



Who we are  
and what we do  
2020-2022

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## President's Introduction

Dear Friends and Colleagues,

As President of the IHMA, I am delighted to be working alongside our hosts Port Klang to deliver our 13th biennial Congress in one of Asia's most dynamic and multi-cultural cities, Kuala Lumpur.

With trade connections to over 120 countries and dealings with more than 500 ports around the world, Kuala Lumpur is the ideal first port of call for the IHMA Congress in Asia.

The maritime sector has played a critical role for centuries in the growth and development of Malaysia and the 2022 IHMA Congress will showcase Malaysia's progress as a maritime nation and provide a platform to connect to the region and beyond.

Our world changed in 2020 and so did the way we all do business. Despite the challenges, the port and maritime industry kept the world moving and we all navigated new journeys that have prepared us for a future of new opportunities.

The 2022 IHMA Congress will focus on the innovation, technology, collaboration, and resilience that will **shape a better, safer future**.

Many of our harbour masters around the globe are facing similar challenges and now is the time to ensure a safe, sustainable, and environmentally responsible sector that safeguards the wellbeing of our people and creates the diverse workforce needed in the coming decades.

The 2022 IHMA Congress is an unparalleled opportunity for maritime businesses to showcase their services and for port marine professionals from around the world to network, share their experiences and update their professional knowledge. It is also an opportunity to show our unconditional support and commitment to seafarers and port workers who labour, day after day, often in very challenging conditions, to ensure safe, efficient and resilient global trade.

I am also very excited that the 2022 Congress will provide the first opportunity for many of us to come together since 2018. With a wide range of social events on offer as part of the program, this is a not-to-be missed opportunity to reconnect with industry friends and colleagues.

I look forward to seeing as many of you as possible in Kuala Lumpur to experience all that this wonderful city and the Congress have to offer. This is our opportunity to collectively shape and ensure the success of the port and maritime sector for generations to come.

**Capt. Yoss Leclerc**  
President  
IHMA



# IHMA Organisation



**IHMA is run on a day-to-day basis by the Executive Committee which is referred to as ExCo. This consists of seven Officers (President, five Vice Presidents and the Treasurer) and is supported by the Secretary.**

These seven positions are filled by election held at each Ordinary General Meeting (OGM) which is held alongside the Association's biennial Congress. Once elected by the Full members of the Association, the Vice Presidents then choose the President from amongst their number. Up to five members may be co-opted to ExCo for specific purposes, such as the next Congress Chair, Chair of the Papers' Committee and European Harbour Masters' Committee Chair.

ExCo meets quarterly by electronic means; however, it always meets 'face to face' just before and at the end of each Congress; the latter meetings being held in combination with IHMA Council. Council Members are those members elected to exercise immediate oversight of the government of IHMA by the Executive Committee, between General Meetings. The Council consists of six Full members who are also elected at each OGM. It is accepted practice for Council Members to be invited to sit in on ExCo meetings and consulted about any sensitive issues arising thereat.

From time to time working groups are set up to tackle specific issues. Members are encouraged to participate in working groups where they have a particular interest or expertise.

## Membership

The Association offers Full, Associate, Senior, Commercial and Honorary membership. Full members are voting members; applications are welcome from harbour masters and other senior port marine officers who meet the appropriate membership requirements.

Associate membership is open to anyone interested in the work of IHMA and prepared to work towards its aim and objectives. Traditionally this category has been reserved for port employees from a variety of disciplines who can contribute specialist knowledge and expertise for the benefit of the Association's membership. However, delegates at this year's OGM will consider a proposal to amend the Constitution to expand the definition of 'Associate member' to include anyone who either does not qualify for Full membership but aspires to become a Harbour Master, or simply wishes to support the Objectives of IHMA.

We also welcome applications from Commercial members who provide goods or services that assist Full members in the performance of their professional duties.

IHMA Senior members must previously have been Full members and Honorary members may be occasionally elected at the Ordinary General Meeting.

Further details are found on the website where a short on-line application form can be completed.





## IHMA at IMO

**IHMA has been a recognised NGO with consultative status at the IMO since 2001 and can contribute to the business of the IMO within its field of competence. Reports of IMO Committee and Sub-Committee meetings are prepared for IHMA members and submissions to IMO on topics of interest to harbour masters are scrutinised and brought to the attention of ExCo as required.**

IHMA Secretary Ms Sabrina Delelis was appointed accredited Representative of IHMA to IMO in July 2019 and continues to follow IMO Committee and Sub-Committee meetings which have been held remotely over the past two years due to the pandemic.

IHMA Project Officer Captain Ben van Scherpenzeel is currently contributing to the IMO Facilitation Committee's Expert Group on Data Harmonization (EGDH) to work together with ports and shipping on guidance for improving the quality and availability of Operational Data, and a number of our members have participated in IMO Correspondence Groups on behalf of the Association.

Our recent and current NGO work covers a variety of major regulatory items which impact on the work of the harbour master including:

- Onboard lifting appliances and anchor handling winches
- GHG emissions on vessels and in Ports
- Maritime Single Window
- MASS
- FAL Convention
- Ship/Port Interface
- Biofouling guidelines
- Guidance to address bribery and corruption
- Guidelines on safe operation of on-shore power supply.

