

# Overview of IAPH mid-term conference and board meeting



Susumu Naruse, *Secretary General,*  
*International Association of Ports & Harbors (IAPH), Tokyo, Japan*

The conference took place in Sydney, Australia, 6-10 April 2014, and was officially opened by the Honorable Warren Truss, deputy prime minister of Australia and minister for Infrastructure. Preceding the official opening, the minister delivered a keynote address stressing that Sydney has, since 1788 when a first fleet of settlers arrived from Europe, remained the country's most important gateway to international trade. He added that the country, as the biggest island nation in the world, has strongly pursued efficient waterfront operations to deal with ever-increasing volumes of export and import. He further mentioned that the country has always sought free trade agreements with its trading partners to bring about a freer and fairer trade with less tariff, trade barriers and restrictions, all of which kept the country's ports strong and efficient.

Another keynote address entitled 'Game changer - expansion of the Panama Canal' was delivered by Luis Ferreira, communications specialist and engineer - canal expansion programme, the Panama Canal Authority. Luis explained the engineering challenges of this US\$6 billion project and how a deeper, wider Panama Canal with its two new flights of triple locks would double the existing canal capacity and allow transit for vessels with three times the cargo when the upgraded passageway opens for business early next year.

## Session 1 – Port Automation

The global charge towards port automation dominated presentations on day one of the conference. Dr. Yvo Saanen, managing director of Dutch firm TBA, led the discussion with an overview of automation benefits and challenges for port operations and infrastructure

investment, mentioning quite interestingly that port automation is compared to creating a factory at a terminal and it must be planned properly to be more efficient, productive and safe. Alistair Field, Asciano-Patrick Terminals, Australia, provided a case study of how they approach port automation in Australia by introducing the Autostrad terminal in Brisbane operated by automated straddle carriers that can operate 24 hours a day and seven days a week. This has brought about safer, more productive and efficient terminal operations with less human accidents and injuries. The terminal was reportedly the very first terminal of its kind inaugurated in 2005.

Dr. Tero Kokkov from Kalmar, a Finnish cargo handling equipment manufacturer, discussed how process and equipment automation drive greater efficiencies, resulting in lower overall operational costs, improved safety and better equipment availability.

## Session 2 – Port planning and investment

As the Australia's largest national rail freight and ports operator, John Mullen, CEO, Asciano, offered some solutions to improving the country's port infrastructure through a national ports and freight strategy, an independent approach to new infrastructure and embracing technology and international best practice.

As a provider of detailed engineering design for a state-of-the-art automated container terminal, Dr Milind Desai, senior project manager, CH2M Hill, US, made a presentation on the automation of Trapac's automated container terminal (Berths 142-147 at the Port of Los Angeles), the first terminal in the world to deploy automated straddle carriers as horizontal

transport in conjunction with automated stacking cranes (ASC). He mentioned that an irregular layout of the terminal, not rectangular, resulted in many innovations - a combination of parallel and perpendicular rows, and direct access to the rail yard by robotic transport vehicles. He concluded to say that automation is a paradigm shift in container terminal design.

Neil Davidson, senior analyst - Ports and Terminals, Drewry Maritime Research, London, UK, provided detailed analysis of trends and implications of liner company consolidation and alliances, implications of ship size for vessel cascading, transshipment and liner network patterns and the changing nature of terminal capacity needs. He offered some crystal ball gazing to the effect that in 10 years from now, the largest container ship would have a capacity of 22,000 TEU and that global throughput would increase to one billion TEU from its current 623 million TEU.

## Session 3 – Port operations – women driving success

Tony Gibson, CEO, Ports of Auckland, New Zealand, provided an excellent case study of his port where a level playing field for both men and women was created. Here they have overcome physical barriers for women to apply for stevedoring roles through aptitude testing and by removing unconscious barriers that had long existed in a male-dominated work environment. His introductory remark that he is proud to support women and it makes good business sense impressed the audience and it was proof that the will of a CEO can bring about positive change for the entire organisation.

