistent and harmonised framework of global value. We concurred with the co-sponsors of the submission that the EU operational guidelines on places of refuge provide a mature basis for starting the discussion.

Autonomous shipping

The 101st session of the IMO Maritime Safety Committee met from 5–14 June. One of the main items on the agenda was the continued regulatory scoping exercise which aims at introducing the safe, secure and environmentally sound operation of Maritime Autonomous Surface Ships (MASS) in IMO instruments. The Committee also considered proposals for interim guidelines for MASS trials, of which basic principles were already agreed during the last session. We used the occasion to publish our recent report on the impact of autonomous vehicles on port infrastructure.

Sustainability program gathers steam

The IAPH World Ports Sustainability Program is gaining international attention for its partnerships, workshops and successful awards events

The World Ports Sustainability Program (WPSP) has existed for a little over a year, following its successful launch in Antwerp on 22–23 March 2018. During its first operational year the programme focused primarily on populating the online portfolio of sustainability projects, which currently accounts for about 100 projects – mostly from individual ports.

The transformation of the IAPH Awards into the IAPH 'World Ports Sustainability Awards' has helped to create considerable awareness about the portfolio and stimulated ports to share their sustainability projects with the wider community. The first awards were handed out at the 2019 World Ports Conference in Guangzhou, and we hope that the publicity generated from this event will further spur ports to upload their projects for consideration for the awards next year and in the future.

Preparations were also made for the first stage of the new WPSP platform. This consists of an online page where

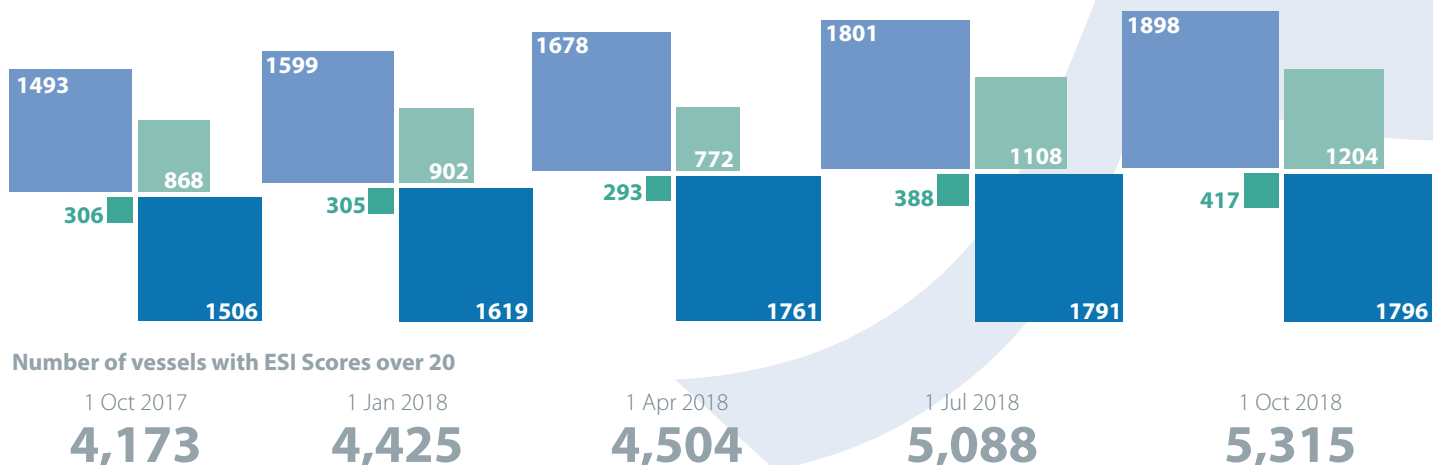
information is provided about ongoing projects that are managed by IAPH, WPSP partner organisations and others. The page integrates previously independent webpages for the majority of the IAPH climate projects (Clean Marine Fuels, Onshore Power Supply and Carbon Footprinting) so that the information is easily and readily accessible.

The new site also incorporates links to the IAPH Environmental Ship Index project, the IAPH Women's Forum, the IMO GloMEEP project, the PIANC project 'navigating a changing climate', the Port Call Optimisation Task Force and the Maritime Anti-Corruption Network. We intend to continue populating this site with topical information to add value for IAPH members and also to encourage greater participation and collaboration by the global ports sector.

Over the course of the past year, the World Ports Sustainability Program has been introduced at about 30 public

ESI scores 1 October 2017 – 2019

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



events around the world in order to boost visibility. These include the 2018 World Ports Conference, two regional IAPH conferences (Africa and Latin America) and also the IMO Marine Environment Protection Committee.

It is noteworthy that we have kicked off discussions with the UN Global Compact to connect WPSP to the Business Action Plan for the Ocean. We have signed up to the Sustainable Ocean Principles of UN Global Compact, which were officially launched in New York during the UN Climate Action Summit in September 2019.

