



European Harbour Masters' Committee

EHMC

(BIG) CONTAINER VESSELS IN EUROPEAN AND NORTH AFRICAN PORTS



8th EHMC *seminar*

Thursday 28 - Friday 29 May 2015
Grand Port Maritime de Marseille, France

The biennial EHMC seminars is a one-day event that offers (European) Harbour Masters the opportunity to meet, discuss specific topics of common interest and learn from a variety of speakers. The following day will include a port visit and congenial, informal gathering.

On the occasion of the 2015 seminar in Marseille, we reach out to our North African colleagues who are Harbour Masters, Port Captains and their deputies.

The 2015 EHMC seminar will center around ever growing sizes of container vessels and the implications of this for all ports, small and large.

Registration: **www.harbourmaster.org / Congress & Seminars**

On the IHMA website you may also find information about hotels & flights and registered participants.



Thursday program

08.15	Doors open
08.50	Grand Port Maritime de Marseille; “Welcome”
09.00 – 09.25	Capt. Amaury de Maupeou, Commandant du port de Marseille-Fos, Direction Capitainerie Sécurité Sûreté, Chairman of the EHMC <i>“The practice of receiving the biggest container vessels in Marseille Fos”</i>
09.25 – 09.50	Mr. Jan Tiedemann, Barry Rogliano Salles/Alphaliner; <i>“What does market intelligence tell us about the scaling effects in container markets?”</i>
09.50 – 10.15	Mr. Khalid Samir, Harbour Master/Commandant du port Tanger Med, Morocco; <i>“Port operations in the biggest African port, the challenges of the Harbour Master”</i>
10.15 – 10.30	Q&A session
10.30 – 11.00	Coffee Break
11.00 – 11.25	Mr. Jean-Francois Rebora, director France P&I <i>“Do P&I clubs face increasing claims for damages because of growing ship sizes and / or time pressure?”</i>
11.25 – 11.50	Pilotage, port of Marseille <i>“Piloting the biggest vessels into the port safely by two pilots and a portable pilot unit”</i>
11.50 – 12.00	Capt. Paul O'Regan, Harbour Master of the Port of Cork, Member of IHMA's ExCo and 2016 Congress Papers' Committee. <i>“A sneak preview of the IHMA Congress 2016, Vancouver; what will be on offer?”</i>
12.00 – 12.15	Q&A session
12.15 – 13.15	Lunch
13.15 – 13.45	Mr. Paul Hutchinson, Vaisala/MOWE-IT project; <i>“Improving weather and wind decisions in ports”</i>
13.45 – 14.10	Ms. Susie Alder, UKHO, UK Hydrographic Office <i>“The New Mariners Handbook; which are the maximum draughts that fit into the port?”</i>
14.10 – 14.30	Q&A session
14.30 – 15.00	To CMA CGM Head Quarters, optionally by foot or minibus
15.15 – 16.00	Presentation about CMA CGM's; future activities, lines, developments in alliances between container lines
16.00 – 17.00	Presentation of the CMA CGM's Fleetcenter; goals, activities, contacts with ports and vessels etc. Entry into port from the point of view of a commander of a large ship
17.00 – 17.30	Back to the hotel/city
19.30	Cocktail and dinner ‘Chez Madi’, Vieux Port

[15.15 - 17.00] Visit to the fleet center of CMA CGM, from where the entire CMA CGM fleet is monitored all over the world and in ports.

Founded in Marseille in 1978 by Jacques Saadé, the CMA CGM Group is the third-largest container shipping company worldwide and number 1 in France. From its base in Marseille, the CMA CGM Group is present in more than 150 countries through its network of over 650 agencies, with more than 20,000 employees worldwide (4,500 in France). There are 2,400 staff members working at the Group's head office -the tower in Marseille- and CMA CGM is the largest private employer in town.

With a young and diversified fleet of 445 vessels, the CMA CGM Group serves 400 of the world's 521 commercial ports. Through its 170 shipping lines the company operates on every one of the world's seas. Its global presence and powerful ships like the CMA CGM Jules Verne enable the group to transport a volume of 12.1 million TEUs each year.



The Thursday program will be offered in English and French. The services of translators are made possible by contributions from IHMA Commercial Member Phaeros Group.

