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

Conference

IAPH meets every two years in odd-numbered years at the IAPH World Ports Conference, the largest gathering of the world port community. Port executives and experts coming from all parts of the world exchange views and experiences over a range of issues and challenges.

Between IAPH World Ports Conferences, the IAPH Mid-Term Conference is held in even-numbered years to discuss common issues and network with your port colleagues. In addition, members of IAPH’s six regions – 1) Africa, 2) America, Central and South, 3) America, North, 4) Asia, South/West, East and Middle East, 5) Asia, South East and Oceania and 6) Europe – meet at Regional Meetings to discuss common issues in a regional context.

Hosted by Panama Maritime Authority, we met in Panama City, Panama in May 2016, for the IAPH Mid-term Conference, which coincided with the opening of the expanded Panama Canal. We will meet next in Bali, Indonesia in May 2017, for the IAPH World Ports Conference, under the theme ‘Enabling Trade Energising the World’, hosted by Indonesia Ports Corporations I, II, III and IV.

Technical Committees, Forums and Subsidiary Bodies

IAPH actively addresses critical issues facing the port industry through its technical committees, forums and subsidiary bodies. Currently, there are nine technical committees, one forum and one subsidiary body.

- Communications and Community Relations Committee
- Port Finance and Economics Committee
- Cruise Committee
- Port Safety and Security Committee
- Port Environment Committee
- Legal Committee
- Port Planning and Development Committee
- Port Operations and Logistics Committee
- Trade Facilitation and Port Community System Committee
- IAPH Women’s Forum
- World Ports Climate Initiative (WPCI)

They are tasked to study implications of various issues to the industry and recommend policies and measures in their respective subject areas.

IAPH also proactively plays a significant role in tackling global issues at maritime-related UN agencies and other international organisations. For this, IAPH is especially granted non-governmental organisation consultative status by ECOSOC, ILO, IMO, UNCTAD, UNEP and WCO.

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

New IAPH Constitution

To deal with new challenges faced by the industry, IAPH adopted a new constitution in June 2016 to simplify the decision making process and to act more proactively and speedily in meeting changing needs of the membership. Earlier in 2012, IAPH had adopted new vision and mission statements for IAPH, on which the adoption of the new constitution followed through to chart a new future course of actions.

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 among the member ports by facilitating interaction, dialogue, problem-solving and formulation of best practices.
- 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 coordinate with other international maritime and related organisations (such as IMO, UNCTAD, WCO, PIANC, etc.) and advocate for global solutions to issues that impact IAPH members.

Susumu Naruse  
Secretary-General of IAPH
International Council of Marine Industry Associations (ICOMIA)

We bring together national boating federations in one global organisation and represent them at an international level, presenting a strong and united voice when dealing with issues challenging the industry.

No less than 36 national federations across the world are full members of ICOMIA today. Our members include the vast majority of the industrialised countries from North America across to Japan and China and from Finland to New Zealand.

ICOMIA’s objectives are to provide a forum for the exchange of views between the different national marine industry associations, to produce internationally agreed standards to ensure high quality and safety of industry’s products, to remove all barriers to trade, wherever they may exist and to promote boating and to give guidelines where appropriate.

We represent an agreed international industry opinion on environmental matters related to boating and seek to minimise any adverse effects of boating on the marine environment. Protection of the marine environment is an ICOMIA core value.

Our working committees predominately consist of our member associations and address issues challenging the marine industry worldwide.

The ICOMIA Online Library contains useful information about the industry. Members can access and/or provide relevant data here.

With the help of our members throughout the world, ICOMIA acts internationally on behalf of all those concerned with the marine industry.

FOR MORE INFORMATION ABOUT OUR WORK, PLEASE VISIT: WWW.ICOMIA.ORG

ICOMIA TOOLS & RESOURCES

ICOMIA’s Recreational Boating Industry Statistics 50%-off for ICOMIA members and their members
ICOMIA’s Recreational Boating Industry Statistics book is an invaluable tool in business planning: to view sample pages or to order your electronic copy please visit www.icomia.com and click on the banner.

