PIANC and COVID-19

Message by PIANC President Francisco Esteban Lefler

The COVID-19 pandemic has a worldwide effect, albeit with time varying spatial distribution in terms of intensity and effects. Regarding our PIANC activities, we conform to the current environment of confinement, generalisation of remote work and travel and flight restrictions in many countries. We are intensively using online tools for meetings, information exchange and decision processes, focused in the continuity of PIANC activity while we can regain our world and regional events in safe health conditions. We encourage Commissions and Working Groups to continue their activity in remote, as most of them are making out at present.

COVID-19 is having an undeniable effect on the maritime and river ports, as well as on inland waterways and on recreational navigation. The main impacts are on operation. Limitations due to sanitary precautions to ensure safe operation, need to supply and export essential goods as vital medical equipment and supplies, critical food products and other, pressure on port storage needs due to reduction of transportation capacity of roads and railways, are key operational challenges for ports and waterways and have clear implications on infrastructure. Requirements on planning, design, construction and operation of ports and waterways infrastructure can be derived from the impact of COVID-19 as an extreme event.

The operating environment of PIANC is characterised to a great extent by risk and hazard analysis of extreme events as marine storms, hurricanes, floods and
droughts, as well as climate change, in a context of uncertainty. In this context, COVID-19 and other pandemics as well, can be analysed as they are: extreme events with impact on ports and waterways which imply demands on their operation and infrastructure, including requirements of resiliency.

The World Port Sustainability Program, initiative led by our Sister Association IAPH in which PIANC participates, is conducting weekly surveys among ports on the impact of COVID-19 on their operations providing an updated IAPH-WPSP Port Economic Impact Barometer, in the COVID-19 Information Portal hosted in its site. The surveys and reports provide valuable information about the impact of the pandemic on the port operation. A clear conclusion of the analysis is that the impact varies over time, depending of the development phase of the pandemic both in the port hinterland and in its maritime and terrestrial connections due to the evolution of sanitary restrictions and logistic needs. Consequently, a comprehensive information that allows to derive reliable conclusions related to the infrastructure requires gathering data throughout all the process of the pandemics and provides enough perspective. A good example of the advantages of taking perspective was PIANC Working Group Report 122 (2014) on 'Mitigation of Tsunami Disasters in Ports'.

The long cycle of the Infrastructure from its conception to its commissioning justifies the convenience of gathering a set of information that is as complete and detailed as possible, so as to allow reaching useful conclusions. If PIANC Commissions consider this issue worth to dedicate a Working or Expert Group, that also offers a suitable opportunity of working with some of our Sister Associations, this can be a relevant issue for the future. And fully aligned with PIANC field of activity and Strategic Plan.

I wish the entire PIANC family health in these uncertain times.

NEWS FROM THE NATIONAL SECRETARIES OF PIANC

Online Meetings with PIANC’s National Secretaries per Region

In the course of April, PIANC President Francisco Esteban Lefler, PIANC Secretary-General Geert Van Cappellen and the PIANC HQ staff held several online meetings with the National Secretaries of PIANC. The Secretaries were grouped by region and the meetings went smoothly. PIANC HQ was also very pleased to see the revival of PIANC Portugal, which was represented by Secretary Mrs Maria Graça Neves.

Among the topics discussed were the current types of PIANC memberships and their benefits, the events organised by the national divisions of PIANC, as well as the preparations for the upcoming virtual PIANC AGA Meeting, which was planned to be held in Bristol, UK.
PIANC HQ had some very fruitful talks with the various Secretaries and was pleased to see such a large attendance in a difficult period like this one.

Leen Weltens
PIANC HQ

NEWS FROM PROCOM

ProCom Meeting 2020-2 Went Virtual!

By far the best attended ProCom meeting so far was the one the Commission held on 16 April 2020: 19 ProCom members from all across the globe, from the US all the way to Australia, attended this online meeting, which had to replace a two-day meeting in Brussels due to the COVID-19 virus.

Chair of the Commission, Mrs Anna-Lena Pahl, was pleased to lead a very fruitful meeting, which leads everyone to believe that virtual meetings can play a more significant role in the future, besides the face-to-face meetings.

Mrs Pahl also welcomed three new members: Mr Juan Carlos Gómez López from Colombia, Mrs Mariela Ganchovska from Bulgaria (the country recently became Qualifiying Member of PIANC) and Mrs Kayla Waltemire from the USA, who will replace Mrs Rachel Grandpre.