## Document Submission

As well as participating in meetings and working groups, IHMA contributes submissions to IMO either on our own behalf or in co-sponsorship with other organisations to ensure that the interests of harbour masters are represented in the development of new legislation and regulatory guidelines. The following list is a selection of the submissions IHMA has made to the IMO over the past biennium:

- FAL 44/18/2: Development of guidelines for harmonized communication and electronic exchange of operational data for port calls;
- EGDH 2/7: IMO Data set related to "Port Logistic Operational Data and Real Time Data"
- FAL 44/13: Guidance to address bribery and corruption in the maritime sector
- FAL/46 INF.3: Improve quality and availability of nautical data
- FAL 46/5/1: Amendments to the Guidelines for setting up a maritime single window
- FAL 46/8: Comments to document FAL 44/8

## IHMA's Upcoming work at IMO

### Safe Ship to Shore Access

Based on the IHMA survey regarding gangway netting, a submission to the Maritime Safety Committee will be realized with the support of Member States and other Non-Governmental Organizations.

### Safe Maneuvers in Port

Following an initial proposal to improve the communication between tugs and ships, input was received from tug boat companies which will be submitted to IMO as an update of the current Standard Marine Communication Phrases (SMCP).

### Standardize Port Data in Automatic Identification System (AIS)

A survey conducted by Marine Traffic established that the AIS fields for Destination, ETA and Draught were completed by shipboard personnel in many different ways. A submission to IMO to update current guidelines based on existing standards is in planning.



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## Sister Organisations

IHMA's Sister Organisations include the International Association of Lighthouse Authorities, the International Maritime Pilots' Association, the World Association for Waterborne Transport Infrastructure (PIANC), and the The Nautical Institute. We value the close relationships we have with these organisations and we are pleased to note the collaborative developments that have taken place over the past two years.

### IALA VTS COMMITTEE

Over the past two decades, Commodore Barry Goldman has distinguished himself as both an expert adviser and stalwart supporter of IHMA's mission to foster safe, secure, efficient and environmentally sound marine operations on international ports and waterways. Over the past 2 years, CDRE Goldman and IHMA have played a key role assisting IALA in drafting a significant revision to the IMO Resolution A.857(20) - Guidelines for Vessel Traffic Services. Ultimately, this led to the IMO Assembly approving a simplified, up-to-date VTS guideline IMO Resolution A.1158(32) in December 2021.

The new resolution emphasizes the role of all VTS in providing information, monitoring and managing ship traffic, and responding to developing unsafe navigational situations. The new resolution also identifies IALA as a key subordinate authority providing clear links from SOLAS through A.1158(32) to IALA standards. During this same period, CDRE Goldman on behalf of IHMA supported the preparation of updates to 23 IALA Recommendations and Guidelines to comply with the new language in A.1158(32). For example, IALA Guideline G1089 - Provision of a VTS, was ready for issue once the new IMO resolution was approved.

Captain Michael Trent took over IHMA's representative role to the IALA VTS Committee in January and brings with him a background and experience that make him particularly well placed to continue IHMA's influence on the committee as attention turns to future VTS and MASS.

### PIANC

PIANC is the World Association for Waterborne Transport Infrastructure, established in 1885. Its high-ranking technical reports on the design, development, and maintenance of ports, waterways, marinas and coastal areas are renowned and provide the global waterborne transport community with expert guidance, recommendations, and technical advice. A number of IHMA members have volunteered to participate in PIANC Working Groups over the past biennium where the harbour master perspective is much appreciated by PIANC as it seeks to develop guidance for the waterborne transport infrastructure sector.

Here is a sample of some of the recent WG titles in which our members have contributed:

- Working Group 243 on "Design, Maintenance and Sustainability of Container Terminal Pavements"
- WG 240 on "Guidance for ports in small island countries"
- WG 237 on "Bottlenecks and Best Practices of Transport of Containers on Inland Waterways"
- WG 231 on Mooring Bollards & Hooks

Of particular note is the launch of PIANC's technical guidance on climate change adaptation for ports and inland waterways in January 2020. The guidance, which was prepared by the international experts, including IHMA, on PIANC's Working Group 178, provides an introduction to the potential consequences of climate change and some of the challenges to be addressed if ports and waterways are to adapt effectively. The Guidance can be downloaded free of charge at <https://www.pianc.org/publications/envicom/wg178>

# IHMA Partnerships and Projects

## **IHMA Strategic Plan**

IHMA's 2021 - 2022 Strategic Plan was developed by Association President, Captain Yoss Leclerc and builds on the five year plan adopted at the 2018 OGM. The purpose of the update was to develop a plan to guide ExCo's efforts following the severe initial disruption of the pandemic. ExCo reviewed the facts about the membership and the services we currently offer with the view to coping with future impacts.

After extensive discussion, the following points were agreed as the focus for the period ranging from December 2020 through to the 2022 OGM:

- Review of the Association's digital media platforms including status of IHMA website;
- 'Establishment of a list of critical international issues that should be overseen and managed by IHMA;
- Development of strategy to attract new membership;
- Development of business case for IHMA accreditation to offer auditing and training.