ICOMIA Environment Guide
Free to ICOMIA Members, otherwise only €300 for the latest edition, plus one update
For the latest environmental legislation from the recreational marine industry.

Scantlings Calculator & Keel Checker – FREE
Scantlings Calculator: easy to use Excel based software application for boat builders with limited time or expertise to conduct their own scantling calculations on the basis of ISO 12215-5. Users are required to produce proof of purchase of Part 5 of the Standard.
Keel Checker: A tool for assessing whether keel designs are within the parameters of ISO 12215 Part 9.

ICOMIA’s Global Conformity Guidelines – FREE
For years, US companies interested in exporting boats to Europe and European companies wishing to export to the US found themselves in a difficult situation due to the different sets of Standards used on the two continents and the requirement to comply with them both. These guidelines provide detailed guidance for boat builders needing to comply with the alternative Standards system.
ICOMIA Technical Guides

ICOMIA produces industry recognised Guidelines and Standards, such as:

‘Electromagnetic Compatibility (EMC) Assessment Recommendations’: step-by-step guidance on compliance with the EMC Directive applicable to a vast range of equipment encompassing electrical and electronic appliances, systems and installations in addition to complete boats. FREE

‘Minimum Acceptable Finish and Appearance for Superyacht Gloss Coatings’: produced for use in conjunction with ISO 11347. Supporting yards and paint applicators within the superyacht sector in defining their own quality by establishing a baseline standard. FREE

‘Guide to the Recreational Craft Directive (RCD)’: invaluable interactive guide for boat builders providing information on how to safely manufacture, import, distribute and sell products on the EU single market, EEA and Switzerland.

The Guide is available from € 2.99 – to order your copy, visit www.icomia.com and click on the banner.

GET IN TOUCH

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The undoubted highlight of IHMA’s 2016 was the 10th biennial congress held in Vancouver, Canada. Amongst IHMA’s many other benefits (outside the remit of this article), every two years the IHMA holds its congress. Here you will find harbour masters from upwards of 80 ports around the world, all gathered together in one place for almost 4 days: fertile ground indeed to gather ideas and swap information. There can surely be no more cost-effective way of networking with fellow harbour masters, VTS Managers and all those with a responsibility for port operations. The congress agenda is carefully constructed around a central theme and pointed at professional topics of direct interest to harbour masters. The formal debate in the auditorium is enhanced significantly by the exhibition outside, where manufacturers and service providers demonstrate their wares to a focussed and highly interested body of potential purchasers. They also come to learn from harbour masters about how their products could be developed and improved. This year’s congress, which had as its core theme ‘Port Expansion – the Challenges’, was split into a number of sub-themes, including planning and infrastructure, how ports operate expanded facilities and the challenges and opportunities this bring. Megaships, the expanding role of VTS, including the impact of e-navigation, ship interaction and mooring risk, all took their place on the programme. It was a particular pleasure to welcome PIANC member Jennifer Ogrodnick, who spoke on climate change considerations for port infrastructure.

IHMA is a recognised NGO with consultative status at the IMO and can contribute to the business of the IMO within its field of competence. While the main business of IMO is the safe, secure and environmentally sound operation of shipping, from time to time an occasion arises when an NGO focused on the ship-shore interface, such as IHMA, can make an effective contribution. The IMO’s Facilitation Committee, 40th Session, was just such an occasion in 2016 when IHMA’s paper containing amendments to IMO Circular FAL 6, Circular 11, Minimum Training & Education for Mooring Personnel was selected as the base paper for the development of revised guidelines. IHMA recommended that the revised guidelines should distinguish between the knowledge required by mooring personnel who work ashore only and those who work ashore and on mooring boats and proposed additional content to reflect current good practice. The new content proposed for the guidelines included awareness of risk to health and safety and how these risks are controlled; relevant safe manual handling practice related to the use and lifting of mooring equipment; muster location and wharf lighting set-up; reference to sound signals; lifebuoy and ladder location and man overboard procedures; and the hazards of working with wires and ropes under tension including awareness of snapback zone.