The ProCom members ran through the Action Points of the previous meeting and discussed the idea of creating a few subgroups in order to better divide the work and to approach all different items in a more efficient way. The subgroups will elaborate the approach on how to increase PIANC's visibility on the social media, on how to help new and existing members to learn more about the working of PIANC, etc. Another big item on the agenda was to see how ProCom can assist PIANC Working Groups in getting their message out there (and vice versa, how WG's can help ProCom to advertise the WG's).
Finally, the ProCom members were pleased to see that the new PIANC flyer was approved by ExCom and that it is ready to be distributed.

Mrs Pahl would like to remind all National Sections/Qualifying Members of PIANC that the flyer has also been put on the PIANC SharePoint as a Word file for all national 'divisions' of PIANC to translate the text into their own language and to add their own events. PIANC International would like to gather as many languages as possible, so in case your section provides a translation, don't hesitate to send it to Brussels!

In the meantime, you can click on the image on the left to have a look at the new PIANC flyer!

Leen Weltens
PIANC HQ & Secretary of ProCom

NEWS FROM RECCOM

PIANC Marina Excellence Design ‘Jack Nichol’ Award (MEDA) 2020 - Call for Applications

The PIANC Marina Excellence Design ‘Jack Nichol’ Award was created in 2002 in memory of the late John M. ‘Jack’ Nichol, an Honorary Member of PIANC and well-known marina designer.

The purpose of the Award is to recognise excellence in the design of modern recreational boating facilities around the world. Anyone may submit an application to be considered for the Marina Excellence Design ‘Jack Nichol’ Award. The Award consists of a bronze plaque suitable for display. The Award is administered by the Recreational Navigation Commission and funded by an endowment through PIANC USA.

The forms for the MEDA 2020 are now available on the PIANC website: on the bottom of this page, you will find the MEDA 2020 announcement, as well as the submission form and the award criteria. The deadline for applications is set at 3 October 2020 and the award committee is also reviewing the applications to make the selection for the 2018-19 cycle.

Esteban Biondi
Chairman of PIANC RecCom

NEWS FROM YP-COM

YP Belgium New Year’s Walk – 30 January 2020 – Aalst, Belgium

Prior to the YP-Com Meeting in Brussels, we had the opportunity to join YP-Com Belgium on their annual New Year’s Walk. On 30 January, PIANC YP-BE organised a culinary New Year Walk in Aalst. A guide took us through the city, entertaining us with stories about the historic centre of the beautiful city of Aalst.
– famous for their carnival celebrations. We walked around and stopped at three different venues, enjoying Belgian cuisine for starters, a main course and dessert. Thanks to the Belgian YP’s for a great networking and social event!

YP-Com Belgium New Year’s Walk in Aalst

YP-Com Meeting – 31 January 2020 – Brussels, Belgium

On 31 January, YP-Com got together for their first Commission Meeting of 2020 at Brussels PIANC HQ. With an in-person presence of 8 and 12 online participants from all regions of the world, it was a great turn-out. We discussed topics as the Commission’s set-up and vacancies, regional updates and upcoming events. We would like to take this opportunity to announce 3 new members joining the board in May this year: a warm welcome to Rodney Hancock, Lisa-Maria Putz and Matt Prumm! Stay tuned for a more detailed update on the new board composition, which will be included in the next Sailing Ahead.

January YP-Com Meeting with 8 members attending in Brussels and 12 members participating online

Upcoming events were discussed between Delegates, and we are keeping high hopes that we will be able to meet again later this year, at events that are still in the calendar. In this unprecedented time that we find ourselves at the moment, it is impossible to predict what the future will hold in terms of events and travel.

All we can do is stay safe, healthy and positive. On the YP-Com Activity Calendar, we look forward to events as PIANC-COPEDEC 2020, APAC 2020 and the first Americas Regional YP Seminar in Brazil: Santos 2020. Looking further ahead, our Biennial Technical Visit (BTV) in 2021 will be hosted in the
USA and PIANC-SMART Rivers 2021 in China. In the meantime, we are organising our YP-Com 33rd Commission Meeting, which will take place on 19 May via online attendance only.

We hope to see you again soon. Stay safe, stay connected, stay strong!

Andy Thomas & Eslie Vrolijk
Chair and Co-Chair of YP-Com

PERSONAL OUTLOOK ON COVID-19 BY THE CHAIR OF THE PERMANENT TASK GROUP ON CLIMATE CHANGE (PTG CC)

COVID-19 or Climate Change?