## **IHO**

IHMA was recognized as a Non-Governmental International Organization (NGIO) within the IHO in 2014. IHMA Project Officer Captain Ben van Scherpenzeel is currently contributing to the IHO's Nautical Information Provision Working Group to work together with ports and shipping on guidance for improving the quality and availability of Nautical Data.

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## **Port Welfare & PortVisitor**

How can the shipping industry protect its greatest asset - its seafarers? This is the subject of the International Port Welfare Partnership Programme (IPWP). The programme aims at encouraging and supporting the establishment of Welfare Boards worldwide, in accordance with ILO MLC 2006. Welfare Boards and Committees support the organisations that provide services and facilities allowing seafarers to make the most of their limited time ashore, in a safe and welcoming environment.



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EHMC Secretary Ingrid Römers continues to represent IHMA as an Executive Committee member. Find out why Seafarers Welfare Boards are so important at [www.portwelfare.org](http://www.portwelfare.org)

After establishing in recent years a global network of Port Welfare Boards, IPWP has now created the Port Visitor Platform which provides seafarers worldwide (e.g. on their mobile phones) with relevant points of interest and useful information such as available welfare services, seamen's centers and other facilities in port, names and contact details for ship welfare visitors, and port transportation and vaccination availability. Seafarers will also be able to provide feedback on their port visit experience to enable welfare services to raise their profiles.

In future the platform aims to include links to as many seaports as possible with valid information about their welfare organisations and seafarers' centers. Visit [www.PortVisitor.com](http://www.PortVisitor.com)

For Port Welfare Boards the platform also provides a self-assessment dashboard that calculates the number of desired ship visits. The feedback received from seafarers will enable benchmarking of welfare support for similar sized ports, identify levels of welfare needs and assess service requirements. Reports on the welfare services offered can be shared via the dashboard function with ILO. Altogether the PortVisitor platform has enormous potential to build momentum for establishing new Welfare Boards.

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## **Navigating a Changing Climate**

Navigating a Changing Climate (NaCC) is a Marrakech Partnership Global Climate Action initiative set up to support the owners, operators and users of waterborne transport

infrastructure in responding to the changing climate. IHMA was one of the first partners to sign up to the initiative which is dedicated to raising awareness, sharing good practice and providing technical support on reducing emissions, strengthening resilience, adapting navigation infrastructure and promoting integrated solutions. Navigating a Changing Climate was set up in 2015 in the run-up to the historic Paris Agreement on climate change and until recently was led by The World Association for Waterborne Transport Infrastructure (PIANC).

In November 2021 the Resilience Shift succeeded PIANC as the focal point for the initiative, building on the partnership's extensive work which, to date, has included the creation of a website providing a one-stop-shop climate change resource for the sector, the organisation of an international conference and many other sector-specific climate change mitigation and adaptation events, the publication of several technical good practice guidance documents, and much more. As the new lead partner, The Resilience Shift will facilitate the development and implementation of a new multi-year Action Plan, furthering action on the urgent parallel agendas of climate mitigation and adaptation.

The Action Plan will unite activities being undertaken by the partner associations (now ten), and will shape collaborative initiatives, enabling a joined-up approach that aligns with the transformational action required of the sector. The Resilience Shift will also represent the partnership's activities in the Transport and Adaptation thematic groups of the Marrakech Partnership. IHMA along with the other partners have reiterated their commitment to the aims of the group and are excited to continue collaborating on key issues.

For more information on the NavClimate initiative visit <https://navclimate.pianc.org/about/action-plan>

## Standards for Harbour Towage

In June of 2021, one of the maritime industry's foremost authorities on harbour towage and author of the publication 'Tug Use in Port' (aka, the 'tug bible'), Captain Henk Hensen, reached out to IHMA to discuss the issue of reliable tugs and tug assistance in port. ExCo was asked to consider whether, due to a number of factors, it had become necessary for a certification system for towing companies, and if so, by whom should the system be owned.

Recognizing tugs as crucial instruments for Harbour Masters in ensuring the safe and smooth handling of shipping in their ports, IHMA felt that no matter whether they were owned by the port, operated according to the harbour master's rules and regulations, or entirely independent, the tugs being used by IHMA members should be capable of handling the ships calling at their ports in a safe and efficient way. But given the differences in the framework for harbour towage at ports around the world, IHMA also recognized that achieving such a standard would be difficult.

To help get a better understanding of situation, the Association circulated a short survey to the membership with the following questions:

- 1) What is the framework around towage operations in your port?
- 2) Is there a set of standards/guidelines on harbour towage used at your port?
- 3) If your port does not have standards, would you be interested in having a guideline developed by IHMA?

The responses from members made it clear to ExCo that there is no 'one size fits all' solution in regards to harbour towage. But what was also clear was that members were keen to have IHMA develop a set of guidelines for harbour towage, with 90% of respondents answering 'yes' to this question.

In consequence to this positive feedback, IHMA embarked on a campaign to develop a best practice guide for harbour towage. All major stakeholders were consulted and the working group will begin collaborating in mid 2022.