Software solutions have become essential in today's port operations. The right applications will increase the productivity of your staff, will enable you to take informed decisions and will give a clear overview of your port operations.

At Phaeros we have developed a number of software applications dedicated to the port and terminal industry, ranging from a port management & community system (including berth scheduling) to a multi-purpose terminal management system (including yard planning) and an invoicing system. These tools have been implemented at numerous sites across the globe. Also you could benefit from our experience and improve your operations!



Visit our website
www.phaeros.com for more
information or contact us today
at info@phaeros.com.

Friday Program 09.00 - 14.00

Visit by boat to the Port of Marseille, with the opportunity to navigate along the cruise's berth of the 5th cruise port in the Mediterranean and the very large dry dock FORME 10 of 465m*85m.

Cocktail/lunch on the Pilot house on the Island of Frioul, the exceptional building for the pilotage services on the Îles du Frioul, off the coast of Marseille. The organization who will be hosting us, is 'le syndicat des pilotes de Marseille-Fos'.

The Frioul archipelago consists of four islands, together up to 200 hectares, located approximately 4 km off the coast of Marseille. The archipelago consists of the islands of Pomègues, Ratonneau, Château d'If and the small island Tiboulén du Frioul.

The village where the houses are concentrated is located on Ratonneau island. About a hundred people live year round on the islands, children, adults and retirees, and sailors living on their boat.

There are no cars on the islands of Frioul. The bike is not completely prohibited, but only allowed in the village and the roadway.





The Friday technical and social event is co-sponsored by IHMA Commercial Member Navicom Dynamics.

Navicom Dynamics design and develop precision navigation systems (Portable Pilot Units – PPU) for marine pilots around the world, to enhance safety and efficiency.

Navicom's PPUs have been tried and tested by marine pilots around the globe for over a decade and are currently used in more than 20 countries worldwide for everything from: confined and delicate berthing manoeuvres, night time and poor visibility navigation, channel pilotage, FPSO and SPM berthings, and many other related applications.

Navicom's team of dedicated engineers and mariners are constantly evolving PPU technology to provide pilots, facing many different situations, with unique and highly advanced solutions.



www.navicomdynamics.com,
for information:
michelle@navicomdynamics.com

The speakers

Capt. Amaury de Maupeou

Commandant du port de Marseille-Fos, Direction Capitainerie Sécurité Sûreté, Chairman of the EHMC

"The practice of receiving the biggest container vessels in Marseille Fos"

- The daily organisation, criteria and conditions for entry and departure of the biggest vessels
- The co-operation with the port services and the VTS: pilotage, tug operations, boatmen, meteorological conditions
- Are tugs compulsory? The results of a research into some European ports
- How did the Port of Marseille draft its admission policies for the biggest vessels

Amaury de Maupeou is the 'commandant du port' of the port of Marseille. He holds a master certificate and has sailed all types of ships on the ocean-going trades of the merchant marine for 18 years. He has entered the world of the ports in 2000. Amaury directs several departments that together employ 220 people. Those departments are: the Capitainerie, the Safety Department and the Bathymétrie Department, conducting water surveys.

Mr. Jan Tiedemann

Barry Rogliano Salles/Alphaliner

"What does market intelligence tell us about the scaling effects in container markets?"

Jan Tiedemann is analyst 'Liner Shipping and Ports' at Alphaliner, editor of a weekly newsletter analysing liner shipping developments, and a monthly monitor of key statistical and other container shipping indicators. Alphaliner is an independent consultancy firm within BRS, the Paris based worldwide shipbroker Barry Rogliano Salles.

His presentation will give an insight into:

- The future of the container markets; which vessel sizes will be employed, which sizes will lose out
- Why did predictions of the ultimate size always fail until now
- How does the present scaling influence shipping routes; which ports will profit, which ports will see ship calls dropping
- Which will be the crucial adjustments in ports, (how) will admission policies need to change
- Will larger vessels increase the pressure on turn-round-times or just the opposite
- (How) will ports need to cope with the peak loads that the ever growing vessels induce
- More is not always bigger; how much of the "statistical vessel growth" of the past years has actually been reflected by "real" vessel growth?

