HQ and the Spanish Section are working together in order to prepare and organise the regular PIANC activities and the 4th edition of PIANC Mediterranean Days of Coastal and Port Engineering, which will take place in the city of Seville from 17 until 19 October 2018.

The updated schedule is the following:

<table>
<thead>
<tr>
<th>Time</th>
<th>Friday 12 Oct</th>
<th>Saturday 13 Oct</th>
<th>Monday 15 Oct</th>
<th>Tuesday 16 Oct</th>
<th>Wednesday 17 Oct</th>
<th>Thursday 18 Oct</th>
<th>Friday 19 Oct</th>
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</thead>
<tbody>
<tr>
<td>AM</td>
<td>—</td>
<td>EnCom</td>
<td>Council</td>
<td>PTSC</td>
<td>Conference Opening</td>
<td>Papers</td>
<td>Conference Closing</td>
</tr>
<tr>
<td>PM</td>
<td>EnCom</td>
<td>—</td>
<td>Lunch</td>
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<tr>
<td>6:30 pm</td>
<td>EnCom dinner</td>
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<td>EnCom dinner</td>
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The venue of the Council and Meddays will be CAIXAFORUM Seville (C/Calle López Pintado, 41092 Seville). Complete information about the Med Days can be found (in English) at: www.atpyc2018.com.

This initiative is led jointly with the Italian and French National Sections of PIANC, but aims to be open to other nations in the Mediterranean area and to the whole PIANC community.

The theme for this edition is 'Working with Nature', a way of acting started up years ago by PIANC, which is strategic for the future of our profession.

On Thursday evening, a YP-Com networking event will be organised. Further information will be provided in the following weeks.

NEWS FROM PROCOM

ProCom Meeting in Brussels, Belgium on 24 July 2018

The members of ProCom met on 24 July 2018 (both in Brussels and via conference call) to discuss various topics, among which the new PIANC Marketing and Strategic Plan, a new Chairman for ProCom, the final stages of the new PIANC website, the PIANC Wikipedia pages, PIANC's publications, as well as how to promote PIANC better in the digital era.

The ProCom members had some very fruitful discussions and came up with some proposals to be discussed by the ExCom members during their meeting in Seville in October 2018.

The next ProCom meeting is scheduled to be held in September 2018, right before the ExCom October meeting.

NEWS FROM INCOM

Meeting InCom WG 199 in Marsden, UK

WG199 had a very successful meeting on 10 July 2018 in Marsen, UK. We had 8 people in attendance and we discussed the work to-date on each chapter. It was very nice to start in November with a full table of contents. Some chapter groups have worked hard on their content and others will be catching up. We worked through each chapter to identify changes that were needed and are working on a 10-day push for a full document outline. We also scheduled a meeting for the fall in Spain in conjunction with the PIANC Mediterranean Days and are considering options for the spring, summer and fall of 2019. Overall, the development is progressing nicely.
I would like to commend Richard Wakelen and the Canal and River Trust for arranging and hosting our meeting. I’d also like to commend the team for the great efforts they are all making so far considering the fact that participation is voluntary and everyone is always busy.

Matthew D. Smith
Chairman WG 199

NEWS FROM THE PIANC COMMUNITY

PIANC Australia – A Great Growth Year: Successful Port Planning Seminar, Annual General Meeting (AGM), Membership Engagement and Working with Nature (WwN) Projects

PIANC Australia combined its 2018 AGM in Sydney with a very successful two-day seminar in June on ‘Port Planning: Trends, Issues and Hot Topics’.

The seminar was opened by Grant Gilfillan, Chief Executive Officer and Director of the Port Authority of New South Wales. He was followed by two days of expert and engaging presentations from port authorities, industry, consultants, academics and the regulators.

Over fifty members attended the seminar, many of whom had travelled interstate from Queensland, Tasmania, Victoria and WA, and several others from New Zealand.

Whether it was from the lectern or more informally during the tea breaks, PIANC members freely shared the successes and the challenges of their work, and the crucial lessons learnt for the future. It is forums such as these, says PIANC Australia Chair Will Glamore, which provide significant technical enrichment and professional networking opportunities for our members.