The objective of the Best Practice Group will be to develop a set of guidelines and protocols based on existing international, national and local standards and will focus on but not be limited to the following aspects of harbour towage:

- Capability of tugs and the available tug fleet to handle the various vessels calling at the port under the local conditions that can be reasonably expected, which may include dense harbour traffic, fog, ice, wave height and swell conditions;
- Capability of tugs with respect to escorting, (viz. assisting ships at speed);
- Tug Package (i.e. depending on vessel's size and port environment);
- Towage design (i.e. based on risk assessment);
- Condition of tugs with respect to engines, deck equipment, towing lines, bridge equipment, maintenance, fendering, etc.;
- Level of manning and experience;
- Roster system;
- Training of tug master and crew for all relevant operational aspects and weather and sea conditions;
- Communication structure;
- Emergency preparedness.

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## Women in Shipping Summit

In support of equality and diversity in the work force, IHMA was honoured to act as lead partner for the annual Women in Shipping Summit over the past two years. Initially launched in 2019, the Summits were professional development events for women working in maritime, both on board and on shore, which focussed on practical, day-to-day challenges identified by women in the industry. The two-day events featured line-ups of some of the most impressive names in shipping, both men and women, who told the story of their journey through the industry. During the 2021 Summit, IHMA President Captain Yoss Leclerc, participated in the panel discussion, "The Human Touch: The net value of face-to-face interaction at work and in business".

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Other themes addressed over the past two years include:

- Challenging unconscious bias in day-to-day interactions
- Maternity, return to work and working arrangements
- What women bring to the table: fight-or-flight vs tend-and-befriend
- Addressing women's health - advancements and resources
- Digital transformation in shipping and opportunities for diversity
- Beyond gender: addressing the wider diversity challenge in shipping.

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## COP 26

In November 2021, Peel Ports Group, Scotland, hosted a workshop at the International Maritime Hub during COP26 (the Conference of the Parties to the UN Framework Convention on Climate Change),

in collaboration with the British Ports Association, the UK Major Ports Group, Maritime UK and City of Glasgow College.

IHMA was honoured to take part in the workshop, titled **'Practical climate change adaptation challenges and good practice solutions for ports'**, which ran across two half-day sessions and featured port experts from around the world, aimed to facilitate the exchange of experiences and good practices to adapt port infrastructure and to improve the climate-resilience of both assets and operations.

Presentations from the workshop including those given by IHMA members can be accessed on the Maritime UK website at <https://www.maritimeuk.org/imh-2021/imh-events/adaptation-solutions-ports>.



### Support for Seafarers Campaign

In 2021 IHMA launched a campaign to call attention to the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families.

Following the success of the first campaign in which we received a considerable number of drawings from children all over the world, IHMA called on the families of its members and of the wider maritime community again in 2022 to help show their support for seafarers by having the young people in their lives make a piece of maritime-themed art work.

Whether they've lovingly designed their own or proudly printed and coloured a picture, IHMA uses the drawings we receive to say thank you to seafarers for all trouble they go through for our benefit.

To view recent contributions to the campaign visit the 'Seafarers' section of the IHMA website at <https://www.harbourmaster.org/harbour-master/seafarers>. Drawings can be submitted anytime in electronic form to [secretary.ihma@harbourmaster.org](mailto:secretary.ihma@harbourmaster.org). Hard copies can be also sent by post to the IHMA office at the following address:

IHMA  
2 Burgh Mount  
Banstead  
Surrey  
SM7 1ER  
United Kingdom

Drawings received by post will be delivered to seafarers at member ports on June 25 of each year to mark **Day of the Seafarer**. Drawings submitted electronically will be posted on the external IHMA website.

Artists are encouraged to include their name and age on their work





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### **IHMA 360° Webinar Series**

In a first for the Association, the IHMA 360° Virtual Event Platform was launched on 24 September 2020 in the lead up to the 2020 virtual Congress but remained open to all registered attendees until September 2021 and offered continued networking and business development opportunities to an expanded global industry network via a series of interactive monthly webinars and meetings.

The platform allowed members to navigate distances and keep in contact during the pandemic. The monthly webinars covered a wide variety of topics of interest to harbour masters from smart port solutions and digital AtoN management to the future of mooring and the digitalisation of mixed-use ports.

The 360 Series was a huge success.  
Highlights included:

- 60+ hrs of informative presentations
- 140+ expert industry speakers
- 370+ discussions
- 500+ attendees
- 1,100 messages exchanged.

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### Diploma for Harbour Masters Bursary

Together with Lloyd's Maritime Academy, IHMA also offers two contributory bursaries towards the biannual intakes of the Diploma for the Harbour Masters' course.

The Diploma for Harbour Masters has been academically assessed to provide 60 credits of prior learning accreditation towards a unique distance learning MBA delivered in partnership between Lloyd's Maritime Academy and Middlesex University. Harbour Masters who have completed the Diploma have the option of continuing their study to receive an MBA (Harbour Masters) so they can enhance their diploma studies with further study at Masters' level.

Full and Associate IHMA members are eligible to apply for the bursaries which cover **50% of applicable course fees**. In the past biennium, IHMA's ExCo has awarded eight bursaries to IHMA members.



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## **IHMA in Partnership with Lloyd's Maritime Academy**

In 2022 the International Harbour Masters' Association and Lloyd's Maritime Academy (LMA) joined forces to provide the world's present and aspiring Harbour Masters and Port Captains the underpinning knowledge on legislation, risk management, navigational management, security, marine operations and management skills to enable them to meet the industry's key challenges.