IHMA looks forward to further close cooperation with PIANC in the year ahead.
The International Maritime Pilots’ Association (IMPA) has been very active in 2016 including holding its biennial conference in Seoul, South Korea.

We have also been an active partner and support of PIANC’s work on ‘Navigating a Changing Climate’ project. IMPA has a number of ongoing projects and collaborations. Whilst IMPA’s prime objective is to enhance safety outcomes under pilotage, we are engaged in dialogue over diverse areas such as E-Navigation, VTS, Bridge Resource Management, Autonomous Vessels concept, Bridge Design, Mooring and Towage Arrangement, etc.

We are working with other sister bodies on issues such as accident investigations (MAIIF), climate change (PIANC), promoting cruise ship safety (CLIA) and the use of lower sulphur fuels (INTERTANKO).

Nick Cutmore
Secretary-General
2016: A Landmark Year for MedCruise

In 2016, MedCruise, the Association of Cruise Ports in the Mediterranean and its adjoining seas, reached its 20th year since its establishment, celebrating an expanding membership, and enhancing its strategic role within the cruise sector. Only in 2016, MedCruise welcomed 6 new members, including Mediterranean Cruise ports and destinations, as well as travel agencies operating in the region. Today, the Association has a membership of more than 100 cruise ports and 34 associates.

A major development of 2016 was the Memorandum of Understanding signed between MedCruise and PIANC.

The main aim of this partnership is to enhance the impact of both Associations in the area of the related maritime transport infrastructure, to co-operate, communicate and collaborate with reference to cruise ports, respecting their individual identities, membership expectations and traditions.

To this end, MedCruise was pleased to invite PIANC’s David Pino to attend its 49th GA event held in Tenerife. MedCruise members had an excellent opportunity to discuss a just completed PIANC study that embodies a flexible design approach so that terminals can be adapted to the various current and future needs of cruise companies. MedCruise members enjoyed an extended Q&A session, while each member also received a copy of the study that provides technical guidelines for assisting the development of cruise port facilities.

Moreover, part of this year’s highlights was the organisation of two tremendously successful General Assembly events in Odessa and Tenerife, the dynamic promotion of the Mediterranean as a cruise destination in the burgeoning source markets of Asia, the intensive collaboration with Cruise Lines and their Association (CLIA), as well as the co-signing of the European Code of Practice for Cruise and Ferry ports. These name just a few of the activities undertaken in 2016 to promote the sustainable growth of cruising in the region.

In March, MedCruise President Kristijan Pavic presented at Seatrade Cruise Global in Ft Lauderdale, US the MedCruise 2016 Statistics report. It was at that moment that the cruise world learned that a total of 27.4 m cruise passenger movements had been recorded in MedCruise member ports in 2015, representing an impressive 6.2 % increase compared to the year before.

In April 2016, the Association participated in the COTTM and CETCOM events in Beijing, China, only after having launched a Chinese language website www.medcruise.cn. The latter spreads news about MedCruise destinations all over the country. Creating a Cruising the Med culture in Asia, MedCruise also promoted the Mediterranean and its adjoining seas as a must-visit destination for Asian passengers during Seatrade Cruise Asia 2016, which took place in Busan, Korea. Both visits are part of a pioneering MedCruise project that commenced in 2014 and aims to transform Asia into a key passenger source market for cruises in the Mediterranean.