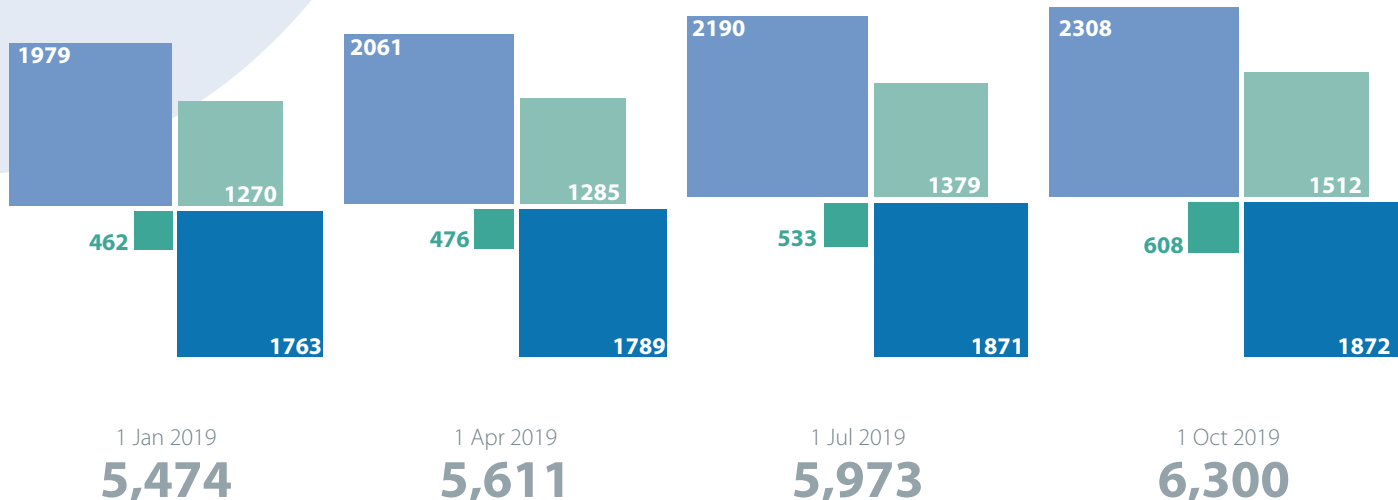
A two-day workshop on the integration of the UN Sustainable Development Goals (SDGs) in the business strategies and governance of port authorities was held in March 2019 which offered a platform to 30 senior port executives from all of the world regions represented in IAPH. The representatives were able to undertake intensive, collaborative discussions to identify the best ways to integrate the SDGs with the business strategies and governance of their respective port authorities.

The two-day workshop was hosted by UNCTAD and organised in cooperation with the Antwerp Management School and the University of Antwerp, who provided the scientific basis for the work and structured the sessions.

The workshop concluded with a discussion on the way forward. Participants proposed the development of a roadmap which would have the aims of: 1) sharing projects; 2) broadening participation of ports; 3) raising awareness about all SDGs; 4) providing guidance and training and; 5) generating new collaborative projects (See following page).



United Nations: 5062978-95



Roadmap for SDG-based success

IAPH is committed to integrating the UN Sustainable Development Goals (SDGs) into its existing business strategies and governance procedures as per this unique roadmap

The World Ports Sustainability Program (WPSP) is committed to growing in a sustainable and accountable manner. As such we have crafted a roadmap for our organisation to follow. The table below summarises the main elements of our multi-year plan.

In addition to the five points identified at the well-attended Geneva workshop (pictured to the right), a sixth element has been added, on 'reporting'. This was added to the plan with the intention of helping to increase transparency of our efforts and also boost the public profile of our work.

The timeframe for this plan is based on the start-up funding that IAPH had earmarked for WPSP until 2022. As such it is necessary that this plan features a review of WPSP to prepare the program for its next stage of development.

Highlights of the past year

The past 12 months have seen IAPH and its members take centre-stage at various events to shine a spotlight on our sector. Some highlights include:

African Ports Agenda (regional conference Abuja – September 2018)

- sustainable port governance seminar at UNCTAD (March 2019)
- results first sustainability awards (May 2019)
- UN Global Compact events Oslo and New York (June and September 2019)
- participation of WPSP team at various international events
- ESI and CMF meetings Yokohama (October 2019)

	1. Sharing projects	2. Broadening participation	3. Raising awareness of all SDGs
2022	<ul style="list-style-type: none"> • Update the WPSP website 	<ul style="list-style-type: none"> • Fourth Awards at World Ports Conference • Review the Awards scheme • Target for each IAPH port to have at least one project per WPSP theme in portfolio 	<ul style="list-style-type: none"> • Adjust the WPSP themes to cover all SDGs
2021		<ul style="list-style-type: none"> • Third Awards at World Ports Conference 	
2020		<ul style="list-style-type: none"> • Second Awards at World Ports Conference • Collaborate with media partner IHS Markit to widen industry participation in the annual IAPH World Ports Conference 	<ul style="list-style-type: none"> • Further work with UNCTAD and IHS Markit on SDG awareness- building and SDG priority-setting by ports based on Geneva findings
2019	<ul style="list-style-type: none"> • Revise submission form 	<ul style="list-style-type: none"> • First Awards at World Ports Conference • Revise Awards criteria • Target for each IAPH port to have at least one project in portfolio 	<ul style="list-style-type: none"> • Publication on SDGs and ports • Consider partnering with UN Global Compact to co-promote applying SDGs in port governance strategy



Victor Shieh: 5129422

Participants of the WPSP sustainable port governance seminar at the UNCTAD headquarters in Geneva

4. Guidance and training

- Review guidance tool, training network and quality label

5. Generating new collaborative projects

- Review the platform

6. Reporting

- Third WPSP report presented at World Ports Conference
- Review the WPSP report

- Guidance tool, training network and quality label up and running

- Phase 2 platform up and running
- Administration of selected IAPH projects

- First WPSP report presented at World Ports Conference

- Prepare WPSP 'flagship project': guidance tool, training network and quality label
- Contract partners for training and quality label and set up business case

- Prepare phase 2 of the WPSP platform
- Allocate resources to run the platform and administer IAPH projects

- Identify indicators and content of WPSP report
- Partnerships for data collection and publication



Powering ahead

The IAPH is translating its five WPSP themes into actionable plans that will deliver long-lasting, sustainable results for the global port sector

The sections below summarise the activities of IAPH under the five main themes of WPSP: resilient infrastructure, climate and energy, safety and security, community outreach and port-city dialogue and governance and ethics. The overview contains both own-initiative projects and projects where we partner with other organisations.

