

IAPH

2019-2020
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 port community, it represents 153 ports and 118 port-related organisations in 86 countries and economies worldwide. Altogether, the member ports handle over 60% of the world's sea-borne trade cargo and global container traffic.

IAPH meets at the annual IAPH World Ports Conference where port executives, managers, and experts from all parts of the world exchange views and experiences. Additionally, members of IAPH's six regions – Africa; Europe; North America; South and Central America; South West and East Asia and the Middle East; and South East Asia and Oceania meet to discuss issues.

Furthermore, IAPH addresses critical issues facing the port

industry through its technical committees, forums, and working groups. As of mid-2020, there are three technical committees, climate and energy; data collaboration; and risk and resilience, tasked to study implications and recommend policies and measures. IAPH also plays a role in tackling global issues at maritime-related UN agencies and other organisations having been granted NGO-consultative status by the IMO, ECOSOC, ILO, UNCTAD, UNEP, and WCO.

IAPH will continue to strengthen cooperation among the world's ports. Moreover, to deal with global issues, IAPH will collaborate with other organisations for the sustainable development of the world's ports under the umbrella of the World Ports Sustainability Program, which it founded in 2018..

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.

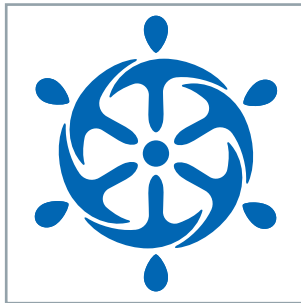


Objectives to achieve the mission:

- 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



Contents



President's message

- Santiago Garcia Milà, IAPH President, summarises a year that has seen the world and the port community adjust to a new normal

04

Policy

- Pushing ahead with the implementation of port regulations, focused on the three IAPH key areas

06

WPSP

- COVID-19 Task Force
- Climate and energy port projects aligned under the UN SDGs

08

Outreach

- 2020 brought changes to the technical committees of IAPH, the membership publication, and led to the evolution of the World Ports Conference

11

Organisation

- The membership is divided across six regions, represented by a VP responsible to promote the IAPH and address local challenges

14

Membership

- As of 1 October 2020, the association comprises 271 members over 86 countries and economies

16

Accounts

- Balance sheets
- Budget for 2020

18



The new normal

Santiago Garcia Milà, IAPH President, summarises a year that has seen the world and the port community adjust to a new normal



Keirrah Sahib/AFP via Getty Images-5167934

Employees wearing face masks to protect each other from COVID-19 at the port of Jebel Ali, operated by DP World



'The ride was not always easy but the enthusiasm and energy that was demonstrated, especially during the exceptional circumstances of the past year, make me very optimistic about the future of the IAPH.'

Writing a foreword to a report that reviews what is no doubt the most exceptional year in the 65-year history of IAPH is somewhat of a challenge. The COVID-19 pandemic has fundamentally impacted both our professional and personal lives on a scale that has not occurred since World War II. The good news is that ports worldwide have remarkably weathered the storm, keeping supply chains moving during the worst peaks of the crisis. The Port Economic Impact Barometer that we initiated in April indeed shows that – despite the various disruptions that occurred – ports remain, by and large, open for business.

The pandemic did expose some vulnerabilities in our sector, such as the apparent inability to effectively handle ship crew changes during a health crisis, causing unseen human drama. The slow uptake of digitalisation is another major concern. In a joint industry statement that we initiated this summer, we called upon all parties concerned to join forces so that port communities worldwide can at least offer a basic package of electronic commerce and data exchange. To implement the priorities listed in the statement, we embarked on an ambitious journey and engaged with institutional partners such as the World Bank and the International Maritime Organization.

The 21st century has seen three major global crises so far, set off by terrorist attacks, excessive financial risk-taking, and a pandemic. Add to that a multitude of local disruptive incidents of a varied nature and it should be clear that – given the vast strategic, economic, and social interests that are at stake in a port – a business continuity policy that goes beyond daily operational risks is anything but a luxury. Still few ports seem to have them in place.

This is why the IAPH Board has decided to add risk and resilience to the strategic priorities of our organisation, in addition to climate and energy and data collaboration upon which we can already build a consistent legacy.

To enable these strategic priorities, the Board has fundamentally reorganised the allocation of our resources. Our people will now work in two complementary operational units:



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a policy and strategy unit led by the Managing Director and a finance and administration unit led by the Secretary General. The budget is also restructured along these units. The three strategic focus areas each have their own dedicated technical committee, which is fully supported by the two units in their daily work so that they can produce tangible deliverables that genuinely add value to our members.

These organisational changes complete the reform process that we started five years ago with the conception of a new constitution. I am grateful to all those who made this happen, including my fellow Board and Council members, our staff, and all members who volunteered to take part in our work. The ride was not always easy but the enthusiasm and energy that was demonstrated, especially during the exceptional circumstances of the past year, make me very optimistic about the future of the International Association of Ports and Harbors. Its 65th year will go down in history as a positive turning point, not a dark page.