In May 2016, MedCruise had the honour to address the European Inter-Parliamentary Conference on Tourism that took place in Athens, with MedCruise Secretary-General Thanos Pallis advocating the importance of initiatives to advance maritime tourism growth.
Speaking with a united voice, MedCruise joined European Cruise Port Associations in the release of a Code of Practice for Cruise and Ferry Ports. This was the first major outcome of the work conducted within the pan-European Network of Cruise and Ferry ports, to which MedCruise Honorary President Stavros Hatzakos serves as President. This network has brought together the five regional European cruise port associations – MedCruise, Cruise Europe, Cruise Baltic, Cruise Britain, and Cruise Norway – and ESPO in a strategic cooperation to share expertise and effectively represent the sector towards European institutions.

MedCruise also continues to advance its partnership with cruise lines and other stakeholders in addressing any skill gaps and related challenges for the cruise sector – with the key of these efforts being the MedCruise Professional Development Programme and the Travel Agent Programme that is developed in partnership with CLIA Europe.

In this context, MedCruise and Princess Cruises developed a partnership project which was cheerfully welcomed by the members of the Association. Thus, MedCruise and Princess currently work with a twofold goal: to create the world’s best cruise experience and to increase demand for Mediterranean Cruising.

In June 2016, the city of Odessa in the Black Sea turned into the centre of discussions regarding cruise development in the Mediterranean and its adjoining seas, as Odessa Sea Port Authority hosted the 48th MedCruise General Assembly. Being part of MedCruise 20 years celebrations, this major cruise event offered its delegates a unique networking opportunity with more than 120 cruise industry professionals.

MedCruise revealed to the participants of the 48th MedCruise GA a special fact finding report that details the current state of the cruise port industry in the region and marks MedCruise 20 years celebrations.

Hosted by the MedCruise member PA of S/C de Tenerife, Seatrade Cruise Med 2016 took place in September and MedCruise destinations were once again in the centre of attention. The new edition of MedCruise Yearbook 2016/17 was also presented and widely distributed during the event. MedCruise and CLIA joined forces once again at Seatrade Cruise Med 2016 to strengthen professional relations and promote interaction between cruise ports and lines. Immediately after the conclusion of the Seatrade event, MedCruise members gathered to celebrate the 49th General Assembly of the Association.

In November, the much anticipated new version of MedCruise Cruise Line Directory was released and circulated to the members of the Association. This report forms part of a large variety of studies prepared internally and distributed to the MedCruise membership on complimentary basis. These include: Cruise and Ferry Annual Statistical Reports, ‘Who is Who’ Directories, Port Finance analyses, Benchmarking studies, and much more...

MedCruise cares: in 2016, MedCruise officially adopted Mercy Ships as its charity of choice, in a move designed to help the humanitarian aid and development organisation raise awareness of its vital work in developing nations.

An exciting year has come to an end! Recognising the need for all stakeholders of the cruise port industry to set up a value chain and work together, MedCruise invites you to join its #PortsTogether campaign and help bring cruise ports together.

Thanos Pallis
Secretary-General
About IADC

Established in 1965, the International Association of Dredging Companies (IADC) is the umbrella organisation of private dredging companies. As such, IADC is dedicated to not only promoting the skills, integrity and reliability of its members, but also the dredging industry in general. IADC has over one hundred main and associated members. Together, they represent the forefront of the dredging industry.

For over five decades, IADC has been disseminating information about dredging to people within and outside of the dredging industry. The association has taken a lead in the following:

- Educating people on all levels – stakeholders, authorities, government bodies and other industries – about dredging
- Informing people about the economic, social, technological and environmental benefits of dredging
- Promoting a sound business climate by supporting fair contract conditions and fair competition within dredging markets as well as the industry as a career path
- Networking with other maritime and related organisations
- Connecting with its members to ensure the highest Standards of Professional Conduct

IADC carries out diverse activities with the aim of educating, informing, promoting, networking and connecting with its members, as well as its wider audience outside the industry. In 2016, the association carried out various significant projects that included publishing an informative ‘Ecosystem Services’ report for the dredging industry and started a ‘Safety Award’ to promote safety within the industry.