Resilient infrastructure

IAPH endorses and promotes the work of the Port Call Optimisation Task Force, which is an initiative of the International Harbour Masters' Association (IHMA). The Task Force aims at improving quality and availability of master and event data which will deliver benefits to ports, shipping lines, terminals, service providers and society. The aim is for lower costs, cleaner environment, more reliability and safety for shipping, terminals and ports.

IAPH has endorsed the project and there are a number of member ports involved as industry partners including the Ports of Rotterdam, Algeciras, Busan, and Ningbo.

The Task Force has mapped out a complete definition of the port call process from a physical, technical, legal and data exchange perspective. This is the result of four years of research and cooperation between the industry partners to a point where the next step will involve agreeing on a standard data format for information exchange. Once this important milestone is achieved, the aim is to incorporate port call optimisation as an industry standard with global recognition.

The Task Force provides input to the IMO Global Industry Alliance to Support Low Carbon Shipping, which is a public-private partnership initiative under the framework of the GloMEEP Project that aims to bring together maritime industry leaders to support an energy efficient and low carbon maritime transport system. One of the focus areas of the Alliance is Just-In-Time (JIT) arrival of ships. The Alliance is preparing JIT trials and is developing a practical guide to support implementation of JIT. The plan is to submit this guide for the 75th session of the IMO Marine Environment Protection Committee which will be held from 30–3 April next year. In preparation, the Alliance will also be

reaching out to the aviation sector to learn how greater reliability of slots can be achieved.

IAPH is a partner in the Navigating a Changing Climate initiative of PIANC, the World Association for Waterborne Transport Infrastructure. The initiative is committed to working together to support the inland and maritime navigation infrastructure sector as it responds to climate change. By furthering industry understanding, providing targeted technical support, and building capacity, the initiative encourages the owners, operators and users of waterborne transport infrastructure to both reduce operational greenhouse gas emissions and strengthen resilience and improve preparedness to adapt to the changing climate.

As part of the IAPH involvement in the project, a survey on extreme weather events was launched at the Guangzhou World Ports Conference in 2019. The purpose of this survey is to gather information from port operators around the world to improve understanding of the consequences and costs of extreme meteorological and/or oceanographic events. The survey includes questions on port or waterway closures, delays and downtime, and on clean up, maintenance, damage repair and other measures. It also considers wider issues, for example the role of warning systems. Results from the survey will be published in an aggregate format to help inform port and waterway decisions on investment in resilience by facilitating greater understanding of the consequences of inaction.

The IAPH Port Planning and Development Committee commissioned a study from the Fraunhofer Institute on the impact of autonomous vehicles on port infrastructure requirement. The study was co-funded by the Hamburg Port Authority and was published early June, following the 101st session of the IMO Maritime Safety Committee (MSC), which is working on a regulatory scoping exercise for Maritime Autonomous Surface Ships (MASS). Based on numerous interviews with representatives of innovative projects, the extensive knowledge of the involved researchers and professionals as well as in depth desk research, the study provides a comprehensive view on how autonomous vehicles will be deployed in various transport modes. The report outlines the impact these developments will have on ports and how they should prepare for the arrival of automated or autonomous vehicles. The report also investigates the infrastructural requirements and the knowledge ports need to have in order to successfully meet the challenges. Finally, the report sets out how ports can play a role in the development and setup of surroundings for autonomous vehicles.

Climate and energy

A new business plan is in the making for ESI 2.0. Eight years after its conception, the success of the index outpaced its original configuration, both in terms of IT infrastructure and

management. Apart from a new, user-friendly website and underlying database infrastructure, the new concept foresees a professional full-time administration and audit scheme. The financial model will also change, with shipowners contributing to the budget and a beneficial membership for port authorities that are members of IAPH. Finally, the governance structure will be streamlined to allow more efficient decision-making. Content-wise, the index will gradually extend its coverage of ship emissions. Next to air emissions, research is currently done to include noise emissions.

The Clean Marine Fuels project started off with a focus on LNG bunkering. The working group behind the project developed an accreditation tool that port authorities can use to vet LNG bunker suppliers. The focus of the tool is on safety and efficiency of bunkering operations. The scope of the working group has meanwhile extended to clean marine fuels, in line with global air quality and decarbonisation policies. Through an open, data-sharing information platform, the working group is building a knowledge base that will enable ports to supply and transfer clean marine fuels to ships.

The World Ports Climate Action Program is an initiative of the port authorities of Hamburg, Barcelona, Antwerp, Los Angeles, Long Beach, Vancouver and Rotterdam. The programme aims to collaborate in refining and developing tools to facilitate reduction of CO² emissions from maritime transport. It was initiated in September 2018. Meanwhile, the ports of Amsterdam, Gothenburg and New York New Jersey have joined the programme. The programme works on five concrete actions: (1) increase efficiency of supply chains using digital tools; (2) advance common and ambitious (public) policy approaches aimed at reducing emissions within larger geographical areas; (3) accelerate development of in-port renewable power-2-ship solutions and other zero emission solutions; (4) accelerate the development of commercially viable sustainable low-carbon fuels for maritime transport and infrastructure for electrification of ship propulsion systems and (5) accelerate efforts to fully decarbonise cargo-handling facilities in ports. The World Ports Sustainability Program functions as the platform to reach out to other ports and communicate progress.

Safety and security

Cybersecurity remains a sensitive issue in the port community, with few ports and operators willing to speak about it or share information. Still the topic is far too important to leave it untouched. In September 2019, delegations of IAPH and ICHCA met in London to informally discuss how industry could take the subject further. It was agreed that, as a first step, an information paper on 'Port Community Cybersecurity' would be produced that could serve as the basis of a broader awareness campaign. The paper will highlight why cybersecurity a vital subject for port communities and address the importance of



using a common language when addressing cybersecurity in the context of port communities, cyber-defense and cybersecurity incidents as well as the building blocks that are essential for a resilient port community policy on cybersecurity. The relationship with the security agenda of IMO and the ISPS code will also be highlighted.

