





Founded in 1955, IAPH is the global port alliance, representing today around 170 port regular members and 126 associate members linked to ports in 87 countries. Together, IAPH port members handle more than one third of global maritime traffic and more than 60% of container traffic.

IAPH has a consultative status and represents the interests of world ports at IMO and additional UN agencies such as such as the ILO, UNCITRAL, UNCTAD (UN Conference on Trade and Development), UNEP (UN Environment Program) and the UN Global Compact.

IAPH works closely with the World Bank, and World Customs Organization, the Global Maritime Forum, and World Economic Forum.

Three strategic focus areas: Climate and Energy, Data Collaboration, Risk and Resilience





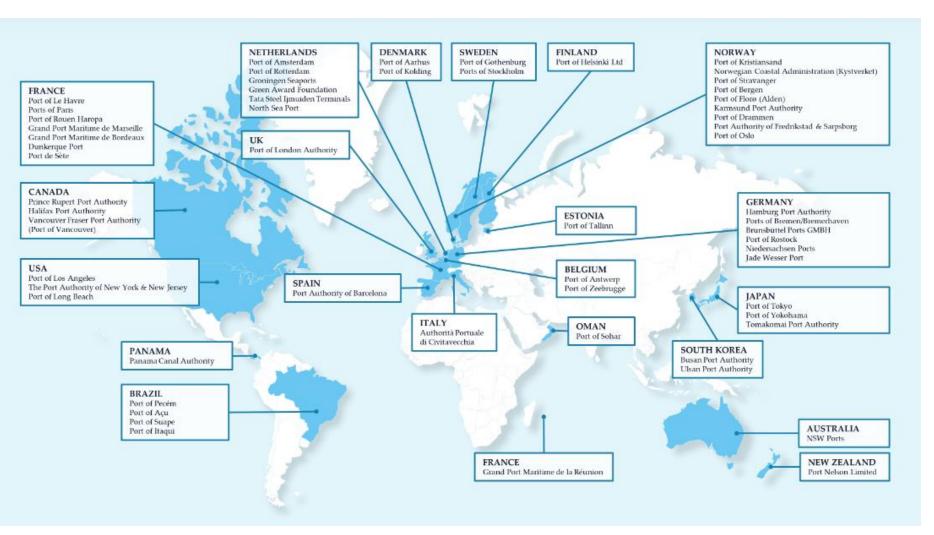
Ports as decarbonisation hubs



Source: DNV-GL and Eurelectric (2020)



IAPH Environmental Ship Index (ESI)



- The standard Index
 used by ports worldwide
 for the provision of
 incentives to best
 performing vessels
- > 7000 vessels
- ➤ 60 Incentive providers
- > ESI 2.0 + ESI at berth



IAPH Clean Marine Fuels (CMF) working group



About the program

Submit your project

Q









Clean Marine Fuels

About

LNG as a fuel

Hydrogen as a fuel

Methanol as a fuel

Ammonia as a fuel

Database of reports and report reviews on alternative marine fuels

Clean Marine Fuels

Areas of Interest ▼ Portfolio ▼ Platform Events News Reference Documents









WINDOW OF OPPORTUNITIES







IAPH Cybersecurity Guidelines for Ports and Port Facilities

- Helping ports and port facilities to assess their readiness to prevent, stop and recover from a cyber-attack.
- Endorsed by the International
 Maritime Organization (IMO) and
 recognized as the industry standard











