



**NEWS FOR IMMEDIATE RELEASE**

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**World port leaders meet in Panama for the International Association of Ports  
and Harbors (IAPH) Mid-term Conference**

**TOKYO, May 18, 2016** – [The International Association of Ports and Harbors \(IAPH\)](http://www.iaphworldports.org) convened at its Mid-term Conference in Panama City, Panama, 10-13 May 2016, was successfully concluded, attracting nearly 200 delegates, accompanying persons, guest speakers and exhibitors from across the world.

**Opening Ceremony**

Mr. Susumu Naruse, IAPH Secretary General, thanked our host, Panama Maritime Authority for organizing such a fantastic conference. Mr. Santiago Garcia - Milá Lloveras, IAPH President of the IAPH, mentioned that “How significant it is to be in Panama to witness the completion of the expanded canal and discuss its implications to world maritime trade!”

Mr. Jorge Barakat Pitty, Minister of Maritime Affairs and Administrator of the Panama Maritime Authority, mentioned “How glad we, the Panama Maritime Authority, are to host this significant conference of IAPH here in Panama City for the first time in the IAPH history. Finally Mr. Álvaro Alemán, Minister of the Presidency of the Republic of Panama, welcomed the delegates to Panama and declared the conference open.

**Working Sessions**

The ensuing conference sessions tuned out to be an excellent forum to learn the

Panama Canal expansion program and the latest trends of port management and operations not only in Panama but also in Colombia and Mexico. Other topics dealt with were climate change and adaptation measures and sustainable port development.

### IAPH Resolutions

At the meeting of IAPH Board of Directors held on 11 May, IAPH adopted three business resolutions to make its position clear on subjects of immediate concern to the world maritime circle, as follows:

- Resolution on Urging Ratification of HNS Protocol
- Resolution on review of fuel oil availability for sea going ships as required by regulation 14.8 of MARPOL Annex VI
- Resolution on the Smooth Implementation of the SOLAS Convention on the VGM of Containers

Full text of the resolutions is appended.

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### About IAPH

***Founded in 1955, the International Association of Ports and Harbors (IAPH) is a nonprofit global alliance of roughly 180 ports and 150 maritime companies and institutes representing about 90 countries. The IAPH is dedicated to fostering cooperation among ports and harbors and promoting the vital role they play in creating a peaceful, more prosperous world. Based in Tokyo and recognized as the only voice speaking for ports around the globe, the IAPH has Consultative NGO Status from the United Nations and is active in developing international trade and maritime policy. IAPH member ports handle about 70 percent of world container traffic and more than 60 percent of all international maritime trade.***

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**Resolution on the Smooth Implementation  
of the SOLAS Convention on the VGM of Containers  
Adopted on May 11, 2016 by the IAPH Board of Directors at  
IAPH Mid-term Ports Conference in Panama**

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

**RECALLING** that IAPH adopted a resolution on “the Verification of Container Weight in the Supply Chain” at Los Angeles in 2013, requesting the establishment of compulsory rules to require shippers to weigh and make correct declaration.

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

**On a proposal duly seconded, it is unanimously resolved that**

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

**Resolution on Urging Ratification of HNS Protocol  
Adopted on May 11, 2016 by the IAPH Board of Directors at  
IAPH Mid-term Ports Conference in Panama**

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**BEING AWARE** that IAPH adopted during its 28<sup>th</sup> IAPH World Ports Conference in Los Angeles, USA, on May 9, 2013, its resolution on Urging Ratification of HNS Convention and which resolution is attached to this resolution;

**RECOGNIZING** that transport of HNS<sup>i</sup> Cargo is growing and even increases in significance in the maritime sector and that a financial compensation and liability regime for the damage due to accidents while transporting HNS cargoes is essential in the context of completing the framework of international compensation and liability regimes in relation to sea borne transport;

**RECOGNIZING FURTHER** that the ratification and entering into force of the HNS Protocol<sup>ii</sup> is pivotal in closing this compensation and liability framework;

**BEING AWARE** that at its 101<sup>st</sup> session in April 2014, The IMO Legal Committee established an HNS Correspondence Group in order to provide a forum for discussion and information sharing, whilst at its 102<sup>nd</sup> session of the Legal Committee in April 2015 it was agreed to extend the mandate in order to continue a dialogue among States and industry stakeholders working towards the HNS Convention and Protocol into force;

**BEING FURTHER AWARE** that despite the persistent effort of the HNS Correspondence Group still so far no progression in the ratification process is developing;

**BEING FURTHER AWARE** that the report on the work carried out by the HNS Correspondence Group will be on the agenda of the 103<sup>rd</sup> Legal Committee Meeting of IMO in June 2016;

**On a proposal duly seconded, it is unanimously resolved that**

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

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<sup>i</sup> Hazardous and Noxious Substances

<sup>ii</sup> The Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996

**Resolution on review of fuel oil availability for sea going ships as required by regulation 14.8 of MARPOL Annex VI  
Adopted on May 11, 2016 by the IAPH Board of Directors at  
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**RECOGNIZING** that the Revised MARPOL Annex VI (Resolution MEPC.176(58) *inter alia*

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

**NOTING** that the Marine Environment Protection Committee (MEPC) of the International Maritime Organization at its 68<sup>th</sup> session in May 2015 had:

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

**NOTING FURTHER** that the Marine Environment Protection Committee at its 69<sup>th</sup> session in April 2016 had:

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

**On a proposal duly seconded, it is unanimously resolved that**

IAPH urges Governments Parties to the MARPOL Convention to decide at MEPC 70 in October 2016 that the sulphur content of any fuel oil used on board ships shall not exceed 0.50% m/m on and after 1 January 2020.