IAPH has also joined ICHCA in endorsing a set of best practice guidelines for proper stowage and safe securing of steel cargo on board ships to ensure port workers' safety and to enhance terminal operations' efficiency. The guidelines were produced by its joint member Jurong Port of Singapore and are expected to be published in September. As a follow-up, ICHCA and IAPH will collaborate in seeking support of Member States to bring the issue to the attention of the IMO Maritime Safety Committee. Our aim is to make a submission for MSC 102 or 103 in 2020.

Community outreach and city-port dialogue

Destination cruise ports are increasingly subject to protests from local communities against cruise vessel activity. While the cruise industry offers substantial economic and social benefits to their destinations, public focus has been led mainly on the environmental impact of cruise ships. Aside from implementing IMO regulations and guidelines to reduce air emissions, some authorities and cruise destinations are giving in to local pressures and start taking local actions in isolation with potentially undesirable consequences as we move to new levels of compliance. The cruise industry needs a coordinated, global approach from ports to comply with global regulations. For this reason, the IAPH Cruise and Environment Committees

decided to start a new project under the World Ports Sustainability Program to improve transparency and clarity in the way cruise shipowners and operators provide ports with data on ship emissions. The goals of the project are (1) to find common ground among IAPH member ports on cruise vessel emissions reporting; (2) to harmonise data collection and calculation methods to report emissions data accurately and consistently and transparently to stakeholders; and (3) to seek practical ways of stimulating cruise lines to reduce emissions. The kick-off meeting was held at Hamburg Port Authority on 9 October 2019.

For the emerging markets, the Cruise Committee is focusing on sharing know-how about the establishment and sustainable management of cruise port destinations. This requires a regional approach, covering – depending on the needs of the region – infrastructure, operations, environmental performance, city-port integration, governance, ethics and other issues. The publication of 'learnings' or 'guidelines' could be envisaged. A concrete pilot project for the emerging markets concerns South America. IAPH supports the Dialogue on Cruise, Ports and Cities 2020, to be held in Colombia, Cartagena from 19–21 February 2020. The event is organised by the Universidad de los Andes, in collaboration with the University of the Aegean, Greece, and the University of Genoa, Italy. In conjunction, IAPH will be holding a meeting with present and potential port members from this region to discuss how to prepare ports, cities and destinations for the next generation of cruising.

Governance and ethics

The Women in Ports Mentoring Program was proposed by the IAPH Women's Forum. The Forum has been in existence since 2012 and initially developed a training scholarship programme.

The new mentoring programme is designed to attract, empower and retain female talent in the industry. The program seeks to empower women port professionals by linking them to both female and male expert mentors to expand their knowledge and prepare them to take up operational roles such as harbour masters, pilots and VTS operators. The programme runs for a pilot year and will be extended after positive evaluation.

At the IAPH Women's Forum Meeting in Guangzhou, China, two winners of the IAPH Women's Forum Scholarship (2019–2021) were announced. The Biennial Training Scholarship funds the study of a port or maritime-related course at an educational institution and attendance of the 2021 IAPH World Ports Conference. Anthonia Ohagwa, Assistant General Manager ICT, Network and Communication of the Nigerian Ports Authority and Bibi Nazeema Jaulim-Seelarbokus, Quality Coordinator of Mauritius Ports Authority won the Annual Meeting Scholarships and will attend the 2020 IAPH Conference in Antwerp, Belgium.

The Trade Logistics Branch of UNCTAD is supporting an initiative of the Korea Maritime Institute (KMI) to develop an



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index that focuses on overall port service quality, including berth productivity levels, timeliness and visibility of port use as well as reduced total port call time. The emphasis of the index is to extend beyond the narrow focus of infrastructure development, construction of facilities, and operational efficiency and include sufficiency of facilities, the speed, the timeliness as well as the visibility of port services. In sum, the index is to consider a range of aspects including safety, promptness, punctuality, and visibility in order to evaluate port service quality in a comprehensive manner. IAPH was invited to join the advisory committee for the project, alongside IMO, the World Bank, WTO, the International Chamber of Shipping and the Global Shippers Forum. In June, we attended the first meeting of the committee in Geneva, giving feedback on several obstacles that would hamper the development of a port service quality index, including data availability and confidentiality as well as stakeholder resistance.

IAPH is one of the industry stakeholders of the Maritime Anti-Corruption Network (MACN), a global business network working towards the vision of a maritime industry free of corruption that enables fair trade to the benefit of society at large. Established in 2011 by a small group of committed maritime companies, MACN has grown to include over 100 members globally, and

has become one of the pre-eminent examples of collective action to tackle corruption. Through a recent partnership with the Ministry of Foreign Affairs of Denmark, MACN will be developing and launching the first ever Global Port Integrity Index and intends to scale up its collective action activities in West Africa.

The Global Port Integrity Index will provide an overview and comparison of illicit demands in ports around the world. It will be based on the unique first-hand data gathered from captains calling ports around the world through MACN's Anonymous Incident Reporting Mechanism. To date, MACN has collected over 28,000 reports of corruption in ports.

The partnership with the Danish ministry will also allow MACN to expand its collective action program in West Africa and to deepen its current engagement in the region. MACN has been active in Nigeria since 2011 and has worked to promote integrity and good governance in the country's port sector. Actions to date have included the training of over 1,000 government officials in the ports of Lagos, Calabar, Onne, and Port-Harcourt. Through the new projects, MACN will work with the international and local maritime industry and with key government authorities to improve the business climate and reduce corruption in the port and maritime sector.



