



# IHMA

*Who we are and what we do*

2014-2016







## President's introduction

The International Harbour Masters' Association is a professional association run by Harbour Masters for Harbour Masters. IHMA's aim is to unite those responsible for the safe, secure, efficient and environmentally sound conduct of marine operations in port waters into one professional body in order to further its objectives. Through our activities we work to promote and publicise the profession of the harbour master.

Within the association our members benefit from the support of like-minded professionals. We share information both informally and through our on-line forum and have an extensive network of highly experienced members who are always available to share their ideas and experience when we encounter problems at work. We have NGO consultative status at IMO and IHO and monitor proceedings where decisions may affect port operations, working closely with other maritime associations.

Our biennial Congress enables members to update their knowledge, share their experiences and build their professional networks at an event that is themed to reflect current issues relevant to Harbour Masters within the maritime world. The 2016 Congress theme is "Port Expansion – The Challenges".

The 2016 Congress is a particularly special year for IHMA as it marks the Association's twentieth anniversary. The Ordinary General Meeting of the European Harbour Masters' Association held at the Scandic Loftleidir Hotel, Reykjavik, on Friday 21 June 1996 marked the inauguration of the IHMA. We should remember with gratitude all those who had the foresight and determination to establish an international association for harbour masters all those years ago. I am delighted that this twentieth anniversary congress will, I hope, include the adoption of a revised Constitution, prepared by senior solicitor Ms Karyn van Wijngaarden, daughter of Captain van Wijngaarden who was present at the IHMA's inaugural meeting in Reykjavik and has served on Council and ExCo without interruption since 1996.

I have been a member of IHMA since 2000 and have been privileged to serve as its President since 2014. We work in rapidly changing times and the mutual support of IHMA membership remains as valuable as ever. I hope that you enjoy reading this summary of our activities and progress over the last two years.

*Captain Kevin Richardson*  
President



## The IHMA Organisation

IHMA is run on a day-to-day basis by the Executive Committee which is referred to as ExCo. This consists of 7 Officers (6 Vice Presidents and the Honorary Treasurer) and is supported by the Secretary.

These seven positions are filled by election held at each Ordinary General Meeting (OGM). Once elected by the Full members of the Association, the Vice Presidents then choose the President from amongst their number. Up to 5 members may be co-opted to ExCo for specific purposes, such as the next Congress Chairman, Chairman of the Papers' Committee and EPMC Chairman.

ExCo meets quarterly and is increasingly doing so using electronic means. However, it always meets 'face to face' just before and at the end of each Congress; the latter meeting is held in combination with the IHMA Council. The Council consists of six Full members who are also elected at each OGM and it exercises immediate oversight of ExCo. It is accepted practice for the Council to be consulted about the proposed annual budget and any sensitive issue arising at ExCo meetings.

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.

*Anne Carnegie*  
IHMA Secretary



## ***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. This category is suitable for port employees from a variety of disciplines who can contribute specialist knowledge and expertise for the benefit of the Association's membership.

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.

Consult the website [www.harbourmaster.org](http://www.harbourmaster.org) for full details and application forms.

## ***IHMA and IMO***

IHMA is a recognised NGO with consultative status at IMO and can contribute to the business of the IMO within its field of competence. Reports of IMO Committees are made available to IHMA members and IMO papers are scrutinised and brought to the attention of ExCo as required.

Over the past two years IHMA members have participated in IMO Correspondence Groups considering onboard lifting appliances and winches, bunker fuel quality, and the review of OPRC-HNS related Manuals, Guidelines and Guidance.

IHMA submitted papers co-sponsored by other NGOs on Guidelines on Minimum Training & Education for Mooring Personnel, and an Information paper concerning the development of definitions for the arrival and departure of vessels to the fortieth session of the Facilitation Committee.

## ***IHMA and IHO***

IHMA was recognised as a Non-Governmental International Organization (NGIO) within the IHO in August 2014. IHMA member are currently contributing to the IHO's Nautical Information Provision Working Group, and providing information on the development of Avanti and related matters.