Take a look at the list below … Could it be that the bullet points represent some of the lessons the ports and navigation sector has already learned from the current coronavirus outbreak?

- Maximise operational resilience; improve adaptive capacity
- Invest in redundancy, temporary infrastructure or other physical back-up provisions
- Increase storage capacity
- Nominate or provide physical sanctuaries
- Incorporate flexibility to allow for modification as conditions change
- Install or develop new, responsive or demountable infrastructure or equipment
- Prepare and raise awareness of contingency, emergency or disaster response plans
- Develop information-sharing protocols
- Educate workforce, stakeholders, local communities
- Develop revised operational procedures; modify working practices as conditions change
- Introduce and implement adaptive management procedures
- Allow for flexibility and responsiveness in programming
- Ensure availability of transport and accommodation for personnel during an incident
- Nominate safe routes and areas, identify diversions
- Identify and exploit interconnectivity and intermodal options to maintain business continuity
- Prepare strategic level adaptation strategies
- Review and revise relevant codes of practice, standards, specifications or guidelines to accommodate changing conditions
- Review and revise health and safety requirements
- Require zoning of assets, operations or activities based on risk
- Identify, secure and coordinate alternative transport routes or modes
- Promote reduced insurance premiums if improved resilience is demonstrated
- Set up contingency or disaster response fund
- Facilitate diversification in facilities and employment as conditions change
- Research and develop novel tools and methods

In fact, the list is taken from Table 19 in PIANC’s recent WG 178 technical publication on ‘Climate Change Adaptation Planning for Ports and Inland Waterways’ and reflected in PIANC’s Declaration on Climate Change. The generic but practical measures on the list are amongst those recommended to help the navigation sector accommodate changing climatic conditions and the anticipated increase in the frequency and severity of extreme events.

Resilience, flexibility, adaptive capacity, redundancy,… COVID-19 has focused our attention on the vital importance of these characteristics. They are also crucial for climate change adaptation. Let’s not forget about them when the current public health crisis is over.
NEWS FROM THE PIANC COMMUNITY

Happy 100th Birthday to Mr Ian Gillespie (UK)!

Party hats on everyone, because on 7 April 2020, Mr Ian Gillespie from PIANC UK celebrated his 100th birthday, which officially turned him into the oldest and longest serving member or our Association!

From Mike Thom (PIANC UK) we learned that despite the COVID-19 pandemic, Mr Gillespie had a very happy birthday, celebrating his 100th birthday with his family in a virtual party via Zoom!

Mr Gillespie also expressed how he had looked forward to meeting everyone in Bristol for the AGA and he sends his warmest regards.

Happy birthday, Mr Gillespie, from PIANC International!!!

News from PIANC South Africa

PIANC World Congress 2022

The Local Organising Committee (LOC) for the PIANC Congress and AGA to be held in Cape Town at the end of February 2022 has been hard at work. We undertook the task of revising the PIANC RSA constitution in order to give the LOC rights to sign the relevant contracts required for hosting these events. Our new constitution has now been approved by our PIANC membership – all done electronically due to the strict COVID-19 lockdown in South Africa. This has been a major milestone that allows us to progress with other activities.

Unfortunately, Geert van Cappellen and Neil Lawson’s visit to South Africa was cancelled due to COVID-19 travel restrictions. This did not prevent us from still having our workshop meeting. We resorted to a virtual meeting, with Neil burning the midnight oil in Australia due to the time difference. It was unfortunate that we had to cancel our team building dinner plans – connecting virtually does have some
limitations!

We’ve also now decided on a conference theme which was presented to PIANC HQ for approval. Another item off our ‘to-do-list’ was the appointment of a chair to our Scientific Committee. Professor Koos Schoonees has agreed to fill the role.

We would like to thank Geert and Neil for all their guidance. Ron Cox also deserves a thank you for providing information to assist us in setting up our scientific committee.

**Also in South Africa...**

South Africa's National Secretary, Marisa Ackhurst, has recently published a design guide titled 'Design of Vertical Gravity Sea and Quay Walls'. This book is now available from [ICE's online library](https://www.ice.org.uk). Two other PIANC RSA members were involved – Koos Schoonees and Gerhard Kapp were reviewers of sections of the book and Gerhard is also the photographer of the cover image.