IADC Activities in 2016:

Ecosystem Services Report

The concept of Ecosystem Services (ES) has been recognised by IADC as relevant for the dredging industry. Taking into account the ES concept can help enable the design of more sustainable dredging and marine infrastructure works and their implementation and realisation in environmentally sensitive areas. IADC commissioned the University of Antwerp to conduct a survey about the impact on ecosystem services by five marine infrastructure projects. The work was published in a report ‘Ecosystem Services: Towards Integrated Marine Infrastructure Project Optimisation’ in mid-2016. IADC is currently busy promoting the report at conferences and through articles. The report is available on IADC’s website.

IADC as a Knowledge Centre

In 2016, all IADC’s activities showed a clear ambition to be in the forefront of providing information related to dredging; in short, to be a ‘knowledge centre’ regarding the subject. IADC started making preparations to restructure its website in order to improve the availability of necessary information about dredging.

The association also provides expert knowledge on dredging through specialised literature. It published four issues of its quarterly dredging journal, ‘Terra et Aqua’. The in-depth articles included an elaboration on several safety aspects and the use of concepts/techniques relatively new for the industry such as rock cutting techniques and...
numerical modelling of dredging sound levels. The journal is available in both print and online format and can be subscribed for free via IADC’s website. Facts About, is a series of online leaflets that give an overview of essential facts about specific dredging and maritime construction subjects. Facts About on Drilling and Blasting and Adaptive Management were published. In addition, IADC published its annual ‘Dredging in Figures’ report, ‘DIF 2015’, on the dredging turnover realised in the open markets. The association contributes articles to several external publications. Last year, it contributed features on Ecosystem Services and the New Suez Canal project in ‘Shipbuilding Industry’ and ‘Port Technology’ magazines, respectively.

IADC Safety Award

IADC is committed to promoting safety in the industry and it renewed the IADC Safety Award in 2016. The Award was set up to encourage the development of safety skills on the job and to reward people and companies demonstrating diligence in safety awareness in the performance of their profession. The nominations were open to IADC members and other companies active in the dredging industry. The nomination ‘Enhanced muster station’ of DEME won the IADC Safety Award 2016. A video of the winning nomination is available on IADC’s website.

Furthermore, to keep reiterating the importance of safety, IADC will be publishing two safety articles per year in ‘Terra et Aqua’. Last year, it published ‘Safety in Mooring’ and a feature on the winner and other nominations of the Safety Award 2016.

Seminars

The IADC staff spends a significant portion of its time and budget educating its target groups who come into contact with dredging activities, but are not aware of the industry’s many facets. In 2016, IADC organised two seminars in Panama and Delft that gave an insight into the basics of dredging. A total of 58 people participated in the seminars. It is presented by lecturers, who are senior experts from IADC’s member companies.

Webinars

Another way of educating is through webinars. It is a very effective, interactive tool to reach a wide audience in an easy way. A webinar was made about the ‘Ecosystem Services’ study. All webinars remain available on IADC’s website and YouTube channel.

Mutual Cooperation

IADC works closely with various organisations. In 2016, it signed two Memoranda of Understanding (MoU) with two organisations, PIANC and UNESCO-IHE. The association has been a member of PIANC for many years and participates in several PIANC commissions. IADC signed the MoU to emphasise the strong relationship between both organisations. In addition, the association renewed its MoU with UNESCO-IHE and both partners will continue to work together in the continuation of the education and training of engineers related to the dredging and marine sectors.
In Loving Memory Of
Mr Robin van der Sligte
(1985-2016)

On March 9, 2016 Robin van der Sligte, former Secretary of the Dutch Section of PIANC and member of PIANC FiCom, passed away after a long period of illness.

Robin was a young and enthusiastic colleague in the River Dynamics and Inland Shipping department at Deltares, where he had been working since 2011.

He was an excellent and talented employee in the field of river hydraulics, morphology and inland water transport. He was involved in the ‘Deltaprogramma’ by developing and implementing a wide range of models for the program. Some of the used models are BIVAS (Inland Shipping Analysis System) and a morphological model for the Rhine Meuse Delta. He was also involved in the development of a rapid assessment tool for levee stability and a rapid assessment tool for shipping costs within the Netherlands.