The mindset shift towards

innovation (

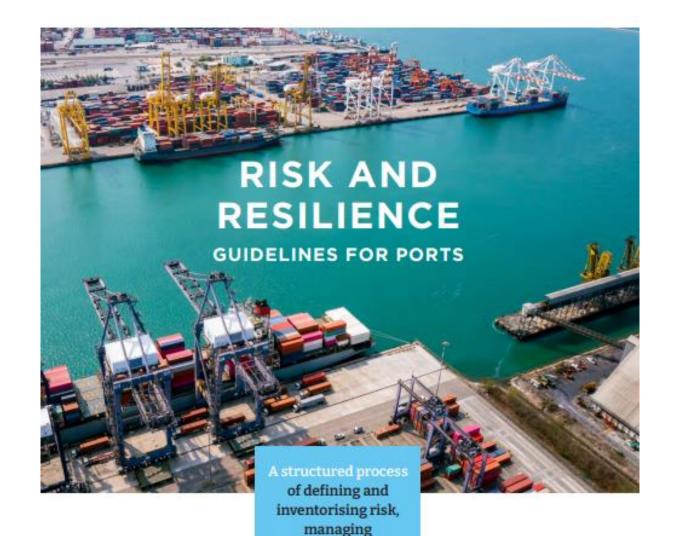


A set of guidance fact sheets for ports

https://sustainableworldports.org/wp-content/uploads/IAPH-The-mindset-shift-towards-Innovation-White-Paper.pdf







stakeholders and

building a resilient

Guiding ports to:

- Define and inventorise risk
- Manage stakeholders
- Set an organizational resilience model

https://sustainableworldports.org/wp-content/uploads/IAPH-Risk-and-Resilience-Guidelines-for-Ports-BD.pdf





ECONOMIC FACTORS

- Competition from another port
- Major shipping line relocations
- Seasonality
- · Peak-periods & congestion
- Adverse economic climate
- Slowdown in business
- · Bankruptcy of a major port user
- . Loss of business



ENVIRONMENTAL FACTORS

- Pollution
- · Seismic events
- Flood
- wave/Tsunami · Land-slide
- Unexploded WW2 Ordinance
- · Hydrological Hazards
- + Floods
- · Siltation · Drought
- Adverse weather
- · Fog
- · Storms
- Snow & ice . Strong winds
- · Heatwave

HUMAN FACTORS

- · Terrorism & crime
- Cyber Attack/Hacking
- Sabotage, theft & vandalism
- · Physical attack
- Detonation of cargo (e.g. gas tanker)
- Nuclear device / dirty bomb
- · Hijacking
- · Corruption/fraud
- · Industrial action
- Strikes
- Blockades & lockdowns
- · Slow-down

Events

- · Campaigns & demonstrations
- · Military mobilisation
- · Civilian repatriation or evacuation by sea (e.g. when airspace is closed)
- · Based sports events

· Human errors

- Decision making
- . Operating errors
- Epidemics (e.g. flu)
- . Loss of staff
- · Infected crew / passengers

RESILIENCE IN A PORT CONTEXT

A resilient port is a port that is able to maintain its logistic, industrial and economic functions in a dynamic environment and which is able to recover fast from disruptions by effectively mobilising the necessary resources available within its ecosystem.

EFFECT



DISRUPTION CLOSURE

Marine access

- · Vessel traffic control
- Towage
- Pilotage
- Dredging
- Salvage Navigation aids

Land access

- · In-gate / out-gate controls
- maintenance

· Traffic-jams

- · Customs

- Highway

ACCESS FACTORS



Official inspections

- Transport security
- · Health & Safety
- · Port health (quarantine services)

further up or down the supply chain

NETWORK FACTORS

 Disruption / events at other major ports

· Disruption / events

System failures

- Navigation system failures
- ICT failures
- · Port Inventory System failures

· Loss of key utilities

- Loss of power supply
- Loss of freshwater / cooling water
- Loss of secondary maintenance and services (e.g. materials handling equipment)

Accidents

- On the quay, terminal or berth
- At connecting ports
- Highway
- Navigation Channel