The partnership provides existing IHMA members with a **15% discount** on the Diploma for Harbour Masters Course and a **10% discount** on all other selected Lloyd's Maritime Academy distance learning courses. And for Lloyd's Maritime Academy students who are not yet members of IHMA, the partnership provides a **complimentary 12-months Associate membership** with IHMA when enrolling on selected courses.

The partnership applies to the following LMA courses:

- Diploma for Harbour Masters
- Diploma in Maritime Management and Leadership
- Diploma in Maritime Accident Investigation
- Diploma in Port Management
- Diploma in Maritime Safety Policies and Regulations

- MSc in Port & Terminal Management
- Certificate in Maritime Environmental Management.
- Certificate in Maritime Safety Management and the ISM Code
- Certificate in Marine Pollution Management
- Certificate in Maritime Transport Security
- Certificate in KPIs for Ports and Terminals
- Certificate in Port Development
- Certificate in Port Economics
- Certificate in Port Resilience and Recovery
- Certificate in Maritime Cyber Security

### **To Participate:**

#### **Existing IHMA members:**

email [marketingdl@informa.com](mailto:marketingdl@informa.com) with your IHMA membership number to obtain the Discount Code and link for the selected course.

#### **IHMA non-members:**

email [veronica.araujo@informa.com](mailto:veronica.araujo@informa.com) or the IHMA Secretariat at [secretary.ihma@harbourmaster.org](mailto:secretary.ihma@harbourmaster.org) with your course payment confirmation receipt and request to join the IHMA.

For more information and to apply for the courses visit <https://www.harbourmaster.org/career-development/training-courses>



# Port Call Optimization

## Past

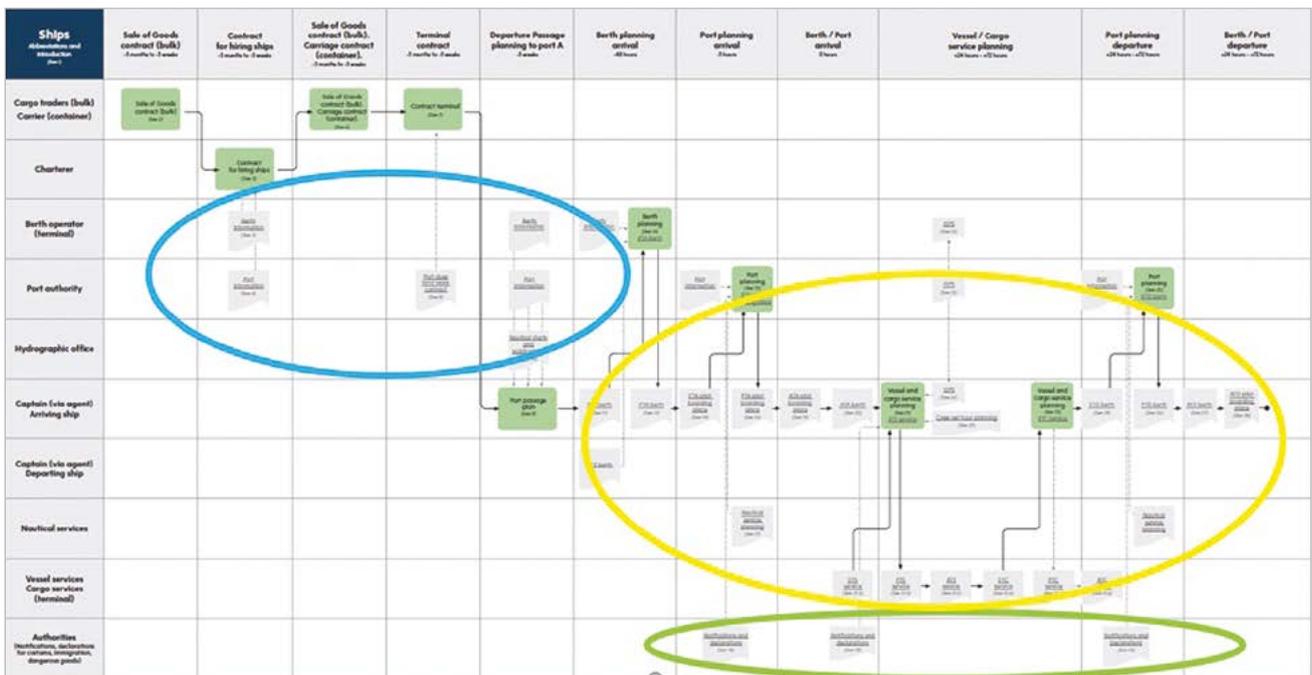
The vice president of a major container line issued a request for harbour masters to make port information more easily available to its customers at IHMA's 2006 Congress. It was recognized that this labour intensive activity often requires representatives from the marine industry and hydrographic offices to visit ports and terminals, or obtain information from masters' reports after a port call. Despite these efforts, information can go out of date very quickly and parties dealing with a single vessel may be using different information for loading, discharging, sailing and assistance, with the potential to affect efficiency and safety. As a result, the Nautical Port Information (NPI) project commenced with the development of NPI templates for use by harbour masters for publishing nautical information. The request to improve nautical data was soon followed by a request to improve operational data.