Captain Jeanine Drummond, marine compliance specialist, Caltex Australia, talked about the contributions that women



IAPH president Grant Gillfillan, CEO, Sydney Ports Corporation who acted as the conference host.

have made to the industry with some case studies, observations and experiences of her own. She started her presentation with her story of first joining a crude oil tanker owned by BP some 20 years ago, where she experienced many difficulties as a minor in the industry but managed to overcome them with a balanced and strong sense of purpose. She mentioned one of biggest challenges then was the lack of connection with other women in the industry and concluded that the key to success is to work hard, regardless of your sexuality.

#### **Session 4 - Keynote address – 'Raising the Costa Concordia - the salvage challenge'**

Crowley through its subsidiary Titan Salvage won the joint contract with an Italian Company to raise the Costa Concordia. Todd Busch, senior vice president and general manager, Technical Services, Crowley Maritime Corporation, Florida, US, used highly visual graphics

and videos to tell the incredible story of the successful salvage operation by installing spinnakers on the starboard side of the ship and by parbuckling. Interestingly enough it was revealed that it was a huge salvage and wreck removal operation of 40,000 man hours of engineering with nine salvage master recruited from across the world, 530 people working onsite, 55 certified welders and 130 certified divers.

#### **Session 5 – Big, bigger, biggest**

Roger Johnson, CEO, Port Hedland Port Authority, Australia, gave us a detailed explanation on the logistics and strategic challenges of managing the world's biggest bulk minerals export port, where tonnage records are broken almost every month. Last November six vessels sailed on a single tide carrying a record combined total cargo of 1,083,210 tonnes, beating the previous record set just several weeks earlier in the same month. He also touched upon the creation of Pilbara Ports

Authority by consolidating 11 ports in the region including Port Hedland and Dampier.

Nicolaj Noes, CEO Maersk Australia, introduced us to the Triple-E, the largest container ship built by Maersk, setting new standards in the container industry, not just for its sheer size but efficiency and environmental performance. It was revealed that three Es stand for economy of scale, environmentally improved and energy efficiency. With unique design features for slower speeds and maximum efficiency, vessels in this series have 16 percent more load capacity, use 35 percent less fuel, emit 50 percent less CO<sub>2</sub> per container moved than the current average on the Asia-Europe route.

As a port who received the Triple-E in July 2013, Lim Ki-tack, president, Busan Port Authority, Korea, gave us a good explanation of how the port planned and responded to receive the world biggest box ship from the port manager's perspective

and the reason why Maersk included Busan as a regular port of call for its AE10 service. Future plans to accommodate ultra-big box ships of 22,000 TEU were revealed with the corresponding dredging work to deepen Busan New Port's overall channel depth to 17 metres by the end of 2016.

### Session 6 – Port infrastructure and interfaces

Lutz Birke, head of corporate and port strategy, Hamburg Port Authority, Germany, presented on Germany's largest seaport, the Port of Hamburg. Situated between the North Sea and the Baltic Sea it is the second biggest container port in Europe and the 11th biggest in the world. He mentioned that Hamburg located in the middle of the city has its unique challenges and how the port is striving to be a smart port focusing on energy (fewer emissions), logistics (more goods), maintenance of infrastructure and cruise through effective use of IT applications. A port traffic centre was proposed for a comprehensive intermodal traffic management of ships, trucks, rails and bridges in the port city.

As a former chair of IAPH Committee on Port Safety and Security, Shane Hobday, general manager - operations, NSW Ports, Australia, was the most appropriate person to make a presentation on the issue of overweight or misdeclared weights of containers posing a safety and operational risk for the entire logistics chain. He started his presentation with how actively the IAPH addressed the issue and lobbied for international requirements for weighing containers in cooperation with other industry stakeholders in the past five years. For instance, he mentioned that in June 2012, a broad array of industry stakeholders including the IAPH and led by the World Shipping Council, co-sponsored a formal proposal to the IMO to amend the SOLAS convention to require that the weight of all loaded containers be verified prior to loading onboard a vessel for export. Consequently, he explained, the IMO's dangerous goods, solid cargo and containers (DSC) sub-committee has approved proposed changes to the safety of life at sea (SOLAS) convention requiring verification of container weights before loaded containers are placed aboard ships. The DSC report will be considered by the maritime safety committee (MSC) in May 2014 and, if approved, will be considered for adoption by MSC in November 2014.

