



**International
Harbour Masters
Association**

Captain Paul O'Regan President IHMA

IMPA – Rotterdam 2024

Introducing IHMA

The International Harbour Masters' Association is the professional body for those with responsibility for the safe, secure, efficient and environmentally sound conduct of Marine operations in port waters.

With members in more than 50 countries, the Association brings together Harbour Masters and all those who hold a managerial position in aspects of the control of marine operations within a port.

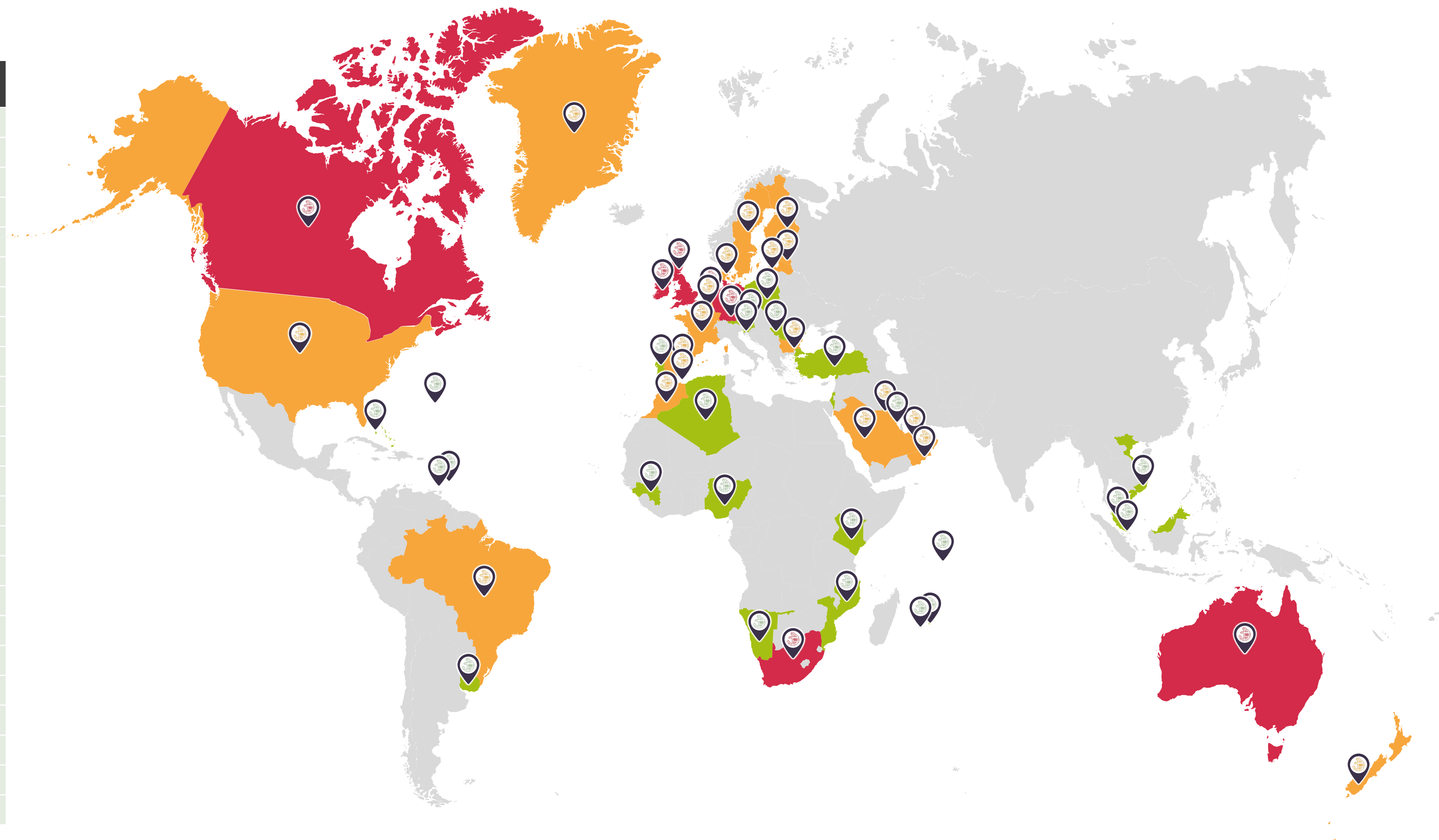


Country Representation

● 10+ representatives
 ● 2-9 representatives
 ● 1 representative

	No. of Representatives
Australia	43
United Kingdom	42
Canada	18
Netherlands	17
Ireland	14
Germany	10
South Africa	10
Denmark	9
New Zealand	8
France	8
Sweden	6
United Arab Emirates	5
Belgium	5
Brazil	4
Estonia	4
Bulgaria	3
Finland	3
Latvia	3
Morocco	3
Saudi Arabia	3
Kuwait	2
Spain	2
Oman	2
USA	2
Gibraltar	2
Iceland	2