## ***IHMA plans and projects***

### **IHMA Strategic Plan 2013 - 2018**

The current five year Strategic Plan was adopted at the 2014 OGM and is reviewed annually by ExCo. The Strategic Plan builds on the 'Passage Plan for the Future', published 2012, which identified a number of actions to improve the professional standing of the Association and to encourage member participation in the Association's activities. Since then many of its proposals, which were developed following consultation and a questionnaire with members, have been the subject of sustained activity.

Over the past two years, there have been a number of improvements to the website, and increased participation by members in cooperation with other organisations that has helped to raise IHMA's profile, as described elsewhere in this report.

The review of the current IHMA Strategic Plan (2013-2018) commences in Vancouver where there will be the opportunity to contribute to a call for suggestions for the future direction and development of the Association.

## **NAUTICAL PORT INFORMATION**

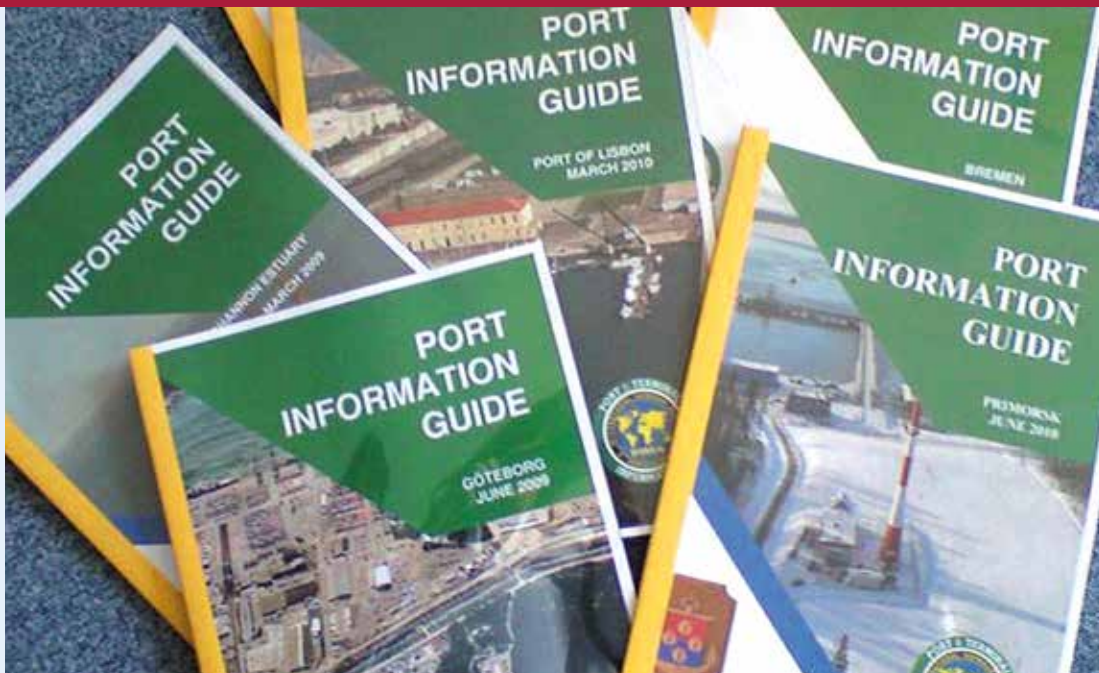
### ***Past***

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.

### ***Present***

Ten years on, the shipping industry is experiencing an e-Navigation revolution and IHMA is participating in this step-change for the industry through its support of the development of 'Avanti', an on-line web based application that provides validated nautical information for port users that helps solve the nautical port information deficit by making updates to port information easy for harbour masters and accessible to port users.

Avanti is recognised as a 'Maritime Service Portfolio', a term which defines and describes the set of operational and technical services and their level of service provided by a stakeholder in a given sea area, waterway, or port, as appropriate. Avanti is one of a number of e-Navigation 'test beds' recognised at IMO and is currently being developed by the United Kingdom Hydrographic Office (UKHO) in collaboration with IHMA. Since 2014 Avanti has been tested on routes between the ports of Rotterdam and Gothenburg.