## Present

The shipping industry is experiencing increased pressure to reduce emissions from shipping, with much more focus to optimize speeds and to reduce idle time in port. IMO's MEPC 304(72) clearly calls ports to action by supporting the industry's collective efforts to improve the quality and availability of data and to develop necessary global digital data standards that would allow reliable and efficient data exchange between ship and shore, as well as enhanced slot allocation policies, thereby optimizing voyages and port calls and facilitating just-in-time arrival of ships - all of which aligns with IHMA's work to date.

An industry taskforce comprising representatives of the major shipping lines and ports and coordinated by IHMA Project Officer Captain Ben van Scherpenzeel resulted in the development of a port call process which has been validated during Industry Roundtable sessions organized by the IMO Global Industry Alliance (GIA) to Support Low Carbon Shipping, and is used today in the relevant submissions in IMO and IHO.





The port call data sets with the port call process are:

- **Nautical data:** data that is provided by Hydrographic Offices in navigational charts, Nautical Publications or coast pilots, and tide tables.
- **Administrative data:** data that is submitted by ships or other non-authority parties to authorities in notifications and declarations.
- **Operational data:** data that is submitted to non-authority parties as part of planning or execution of certain operations.

The emphasis is on improving communications between ships and ports using clear and authoritative definitions for the various terms used in daily operations. Harbour masters wanted not only standards from recognized bodies, but also guidance on how to implement these standards from the same trusted sources.

Therefore the Port Information Manual developed published by ITPCO served as the foundation for two separate guides:

- **Guide for Nautical Data -** being developed by IHMA, IAPH and IHO
- **Guide for Operational Data -** being developed by IMO

Both guides focus on the basics first: being compliant with current IMO Resolutions and ambitions, and having a basis in IMO and IHO standards.

For more information on IHMA's work on Port Call Optimization contact IHMA's Project Officer at [Scherpenzeel.ehmc@harbourmaster.org](mailto:Scherpenzeel.ehmc@harbourmaster.org)

## IHMA Regional Committees

### **African Harbour Masters' Committee**

In March 2021, The International Harbour Masters' Association announced the establishment of the African Harbour Masters' Committee, only the second such committee to be created under the Association's Constitution which allows a region of IHMA to be formed in an area of the world, the boundary of which is defined by named countries. IHMA's Executive Committee unanimously supported the proposal which was formally approved on 25 January, 2021.

The AHMC brings together the African continent and collaborates in a spirit of co-operation to share ideas and provide guidance, support, and direction in the management of all aspects of maritime matters related to the Harbour Masters' function in African ports.

The AHMC is governed by the following members of its Executive Committee:

- President and representative for North Africa: Captain Mohamed Maghazi,
- Vice President in charge of Secretary: Representative for West Africa, Kabara Mansare
- Vice President: Representative for East Africa, Captain Federico Da Silva
- Vice President: Representative for East Africa, Captain William K Ruto
- Vice President: Representative for West Africa, Captain James Quayson
- Vice President: Representative for West Africa, D.G Hosea
- Vice President: Representative for South Africa, Captain Thulani Dubeko
- Vice President: Representative for Central Africa, Captain Kuo-a-Ngoulhoud Alain
- Vice President: Representative for Central Africa, Captain Dunstan Kangwa

### **AHMC Webinars**

Following its establishment, the AHMC embarked on the development of a series of webinars to showcase the potential of African ports as the gateways for the continent's commodity exports and evaluate the challenges facing the continent's Harbour Masters. The first webinar titled 'Port Risk Assessment and its Benefits' took place in July of 2021 on the IHMA virtual Congress platform. The next webinar on Vessel Traffic Systems is scheduled to take place in autumn of 2022.

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### **Inaugural AHMC Conference**

The first ever conference of the African Harbour Masters' Committee will be held in October 2022 at the port of Tangier, Morocco. More information on this event will be communicated to members in due course.

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### **European Harbour Masters' Committee**

The European Harbour Masters' Committee (EHMC) is a Regional Committee of IHMA. The EHMC has its own secretariat, Ingrid Römers, and its elected Chair, Captain Amaury de Maupeou of the Port of Marseille is co-opted to ExCo.

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### **EHMC Seminars**

The European seminar is held in the year between IHMA's biennial Congress. The EHMC seminar is usually a one-day event that provides the opportunity for European members to meet between congresses, discuss specific topics of common interest and learn from a variety of speakers. Thanks to the sponsorship of host ports, a very modest registration fee is charged for attendance.

### **2023 EHMC Seminar**

Unfortunately the 2021 seminar planned to take place at the Port of Sillamäe, Estonia was postponed and then ultimately cancelled due to the Covid-19 pandemic. However, we are delighted that Port of Sillamäe and Harbour Master, Captain René Sirol, are still prepared to host the event in spring 2023. It is intended that the seminar will be held as a live event although the final decision will depend on the global situation.



# IHMA Resources and Member Communication

With such a widely dispersed membership, much of our communication has to be electronic. The IHMA website performs a major role in keeping our members in touch. Members receive regular email updates with news, reports from IMO, information of interest and the President's monthly blog. A newsfeed on the website is frequently updated and provides information from ports and companies around the world. The website promotes the profession by providing information on the work of the harbour master in an attractive format which aims to explain the profession to a wider audience.