Steve Gunn, general manager, Port Botany Landside Improvement Strategy (PBLIS) – Sydney Ports Corporation, offered an excellent case study of

mandatory weighing at Port Botany that was introduced in June 2012 at the terminal gates of Port Botany. He explained it was a challenging journey but a necessary one, given that state authorities had determined the number of excess weight breaches at the port represented an unacceptable risk to all road users, as well as a serious risk of killing truck drivers. He then illustrated the weigh-in-motion (WIM) scales that are in place inside the terminals respectively by DP World, Patrick and SICTL.

In his presentation titled 'the LNG challenge', Fer van der Laar, managing director IAPH Europe Office, explained about what IAPH had done under its environmental initiative called the world ports climate initiative (WPCI) and then gave an update on the LNG working group - one of the WPCI's key projects, monitoring the world situation surrounding the use of LNG as bunker fuel and studying its practicability and feasibility from operational safety, commercial and economic aspects.

### Session 7 - Other challenges for ports

Hervé Lours, shore connection and marine vice president, Schneider Electric, France, provided a global picture of cold ironing or onshore power supply – what ports in the world introduced the technology and how it was installed. He focused on the environmental and financial benefits the system brought to the port community and concluded that key success factors to implement shore connection can be seen through following international standards and utilising predesigned solutions to reduce onsite engineering, costs and lead time.

IAPH first vice president Santiago Milà, deputy general manager, Barcelona Port Authority, took the opportunity to promote his port by making a presentation titled 'Ports making room for the boom: the case of the Port of Barcelona'. He gave several logical reasons why a big boom in cruise is yet to come and revealed his port's strategy to deal with an ever-increasing number of cruise ships and passengers. He concluded by stating that the key to success was a close collaboration of the port, the city, the airport and other ports in throughout the region.

Representing the Cruise Lines International Association (CLIA), the world's largest cruise association dedicated to the promotion and growth of the cruise industry, Brett Jardine, general manager, Australasia, presented on what CLIA is all about and what it does. He mentioned that 61 cruise line members are in it, representing over 95 percent

of global cruise capacity. With regard to ports, he stressed the importance of cooperation between ports and cruise lines by saying that regional port committees are already in place for mutual dialogue and action and concluded that the Asia and Oceania regions have great growth potential.

### About the author

Susumu Naruse first participated in IAPH activities in 2000 as one of the members of the Executive Committee, a position he held until 2006. He was chairman of Port Planning and Development Committee from 2004 to 2009. In 2009, he assumed his current position as secretary general. From 2006 to 2009, he also worked for the Overseas Coastal Area Development Institute of Japan as the executive director. He has previously worked at the Ministry of Transport in Japan.

### About the organisation



The International Association of Ports and Harbors (IAPH) is the global alliance of the world port community, it represents some 200 ports and 140 port-related organisations across about 90 countries worldwide. IAPH actively addresses critical issues facing the port industry through its technical committees. IAPH also proactively plays a significant role in tackling global issues at maritime-related UN agencies and other international organisations.

### Enquiries

International Association of Ports and Harbors (IAPH)  
7th floor South Tower New Pier  
Takeshiba  
1-16-1, Kaigan, Minato-ku  
Tokyo 105-0022  
Japan

Tel: +81-3-5403-2770  
Fax: +81-3-5403-7651

Email: [info@iaphworldports.org](mailto:info@iaphworldports.org)  
Web: [www.iaphworldports.org](http://www.iaphworldports.org)