### Future

The need for easily accessible and reliable nautical port information has never been more important as all players in the industry aim to increase efficiency, reduce costs and achieve environmental benefits. There is no doubt that the market for e-Navigation solutions is developing rapidly. IHMA's participation in this field has led to the recognition that the activities or events associated with a ship's call are not well defined leading to inefficiencies and the potential for unsafe situations to arise. An industry taskforce comprising representatives of the major shipping lines and Bimco, and co-ordinated by IHMA members from the Port of Rotterdam has resulted in the development of definitions of ship call arrival and departure 'events'. IHMA's paper to FAL 40 explained the development of this work which has significant implications for open electronic platforms such as Port Community Systems for the efficient exchange of electronic information for maritime trade as well as other aspects of 'port call optimization' including a reduction in environmental impact and improved safety.

E-navigation is a rapidly developing sector and IHMA is proud to be working closely with many of the industry's key players representing the interests of Harbour Masters leading to improved port safety, efficiency and sustainability, and meeting IMO obligations for berth to berth passage planning.



WILHELMSHAVEN



BREMERHAVEN



PRIMORSK



Porto de Lisboa



Marseille Fos



PORT OF PRINCE RUPERT



MARLBOROUGH DISTRICT COUNCIL



PORT OF GHENT



HPA Hamburg Port Authority



LE HAVRE port



PORT OF ZEEBRUGGE



Shannon Foynes PORT COMPANY



Port of Amsterdam



Port of Rotterdam

### Port Welfare Project

The International Port Welfare Partnership (iPWP) is an International Seafarers' Welfare Assistance Network (ISWAN) pilot project funded by the International Transport Workers' Federation Seafarers' Trust (ITFST) and managed by the Merchant Navy Welfare Board (MNWB). It aims to encourage and support the establishment of welfare boards worldwide, in accordance with ILO MLC, 2006. Welfare Boards provide the forum for maritime organisations to regularly meet and support seafarers' port welfare services/facilities in order to improve seafarers' lives. Over the past two years IHMA has been represented by the EHMC Secretary on a pilot project to set up a minimum of five new Welfare Boards. The Port Operations Manager (and IHMA member) at the Gladstone Ports Corporation were instrumental in setting up the first of the new wave of welfare boards on the pilot project, and this has been followed by others. More than thirty ports have signalled their interest in the project and with the pilot project coming to an end, funding for scaling up the project is now being sought from a number of organisations including ITF Seafarers' Trust, TK Foundation, and Seafarers UK.

### Sister Organisations

IHMA's Sister Organisations include The Nautical Institute, the International Marine Pilots' Association, the International Association of Marine Aids to Navigation and Lighthouse Authorities and PIANC, the World Association for Waterborne Transport Infrastructure. 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

IHMA is represented on IALA's VTS Committee where an IHMA member chairs the largest of IALA's VTS working groups on Personnel and Training thanks to the commitment of the Port of London Authority. IHMA members receive reports from the VTS Committee with information and updates of relevance to the harbour master. Since its inception, IHMA has been closely involved with the development of the World VTS Guide which was set up in the 1990s. It is now recognised that the Guide is superseded by developments in e-Navigation and will be discontinued. IHMA recently introduced the concept of "navigational assistance as a VTS procedure" at the IALA VTS Committee in place of the current practice for a Navigational Assistance Service.

### PIANC

A number of IHMA members have volunteered to participate in PIANC Working Groups where the harbour master perspective is much appreciated by PIANC as it seeks to develop guidance for the waterborne transport infrastructure sector.

### Think Climate Coalition

IHMA was one of the first partners to sign up to the PIANC led 'Think Climate' coalition officially launched at COP 21's Transport Day on 6 December 2015. IHMA has committed to participating in the coalition's activities which it is anticipated will lead to increased awareness of how ports and port infrastructure can adapt to climate change. The Think Climate Coalition will provide a one-stop-shop for information and technical support encouraging us to reduce port infrastructure-related emissions, to improve resilience, and to adapt inland and maritime navigation infrastructure to the effects of a changing climate.

More information and the names of all the other partners and supporters can be found at

<http://www.pianc.org/thinkclimate.php>





## CO-OPERATION WITH OTHER ORGANISATIONS

IHMA is participating in the IBIA (The International Bunker Industry Association) Bunkering ports group and was represented for the first time at this forum in February 2016. The IHMA representative expressed the intention to try and bridge the gap between the bunker industry and the harbour master's role.