Santiago G Milà

IAPH President

Autoritat Portuària de Barcelona, Spain



Pushing ahead

Although the International Maritime Organization was forced to cancel major in-person meetings due to COVID-19, the implementation of port regulations, focussed on the three IAPH key areas, have been advanced over the course of 2020

The pandemic outbreak forced the International Maritime Organization (IMO) to cancel its major spring and summer meetings, including those of the Marine Environment Protection Committee (MEPC), the Facilitation Committee (FAL), the Maritime Safety Committee (MSC), and the Legal Committee (LEG). The organisation resumed its meeting schedule in September, on an online basis. The disruption especially delayed the implementation of the initial IMO strategy on the reduction of greenhouse gas emissions from ships. Furthermore, the pandemic also exposed several weaknesses in the maritime system, such as the lack of electronic data exchange between ship and shore and the inability to organise crew changes during a major health crisis.

Data collaboration

The COVID-19 outbreak demonstrated the very urgent need for ports to digitalise processes and data exchanges. This conclusion has led us to organise an industry call to action on digitalisation, which has culminated in a joint communiqué that was addressed to the IMO in early June, calling for intergovernmental collaboration to drive the acceleration of digitalisation of maritime trade and logistics. The communiqué was supported by nine other maritime and port organisations. In a circular addressed to all Member States, Intergovernmental Organisations, and NGOs, IMO Secretary General Kitack Lim endorsed the industry call to action led by IAPH.

The communiqué lists nine priorities, which we have started to implement. The first was the publication of a white paper on Port Community Cyber Security in early July. The document was put together in association with ICHCA International and TT Club. It is the product of a collaborative effort between port and cyber-security experts, collectively offering decades of experience from both inside and outside the maritime industry.

Each chapter within the paper explores a different dimension of the cyber conundrum, with practical recommendations, advice, and examples.

Additionally, a group of port experts, guided by our associate member Pascal Ollivier (Maritime Street), collaborated with the World Bank to produce a paper in their transport series on resilience of the maritime logistics chain, outlining short- and

medium-term measures to accelerate digitalisation. The final draft is being reviewed by the World Bank and the drafting team, and should see publication in late-autumn 2020. The paper will be used by the World Bank to assist client countries and focuses on quick wins for small- and medium-sized ports.

Pascal Ollivier was also instrumental in preparing an IAPH survey on the implementation status of electronic data exchange in ports. The survey was drafted in collaboration with the IMO Secretariat and the World Bank. It focuses on the state of implementation of already mandatory requirements as defined in the IMO Facilitation (FAL) Convention. We launched the survey at the end of September so as to coincide with the start of the 44th session of the IMO FAL Committee.

Over the past year, we have also continued our support for port call optimisation initiatives, such as the new IMO Just In Time (JIT) Arrival Guide, which was developed by the Global Industry Alliance to support low carbon shipping (Low Carbon GIA). The IMO JIT Guide documents the findings of a series of industry roundtables, which we joined as IAPH, with nearly 50 companies and organisations who are key stakeholders in the port call process. The Guide provides a holistic approach to Just in Time arrivals, considering contractual and operational aspects.

For the 44th session of the IMO FAL Committee, we co-sponsored a submission, which proposes the inclusion of a new output in the agenda of the Committee to develop guidelines for harmonised communication and electronic exchange of operational data for port calls. This submission stems from the work of the International Taskforce on Port Call Optimisation and was co-sponsored by several Member States, BIMCO, the International Harbour Masters Association (IHMA), and the International Port Community Systems Association.

Risk and resilience

We also co-sponsored two other submissions for FAL 44, in the risk and resilience sphere. One concerns a proposal for IMO guidance for all stakeholders in the ship-shore interface to implement and embrace anti-corruption practices and procedures. A correspondence group was established for follow-up purposes. The second submission contains preliminary suggestions for possible amendments to the annex of the FAL



IAPH

The IAPH cyber security white paper was published in July 2020

Convention, to ensure the facilitation of maritime traffic during a public health emergency of international concern.

The latter is based on the collaboration we started early on during the pandemic with the International Chamber of Shipping (ICS) and other shipping organisations. It covered preliminary recommendations to governments and relevant national authorities on the facilitation of maritime trade during COVID-19. The preliminary recommendations inter alia highlight the importance of keeping ports open for maritime trade, the recognition of seafarers and port staff as key workers, and the promoting of the use of digital means of communication between ship and shore.

In follow-up, we contributed to a set of guidelines for ensuring a safe shipboard interface between ship- and shore-based personnel. We also participated in the formulation of a 12-step framework of protocols on crew changes compiled by ICS in coordination with the maritime industry, which was supported and published by the IMO. We called upon members to bring these protocols to the attention of their governments and we supported various other initiatives of the shipping community to resolve the crew change crisis.

The collaborative industry work was also reflected in a set of recommendations issued by the UN Global Compact Action Platform for Sustainable Ocean Business. They include the adoption of an internationally recognised key worker status system and the establishment of a set of indicators that could serve to identify actual and potential disruptions in the ocean-related supply chains.