Mrs Ackhurst would like to thank Leen Weltens for her speedy response and efficient service to obtain PIANC approvals for the use of images or tables from PIANC publications. Ten PIANC publications were referenced. It just shows what an important role PIANC publications play in industry.

Marisa Ackhurst  
Secretary of PIANC South Africa

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**News from PIANC Australia/New Zealand (PIANC A-NZ)**

*PIANC’s inaugural APAC 2020 Conference in Perth, Australia will now be held from 30 November until 4 December 2020*

Due to the uncertainty regarding future public health controls associated with the COVID-19 virus, the Conference organisers decided to postpone the *APAC 2020 Conference* and the pre-Conference Symposium on *Nature-Based Solutions* from June 2020 to the last week of November 2020. The Conference will now be held from 30 November until 4 December 2020, with the Pre-Conference Symposium ‘Nature-Based Solutions for Coasts, Ports and Estuaries’ taking place on the Monday, followed by the Conference.

**New Key Dates**

- **14 August 2020**: Abstract Submission (Round 2) Deadline (midnight AEDT)
- **28 August 2020**: Authors advised of Submission Outcome
- **18 September 2020**: Earlybird Registration Closes
- **25 September 2020**: Speaker Registration Deadline

Our Conference theme ‘Port, Harbour and Recreational Boating for Today and Tomorrow’ reflects the
growing worldwide recognition to place the natural environment at the forefront of every project as well as a growing emphasis on a social licence to operate.

PIANC APAC 2020 will bring together engineers, planners, scientists and researchers to focus on the technological, scientific, policy, planning and design issues related to our diverse and developing ports, harbours and recreational boating facilities. The first in an eminent conference series, PIANC APAC 2020 will be hosted in the vibrant city of Fremantle, Western Australia.

**PIANC A-NZ Board Member Greg Britton Receives Industry Lifetime Achievement Award**

Warm congratulations to PIANC A-NZ Board member and esteemed coastal engineer Greg Britton. At the 2019 NSW Coastal Conference Greg was awarded the [Ruth Readford Award for Lifetime Achievement](#). The award honours an individual who has dedicated significant energies, time and commitment to improving planning and/or the management of the NSW coast.

Greg is the principal representative for A-NZ on RecCom and a longtime member of the PIANC A-NZ board, generous with his time and expertise, the latter of which he has much to share. Greg has over 40 years professional experience in the investigation, design, documentation, planning, environmental assessment, and project management of coastal, estuary and maritime projects. He is also the Technical Director of Royal HaskoningDHV in Australia.

**Going Online Can Increase PIANC Audiences**

That's what PIANC A-NZ Board member Associate Professor Ron Cox found when a seminar he was due to give, organised by our Western Australia PIANC Chapter - on the topic of [climate change adaptation for ports and maritime infrastructure and operations](#) - had to be moved online. The WA organisers were delighted by receiving 200 online registrations for the event on 22 April, with many members and interested colleagues dialling in from around the country and overseas.

Topics included the implications for port planning and management, interpreting sea level projections and understanding their relevance and the potential impact on our industry. The one-hour talk has been recorded and will soon be available on YouTube.
Bulgarian Ports Infrastructure Company Becomes Qualifying Member of PIANC

Bulgarian Ports Infrastructure Company (BPI Co.) is a statutory corporation and landlord of all Bulgarian sea and inland ports. BPI Co. acts as National Ports Authority or Port Management body. Director General is Mr Anguel Zabourtov.

BPI Co. is responsible for the development and modernisation of Bulgarian ports. The basic activities of the company are design, construction, maintenance and rehabilitation of the port infrastructure, wave protection and shore-strengthening facilities, etc. BPI Co. also provides traffic management and shipping information services, performs functions to enhance the safety and efficiency of maritime transport.

BPI Co. operates with some of the most up-to-date vessel traffic management systems that provide the opportunity for continuous exchange of information between participants in the transport process as well as throughout the logistic chain. Bulgaria is the first country in the Black Sea region to develop an integrated vessel traffic management and information system. Two modern VTMIS Coastal Centres – in Varna and in Burgas compile the information and navigation systems and maintain a constant exchange of information with one another.
The company implemented the River Information System on the Bulgarian part of the Danube river. The telecommunication infrastructure performs complete and continuous transfer of data along the entire Bulgarian section of the river with common point – the BULRIS Centre in Ruse.