IHMA is also represented at the OCIMF (Oil Companies International Marine Forum) Working Group which commenced its review of the 3rd edition of the "Mooring Equipment Guidelines" in February 2016.

## INTERNATIONAL HARBOUR MASTERS' DIPLOMA

Members are entitled to a generous discount on the cost of the IBC International Diploma for Harbour Masters and may also apply for a bursary awarded by IHMA. Two bursaries were awarded in 2014, one in 2015, and one in 2016.

Since 2013 the Diploma for Harbour Masters is academically assessed to provide 60 credits of prior learning accreditation towards a distance learning MBA delivered in partnership between IBC Academy and Middlesex University, UK. Harbour masters who have completed the Diploma have the option for continuing their studies to receive an MBA (Harbour Masters).







**Captain Kevin Richardson**

IHMA President

*Port of Dover Retd.,  
UK*



**Captain Alex van Wijngaarden**

IHMA Vice President

*Port of Picton,  
New Zealand*



**Captain Dirk Vernaeve**

IHMA Vice President,  
EHMC Board Member

*Port of Ghent,  
Belgium*



**Captain Claus Christensen**

IHMA Vice President  
(to December 2014)

*Port of Kolding,  
Denmark*



**Captain Paul O'Regan**

IHMA Vice President (from January 2015),  
IHMA Council Member,  
IHMA Papers' Committee  
*Port of Cork,  
Ireland*



**Captain Allan Gray**

IHMA Vice President

*Port of Fremantle,  
Australia*



**Captain Naresh Sewnath**

IHMA Vice President

*Transnet National Ports Authority,  
South Africa*



**Captain Mark Sansom**

Honorary Treasurer (to December 2015),  
EHMC Board Member (to October 2015)

*Falmouth Harbour  
Commissioners, UK*



**Captain Kevin Allen**

Honorary Treasurer  
(from January 2016)

*Belfast Harbour,  
UK*



**Mr Chris Wellstood**

2016 Congress Chairman,  
Co-opted to ExCo

*Port of Vancouver,  
Canada*



**Anne Carnegie**

Secretary IHMA

*UK*



**Commander David Phillips**

IHMA Council Member

*Port of London Authority,  
UK*



**Captain Carita Rönqvist**

IHMA Council Member  
(from March 2015)

*Port of Kokkola,  
Finland*



**Captain Alexandr Surikov**

IHMA Council Member

*Port of Vysotsk,  
Russian Federation*



**Captain Dilip Abraham**

IHMA Council Member

*Port of Geelong,  
Australia*



**Captain Yoss Leclerc**

IHMA Council Member,  
Chairman of Papers' Committee

*Québec Port Authority,  
Canada*





**Captain Viswanathan Narayanan**

IHMA Council Member

*L and T Ports Kattupalli,  
India*



**Captain John Finch**

IHMA Papers' Committee

*Pilbara Ports Authority,  
Australia*



**Mr Kevin Gregory**

IHMA Papers' Committee

*Port of London Authority,  
UK*



**Captain Andreas Mai**

IHMA/EHMC Project Officer

*Ports of Bremen and  
Bremerhaven, Germany*



**Captain Ben van Scherpenzeel**

IHMA Project Officer Avanti  
Research and Development

*Port of Rotterdam,  
the Netherlands*



**Captain Amaury de Maupeou**

Chairman EHMC,  
Co-opted to ExCo

*Ports of Marseille and  
Marseille Fos, France*



**Captain Jörgen Wallroth**

EHMC Board Member  
(to April 2016)

*Port of Göteborg,  
Sweden*



**Captain Henri Follin**

EHMC Board Member

*Port of Bordeaux,  
France*



**Captain David Dignam**

EHMC Board Member

*Port of Dublin,  
Ireland*



**Captain José Maria  
Rovira Martí**

EHMC Board Member

*Port of Barcelona,  
Spain*



**Captain Pavel Zakharchenko**

EHMC Board Member

*Port of Novorossiysk,  
Russian Federation*



**Captain Martin Phipps**

EHMC Board Member  
(from October 2015)

*Port of Southampton,  
UK*



**Captain Khalid Samir**

Host EHMC seminar 2017

*Port of Tanger Med,  
Morocco*



**Ms. Ingrid Römers**

Secretary EHMC,  
IHMA Project Officer

*Port of Rotterdam,  
the Netherlands*

This is a selection of active IHMA members.  
You may find all members and their profiles on the website.