Climate and energy

In early July, we joined an informal session held by the IMO on the short-term measures that have been proposed to improve the operational energy efficiency of existing ships. These measures fall into two approaches, technical and operational.

On the technical approach, a single joint submission is currently on the table for a goal-based Energy Efficiency Existing

Ship Index (EEXI). The EEXI proposal is also co-sponsored by the industry and, if indeed adopted, existing ships will have to meet specific energy efficiency targets, based on ship type and size from 2022 onwards.

On the operational approach, there are different views and levels of ambition. The informal discussion in July did not indicate a clear preference. Discussions and negotiations will continue formally after the official meetings have resumed in October–November 2020.

During the summer, the IMO secretariat published the full results of the 4th IMO Greenhouse Gas Study. Prepared by a global consortium of organisations led by CE Delft, the study includes inter alia, an inventory of global emissions from international shipping from 2012 to 2018, estimates of carbon intensity of the global fleet, and scenarios for future international shipping emissions in the period 2018–50.

The study – still to be officially endorsed by the IMO MEPC – found that total greenhouse gas emissions from maritime shipping rose about 10% from 2012 to 2018. What was most striking was the increase in short-lived climate pollutants, also known as climate super pollutants, including a 12% increase in black carbon emissions and a 150% increase in methane emissions. The study highlights that much work lies ahead if the sector is to meet IMO's goal of cutting greenhouse gas emissions from international shipping by at least 50% from 2008 levels, by the year 2050.

In the margins of the September United Nations General Assembly, we joined maritime industry leaders in a UN Global Compact session on the decarbonisation of shipping. The discussion emphasised that solutions need to consider land-based infrastructure and the broader supply chain. Zero-emission vessels will be ready soon but there is not enough clarity that new fuels will be available on the market at tandem. Additionally, standards and clear regulations need to come together to support the transition. Investments in zero-emission ships will only cover a fraction of the investments that are needed. The session concluded that the broader ecosystem and supply chain urgently needs to become part of the conversation.

In September, our Board gave the green light for IAPH to become a partner in the IMO-Norway GreenVoyage2050 project. The project supports the implementation of the initial IMO greenhouse gas strategy in developing countries and the 2019 IMO Resolution, which encourages voluntary co-operation between shipping and port sectors on the reduction of greenhouse gas emissions from ships. Concretely, the new partnership will entail a collaboration between IMO and IAPH on the development, roll-out, and delivery of workshops on sustainable ports. Additionally, it envisages the development and delivery of a specific workshop package on onshore power supply. The draft agreement was finalised shortly after and the partnership was officially announced in mid-October.



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Port worker coordinating port operations

All together

Numerous initiatives operate under the umbrella of the World Ports Sustainability Program. This year, one priority was to help ports cope with COVID-19 through the COVID-19 Task Force

In response to the outbreak of COVID-19, we set up a World Ports COVID-19 Information Portal under the umbrella of the World Ports Sustainability Program. The online portal provides regularly updated answers to five frequently asked questions, covering information on the operational status of ports, port regulations and restrictions, operational guidance, recommendations to governments, and economic impact. The portal also contains news updates.

In parallel, a multi-disciplinary Task Force was created. It was led by IAPH Vice-President for Central and South America Tessa Major, with experts from the ports of Açú, Antwerp, Busan, Felixstowe, Guangzhou, London, Los Angeles, Mombasa, and Rotterdam, as well as an expert on digital logistics (Pascal Ollivier – Maritime Street), and port economists (Theo Notteboom and Thanos Pallis). The Task Force notably produced a guidance document for port authorities and port operators that provided support in implementing the preparation for and alleviation of coronavirus-related contingencies.

The Task Force also initiated a Port Economic Impact Barometer, which assessed the impact of the COVID-19 pandemic on vessel movements, hinterland connections, capacity utilisation, and the availability of port workers. Data is gathered through an online survey that has been sent to nearly 300 ports worldwide.

Regional port associations are also involved in mobilising their members to respond. The data is analysed by port economists Theo Notteboom (Shanghai Maritime University, Ghent University and University of Antwerp) and Thanos Pallis (University of the Aegean and University de Los Andes).

Clear view

While COVID-19 has a lock on the world, it did not slow down the ambition to align port operations with the UN SGDs

The first World Ports Sustainability Report was published in April 2020, presenting an analysis of the projects that entered the World Ports Sustainability Program (WPSP) Portfolio since its creation under the flagship of the United Nations Sustainability Goals (UN SGDs) in 2018.

The report shows that community outreach and port-city dialogue are at the top of ports' agendas worldwide. Climate, energy, and resilient infrastructure also scored relatively high while governance, ethics and safety, and security appear to be underdeveloped areas. Another main conclusion is that the WPSP Portfolio is dominated by European projects and initiatives, followed at some distance by Asia and America. On the other hand, Oceania is punching above its weight, but Africa is hardly present at all. Therefore, there is an urgent need to bring ports in all regions up to speed through dedicated outreach and capacity building.