IAPH President Santiago Garcia-Milà among Chinese dignitaries, opening the 2019 World Ports Conference in Guangzhou

Collaborative change

The 2019 IAPH World Ports Conference promoted driving progress in the ports sector through greater co-operation and collaboration

The World Ports Conference has been the flagship event of IAPH, ever since the organisation was founded in 1955. The 2019 conference was held in Guangzhou, China, and was the last one in the traditional concept whereby the host port takes full responsibility for event organisation, programming and logistics. We have contracted IHS Markit to organise the conference for an initial three years, starting with the spring 2020 conference. The arrangement builds on the existing partnership we have for the magazine Ports & Harbors. IHS Markit is a world leader in critical information, analytics and solutions,

Under the agreement, IHS Markit will leverage its extensive experience in organising successful events and producing quality editorial content in the maritime industry to build the World Ports Conference into a world-class event with a focus on positioning ports front and center in the global maritime conversation. The

conference will highlight the indispensable role of ports in global maritime trade and bring together key industry stakeholders for learning, information sharing, networking and collaboration.

Following the conference proceedings, IAPH members gathered for the Annual General Meeting, which validated the election process of the President and Vice-Presidents that took place earlier in the year. As a result, the new IAPH Board was officially installed for the period 2019–2021. President Santiago Garcia-Milà entered his third term of office. He is supported by Vice-Presidents Hadiza Bala Usman (Africa), Robin Silvester (America, North), Guimara Tuñón Guerra (America, Central and South), Masaharu Shinohara (Asia, South/West, East & Middle East), Subramaniam Karuppah (Asia, South East & Oceania) and Jens Meier (Europe). The Annual General Meeting paid tribute to outgoing Vice-President Europe Peter Mollema and Secretary



General Susumu Naruse, who will be retiring soon. In gratitude for his 10-year tenure with IAPH, delegates agreed to grant Mr Naruse Honorary Membership. Also, Martin Byrne (former Vice-President and Chair of the Communication and Community Relations Committee) and Monica Bonvalet (former Chair of the Cruise Committee) were elected as Honorary Members. Officially commencing his new term, President Santiago Garcia-Milà reported on the past working year, noting that the organisation was on the right track, but was still at a vulnerable stage. He proposed to work on four goals during the coming year to reinforce the transformation process.

The first goal is to have more frequent interaction between IAPH officials through an annual working meeting of the Council, held in addition to the traditional meeting that takes place during the conference. The second goal is to fast-track the rebranding of IAPH so that the World Ports Sustainability Program, the World Ports Conference and the magazine Ports & Harbors are all clearly seen as part of a new and dynamic configuration. The third goal is to have a professional membership drive, including optimised use of the regional meetings. The fourth – and final – goal is to assess the current use of the IAPH resources and align them with the actual and emerging needs of the organisation. This also involves having a transparent organisation chart with clear lines of responsibility and reporting.

The 2019 World Ports Conference concluded with a gala dinner, during which the winners of the first ever IAPH World Ports Sustainability Awards were announced. A professional jury panel comprising of senior figures from the industry including the World Maritime University, UNCTAD and the Institute of Chartered Shipbrokers evaluated over 60 global entries that were whittled down to three finalists for each category. Their scores were then supplemented by a public vote that went out online in April.

The worthy winners of the 2019 WPS Awards are: Abu Dhabi Ports (for the category: 'Resilient Infrastructure'), Port of Amsterdam (category: 'Climate and Energy'), Busan Port Authority (category: 'Community Outreach – Port Development'), Civitas Portis (category: 'Community Outreach – Externalities'), Port of Antwerp (category: 'Safety and Security'), and Kenya Ports Authority / Vancouver Fraser Port Authority (category: 'Governance and Ethics').

Preview of the 2020 World Ports Conference

Next year's World Ports Conference will take place in Antwerp, Belgium, from 17–19 March, in partnership with IHS Markit and Port of Antwerp. An exciting programme awaits delegates under the theme 'Building transparency, predictability and trust: Rising to new demands of customers, communities and stakeholders.'

The conference agenda is based on four parallel content streams, that are extremely relevant not just to ports but also to the wider maritime and logistics sectors. Designed to address major global drivers of the port industry, the four streams are:

Highlights from the 2019 World Ports Conference



Attended by more than 1,000 delegates, accompanying persons, speakers and local guests from 65 countries and regions, the 2019 World Ports Conference was held from 6–10 May at the Baiyun International Conference Centre in Guangzhou, China, under the theme 'Collaborate Now, Create Future'. The event was hosted by Guangzhou Port Authority in cooperation with the city of Guangzhou.

The conference was officially launched by Li Tianbi, Chief Safety Supervisor at the Chinese Ministry of Transport, Wen Guohui, Mayor of Guangzhou, IAPH President Santiago Garcia-Milà and others. IMO Secretary General Kitack Lim delivered a video message to the audience in which he commended IAPH's commitment to working with IMO Member States in achieving the UN Sustainable Development Goals on resilient infrastructure, trade facilitation and climate action.

The conference programme focused on the following key topics:

- The Belt and Road Initiative: New Opportunities for Ports
- The Challenges of New and Disruptive Technologies to Ports and People
- An Integrated Approach to Sustainable Port Development
- Bay Area Ports and City Integrated Development
- New Modes of Cross-Border Trade and Legal Aspects of E-Commerce
- China and the World's Emerging Cruise Markets
- Reducing Energy Consumption Emissions in Ports

Next year's conference theme is "building transparency, predictability and trust"

energy transition, data collaboration, risk and reputation and business innovation. The agenda features a mix of panel discussions, one-to-one conversations, hands-on workshops and specialised working events to showcase unique, practical insights from business leaders who have engaged in successful and sustainable cross-industry collaboration.