Robin was a dedicated Secretary of the PIANC foundation in which he operated with great enthusiasm and with much attention for the members of the network. He supplied the members and board with new ideas and insights to further improve PIANC. Due to his illness he was unfortunately not able to implement all of his ideas, but his insights left a mark within the minds of the current board members of the Dutch Section.

Several years ago Robin was diagnosed with a brain tumour. The past years he tried to conquer the disease with great energy and optimism. On March 9, 2016 his battle unfortunately came to an end. He was only 31.

We will miss Robin’s talent, kind heart and optimistic view on life and our thoughts are with his family, friends and colleagues.

Johan Boon & Remi van der Wijk
Secretaries Dutch Section of PIANC

In Loving Memory Of
Mr Bob Nichol
(1932-2016)

In April 2016, PIANC USA informed us about the late Robert D. Nichol, former PIANC USA Commissioner. During his career, Nichol served as Chairman and former President and CEO of Moffatt & Nichol, an industry leading waterfront engineering consulting firm. He passed away at the age of 84.

Nichol’s distinguished career was characterised by his time at Moffatt & Nichol along with professional awards and his participation in professional organisations. Nichol became the second president of Moffatt & Nichol in 1975 and continued leading the company up to his retirement in 2006. He was a Commissioner and Life Member of PIANC USA, a member of the National Research Council Commission on Engineering and Technical Systems and a Fellow of the Society of American Military Engineers. His career awards include the American Society of Civil Engineers (ASCE) Distinguished Member Award (2011), Outstanding Projects and Leaders Award (OPAL) Lifetime Achievement Award for Management (2010), the ASCE California Lifetime Achievement Award (2013) and the 2005 Golden Beaver Award for Engineering.

Bob Nichol is survived by his sons, Eric and Douglas, his wife, Georgia, and two grandchildren.
In Loving Memory Of
Mr Stefan Hauser
(1965-2016)

Our German PIANC MarCom member and good friend, Mr Dipl.-Ing. Stefan Hauser, suddenly and very unexpectedly passed away in Bonn at the age of 51 on August 29, 2016.

For several years Stefan Hauser worked as a technical engineer in the Federal Ministry of Transport and Digital Infrastructure – Waterways and Shipping Directorate-General – in Bonn. Being responsible for maritime waterways, he was involved in a lot of projects, which the German Waterways and Shipping Administration is planning and implementing. An example from the last years is the rehabilitation and expansion of the Kiel Canal (NOK) including the great ship locks. As a member of the German Coastal Engineering Research Council (KFKI) he was very engaged in matters of research, investigation and collection of data concerning coastal engineering issues in Germany.

Stefan has always been an excellent member of the MarCom family both from the technical and personal points of view, highly appreciated by all colleagues. He will be missed by all who knew him.

Stefan leaves behind his wife and two sons. PIANC would like to express its sincere condolences to his family and loved ones.

In Loving Memory Of
Mr Marcello Conti
(1942-2016)

With great sadness we announced that on October 30, 2016, Marcello Conti (February 22, 1942) suddenly passed away.

Mr Conti was a renowned and esteemed professional engineer. With his own firm ‘Conti & Associati’ he participated in several important projects in Italy and abroad. He was a very appreciated marina designer.

Very active for the sake of the professional community in Italy, he has been the president of INARCOLLASSA (1990-2000), the pension fund for architects and engineers, and president of SNILPI and INARSIND (2002-2008), the architects’ and engineers’ union.

Moreover, Mr Conti has always been very active in PIANC, acting as the Chairman of the Recreational Navigation Commission (RecCom) from 2005 until 2009, as Chairman and Member in several Working Groups and as member of the national board of PIANC Italy.

We will miss a talented professional and a great man and friend.

Elio Ciralli
Chairman of PIANC RecCom
Member of PIANC Italy