The second day ended with PIANC Australia’s 22nd AGM, where several new members were elected to the Board. The Board was delighted to welcome Luke Campbell, Chris Carboon, Katrina Dodd, Peter Engelen and Kevin Kane, noting their representative geographical spread across the country, and their impressive collective level of experience and expertise.

Increase in Members

Treasurer Neil Lawson reported that PIANC Australia now has almost 90 Individual Members and 70 Corporate Members, including 9 Individual and 14 NZ Corporate Members. This is a doubling of corporate membership in the last six years, the result of significant efforts in outreach and gives us the largest corporate membership within PIANC globally.

Will Glamore believes that the increasing level of interest in both board and corporate membership is a clear indicator of the growing profile of PIANC Australia and he is keen to see the new board members rapidly make their mark within the organisation. Indeed Will is keen for all members to more fully participate. "We are not just a board", he says, "we are a community".

His vision is for an actively engaged membership who can really reap the benefits that PIANC has to offer,
including technical knowledge sharing and networking through regional and global events, and with the potential to make a major contribution to world standards and up-to-date scientifically informed best practice.

**Working with Nature**

The PIANC 34th World Congress in Panama presented seven Working with Nature Certificates of Recognition to various trail blazing projects worldwide, including two great Australian projects which both involved restoring bird habitat to endangered coastal landscapes.

![Bird sanctuary image](image1)

PIANC Australia congratulates the two Certificate winners - Newcastle Coal Infrastructure Group (NCIG), recognised for their [restoration of 24 ha of habitat for migratory shorebirds](#) as part of their biodiversity offset programme, and the Port of Fremantle, who were recognised for their very successful [new bird sanctuary at Rouse Head Industrial Park](#).

![Attendees image](image2)

**1st African Seminar in South Africa**

The South African Section of PIANC YP-Com & SAICE Marine hosted the 1st African Seminar on a range of coastal engineering related topics presented by young professionals on the 30th and 31st August 2018. The success of the event was made possible with the support from Stellenbosch University Coastal Engineering Short Course, Transnet National Ports Authority, private consulting and construction companies. It was the first for PIANC and SAICE and was a great success with almost 130 participants from other parts of South Africa and neighbouring countries. The theme of the event was 'Networking with People and Raising Awareness of the Marine Environment'.

![Attendees image](image3)

*Mary O'Connell*
Communications Consultant for PIANC Australia
Social networking event after the days technical presentations

Technical tour to the Strandfontein desalination plant

Technical tour to the Cape Town Harbour dry dock
News from PIANC Spain

7th National Congress of PIANC Spain

The Spanish National Section of PIANC (Technical Association of Ports and Coasts, ATPYC) will organise a new edition, which will be the seventh, of its National Congress. An event that has established itself as the reference event among the Spanish technical community in the port and coastal sector, as evidenced by the great interest it arouses amongst the professionals, both in terms of the number of delegates attending and the quantity and quality of abstracts presented to the paper selection process.

Rodrigo Moltó
Secretary of PIANC YP-Com

Technical Workshop Organised by PIANC Spain: ‘Upgrade of Port Terminals by Increasing Dredged Depth’

The Spanish Section continues spreading the contents and information about some of the most relevant PIANC reports. According to that strategic idea, the Port Engineering Committee of Puertos del Estado organised the 4th edition of Technical Workshop about PIANC WGs on 23 January 2018 to present WG 164 - 'Upgrade of Port Terminals by Increasing Dredged Depth'.

Six technical papers were presented, including one from the Spanish representative in WG 164. Also, the programme included information about different technical solutions (jet grouting, piles, steel sheet piles, etc.) and some national experiences in the ports of Valencia and Algeciras were shared related to the problem of operation of Triple-E vessels in existing quay walls.

One hundred and five people attended the event.

Technical Workshop: ‘Innovation and New Technologies in Port Management’
The Port Management Committee of Puertos del Estado organised this technical workshop on 6 March 2018, which is the result of another strategic goal of the Spanish National Section included on the Strategic Plan 2014-2025 and focused on the development and sharing of experiences about innovation technologies in port and maritime fields.