	No. of Representatives
Singapore	1
Nigeria	1
Bahrain	1
Guinea	1
Uruguay	1
Turkey	1
Mozambique	1
Romania	1
Israel	1
Grenada	1
Malaysia	1
Portugal	1
Kenya	1
Austria	1
Bahamas	1
Algeria	1
Seychelles	1
Namibia	1
Slovenia	1
Mauritius	1
Reunion	1
Vietnam	1
Bermuda	1
Poland	1



IHMA Objectives

1

Promote the safe, secure, efficient and environmentally sound conduct of marine operations in ports waters



2

Develop and foster collaboration and good relations among harbour masters worldwide



3

Represent the professional views of harbour masters internationally, regionally, and nationally



4

Promote the professional standing and interests of harbour masters generally



5

Collect, collate and share information relevant to the H/M role



IHMA at IMO, IALA, PIANC



Onboard lifting appliances and anchor handling winches



Air pollution and energy efficiency (bunker licensing scheme)



MASS – Maritime Autonomies Surface Ships



Maritime single window



Cold ironing of ships



Guidance to address maritime corruption



Safe mooring operations

IHMA and IMPA COLLABORATION

- 1. MEPC 81/6/3 – Emerging Risk associated with the use of Shaft powered limitations on ships (ICS, IMPA, IHMA)
- 2. FAL 44/13 - IMO guidelines to address bribery and corruption in the maritime sector
- 3. FAL 42/16/3 - Impact on global trade, port governance and seafarers. Maritime corruption
- 4. 1. PIANC -EnviCom Working Group 256 : Understanding Blue Carbon: a Practical Guide
- • Ports and navigation infrastructure and operations, including recreational infrastructure and operations, supported by MarCom and RecCom contributions
- •



International Occupational Standards

IHMA recognises thirteen International Occupational Standards (IOS) for Harbour Masters.



Manage port safety



Review powers conferred by national legislation & local regulations



Develop & operate marine enforcement policy



Report & investigate marine incidents



Determine the need for a port pilotage service



Determine the need and scope of port VTS services



Manage conservancy



Manage marina and port recreational services



Plan for and manage port emergencies



Manage the port marine environmental status



Manage port security



Manage marine employees and workplace H&S



Contribute to port management



Harbour Masters – Training & Qualifications

PILOTS

STCW OR EQUIVALENT (MOST CASES)

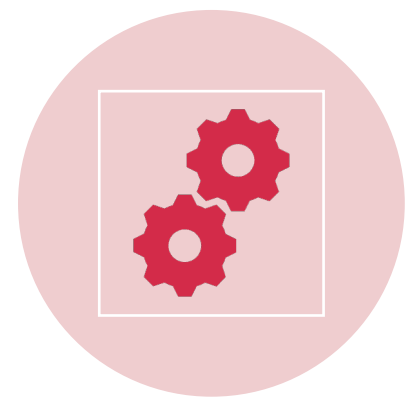
- IMO – RESOLUTION A.960 (4 PAGES)
- ISPO – STANDARDIZATION AND RECOGNITION
- PORT/PILOTAGE AREA SPECIFIC

- **HARBOUR MASTER**

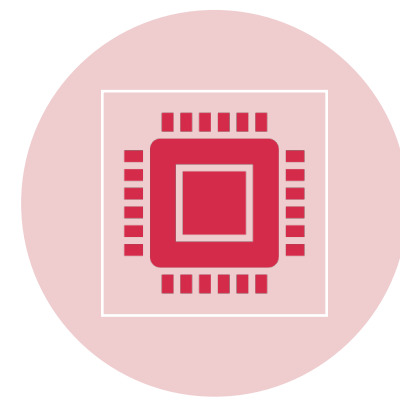
- **Qualifications and requirements are varied. Class 1 Masters to No formal qualification**
- Diploma for Harbour Masters (Lloyds Maritime Academy)
- The Harbour Master Certificate (HM Certificate) was developed by Port Skills and Safety and the UK Harbour Masters Association (UKHMA)