## ***IHMA Regional Committee; EHMC***

The European Harbour Masters' Committee (EHMC) is a Regional Committee of IHMA. The EHMC has its own secretariat, Ingrid Römers, and its elected Chairman, Captain Amaury de Maupeou of the Port of Marseille, is co-opted to ExCo. The EHMC has its own dedicated area of the IHMA's website providing information on matters of concern to European members. A regular newsletter is provided with updates on European maritime policy and news information.

EHMC follows European maritime policy and focuses on developments that are likely to affect harbour masters, actively contributes to European Commission stakeholder consultations and follows the development of European legislation. EHMC co-operates with a number of organisations including the Maritime and Security Advisory Committee of ESPO (European Seaports' Organisation).

**Representing European Harbour Masters;** The Reporting Formalities Directive and the impact of European Maritime 'Single Window' for the submission of electronic documents has major implications for ports and harbour masters. EHMC has represented harbour masters' views at the European Commission (eMS group) and European Maritime Safety Agency, and through the AnNa (Advanced National Networks for Administrations) Project.

EHMC was also involved in the build-up to the legislative proposal of the European Commission concerning free market access to port services and financial transparency of ports. From the moment that the proposal was published, recommendations for adjustment were made.

It is EHMC's view that safe operations – not compromised by commercial pressure, supply of port services in a non-discriminatory way and 24/7 service, do not by definition match with total freedom of services in port environments. EHMC has argued for harbour masters to have the option to set minimum requirements for services in their ports.

**Participation in European research projects and working groups;** European research projects offer the opportunity to innovate, exchange information, gain knowledge and promote the interests of harbour masters. EHMC was represented in the advisory board of the e-compliance project, seeking to streamline maritime regulations by making them computer readable. EHMC continues to be involved in such projects, either as a partner or as a steering group member.

### **EHMC Seminars**

The European seminars are aimed at bridging the biennial international congress period. 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.

The 2015 seminar was held in Marseille and focused on the subject of "(Big) container vessels in North African and European ports". We are pleased to announce that the next EHMC seminar will be held in Tanger Med, Morocco, on 11 May 2017.



EHMC Website: [www.europeanharbourmasters.org](http://www.europeanharbourmasters.org)







The 2017 EHMC seminar, 11-12 May, will be a first in the history of our committee since it will be held in the Moroccan port of Tanger Med. This is a consequence of the seminar in Marseille where we reached out to our North African colleagues who are Harbour Masters, Port Captains and their deputies.

## The European Nautical Platform

EHMC actively co-operates with other European organisations in ports. In 2009, European organisations EMPA (pilots), ETA (tug owners), EBA (boatmen) and CESMA (captains) were invited to the EHMC seminar in Gdansk and a year later, the European Nautical Platform was launched. This aims to improve the standards for safe operations in ports.

Its website [www.nauticalplatform.org](http://www.nauticalplatform.org) collects and exchanges best practice, opinions and working arrangements. It addresses nautical safety and performance in ports, from pilot station to berth, the area where most shipping incidents occur. The participants in the European Nautical Platform believe that the industry is in need of safe, consistent and widely accepted working standards and also believes that those working in port operations should be active in the development of these standards.



[www.nauticalplatform.org](http://www.nauticalplatform.org)



# ***IHMA Resources and Member Communication***

## **IHMA Forum**

The Forum on the members' area of the IHMA website enables members to post questions and information of interest. Recent posts have included discussions on hull cleaning, rescue ladders, tanker berthing, shore power, suction mooring methods, port speed limits, and others. The Secretary is able to provide support with the drafting questions, and can post questions on a member's behalf if this is preferred.

Here is a selection of 2015-2016 Forum posts which have answers on the website:

### **Disabling injury frequency rates - information request**

23-03-2016      We are trying to benchmark against international best practices. We would like to hear from Harbour Masters about how you use statistics for disabling injury frequency rates (DIFR) in your port. We appreciate that the target will be zero but would like to understand what benchmarks are set by ports, and any sources of official information that are publicly available that we could refer to.