Thanks to BPI Co., Bulgaria is one of the leading countries in the digitisation of port services as well as the implementation of the latest regulatory and technical requirements to the safety and management systems and information flows in the maritime transport.

BPI Co. also works actively on various projects for the development of water transport. Each project the company performs strives to achieve the highest levels of environmental standards.

The head office of the BPI Co. is located in Sofia. In the biggest port cities in Bulgaria – Burgas, Varna, Lom and Ruse, are located four Branches – Territorial Directorates and three Specialised Divisions of the company. BPI Co. is a member of ESPO, IAPH, IALA, EFIP, BASPA and IHMA.

Since March 2020, the company is proud to be a Qualifying Member of PIANC. On 16 April 2020, Mrs Mariela Ganchovska from BPI Co. already attended her first ProCom meeting as an official member! PIANC International is very glad to have BPI Co. on board and welcomes the company into the PIANC network!

Website: [http://www.bgports.bg](http://www.bgports.bg)
Facebook page: Bulgarian PORTS Infrastructure Co - ДП "Пристанищна инфраструктура"
LinkedIn page: Bulgarian PORTS Infrastructure Company

**Mariela Ganchovska**  
Head of Department Public Relations and Protocol  
Bulgarian Ports Infrastructure Co.

**News from PIANC Colombia**

Colombia is a country located in the most northern part of South America, with many kilometres of rivers that can be navigable. However, this depends on the so-called 'Voluntad Política' (in Spanish), i.e. on the approval of the government in power and not on a 'National Policy' with a strategical long-term focus, considering that Colombia is a country with two coasts (the Caribbean and Pacific) and many kilometres of Rivers which could be used as part of the logistic network in order to reduce costs in transportation.
On 13 April 2020, the National Section of Colombia sent a formal letter to the Minister of Transportation of Colombia, Mrs Angela María Orozco, with the purpose of inviting the Ministry of Transportation of Colombia (Entity in charge of Waterborne Transport Infrastructure) to join efforts with the National Section in order to cooperate between the two organisations, considering that currently, there have been cases related to government contracts which show lack of knowledge about development of Waterborne Transport Infrastructure.

Colombia has a high potential to become one of the best reference countries in the world for Waterborne Transport Infrastructure. However, this depends on establishing and respecting a long-term vision for the sector, set as a National Policy constructed among the stakeholders.

PIANC Colombia will be conducting webinars about PIANC in order to explain the community the importance of the Association and to promote young professionals to become members. For the section, it is particularly important to increase the number of members to strengthen the technical committees, therefore improving capacity to develop specific documents which will guide the Ministry of Transportation to carry out projects directed to develop the Waterborne Transport Infrastructure, starting with the navigability capacity of some major rivers in Colombia.

To this end, through the Departamento Nacional de Planeación (DNP), the Colombian government has been participating in PIANC WG 201 on ‘Inland Waterways Classification for South America’, an InCom WG with ECLAC, which has been an excellent initiative of PIANC to raise awareness on the importance of Inland Waterways in the multi-modal logistic chain to reduce the cost and improve the competitiveness of the countries’ exports.

In March 2020, PIANC Colombia had its annual ordinary assembly and elected the Naval Architect Mr Fabio Zapata as the new President of the National Section.
Mr Fabio Zapata, President of PIANC Colombia, on the right

Mr Zapata is a professional with more than 20 years of experience in his career related to activities that strongly depend on the 'AQUATIC SPACES' and has been promoting the importance of these aquatic spaces in Latin America through different projects. Also, he has been calling for the awareness that efficient infrastructure associated with the aquatic spaces is an important part of the Waterborne Transport Infrastructure sector. At the same time, he has been promoting important concepts such as Working with Nature, the importance of Natural Capital and the economy of ecosystems services and biodiversity. Finally, Mr Zapata recognises the need to reorganise the current way to manage Aquatic Spaces in Colombia, by creating only one National Authority that will be in charge of managing these spaces (oceans, rivers, canals, lakes, lagoons, swamps, marshlands, reservoirs, etc.) through integral approach and by strongly working on government development programmes which will help to improve the capacity of private companies carrying out activities that strongly depend on these ecosystems.

Fabio Zapata
President of PIANC Colombia

News from the Spanish Section of PIANC

Visit to the Port and Coast Laboratory of the Polytechnic University of Madrid - 16 January 2020

This visit was organised by the Port Engineering Committee with the invaluable collaboration of Professor Vicente Negro Valdecantos.