Eight papers were presented, covering several aspects and case studies related to innovation experiences, such as innovation policies in the National Port System, digital transformation and innovation at Algeciras BrainPort, Port Of Huelva: Safe and green, Innovation strategies in the Port of Valencia: Challenges for the next decade, Smart Ports and Smart Cities, etc.

The workshop was attended by seventy people. After the successful experience, the Spanish National Section would like to continue this strategic objective organising one technical workshop every year related to this main topic (download the programme [here](#)).

### Annual National Assembly 2018 of the Spanish Section on 12 June 2018

The Spanish Annual General Assembly took place at Puertos del Estado Headquarters in Madrid on 12 June 2018. The most important points on the agenda were the following:

- Report 2017 activities of the National Section (President and Secretary)
- Annual fees for 2019
- Budget approval
- Report of activities: PIANC Commissions and National Technical Committees
- Report of activities of National YPCom
- Strategic Plan 2014-2025
- Modesto Vigueras Award 201

Manuel Arana Burgos
Secretary of PIANC Spain

### Compounding – A Winding Road: ShibataFenderTeam Group Releases First White Paper on Rubber Compounding

- The four-part White Paper Series aims to provide an unbiased view of 'what exactly makes a good fender'
- PART I is taking a closer look at the raw materials used in rubber production, the physical properties of a fender, and their correlation with the compound’s composition

Safety, reliability, durability – the performance requirements of a marine fender boil down to these three aspects, and rightly so. Fenders are meant to create a safe environment for ships and passengers while protecting port infrastructures and all personnel working there – reliably during the design life and beyond. This is the ideal that ports and port operators strive for.

When considering the product features required for such high performance, waters tend to become somewhat murky. There are international standards and guidelines providing guidance as to the physical properties of rubber fenders – like PIANC 2002 and ASTM D2000. However, there is no international
standard specifying the chemical composition of the rubber compound used in the manufacturing of rubber fenders.

Industry standards are delineating a clear goal in the manufacturing of marine fenders, their performance, physical properties and durability, but there is no recommendation as to how to get there. The reason for this is simple: no two fender projects and no two fender manufacturers are alike. Each project has unique requirements that necessitate customised rubber compositions.

All of this provides a lot of room for market differentiation and opportunities for fender manufacturers to present their own best practice-approaches to producing high performance products. Yet, it has also become the breeding ground for some widely accepted – and by some stakeholders actively advocated – misconceptions about compound production, the most prevalent one asserting that the quality of a fender is primarily determined by the chemical composition of its rubber compound.

"At the ShibataFenderTeam Group (SFT), we believe that the quality of a fender should be measured by its performance, i.e. by the degree to which a fender lives up to the requirements of its specific field of application", says Mr Dominique Polte, Board Member ShibataFenderTeam Group.

As a reinforced rubber compound is the core of any fender, the first part of the SFT White Paper Series on fender manufacturing 'Compounding – A Winding Road' focuses on the raw materials used in rubber production, the physical properties of a fender, and their correlation with the compound’s composition. Its goal is to detail the considerations relevant to determining what makes a good fender.

It finds that in fender manufacturing, physical properties are the only reliable indicator of the quality of a rubber compound that is defined by international standards. In addition, the white paper recommends that ratios of fillers and reinforcement agents such as carbon black (CB), calcium carbonate (CC) and silica should be determined by specialists with profound material knowledge, as amount and particle size greatly influence the compound as well as its performance and durability. Furthermore, the paper draws attention to the fact that rubber compounds mixed correctly with CC by experienced manufacturers comply with and surpass international testing standards.


Anna-Lena Georg
Marketing Manager ShibataFenderTeam

Trelleborg Welcomes PIANC's Plans for the Evolution of Fender Best Practice

Trelleborg’s marine systems operation welcomes PIANC’s announcement that it will establish a new Working Group (MarCom WG 211), which will consult with a number of leading fender suppliers, including Trelleborg, with the objective of updating its 2002 ‘Guidelines for the Design of Fender Systems’ – marking a significant step towards industry-wide fender best practice.