### **AUTOMATIC SYSTEMS OF MOORING BY SUCTION CUPS - DISCUSSION**

20-01-2016      More and more ports use automatic mooring systems. What back up system is available in case of a power failure? It is a risk to the port if the vessels start drifting in the basins. What more do we need to know? Could the ports with experience give us some information please?

### **What date to require change from HS HFO to LS MGO?**

12-01-2016      We are trying to implement the new convention of clean airs. I would like to know from other harbour masters, from which date do they require ships to change over from HS HFO to LS MGO?

### **Can you advise on hull cleaning?**

11-01-2016      We are undergoing a hull cleaning pilot project to determine the integrity and efficiency of the hull cleaning machines in protecting the port water environment. I would like to hear from other harbour masters with experience of hull cleaning who can provide information on some or all of the following:

### **Can you advise on Rescue Ladders on quay walls?**

05-11-2015      The following request is about advice on rescue ladders on quay wall;

- Regulation for purchase and replacement of rescue ladders in ports?
- Ready-made ladders available in the market, and who are the distributors of those products?
- Requirements for rescue ladders, e.g. rules on the distance between the ladders?

### **What is the speed limit in your port?**

14-10-2015      The results of a recent port speed survey conducted in the UK can be found attached.

### **How does your port obtain information on hydro-meteorological conditions?**

01-09-2015      I would like to hear how members obtain information on hydro-meteorological conditions. Do you receive information from - State institutions?  
- Other sources? Please name them.  
- Information obtained from meteorological stations located at the fairways and port areas and how the notification system works and which information sources are considered as the most reliable?



**Harbour master department - organisational structure**

30-06-2015 I would like to receive examples of harbour master department organisational structures as I am currently reviewing the Chief Harbour Master's Structure which has 5 different departments and I would be grateful for examples or comments from other members.

**Tanker berthing at crude oil terminals**

23-06-2015 I would like to hear from harbour masters at crude oil terminals and have the following questions: Do you berth tankers to the quay / jetty?  
If yes, do you employ an oil boom around the tanker?  
Do you have photos of how this is done?

**Shore Power feasibility and installation experiences**

18-05-2015 I would like to hear from members about their experiences of Shore Power as follows: "There is increasing interest from communities and regulators in the potential use of shore power for, in particular, cruise vessels. As a result we are about to embark upon a feasibility study to determine the financial and practical hurdles which would need to be overcome before considering the next steps in the cost/benefit process. I would be grateful to hear...

**Safe distance between public seashore and crude carrier tankers discharging at oil terminals**

25-04-2015 I would like to check with members of the association, what is the safe distance required by state regulation between public seashore and crude carrier tankers discharging at oil terminals?

**Unsafe Ports**

20-04-2015 As a result of a casualty, the issue of what is and what is not an unsafe port is of topical interest. I would be delighted to receive any views or comments on the document posted that you may have on this issue from a legal perspective, notably burden of proof for an unsafe port.

**Under Keel measuring tools**

02-03-2015 I would like to receive information from members on the types of under keel measuring tools used in ports and their advantages with the current challenges of larger and deeper draft vessels.

**Tug operations - crew numbers and licensing**

06-01-2015 I would like to hear from members about tug manning (crew numbers and licensing) when operating with jetty multi-buoy and single point mooring in an open roadstead port.