ECOREL-UPM is a teaching and research facility in the field of maritime, coastal and port engineering which aims to generate new knowledge in these areas. The visit was attended by 20 participants. The laboratory gave a presentation about the work it does and the visit brought the participants to facilities including a 33 m x 11 m x 1.36 m multidirectional swell tank and a 52 m x 1.5 m x 1.5 m multidirectional swell channel.

Collaboration Agreement ARPHO-SPANISH SECTION (ATPYC) - 14 February 2020
ARPHO is the platform to support companies specialised in the repair, reinforcement and protection activities of concrete.

The purpose of the agreement is the exchange of information and collaboration in tasks, activities and projects that are of mutual benefit.

Technical Visit to Shiplift 4,800t Port of Barcelona - 18 February 2020

On 18 February 2020, Young PIANC Spain organised a visit to the MB92 shipyard at the Barcelona Port. The MB92 Group manages two world class superyacht facilities equipped with the latest in shipyard and technology, which makes them a global benchmark in the superyacht maintenance and refit industry.

It was a special moment to explore the facilities as the new shiplift of 4,800-tonne capacity had just started being in operation some months before. This new shiplift, in addition to the existing 2,000-tonne Syncrolift, the 220-m dry dock and 124,000 m² of land area, enables their capacity to serve the world’s largest and most technically sophisticated yachts, as well as the classics and yachts of all sizes.

During the visit, the technical staff from the Barcelona Port Authority and Reventos Engineering, the consultant firm, shared a presentation describing the extension project of the new facilities and explaining all phases of both the civil works and industrial equipment installation and commissioning.

Later on, several managers of the shipyard explained the operations of the shipyard and in particular of the new 4,800-tonne shiplift during an amazing site visit.
VIII National Congress of the Spanish Section of PIANC (ATPYC)

The most important effort of the Spanish National Section during this year is focused on the organisation of the eighth National Congress on 21-23 October 2020. The venue will be the Faculty of Business Sciences of the Polytechnic University of Cartagena.

The general theme chosen for this edition is 'Innovation and New Technologies', and will include topics such as:

- Adaptation of infrastructures to new technologies
- New materials and circular economy
- Digital solutions applied to ports
- Sustainability, contingencies and climate change
- Automation and efficiency
- Marine rehabilitation
- Synergies and collaborative developments
- Innovative construction processes
- Mobility and synchromodality

The programme includes 29 abstracts, two conferences and a round table.

Gema Vázquez Sánchez
Secretary ATPYC - PIANC Spain

NEWS FROM OUR PLATINUM PARTNERS

Trelleborg Emphasises the Importance of Manufacturing Methods in Ensuring Pneumatic Fenders Quality
There are two mainstream methods used to manufacture pneumatic fenders and each one can have a significant impact on the final product's level of performance, safety and longevity.

Trelleborg’s marine and infrastructure operation has conducted a detailed analysis to compare conventional mold manufacturing versus airbag manufacturing, to highlight the impact of these different processes on final fender quality.

Mishra Kumar, Business Unit Director – R&D, at Trelleborg’s marine and infrastructure operation, said:

“Pneumatic fenders are extensively used for ship-to-ship transfers mid sea, double banking operations, and as vessel-to-berth at dock/jetties. Therefore it is vital that they are not only of high quality, but are extremely reliable, to guarantee effective performance in even the harshest environmental conditions.

“Each and every pneumatic fender must comply with the ISO 17357-1:2014 standard to ensure they follow the correct manufacturing process. The major concern for the industry is that there is an influx of manufacturers employing airbag production methods resulting in fenders that don’t usually comply with all of the recommended manufacturing process guidelines or compound properties as specified under the ISO 17357-1:2014 standard.

“By using the conventional method, whereby the entire fender is built inside a mold and vulcanised with it in an autoclave, a clear positive impact is seen on the appearance, dimensional stability and the bonding between layers, leading to a more reliable and long lasting fender.”

The full analysis can be found in Trelleborg’s whitepaper titled, ‘Pneumatic Fenders: Manufacturing Methods Matter’. You can read the whitepaper here.

Jaime Tng
Marketing Executive Trelleborg Marine Systems Asia Pte Ltd

Manufacturing and Curing - Advanced Perfection: ShibataFenderTeam Group Releases Third White Paper on Fender Manufacturing

German-headquartered and manufacturer of high-quality fender systems ShibataFenderTeam announces the release of the third publication of its four-part White Paper Series. The Papers aim to advocate more transparency in fender production to ensure quality standards that are driven by a commitment to high-performance products and a clear sense of responsibility.