Compared to previous years, delegates have the choice to register for the full three-day programme, including the IAPH working sessions on Tuesday, or just sign up for the main conference sessions on Wednesday and Thursday. The new modular pricing structure allows to considerably reduce the rates for individual participation. Early bird rates expire 17 November, followed by advanced rates which will be available until 29 December. After that the full conference rates apply.



Regional meetings

IAPH regional meetings in Abuja, Kobe, Panama City and Kuala Lumpur offered a lively platform for stakeholders to discuss local opportunities and challenges

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. Vice-President Hadiza Bala Usman hosted the first regional conference under the new IAPH Constitution. Held in Abuja from 17–19 September 2018, in the presence of the President of the Federal Republic of Nigeria and representatives of IMO, UNCTAD and the World Bank, the successful three-day conference focused on hinterland connectivity of African ports. The event

concluded with a highly attended regional meeting where Vice-President Bala Usman and Managing Director Patrick Verhoeven interacted with present and potential African members.

The meeting proposed to develop a strategic pan-African ports agenda under the World Ports Sustainability Program, outlining priority actions on infrastructure, operations and governance. Since then, talks have been initiated with IMO and UNCTAD to shape the agenda and identify concrete priorities for technical assistance. A preliminary assessment concluded that a trade facilitation focus could be most appropriate.



IAPH: S129417

Ports of the Asia, South/West, East and Middle East region of IAPH gathered in Kobe, Japan, on 26 November 2018 for a seminar on the strategies for transshipment hubs. Chaired by IAPH VP Masaharu Shinohara, nearly 60 delegates participated in a session which saw presentations by the Ports and Harbours Bureau of the Japanese Ministry of Land, Infrastructure, Transport and Tourism, IAPH, Sri Lanka Ports Authority and Busan Port Authority as well as a closing panel debate. The regional meeting was held in the context of the Asian Ports Business Forum organised by the Port of Kobe. IAPH VP Asia, South East and Oceania Karupiah Subramanian, Secretary General Susumu Naruse and MD Patrick Verhoeven were in attendance.

About 200 delegates from 26 countries gathered in Panama City from 1–3 April 2019 for the first Latin American Regional Meeting of IAPH (pictured to on the left-hand page). The three-day event was held in conjunction with the 4th Hemispheric Conference on Competitiveness, Innovation and Logistics of the Inter-American Committee on Ports of the Organization of American States (CIP-OAS). It was hosted by Panama Maritime Authority under the patronage of Jorge Barakat, Minister of

Maritime Affairs, following an initiative of IAPH Vice-President Guimara Tuñón. The conference focused on how technological innovation can be at the service of the value chain. A series of interactive sessions discussed comprehensive port management, regional connectivity, smart ports, multimodal transport, automation and digitalisation, green ports and port security management. As a follow-up, IAPH and CIP-OAS will be exploring further ways of cooperation to strengthen the presence of Latin American ports in IAPH.

Hosted by Port Klang Authority (PKA), a meeting of IAPH South East Asia and Oceania Region was held in Kuala Lumpur, Malaysia, on 21 August 2019, under the chairmanship of Capt. Karupiah Subramaniam, PKA's General Manager, the region's vice president. Attended by nearly 50 IAPH members in the region (pictured above), the meeting proved to be an excellent forum to exchange ideas and experience on such topics as cruise, stowing and securing steel cargo, sustainable and green port development, port digitalisation and automation. They also heard the latest status of the association from incoming IAPH Secretary General Masahiko Furuichi.

Council members 2019-21

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

Vice-presidents

Executive directors
(board members)



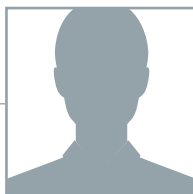
President

Santiago Garcia Milà
Deputy General Manager
Autoridad Portuaria de
Barcelona, Spain



Africa region

Hadiza Bala Usman
Managing Director
Nigerian Ports Authority, Nigeria



America Central and South region

Position vacant



America North region

Robin Silvester
President & CEO
Vancouver Fraser Port Authority, Canada



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

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



Asia, South East, and Oceania region

Karupiah Subramaniam
General Manager
Port Klang Authority, Malaysia



Europe region

Jens Meier
CEO
Hamburg Port Authority, Germany



Non-executive directors

Secretary general

Masahiko Furuichi, Secretary General, IAPH

Managing director - policy and strategy

Patrick Verhoeven, Managing Director, Policy and Strategy, IAPH

Immediate past president

Grant Gilfillan, CEO, Port Authority of New South Wales, Australia

Chairs of technical committees and forum:

Communication and community relations committee

Position vacant

Port finance and economics committee

Dov Frohlinger, Chief Operating Officer, Israel Ports Development and Assets Co. Ltd. (IPC), Israel

Cruise committee

Sacha Rougier, Managing Director, Cruise Gate Hamburg, GmbH Hamburg Port Authority, Germany

Port safety and security committee

Karuppiah Subramaniam, GM, Port Klang Authority, Malaysia

Port environment committee

Henri T.J. van der Weide, Policy Adviser Safety, Security, and Environment, Port of Amsterdam, Netherlands

Legal committee

Frans J.W. van Zoelen, Director, Legal Department, Port of Rotterdam Authority, Netherlands

Port planning and development committee

Yuan Yue, Deputy Director General, Guangzhou Port Authority, China

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

World Ports Sustainable Program

Patrick Verhoeven, Bureau Director, WPSP

IAPH Women's Forum

Jeanine Drummond, Harbour Master-Newcastle, Port Authority of New South Wales, Australia

Associate member representative

René Kolman, Secretary General, International Association of Dredging Companies (IADC), Netherlands