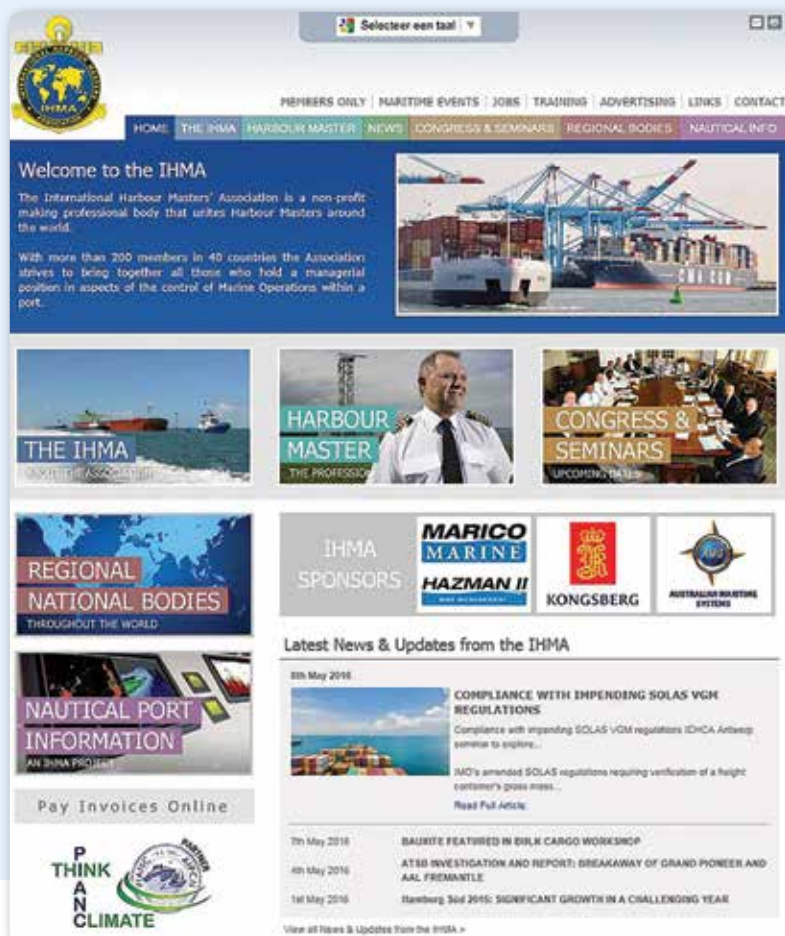
**Container vessels and tug requirements**

03-02-2015 I would like to hear from members about regulations in their ports on the use of tugs for large container ships; are tugs compulsory, and if yes, for what size? How many tugs are required? How is wind speed and direction taken into account?



## IHMA Website

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 and a new website in 2012 provides a vital tool for this purpose. 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 a simple 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.

Events of interest to harbour masters are listed and information about Congress is provided through a link to the dedicated Congress website.

The jobs page is particularly popular with website visitors and harbour masters are encouraged to advertise vacancies on this page. Please contact the Secretary for further information.

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



## The Work of the Harbour Master, third edition

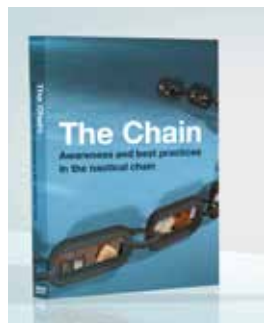


The Nautical Institute and the International Harbour Masters' Association collaborated on a third edition of The Work of the Harbour Master which was published in 2012. This is an essential book for those already in post as a harbour master or planning a career move. The Work of the Harbour Master was 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 at the Nautical Institute: [www.nautinst.org/en/Publications/](http://www.nautinst.org/en/Publications/)



## EHMC Videos



### The Chain

The EHMC has developed two videos that are excellent training resources. "The Chain; Awareness and best practices in the nautical chain" was reviewed by Port Strategy magazine. It said: "Today's rapid turnaround of ships in ports has impacted on every one's ability to swap experiences. In the past there were many people with a nautical background, now there are fewer and fewer, on board as well as ashore. Vessels crews are no longer always familiar with the port or terminal due to a huge turn-over of crew, diminishing degree of experience in general and an increased spot market, resulting in calling at many different ports. This upheaval has put a chink in the nautical chain – one that the EHMC is keen to straighten out. Its fix is to improve communication and awareness. Such awareness will lead to a better knowledge of everyone's day-to-day work when receiving a vessel in a port, to a better mutual understanding and a better understanding of the common interests in optimizing the functioning of the maritime chain."



### The Missing Link

The EHMC responded to concerns about knowledge gaps in the mooring process by commissioning a second video "The Missing Link; improving the mooring processes". The content was developed by a number of organisations and addresses improvements in mooring safety. Both videos have found their way to fleet managers, terminal operators, maritime institutes, ship owners, accident investigators, STCW training centres, P&I Clubs, port authorities and port companies.

Copies of these videos can be ordered by emailing [romers.ehmc@harbourmaster.org](mailto:romers.ehmc@harbourmaster.org)

## 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 past congresses have been held in Bruges, Cork, Perth, St Petersburg, Malta, Bremen, Cape Town and Dubai.





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May 2016