Mr. Khalid Samir

Harbour Master / Commandant of the Tangier Med port, Morocco

"Port operations in the largest port in Africa, the challenges of the Harbour Master"

The Tangier Med port, Morocco, has built a leading hub port on the south shore of the Strait of Gibraltar. Commencing service in July 2007 the Tangier Med port is operating amongst the world's leading ports trades.

Tangier Med 1 has a capacity of 3 million TEUs, increased to 8 million thanks to Tangier Med 2. This combination, and designed for the latest generation vessels (400m LOA), is both a platform for world transshipment activity and a gateway to Morocco. In 2014 the total tonnage of goods handled reached 41.671.000 tons, container traffic that year showed over 3 million TEUs.

In less than two decades, the capacity of container ships has tripled. If this increasing size helped reducing operating costs and improving service capabilities, it poses on the other hand a challenge in receiving all those vessels. Port control personnel in the Harbour Master's office and the port pilots of the Tangier Med Port pay particular attention to the treatment of these ships.



Here is the topic of the presentation of Mr. Samir, commander of the port of Tangier Med:

- Presentation of the Tangier Med port complex
- Preparations by the Harbour Masters' office for the reception of mega container ships at the port of Tangier Med
- The center for Simulation and nautical expertise "Tangier Med Marine Simulator".
Tests of manoeuvrability - Decision Support
- Operating limitations (admissible length, TE, weather conditions...)
- The ISPS challenges for ports in North Africa

Jean-Francois Rebora

Director France P&I

"Do P&I clubs face increasing claims for damages because of growing ship sizes and/or time pressure?"

France P&I acts as correspondent for hull underwriters and P&I Clubs all around France and in French speaking African countries. More specifically Paris based France P&I is a service company specializing in prevention, legal/contractual counsel and analysis, as well as the handling of maritime disputes of all sorts for the account of French and foreign maritime operators, marine underwriters and P&I Clubs. Founded almost 15 years ago and composed with in-house lawyers with experience and proficiency in both French and English maritime laws, France P&I is the only French service provider offering specialized legal outsourcing in maritime law and transport law.

At the occasion of the EHMC seminar, France P&I's Director Jean-Francois Rebora will speak about:

- Are claims for damages related to berthing, use of buoys, contact with shore-side cranes, with other vessels etc. increasing or decreasing over time?
- Do lines and ports need to fear for increasing P&I damages because of growing ship sizes?
- Or because of the fact that port operations are being done under higher time pressure
- Are there increasing personal injuries related to gangway, gangway nettings or mooring accidents because of growing ship sizes?
- Is there evidence that there is a relation between smaller crew sizes and higher damage claims?
- Or between increased claims and the operation of ECDIS systems?

Pilotage, port of Marseille

"Piloting the biggest vessels into the port safely by two pilots and a portable pilot unit"

The use of the PPU, the portable pilot unit; a very accurate positioning system used to get the big ships in the port; in the case of large container vessels two pilots are on board; one to manoeuvre, the other to install and interpret the PPU

- What did the pilots' simulator teach us about entering the biggest container vessels
- How were the simulations designed
- Which are the numbers of crews that are found these days on board of big vessels
- Which issues does the captain/pilot of a big container vessel face when visiting a port; draft, mooring, nautical information etc.

'Le syndicat des pilotes de Marseille-Fos' consists of 44 pilots and 58 employees. Five pilots work in cooperation with Nice, Cannes and Villefranche-sur-Mer. The others work for two-thirds in Fos and one third in Marseille.

In 2011 the union opened its simulator which is used among other things for purposes of formation and education as well as pilot training tool.

The pilots union of Marseille-Fos is the only one in the world to design and build its own pilot boats. Its private shipyard is located on the Etang de Berre. This year the shipyard built the "Morgiret" pilot boat of 17 meters. The station plans to launch simultaneously two new constructions next year. The pilot boats, with a life span of ten years, are built almost one a year. To date, the fleet of the stations of Marseille-Fos has four boats of 17 meters and seven of 12 meters.

Capt. Paul O'Regan

Harbour Master of the Port of Cork, Member of IHMA's ExCo and 2016 Congress Papers' Committee

"A sneak preview of the IHMA Congress 2016, Vancouver"

What will be on offer at the IHMA Congress 2016 in Vancouver? Paul O'Regan will talk about the Congress theme "Port Expansion - the Challenges". Are the papers so far received appealing to harbour masters and industry? The papers' committee designed the theme to be relevant to harbour masters of all ports across the world, to the industry value chain, and to organisations operating in, or working with, ports of all sizes. Will they succeed and how is the papers committees' progress till now?