Membership application is quick and easy through the on-line application page. Members have access to a members' only area where they can find and share information, find out about ExCo's decisions, update their membership details and download a membership certificate. The jobs page is particularly popular with website visitors and harbour masters are encouraged to advertise vacancies on this page free of charge. Please contact the Secretary for further information.

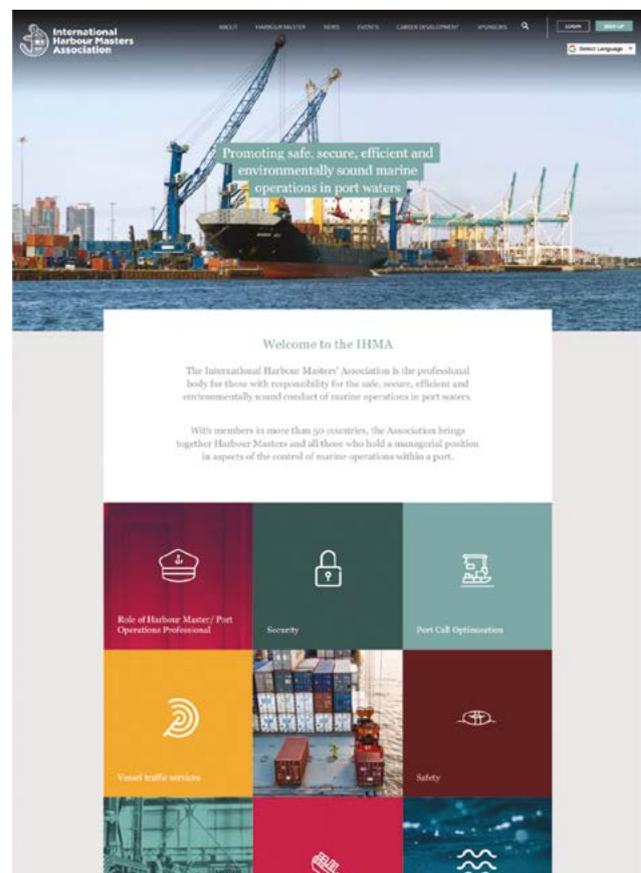
## CPD website tool

Back in 2016, the results of the IHMA Member Survey established that a structured on-line tool to track continuous professional development (CPD) would be of use to members. After much planning and preparation, the online CPD tool was made available to all Full and Associate members in January 2019.

The International Occupational Standards (IOS) were developed from occupational standards for harbour masters developed by the organisation Port Skills and Safety, the UK's professional ports health and safety membership organisation. IHMA adapted these occupational standards for the international context and incorporated them in to the CPD tool to enable the harbour master or port operations professional to assess their own level of competence.

These standards were presented as an Information paper to the 44th session of IMO's Facilitation Committee as an example of IHMA's contribution to the safe and efficient facilitation of maritime traffic in port waters.

The IHMA Website: [www.harbourmaster.org](http://www.harbourmaster.org)



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## **Members' Forum**

**The Forum on the members' area of the IHMA website enables members to post questions and information of interest and receive support from the IHMA community. This informal platform is designed to encourage dialogue around the issues that will impact harbour masters in 2022 and beyond.**

Recent posts have included discussions on pilot software, hydrogen ship bunkering, hosting the America's Cup, and carbon neutral tugs. The Secretary is able to provide support with the drafting of questions, and can post questions on a member's behalf if this is preferred.

Here is a selection of Forum posts from the last biennium which have answers on the website:

### **Protocol for crew change amidst Covid-19 October 2020:**

Could members please share their protocol for crew change during the pandemic.

### **Port container cranes - random dropped objects May 2021:**

I am looking for some feedback in regard to Gantry crane operations, and the number of events of random falling objects during their operation. In particular, it would be great if anyone has statistics available highlighting events of this nature during both routine operations as well as periods of maintenance. The back reach of the crane during maintenance periods has been highlighted as an area of concern, and I am looking for your experiences where this may be the case, and any procedures that are in place to mitigate this potential risk.

## **Caisson float-off operation**

### **October 2021:**

Please could members share their experience and advice for the initial float-off operation of a caisson. Specifically:

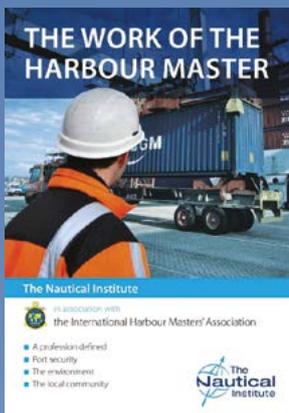
- What are the risks involved?
- What is released with the float-off?

### **Concrete mattress used for berth scour protection**

#### **February 2022:**

What are the solutions in force in ports fitted with an in situ concrete mattress against scour, in regards emergency anchorage alongside during ships approach? Is there any port regulation to prohibit emergency anchorage alongside fitted berths during ships approach or is there a port regulation to impose one or more tugs according the ships size?

# IHMA and The Nautical Institute **Book**



## **The Work of the Harbour Master, third edition**

The Nautical Institute and the International Harbour Masters' Association collaborated on a third edition of The Work of the Harbour Master published in 2012.