TECHNOLOGICAL FACTORS



- Poor planning

- resources
- Staff/ labour Shore-based equipment
- Experts

Insufficient

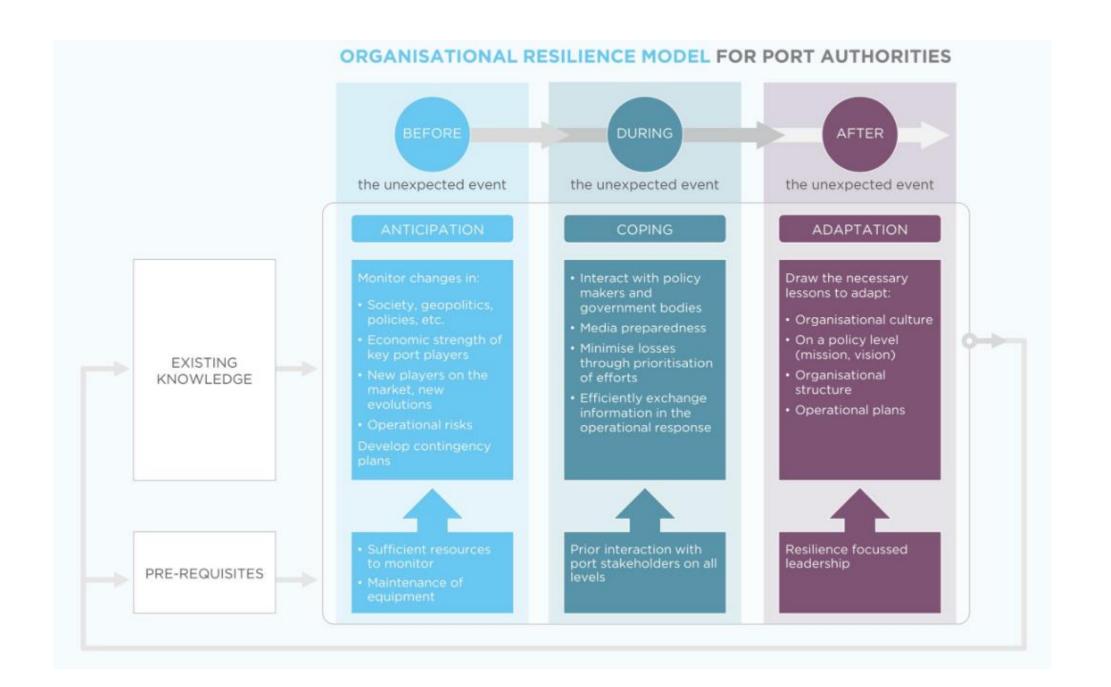
- · Critical equipment
- Bureaucracy Intervention by authorities
- Conflicting priorities among port stakeholders
- Ineffective communication

- · Lack of risk
- awareness · No system wide resilience planning
- No business
- continuity planning - Insufficient training
- General confusion / lack of planning
- Conflicts with contractual and statutory obligations

ORGANISATIONAL FACTORS















Key Actions in Digitalization, Decarbonization and Resilience in the Maritime Sector

https://sustainableworldports.org/wpcontent/uploads/IAPH-World-Bank-CloseTheGaps-Report.pdf



World Ports Sustainability Program



















































www.sustainableworldports.org

Mission: To integrate the 17 UN SDGs in port governance





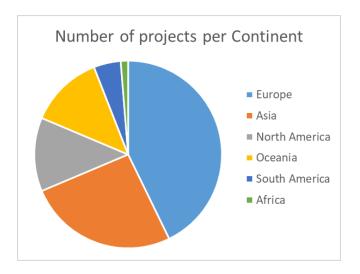




WPSP Database of sustainability projects



- √ 240 projects
- √ 110 ports
- √ 47 countries









IAPH Sustainability Awards









- ➤ Call for projects for the 2023 edition
- Deadline 26 May



Port Endeavor: a port journey to SDGs

- Knowledge base concept was created at a joint UNCTAD-IAPH workshop in Geneva HQ in April 2019
- Blueprint of ports' contribution to each of the 17 SDGs
- Development game dynamics and content by IAPH and experts from Port of Antwerp Bruges
- Real life examples from the WPSP database of 240+ projects and best practices from 110 ports from 38 countries
- Offered in partnership with: APEC Antwerp & Flanders Port Training Centre and UNCTAD TrainForTrade





https://sustainableworldports.org/iaph-launches-port-endeavor-game-to-share-port-projects-applying-un-sustainable-development-goals-in-practice/