It is in that spirit that IAPH Vice-President Karuppiah Subramaniam initiated a webinar on sustainable development for ports in Southeast Asia and Oceania. It was held on 29 September, in partnership with the Port Klang Authority and ASEAN Ports Association Malaysia. The event was hosted by IAPH associate member Transport Events. Following an introduction to the World Ports Sustainability Program, the webinar compared best practices on sustainable port strategies and examined IAPH's strategic focus areas.

Despite the cancellation of the World Ports Conference and the 2020 Sustainability Awards ceremony, we were able to pay tribute to the six winners during an online ceremony, which was broadcast on 24 June via the World Ports Conference website. The winning projects were:

- Resilient Infrastructure: Green and Connected (Green C) Ports Project (collaborative project)
- Climate and Energy: The LOOP-Ports Project (collaborative project)
- Community Outreach and Port-City Dialogue (Port Development and License to Operate): Singapore's Next Generation Tuas Port Project (Maritime and Port Authority of Singapore)
- Community Outreach and Port-City Dialogue (Externalities of Port Operation): Sunset Dock Project (Port of Vigo)
- Safety and Security: Emergency Readiness Project (Port of Açu)



United Nations: 5062978-95

- Governance and Ethics: Applying the OECD Guidance for Responsible Business Conduct (collaborative project between Dutch seaports)

Meanwhile, the competition for the 2021 Sustainability Awards has been opened. Project entries are welcomed until 31 March 2021.

The cancellation of the World Ports Conference also delayed the development of 'Port Endeavor', an educational game that is meant to create awareness among port managers about the UN sustainability goals.

The board game, which was created by NeoLearning in partnership with the Port of Antwerp, was supposed to be demonstrated at the conference. The option of an online version is now being explored, and test sessions will be held during autumn 2020. Simultaneously, a licensing concept is being developed to market the game.

Climate and energy projects

In July, the IAPH Board took several decisions to enable the professionalisation of the Environmental Ship Index (ESI).



The team behind the IAPH cruise emissions project met in March in London to discuss the next preparatory stages of the project

The initiative, which is aimed at evaluating the environmental footprint of merchant ships, with ports serving as incentive providers to reward low emission vessels, has seen steady growth over the past years and was originally initiated in 2011.

The Index now formally resides under IAPH as a subsidiary body. The Board has appointed Eric van der Schans (Port of Rotterdam) as its chairman and has also approved new arrangements to externalise the administration of the index, including a professional onboard verification scheme. In the new configuration, shipping companies will pay a fee for registering their ships in the ESI database and it is expected to start on 1 January 2021.

Until then, the Port of Rotterdam currently holds the

administrator role on behalf of IAPH. A new ESI website went online in June 2020.

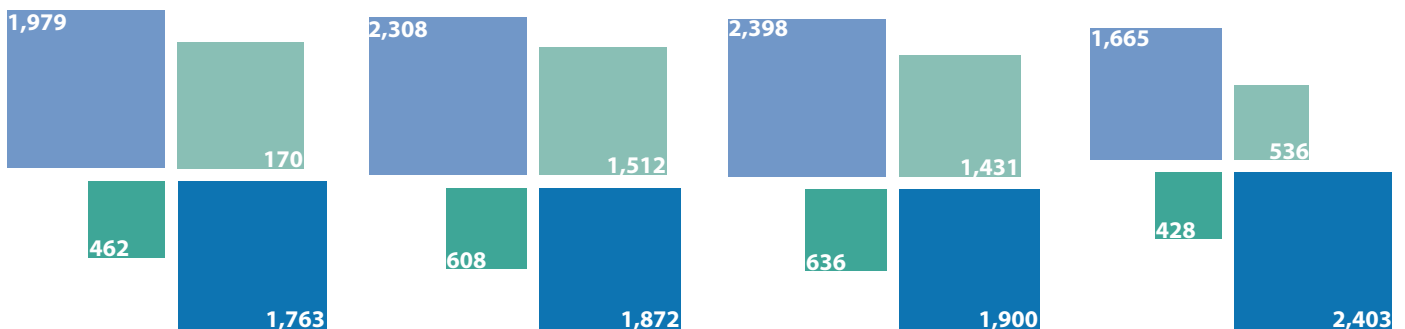
In mid-2020, the IAPH Clean Marine Fuels working group completed its *LNG-Ready Terminal* guidance tool. It details procedures and operational preparedness actions to assure the safe handling of LNG-fuelled vessels, including a safe ship-to-ship bunkering alongside the terminal. It is the latest in a series of tools designed by the working group to equip port authorities with the necessary instruments to ensure safe bunkering of LNG in response to the increasing uptake of LNG-fuelled newbuilt and retrofitted vessels calling at their ports. The group will now be focusing on applying relevant knowhow to upcoming clean marine fuels.