Key Challenges Facing Port Management



• Automation and Digitisation - vast gaps in adaption to modern technology



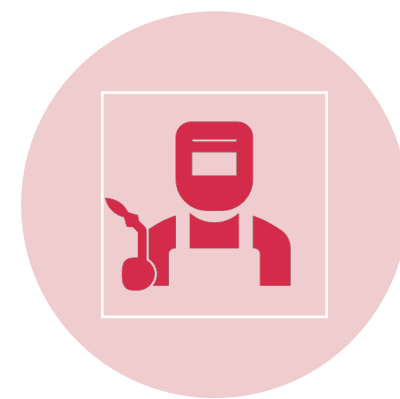
Cyber Security and Physical Security – As we move towards AI integration



Environmental Sustainability – managing port operations and shipping



Regulatory Compliance – ever increasing administration workloads, less time on practical issues



Labour force and skill deficits – to match the pace of innovation



Larger vessels Vs ageing infrastructure



Port Safety – Vessel Standards



Community and Stakeholder engagement

FUTURE CONNECTED PORT





IHO

THE S-100 PRODUCTS: S-131 MARINE HARBOUR INFRASTRUCTURE

International
Hydrographic
Organization

S-131

- S-131: Marine Harbour Infrastructure
- Dual purpose:
 - assisting data exchange
 - distribution to end users
- Development underway by S-131 project team under the IHO Lab

Navigating the S100 World





**International
Harbour Masters
Association**

PORT INFORMATION AND DATA EXCHANGE





Port Call Optimization Taskforce

- **COMMENCED - ROTTERDAM AND SHIPPING COMPANIES- Ben Van Scherpenzeel**
- **AIM - to improve and standardize wherever feasible the exchange of nautical, administrative and operational data between ship and shore,**
- **This exchange of standardised quality data will support a much more accurate Just in Time Arrival (JIT) process, which aligns and supports the IMO initiatives on decarbonisation.**
- **2. When is the berth position safe**
- **3. When is the port passage safe**
- **4. When is the berth position available**
- **5. When is the port passage available**

INDUSTRY PARTNERS

INTERNATIONAL TASKFORCE PORT CALL OPTIMIZATION

Industry partners; shipping and agents



Shipping and their agents identify the exact areas in shipping business processes that will be optimized when different types of information are provided and shared.

Industry partners; ports



Ports and their service providers (e.g. terminals, bunkers, pilots) identify how to achieve high quality data.

Standard partners



ENDORSERS



International associations are invited to endorse the standards of IHO, IMO and ISO



PORT INFORMATION MANUAL

Version 1.4.5



2008....
2019 - IMO
MEPC.323(74): call
for action to
improve quality and
availability of data
in ship-port
interface

IHMA

Accurate and Updated Port Information



**PORT OF CORK
INFORMATION
MANUAL**

International Harbour Masters Association



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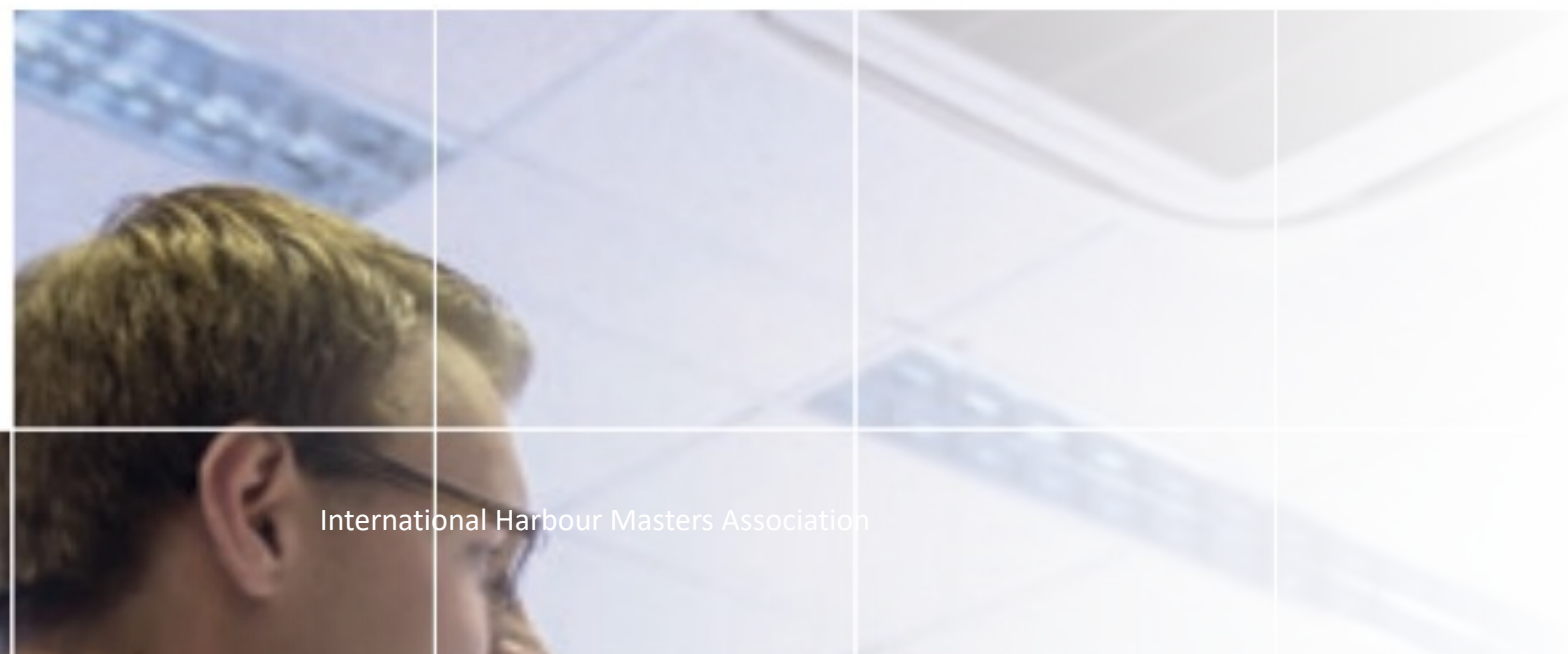