Paper #1 of the Series was launched in 2018 with a focus on the correlation of raw materials, their composition and the impact on the final product, followed by the preparation and mixing steps of raw materials and how they impact the performance of a rubber fender in Paper #2.

While there are several guidelines and international standards concerning the physical properties of a fender, there are no unifying procedures that dictate how to achieve a durable, high-quality fender. It is still up to the manufacturer to choose the optimal production method. The SFT White Paper Series sheds light on the complexity of the manufacturing process and the close relation between the steps, as well as best-practice examples for the procedures and equipment.

Paper #3, 'Manufacturing and Curing, Advanced Perfection', takes a close look at manufacturing and curing as two of the most quality-critical steps in the fender manufacturing process. It outlines the
optimal methods for each fender type and size and how the most important parameters temperature, pressure, and time play a decisive role in the advanced stage of fender production.

"Not all methods result in the same quality which is why a well-versed manufacturer chooses the ideal procedure in order to achieve the highest possible product quality", says Dominique Polte, Board Member at SFT.

The SFT Group with their inherent expertise, demonstrates once more that small discrepancies in handling and choosing the adequate equipment can make a huge difference in the final fender.

Paper #3 also expands on the possible defects that can occur if a manufacturer does not observe the interaction of critical parameters in the process and how to avoid them.

With its holistic approach to customised fender design and more than 50 years of experience in the fender industry, the ShibataFenderTeam Group has made it one of its missions to provide an unbiased view of what exactly makes a good fender – from source materials to every single step in the manufacturing process. Since each fender project has its very unique individual requirements, SFT always looks at the complete picture and is dedicated to the entire process from compounding, mixing, manufacturing and curing, to testing which will be the fourth and final Paper of the White Paper Series.

Anna-Lena Pahl
Marketing Manager ShibataFenderTeam

PUBLICATIONS

Just Shipped

The following publications were published in April 2020:

- WG 189 (InCom): 'Fatigue of Hydraulic Steel Structures'
- WG 145 (MarCom): 'Berthing Velocity Analysis of Seagoing Vessels over 30,000 DWT'

Publications Pipeline

The following publications will be published in May 2020:

- TG 193 (EnviCom): 'Resilience of the Maritime and Inland Waterborne Transport System'
- WG 191 (InCom): 'Composites for Hydraulic Structures'
- PIANC Yearbook 2019

Find our publications at https://www.pianc.org/publications. Save money by becoming a member of PIANC and download ALL PIANC publications FOR FREE on the Members Only password protected pages!
Robert Simoen (1924-2020)

On 11 March 2020, Robert Simoen, Honorary Member of PIANC, died on his birthday at the age of 96 years. Mr Simoen has been very active in PIANC, especially in the Permanent Technical Commission II (PTC II), as MarCom was called before 2000, as well as in the Permanent Commission for Developing Countries (PCDC), as CoCom was called before 2000. Moreover, he was Chairman of MarCom WG 4 - 'Dangerous Goods in Ports', which was published in 1985. His most important role he played in the organisation of the PIANC centenary congress in 1985 in Brussels.

After he studied and obtained the MSc degree in Civil Engineering at the Catholic University of Leuven, Mr Simoen joined the corps of 'Ingenieurs van Bruggen en Wegen' (Engineers of Bridges and Roads) of the Ministry of Public Works of Belgium in 1950. He was appointed to the Coastal Direction in Oostende. Already in 1953 as a young engineer, he was confronted with the huge damage of the Flemish Coast caused by the mega storm of 1 February with a return period of 250 year. He spent his entire career at the Coastal Direction and ended in 1989 as Inspector-General. From 1960 to 1989, he steered the development of the Port of Zeebrugge to what it is today. The absolute height of his career was the construction of the new outer harbour of Zeebrugge between 1976 and 1987.

Mr Simoen was the most important advocate for a new LNG-terminal in the eastern part of the new harbour. The terminal was inaugurated in 1985. Today, Zeebrugge has become the main LNG-hub in Europe.

After his retirement, he acted as a board member of the Port of Zeebrugge and Oostende for several years. He had very active social pursuits but above all things he enjoyed life together with his wife.

Luc Van Damme
PIANC Belgium