Management and staff

Masahiko Furuichi

Secretary General



Patrick Verhoeven

Managing Director, Policy and Strategy



Tokyo office team

Junichi Takemura, Under Secretary
Hiromichi Manaka, Under Secretary
Hiroyuki Nagai, Under Secretary
Aya Fujinami, Assistant Under Secretary
Yukiko Masumoto, Secretary
Keiko Iwabuchi, Web Operator

WPSP team

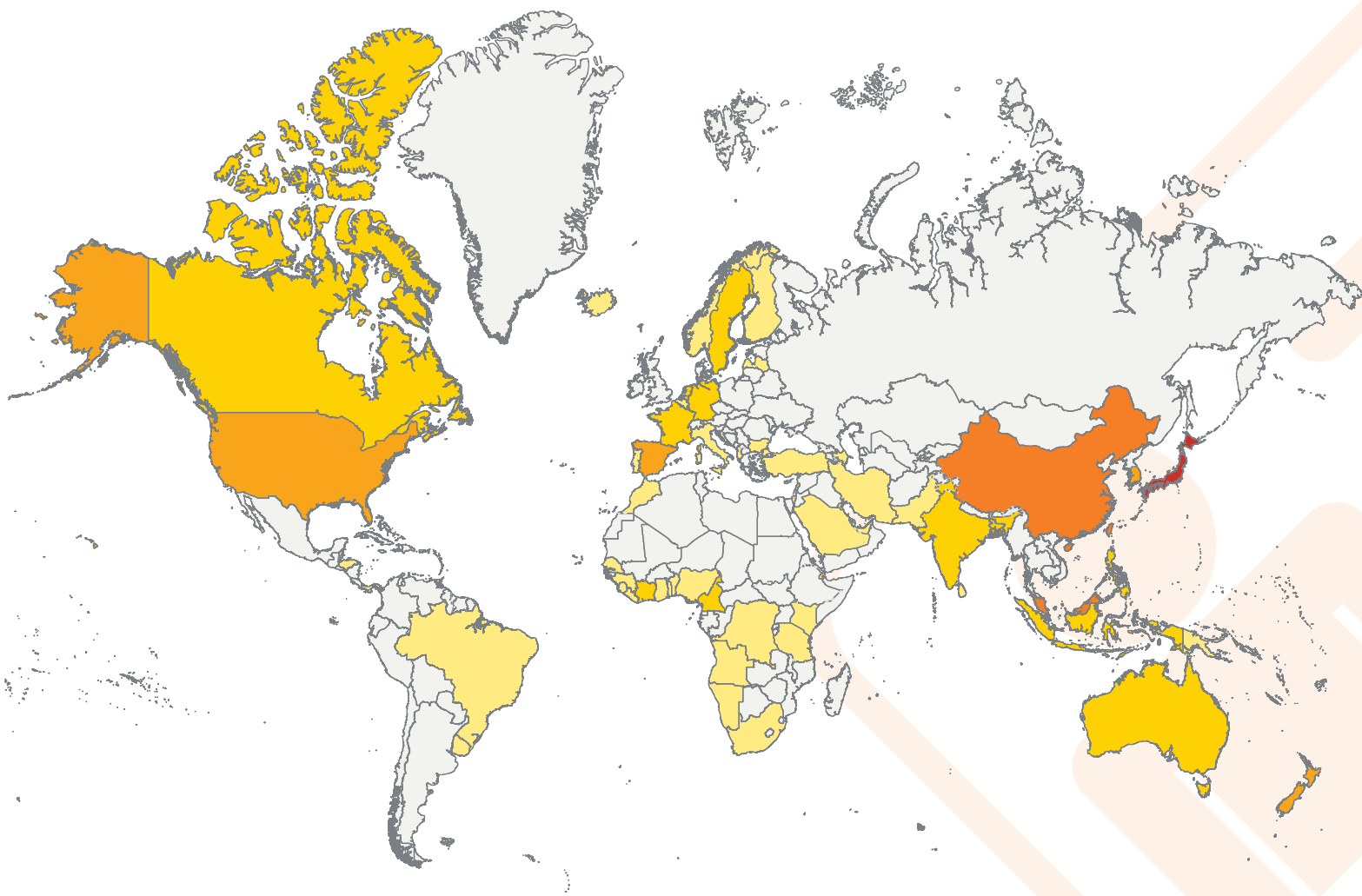
Antonis Michail, Technical Director
Victor Shieh, Communications Partner
Fabienne Van Loo, Administrative Coordinator





Membership overview

The IAPH member network is truly global. As of 31 August 2019, IAPH membership comprises 296 members from 87 countries, represented on the map below



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

- Abu Dhabi Ports (U.A.E.)
- Nagoya Yokkaichi International Port Corporation (Japan)
- Porto do Açu S.A. (Brazil)
- Solomon Islands Ports Authority (Solomon Islands)
- Jurong Port Pte Ltd (Singapore)*

* Temporary member

Africa and Europe Region: 60

• Africa region	24
• Europe region	36

Asia and Oceania Region: 88

• South/West, East and Middle East region	57
• South East and Oceania region	31

Americas region: 16

• North region	9
• Central and South region	7

164 regular/temporary members by region

New associate members

- Korean Society of Coastal and Ocean Engineers (Korea)
- African Marine Solutions Group (Pty) Ltd (South Africa)
- Netherlands Maritime Institute of Technology (Malaysia)
- MMC Ports Holdings Sdn Bhd (Malaysia)
- Resinex Trading s.r.l (Italy)
- DMG Exhibition Management Services (PTY) Ltd (South Africa)
- Arktis Radiation Detectors Ltd (Switzerland)