This is an essential book for those already in post as a harbour master or planning a career move. The Work of the Harbour Master was rigorously peer-reviewed to ensure that it provides readers with the practical advice they need to contribute to the development of their knowledge, understanding and skills.

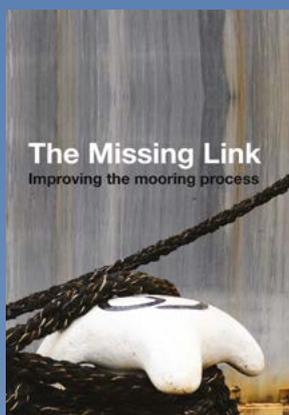
Copies can be ordered from The Nautical Institute: <https://www.nautinst.org/resources-page/the-work-of-the-harbour-master.html>



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## EHMC Videos

The EHMC has produced a number of videos which are excellent resources for training on mooring safety and the various links that form the nautical ‘chain’.



### The Missing Link

In June 2022 the popular video on mooring safety ‘The Missing Link’ received a complete overhaul to respond to ever-present concerns about knowledge gaps in the mooring process.

The new series features seven short videos which reflect current practices on:

- The importance of safe mooring
- Mooring plan
- Mooring plan execution
- Best practises during adverse conditions
- How to maintain mooring lines (including maintaining records)
- How to maintain mooring winches (including maintaining records)
- How to select and install new mooring lines and tails

The safe mooring video series is accessible to the public on the ‘Videos & Webinars’ section of the IHMA website at [www.harbourmaster.org/harbour-master/videos-and-webinars](http://www.harbourmaster.org/harbour-master/videos-and-webinars)



### The Chain

“The Chain - Awareness and best practices in the nautical chain” is a two-part video jointly produced by the European Harbour Masters’ Committee and all those who are key to the business of bringing ships into port (i.e., the nautical chain). Featuring harbour masters, agents, pilots, tugboat captains, boatmen, ship masters, hydrographic offices and terminal operators this video gives an insight into the key roles of the nautical chain.

The aim of these videos is to strengthen the chain by creating greater awareness of the role of each actor in the nautical chain, sharing best practice and gaining a better understanding of the impact of individual operations. This way each participant can strengthen his or her own link and, by better co-operation, make the whole chain stronger to result in a safer, smoother and more efficient voyage from berth to berth.

“The Chain” videos are accessible to the public on the ‘Videos & Webinars’ section of the IHMA website [www.harbourmaster.org/harbour-master/videos-and-webinars](http://www.harbourmaster.org/harbour-master/videos-and-webinars)



## Congress

The biennial IHMA Congress provides a unique forum in which formal Association meetings are combined with a conference offering a range of professional papers on subjects of topical importance to harbour masters and industry exhibition displaying equipment, services and technical developments from throughout the port and harbour sector. Recent congresses have been held in London, Vancouver, Bruges, Cork, Perth, St Petersburg, Malta, Bremen, and Cape Town.

In 2020, due to the pandemic, the IHMA Congress was transformed into a virtual global community that regularly connected over twelve months.

All speakers, attendees, sponsors and exhibitors had exclusive access to the Virtual IHMA Community for Global Port & Marine Operations platform.



# IHMA Executive Committee & Council

## Executive Committee



**Captain Yoss Leclerc**

**IHMA President 2020 -2022**

Expert Adviser  
Port Operations  
Port of Québec, Canada



**Captain Kevin Allen**

**IHMA Treasurer**

Harbour Master  
Belfast Harbour Authority, UK



**Captain Satinder Singh**

**IHMA Vice President**

Vice President  
Marine Operations  
and Harbour Master  
Nanaimo, Canada



**Captain Paul O'Regan**

**IHMA Vice President**

Harbour Master  
Port of Cork, Ireland



**Captain Carita Rönqvist**

**IHMA Vice-President**

Harbour Master  
Port of Kokkola, Finland



**Captain Naresh Sewnath**

**IHMA Vice President**

Senior Harbour Master  
Transnet National Ports  
Authority, South Africa



**Captain Alexandr Surikov**

**IHMA Vice President**

Harbour Master  
Port of Vysotsk,  
Russian Federation

## Council Members



**Captain Åsa Kärnebro**  
IHMA Council  
Harbour Master  
Port of Gothenburg, Sweden



**Captain Michael Magee**  
IHMA Council  
Group Harbour Master  
RAK Ports, UAE



**Captain Michael McKenna**  
IHMA Council  
Harbour Master  
Dublin Port Company



**Captain Sabelo Mdlalose**  
IHMA Council  
Harbour Master  
Port of Durban  
Transnet National  
Ports Authority



**Captain Gary Wilson**  
IHMA Council  
Head of Marine,  
ABP Humber, UK

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## Other Supporting Roles



**Captain Amaury de  
Maupeou**  
Chair EHMC,  
Co-opted to ExCo  
Ports of Marseille  
& Marseille Fos, France



**Captain Michael Trent**  
IHMA Representative  
to IALA VTS  
U.S. Navy (ret'd)



**Sabrina Delelis**  
IHMA Secretary & IHMA  
Representative at IMO  
United Kingdom

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## Project Officers



**Captain Ben  
van Scherpenzeel**  
Project Officer IHMA  
IHMA Project Officer,  
Research & Development,  
Port of Rotterdam,  
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**June 2022**