The team behind the IAPH cruise emissions project met in March in London to discuss the next preparatory stages of the project. They were joined by representatives and members of the Cruise Lines International Association. Over 30 participants joined the meeting, including cruise port representatives from Europe, Canada, and the United States. The meeting was constructive with a joint focus on moving towards a win-win situation for a sustainable cruise industry, covering both ports and shipping lines. Working groups discussed data reporting and the implementation of such a reporting system.

Lastly, the IAPH supported the International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum in publishing an update of the International Safety Guide for Oil Tankers and Terminals. It has been enhanced to reflect new best practices and legislation as well as modernised to ensure ease-of-use by personnel on board and ashore.

ESI scores 1 October 2020

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



Number of vessels with ESI Scores over 20

1 Jan 2019
4,374

1 Oct 2019
6,300

1 Jan 2020
6,365

1 Oct 2020
5,032



Changing of the guards

2020 brought changes to the technical committees of IAPH, the membership publication, and led to the digital evolution of the World Ports Conference



IAPH-5154642

The panellists of the second World Ports Conference webinar, which took place on 10 June. Moderator Ines Nastali and the speakers Guy Platten, Ley Hoon Quah, and Kitack Lim

The Board took several decisions regarding the strategic course of IAPH, the rejuvenation of the technical committees, and the restructuring of the organisation's resources.

These decisions complete the reform process that began with the conception of a new constitution in 2015. The Board notably identified three strategic focus areas for the coming years: climate and energy, data collaboration, and risk and resilience.

Technical committees

Three new technical committees are to cover the strategic focus areas. These committees have a set work programme, which was adopted by the Board for the first year, with clear deliverables and an annual meeting schedule with a fixed number of

meetings, of which at least one will be held in person. Digital platforms have been created to allow online meetings as well as sharing and storing of documents. The committees are actively supported in terms of content, meeting preparation, and follow-up. Specific tasks can be delegated to dedicated and time-limited working groups. Following informal inception meetings, the committees will have their first actual meetings in November 2020 and will be evaluated in June 2021.

The pre-existing technical committees will remain in place until then, at which point their integration and possible creation of additional committees will be discussed to meet the constitutional requirement of having minimum of six committees in place.

Restructuring of resources

The Board decided to restructure the organisation's human resources into two complementary operational units: a Policy and Strategy Unit, led by the Managing Director, and a Finance and Administration Unit, led by the Secretary General.

These units have clearly distinct responsibilities but share a common management system and collaborate at managerial and operational levels. The non-human resources of IAPH are allocated to the responsibilities of both units and this is reflected in a simplified and transparent budget structure which applies from 2021 onwards.

World Ports Conference

The outbreak of the COVID-19 pandemic forced us to cancel the 2020 World Ports Conference, which was scheduled to be held in early March in Antwerp. It quickly became clear that postponing the event to a later period in 2020 would be very difficult, given the continued uncertainty about the impact of COVID-19 in different parts of the world. Therefore, in consultation with our conference partner IHS Markit and host sponsor the Port of Antwerp, the IAPH Board agreed to postpone the conference to 23–25 June 2021, to be held in Antwerp.

Additionally, the Board also confirmed that the 2022 World Ports Conference will take place in Vancouver, on 16–18 May.

Webinars

Leading up to the 2021 World Ports Conference, we initiated a series of free webinars together with IHS Markit.

These explore the impact of the COVID-19 pandemic on ports and supply chains across key areas of business innovation, data collaboration, energy transition, and reputation management. Expert panellists considered the unprecedented impact of the pandemic across ports and their stakeholders and looked ahead at how the industry is changing as a result.

Following the successful initial summer series, the autumn edition started with a webinar on the community-building role of port authorities.

Two more webinars scheduled in October and November took place. One discussed how ports can develop sustainable partnerships with cargo interests, and the other regarded the question of whether globalisation is running out of steam and how that would impact cargo and cruise ports.

A spring series will then run up to the 2021 World Ports Conference.

Ports & Harbors

The process of redesigning our magazine *Ports & Harbors* is nearing completion and will take effect from the January–February 2021 issue.

The redesign addresses both content and layout, making the magazine less introspective and more people-focused, with more room for opinion, debate, analysis, and data-led journalism, provided by the editorial team at IHS Markit.

The aim is to make *Ports & Harbors* more attractive to both the membership and the wider audience that we want to reach, which includes policymakers.