Africa and Europe Region: 53

• Africa region	7
• Europe region	46

Asia and Oceania Region: 61

• South/West, East and Middle East region	49
• South East and Oceania region	12

Americas Region: 18

• North region	12
• Central and South region	6

132 associate members by region

Membership benefits

The maritime and logistics sectors are undergoing massive changes on an international level, and ports are a vital part of this world. IAPH offers regular and associate memberships, which deliver the following benefits on an annual basis:

- Your voice heard at international policy forums, predominantly at IMO, but also at ECOSOC, ILO, UNCTAD, UNEP and WCO
- First-hand involvement in the World Ports Sustainability Program and premium access to the IAPH tools and products developed under the programme
- Preferential rates for IAPH events, including the annual World Ports Conference
- Free access to IAPH publications, including the bi-monthly magazine Ports & Harbors
- The possibility to promote your initiatives and projects through IAPH publications and website
- The opportunity to obtain assistance for training through IAPH scholarship programmes
- Member online news Insider
- Free access to members area of IAPH website: www.iaphworldports.org


How to join IAPH

To join IAPH you can fill out an online application form, which is available from:

 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 USD 1,500. Associate members engaged in various port-related business pay their dues, based on their business type, that range roughly from USD 200 to 1,200. Membership becomes effective upon receipt of the completed application form and payment.

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

 info@iaphworldports.org



Financial report

Balance sheets, 31 December 2018–17 (JPY)

Items	2018	2017	Difference
1. Assets			
Current assets	121,469,574	145,861,079	-24,391,505
Cash and deposits	120,156,709	144,534,122	-24,377,413
Petty cash	28,231	12,242	15,989
Ordinary deposits	70,128,478	71,582,080	-1,453,602
Fixed deposits	50,000,000	72,939,800	-22,939,800
Accrued revenues	562,320	594,489	-32,169
Other current assets	750,545	732,468	18,077
Fixed assets	330,357,144	348,586,624	-18,229,480
Specified fixed assets	44,449,653	41,722,713	2,726,940
Retirement benefits fund	33,406,680	30,187,125	3,219,555
IAPH training scholarship fund	5,348,915	5,841,530	-492,615
Akiyama prize fund	5,694,058	5,694,058	0
Other fixed assets	285,907,491	306,863,911	-20,956,420
Fixture and equipment	9,146	10,659	-1,513
Investment securities	282,781,462	303,695,602	-20,914,140
Leasehold deposits	3,116,883	3,157,650	-40,767
Total assets	451,826,718	494,447,703	-42,620,985
2. Liabilities			
Current liabilities	1,489,761	1,495,768	-6,007
Accounts payable	682,605	687,120	-4,515
Deposits received	568,673	575,495	-6,822
Reserve for wages and allowances	238,483	233,153	5,330
Fixed liabilities	33,406,680	30,187,125	3,219,555
Reserve for retirement benefits fund	33,406,680	30,187,125	3,219,555
Total liabilities	34,896,441	31,682,893	3,213,548
3. Net worth			
Restricted net worth	5,694,058	5,694,058	0
Endowments	5,694,058	5,694,058	0
Other net worth	411,236,219	457,070,752	-45,834,533
Total net worth	416,930,277	462,764,810	-45,834,533
Total liabilities and net worth	451,826,718	494,447,703	-42,620,985

Balance sheets

The sale of a security bond (JPY12.8 million) along with the depreciation of the IAPH's security bonds in terms of the Japanese Yen decreased the net worth of the association by about JPY21 million. The total net worth of IAPH as of the end of 2018 decreased by JPY46 million - about USD418,000 - compared to 2017.

Budget for 2019

The total revenues and expenses for the general account in 2019 are estimated at JPY125.7million (USD1.11 million) and JPY271.8 million (USD2.41million) respectively with a loss of JPY146.1 million (USD1.29million).

IAPH budget 2019, general account (JPY)

Items	2019
Revenues	
Membership dues	120,000,000
Regular members	108,000,000
Associate members	12,000,000
Temporary members	0
Interest received	3,000,000
Other incomes	2,700,000
Advertisement/directory	2,000,000
Sales of publication	7,000,000
IMO GloMEEP Project	0
Revenues in this term	125,700,000
Expenses	
Personnel expenses	50,400,000
Non-personnel expenses	66,360,000
Office expenses	12,750,000
Correspondence and communication	1,200,000
Publication	18,360,000
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	25,000,000
Technical committee support	(35,000,000)
WPSP	0
IMO GloMEEP Project	0
Other expenses	155,000,000
Transfer to WPSP fund	150,000,000
Transfer to retirement allowance fund	5,000,000
Expenses in this term	271,760,000
Surplus for the period	-146,060,000

IAPH budget 2019, overall account (JPY)

	General account	WPSP fund	Scholarship fund	Akiyama fund	Overall account
Revenues	125,700,000	150,000,000	0	0	275,700,000
Expenses	271,760,000	35,000,000	1,000,000	110,000	307,870,000
Ordinary	121,760,000	0	0	0	0
Extraordinary	150,000,000	0	0	0	0
Surplus	-146,060,000	115,000,000	-1,000,000	-110,000	-32,170,000

This is mainly due to the support of the WPSP fund (until 2022), to which JPY150 million (USD1.32million) are transferred. Overall, the total loss was JPY32.2million (USD285,000), close to the sum of expenses for WPSP activities in 2019 (JPY35 million or USD309,700).

JPY25million (USD218,000) was allocated to the office of the Managing Director-Policy and Strategy. A larger amount was disbursed in 2018 because the former IAPH Europe Office carried out WPSP projects such as ESI. Budget items of "Technical Committee Support" and "WPSP" are transferred to the WPSP fund.

SAVE THE DATE 2021

7 – 9 April

Vancouver, Canada



17 – 19 March 2020
Antwerp, Belgium

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