The city of Vancouver is named the 'World's Most Liveable' a remarkable eight times since the turn of the century!

Mr. Paul Hutchinson,

Vaisala/MOWE-IT project

"Improving weather and wind decisions in ports"

Growing vessel sizes have consequences for all ports in terms of vessel operations and safety; weather and wind predictions become more important, as well as their consequences for admission policies, for the proper communication of weather predictions, and not in the least; the measurements themselves need to be reliable and accurate.

Applied scientist Paul Hutchinson will use his 30 years experience in transport weather across all modalities, his knowledge from Vaisala and his experience from the MOWE-IT project to talk about how the triangle of the decision maker (the harbour master) at the top, is best supported by the weather forecaster and reliable observation data, to support better decisions in an area where risks undoubtedly are growing. He will go into;

- Does weather forecast information need to be improved and why?
- The importance of understanding local wind for the growing ship sizes
- Facts about weather information and wind related accidents in ports
- How can a Harbour Master contribute to any changes? How to define his role in weather forecasts and communications
- Does the Harbour Master who issues weather forecasts by 'looking out of the window' still exist?
- How to correctly measure wind, types of sensors that are currently available, the proper installation of wind sensors
- Recommendation for the use of 'wind maps' in ports

Vaisala is a specialist company in weather observations in maritime operations offshore, on board and onshore. The MOWE-IT project is all about best practices and developing methodologies that assist authorities and transport operators to mitigate the impact of extreme weather phenomena.

Susie Alder

UK Hydrographic Office (UKHO)

"The New Mariners Handbook; which are the maximum draughts that fit into the port?"

The UK Hydrographic Office is the world's leading producer of nautical publications and services for merchant shipping. Published by the UKHO, the ADMIRALTY Mariners Handbook is the best known guide to seamanship and covers key aspects of navigation; charts, operations and regulations, tides, currents and characteristics of the sea, basic meteorology, navigation in ice, hazards and other restrictions to navigation, main elements of the IALA Buoyage system.

The latest edition, published in March 2015, will for the first time in its history have a section on port operations. This section includes newly expanded definitions for depths and draughts and restrictions that result from this. The terminology that it proposes will help to harmonise the operations between fleets and ports, as well as with hydrographic offices and with charter parties. With these definitions, a harbour master can communicate maximum draft calculations for the vessels that call at their ports without ambiguity.



Susie will speak about:

- How may the new Mariners Handbook contribute to the harbour masters' admission policy?
- What are the new terms and how do they fit with IHO definitions?
- How the IHMA was involved in contents of the Mariners Handbook
- How the new edition is different to previous editions

biggest container vessels simulator
 Harbour Masters pilots simulation port call weather conditions South European ports admission policies
 North African ports European ports pilots wind catch feeder vessels

The addresses

ExCo IHMA, Wednesday

14.00 – 16.00

Capitainerie

12 Rue Saint-Cassien

Meeting point

Wednesday evening 20.00

(informal gathering)

Intercontinental Marseille – Hotel Dieu

“Bar le Capian”

1, Place Daviel

2-3 min. walk from the Vieux Port

Seminar venue

Thursday 28 May 8.50

(doors open 8.15)

Grand Port Maritime de Marseille

GPMM Business Headquarters

Salle du Conseil, 5ème étage

23 Place de la Joliette

CS 81965

13226 Marseille Cedex 02

Dinner Thursday

evening, 19.30

Chez Madi les Gallinettes

138 Quai du Port (Vieux Port)

Meeting point

technical visit Friday 9.00 – 14.00

TBD

IHMA membership information:
<http://www.harbourmaster.org/ihma-membership.php>



**International Harbour
Masters' Association**

PO Box 3111
Lancing
BN15 5BQ
UK

Telephone:

+44 1903 218269

E-mail:

secretary.ihma@harbourmaster.org

**European Harbour
Masters' Committee**

PO Box 6622
3002 AP Rotterdam
The Netherlands

Telephone:

+31 10 252 1973

E-mail:

romers.ehmc@harbourmaster.org