Climate and Energy

| Topic | Focus/purpose | Deliverables |
|--------------------------|---|-------------------------------|
| IMO GHG Ports Resolution | Partner in IMO GreenVoyage2050 project: development and delivery of workshops on sustainable ports and onshore power supply | Workshops |
| | Status of implementation in ports | Dashboard |
| | Sharing best practices in a structured way | Database |
| IMO GHG Strategy | IAPH positioning in IMO MEPC and Intersessional GHG Working Group | Submissions and interventions |
| Other emissions | IAPH positioning in IMO MEPC and Sub-Committee on Pollution Prevention Response | Submissions and interventions |
| Marine litter | IAPH positioning in IMO MEPC and Sub-Committee on Pollution Prevention Response | Submissions and interventions |



Risk and Resilience

| Topic | Focus/purpose | Deliverables |
|--|---|-------------------|
| Business continuity policy and risk preparedness | Assist ports with business continuity policy | Guidelines |
| | Sharing best practices in a structured way | Database |
| | Status of risk resilience in ports | Dashboard |
| | Determine longer-term agenda for the Committee | Membership survey |
| COVID-19 | Monitoring economic impact | Barometer |
| Dangerous goods | Work with World Bank on regulation and good practices (linked to root causes of Beirut explosion) | Information paper |
| Extreme weather | Work with PIANC on follow-up survey Navigating a Changing Climate | Report |
| Anti-corruption | Work with Maritime Anti-Corruption Network in producing a Port Integrity index | Index |

Data Collaboration

| Topic | Focus/purpose | Deliverables |
|-----------------------------------|---|-------------------------------|
| Acceleration of digitalisation | Work with World Bank, IMO and others in setting up a capacity-building project for ports | Workshops |
| | Status of implementation in ports | Dashboard |
| | Sharing best practices in a structured way | Database |
| | Facilitate dialogue with ports, shipping and standardisation bodies on common data sets | Roadmap |
| IMO Facilitation Convention (FAL) | Support implementation FAL requirements | Submissions and interventions |
| | Support adoption of common administrative and operational data standards (port call optimisation) | |
| Cybersecurity | IAPH positioning in FAL and Maritime Safety Committee (MSC) | Submissions and interventions |
| Automation | IAPH positioning in IMO MSC | Submissions and interventions |
| Innovation | Facilitate the emergence of startups on a global scale to facilitate data collaboration and smart ports | Platform |



Council members 2019-20

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

Tessa Major
Director International Business and Innovation
Port of Açú, Brazil



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

Karuppiah 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, former CEO, Port Authority of New South Wales, Australia

Finance and Audit Committee

Eranda Kotelawala, Chief Executive Officer, Solomon Islands Ports Authority, Solomon Islands

Chairs of technical committees and forum:

Communication and community relations committee

Position vacant

Port finance and economics committee

Dov Frohlinger, Deputy CEO, New Terminal Operations & Int. Relations, Israel Ports Development and Assets Co Ltd, Israel

Cruise committee

Position vacant

Port safety and security committee

Karupiah 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, Special Projects - Head Legal Emeritus, 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

Flor Pitty, General Director, Ports and Maritime Ancillary Industries, Panama Maritime Authority, Panama

Associate member representative

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

Management and staff

Finance and Administration unit

Masahiko Furuichi

Secretary General



Hiromichi Manaka
Under Secretary Finance and Account Management

Saki Takizawa
Accountant Assistant

Junichi Takemura
Under Secretary Internal Membership Relations

Fumiko Yamaji
Membership Data Management

Hiro Nagai
Undersecretary External Membership Relations

Keiko Iwabuchi
Website and Database operations

Policy and Strategy unit

Patrick Verhoeven

Managing Director, Policy and Strategy



Antonis Michail
Director Programs and Projects

Victor Shieh
Director Communications and Events NN

Policy and Advocacy Officer (vacant, to be filled in 2021)