United Kingdom
Hydrographic Office

Harbour Masters' guide to hydrographic and maritime information exchange

Developed by the United Kingdom Hydrographic Office
and the UK Harbour Masters' Association

UKHO & UKHMA



AVANTI

- AVANTI – ensuring a ship has sufficient nautical information up front to make its port call by improving the
- quality and availability of global nautical data such as correct depths, berth and port information
- AVANTI is an initiative of the maritime industry, the International Harbour Masters' Association (IHMA) and the United Kingdom Hydrographic Office (UKHO)
- Mariners Handbook



NEXT STEPS

- “Guide to Nautical Port Data”
- be in a position to advance it further for populating data fields for S-57 ENC’s – which will be in use beyond 2030, second populate data fields for S-101 ENC’s

Guidelines for Harmonized Communication and Electronic Exchange of Nautical Data for Port Calls©

Version 2.0
CONCEPT



The logo for BIMCO (Baltic International Maritime Committee) consists of the word "BIMCO" in a bold, blue, sans-serif font.

The logo for iaph (International Association of Ports and Harbors) features the lowercase letters "iaph" in a blue, sans-serif font, with a gear icon to the right.

The logo for IBTA (International Bulk Terminals Association) features the letters "IBTA" in a bold, blue, sans-serif font, with the full name "INTERNATIONAL BULK TERMINALS ASSOCIATION" in smaller text below.

The logo for the International Chamber of Shipping (ICS) features a globe icon to the left of the text "International Chamber of Shipping" in a small, black, sans-serif font.

The logo for IHO (International Hydrographic Organization) features a globe icon to the left of the letters "IHO" in a bold, black, sans-serif font.

The logo for INTERCARGO (International Association of Dry Cargo Shippers) features a globe icon to the left of the word "INTERCARGO" in a bold, blue, sans-serif font.

1

The logo for the International Taskforce Port Call Optimization features a stylized flag icon to the left of the text "International Taskforce Port Call Optimization" in a small, black, sans-serif font.

The logo for IFSMA (International Federation of Ship Makers' Associations) features a globe icon to the left of the text "INTERNATIONAL FEDERATION OF SHIPMAKERS ASSOCIATIONS" in a small, black, sans-serif font.

FUTURE CONNECTED PORT



PORT MANAGEMENT INFORMATION SYSTEMS

- RAPIDLY EVOLVING WITH INTEGRATED AI TECHNOLOGY
- AT THE CORE OF MANAGING PORT SERVICES
- ABILITY TO PUSH OUT LARGE AMOUNTS OF DATA – WHAT DO WE NEED? WHAT DON'T WE NEED?
- ABILITY TO MANAGE JIT ARRIVALS

- Ports use digital AI technologies for system automation, safety and security improvements, vessel route, vessel turnaround time, and container dwell time optimization. As well as for accurate estimated time of arrival forecasts, real-time performance forecasts, and to create a Digital Twin of their port (a real-time digital representation of the port operations)





REALITY



**International
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CURACAO TO CORK





MV MATTHEW



Anyone See the Pilot!



**International
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**Thank you
for listening**

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www.harbourmaster.org