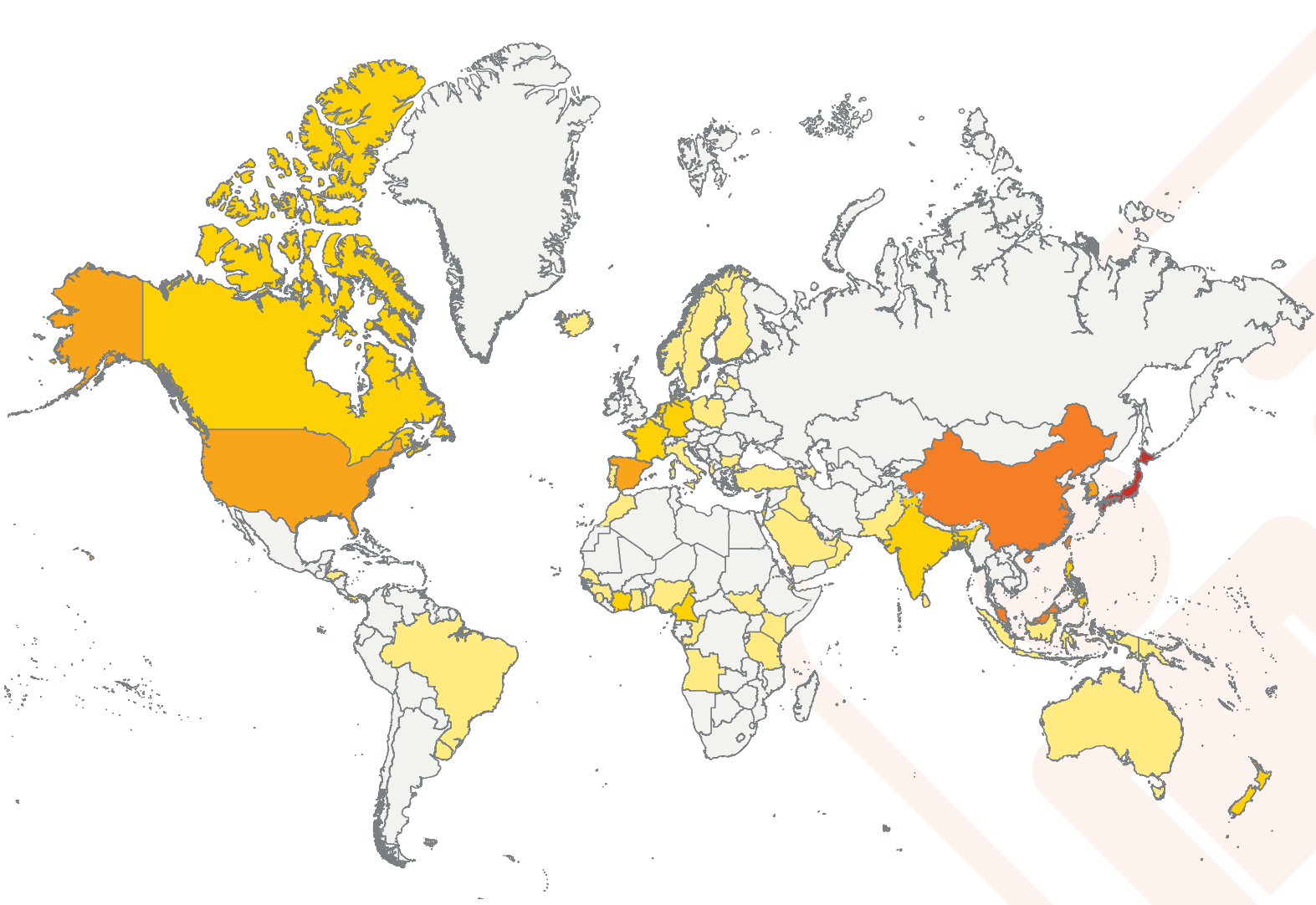
Fabienne Van Loo
Coordination and Support Manager





Membership overview

As of 1 October 2020, the association comprises 271 members over 86 countries and economies. The regional breakdown for each membership is as listed 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

- Mwani Qatar - Qatar Ports Management Company (Qatar)
- Port of Duqm Company SAOC (Oman)
- Shandong Port Qingdao Port (Group) Co Ltd (China)
- Port of Gdansk Authority (Poland)
- Halifax Port Authority - Halifax, NS (Canada)
- Sea Ports Corporation (Sudan)
- Port Autonome de Lome (Togo)
- Port of Kiel (German, paid temporary member)
- Ashdod Port Company Ltd. (Israel)

Africa and Europe Region: 56

| | |
|-----------------|----|
| • Africa region | 21 |
| • Europe region | 35 |

Americas region: 17

| | |
|----------------------------|---|
| • North region | 9 |
| • Central and South region | 8 |

Asia and Oceania Region: 81

| | |
|---|----|
| • South/West, East and Middle East region | 57 |
| • South East and Oceania region | 24 |

154 regular members
in total

New associate members

- Maritime Street (France)
- Port Operators Association of Turkey (Turkey)
- Hudson Cyber (US)
- The Maritime & Port Security ISAO (MPS-ISAO) (US)
- Wabtec (US)
- Department of Maritime Business Administration of Texas A&M University (US)
- Digital Container Shipping Association (Netherlands)

Africa and Europe Region: 51

| | |
|-----------------|----|
| • Africa region | 6 |
| • Europe region | 45 |

Americas Region: 16

| | |
|----------------------------|----|
| • North region | 12 |
| • Central and South region | 4 |

Asia and Oceania Region: 50

| | |
|---|----|
| • South/West, East and Middle East region | 41 |
| • South East and Oceania region | 9 |

117 associate members
in total

Membership benefits

The maritime and logistics sectors are undergoing massive changes, and ports are a vital part of this change. IAPH offers memberships, which deliver the following annual benefits:

- 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 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 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 as of 31 December 2018–19 (JPY)

| Items | 2019 | 2018 | Difference |
|--|--------------------|--------------------|--------------------|
| 1. Assets | | | |
| Current assets | 83,545,173 | 121,469,574 | -37,924,401 |
| Cash and deposits | 82,235,165 | 120,156,709 | -37,921,544 |
| Petty cash | 18,946 | 28,231 | -9,285 |
| Ordinary deposits | 32,216,219 | 70,128,478 | -37,912,259 |
| Fixed deposits | 50,000,000 | 50,000,000 | 0 |
| Accrued revenues | 564,455 | 562,320 | 2,135 |
| Other current assets | 745,553 | 750,545 | -4,992 |
| Fixed assets | 310,183,220 | 330,357,144 | -20,173,924 |
| Specified fixed assets | 32,859,333 | 44,449,653 | -11,590,320 |
| Retirement benefits fund | 23,465,860 | 33,406,680 | -9,940,820 |
| IAPH training scholarship fund | 3,699,415 | 5,348,915 | -1,649,500 |
| Akiyama prize fund | 5,694,058 | 5,694,058 | 0 |
| Other fixed assets | 277,323,887 | 285,907,491 | -8,583,604 |
| Fixture and equipment | 7,848 | 9,146 | -1,298 |
| Investment securities | 274,239,923 | 282,781,462 | -8,541,539 |
| Leasehold deposits | 3,076,116 | 3,116,883 | -40,767 |
| Total assets | 393,728,393 | 451,826,718 | -58,098,325 |
| 2. Liabilities | | | |
| Current liabilities | 1,517,419 | 1,489,761 | 27,658 |
| Accounts payable | 698,914 | 682,605 | 16,309 |
| Deposits received | 578,313 | 568,673 | 9,640 |
| Reserve for wages and allowances | 240,192 | 238,483 | 1,709 |
| Fixed liabilities | 23,465,860 | 33,406,680 | -9,940,820 |
| Reserve for retirement benefits fund | 23,465,860 | 33,406,680 | -9,940,820 |
| Total liabilities | 24,983,279 | 34,896,441 | -9,913,162 |
| 3. Net worth | | | |
| Restricted net worth | 5,694,058 | 5,694,058 | 0 |
| Endowments | 5,694,058 | 5,694,058 | 0 |
| Other net worth | 363,051,056 | 411,236,219 | -48,185,163 |
| Total net worth | 368,745,114 | 416,930,277 | -48,185,163 |
| Total liabilities and net worth | 393,728,393 | 451,826,718 | -58,098,325 |

Balance sheets

Appreciation of the Japanese Yen against major currencies affected the IAPH accounts unfavourably. Part of the security bond sale, along with the depreciation of investment securities, decreased the net worth by around JPY8.54 million. Additionally, the IAPH Training Scholarship Fund disbursed JPY1.65 million of the funds. Revenues and Expenses accounts yielded a loss of JPY38 million, and the total financial net worth of IAPH as of the end of 2019 decreased by JPY48.2 million (USD 442,000) compared to 2018.

Budget for 2020

Total revenues and expenses for the general account in 2020 are estimated at JPY116.4 million (USD1.08 million) and JPY154.5 million

IAPH budget 2020, general account (JPY)

| Items | 2020 |
|--|--------------------|
| Revenues | |
| Membership dues | 111,000,000 |
| Regular members | 100,000,000 |
| Associate members | 11,000,000 |
| Temporary members | 0 |
| Interest received | 2,951,000 |
| Other incomes | 2,400,000 |
| Advertisement/directory | 1,700,000 |
| Sales of publication | 700,000 |
| Revenue by selling Euro Bond | 0 |
| Revenues in this term | 116,351,000 |
| Expenses | |
| Personnel expenses | 47,000,000 |
| Non-personnel expenses | 106,527,000 |
| Office expenses | 13,110,000 |
| Correspondence and communication | 1,100,000 |
| Publication | 17,700,000 |
| Information services | 3,800,000 |
| Overseas travel expenses | 5,000,000 |
| Social expenses | 300,000 |
| Conference expenses | 1,000,000 |
| Professional services | 2,080,000 |
| Miscellaneous | 1,500,000 |
| IAPH liaison work/office of MD | 25,000,000 |
| WPSP (including Technical committee support) | 35,937,000 |
| Other expenses | 1,000,000 |
| Transfer to scholarship fund reserve | 1,000,000 |
| Transfer to retirement allowance fund | 0 |
| Expenses in this term | 154,527,000 |
| Surplus for the period | -38,176,000 |

IAPH overall budget 2020 (JPY)

| | General account | Scholarship fund | Akiyama fund | WPSP fund |
|-----------------|--------------------|------------------|--------------|------------|
| Revenues | 116,351,000 | 1,000,000 | 0 | 35,973,000 |
| Expenses | 154,527,000 | 1,000,000 | 0 | 35,973,000 |
| Surplus | -38,176,000 | 0 | 0 | 0 |

WPSP Fund (2019-2022)

| Item | 2019 | 2020 | 2021 | 2022 | Total |
|-----------------------------|------------|------------|------------|------------|-------------|
| Revenues | | | | | |
| WPSP Support | 35,000,000 | 35,000,000 | 35,000,000 | 35,000,000 | 140,000,000 |
| Contingency | 6,483,000 | 937,000 | 937,000 | 937,000 | 9,294,000 |
| Expenses | | | | | |
| WPSP Support | 35,094,000 | 35,937,000 | 35,937,000 | 35,937,000 | 142,905,000 |
| Technical Committee Support | 6,389,000 | 0 | 0 | 0 | 149,294,000 |

(USD1.43 million) respectively, with a loss of JPY38.2 million (USD354,000). Taking the loss of JPY38.2 million – almost equivalent to the 2020 budget's WPSP expenses (JPY35.9 million) – the internal reserve is expected to be at a sufficient level in the short term.



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