These changes will include updated guidance on the design, manufacture and testing of fender systems, including both the rubber element of the system and associated components. The group will also review guidelines for durability, maintenance and repair of fender systems and the implications of automated mooring systems on fender design. As such, we relish the discussion of our research into rubber compound composition, velocity and temperature factors, manufacturing methods and testing.

Additionally, while PIANC is undoubtedly an important standard bearer for quality and performance, the updated guidelines will seek to reiterate that PIANC has no mandate to nor intention of enforcing standards across the industry. Recognising that this lack of enforcement has seen a number of suppliers misuse the term ‘PIANC certification’, with some even claiming ‘PIANC approval’ (which does not exist), the updated guidelines will see a stricter line on the use of its name.

Richard Hepworth, President, Trelleborg’s marine systems operation, commented: "Ports need to have the confidence that their equipment is fit for purpose to fully protect terminals and berthing vessels, while keeping the port running safely and efficiently. However, as the economy has become increasingly global, it is more difficult to be fully confident in the performance and provenance of some products. Some 'unscrupulous' suppliers are taking the opportunity to undercut reputable fender manufacturers. We have been working for years to prevent this."

"Since the establishment of PIANC’s 2002 ‘Guidelines for the Design of Fender Systems', there has been a number of evolutions in vessel design and industry applications, as well as advances in the design of fender
systems themselves. As a result, Trelleborg has spent the last eight years relentlessly lobbying for updates to the guidelines with substantial investment in research highlighting the importance of understanding how ingredients for fenders are selected, how they are manufactured and how they are tested."

"Therefore it’s safe to say that we at Trelleborg look forward to working closely with PIANC to ensure the new guidelines, when they become available, reflect the needs of a changing industry – one which has a number of opportunities to thrive through the use of smart technologies. We’ve long supported the work of PIANC and our contribution to the forthcoming update to PIANC’s guidelines is not only the latest in a long history of collaborative work, but a fitting reward for the near decade of our tireless efforts to driving up standards for fender best practice."


Chris Sanders  
Trelleborg

**PUBLICATIONS**

**Just Shipped**

The following publication was published in **August 2018**:

- **WG 181**: 'The State and Perspectives of Waterborne Transport Infrastructure Worldwide'

**Publications Pipeline**

The following publications will be published in **September 2018**:

- **WG 176 (EnviCom)**: 'Guide for Applying Working with Nature to Navigation Infrastructure Projects'
- **WG 166 (InCom)**: 'Inflatable Structures in Hydraulic Engineering'
- **WG 141 (InCom)**: 'Design Guidelines for Inland Waterway Dimensions'
- **WG 145 (MarCom)**: 'Berthing Velocities in Sheltered Environment'

Save money by becoming a member of PIANC and download ALL PIANC publications **FOR FREE** on the **Members Only** password protected pages!

**ON THE CALENDAR**

**PIANC Young Professionals Evening Seminar**

On 10 September 2018, as from 6 p.m., Young Professionals from leading UK maritime consultants, contractors and owner/operators will be presenting on projects they have influenced and providing an insight into the contribution they are making to our industry, as well as some specific challenges they have overcome. Each speaker will present for 10 minutes on their topic. Find out more about this year's presentations [here](#).

Refreshments will be available from 5.30 p.m. in the Brasserie and, following the seminar, the PIANC UK Committee invite all attendees to join them for sponsored drinks and networking.

**Book your place now!**
IADC Dredging Seminar in Panama

The IADC Dredging Seminar in Panama will be held from 15 to 19 October 2018 in Panama. Highlights of the programme are:

- Day 1: Why dredging? The need for dredging/project phasing.
- Day 2: What is dredging? Dredging equipment (includes a site visit)
- Day 3: Production of various types of dredgers
- Day 4: Preparation of a dredging contract, reclamation, tender, cost pricing
- Day 5: Contracts, evaluation of the bids and closure

Please visit the website for more information and sign up for this interesting event!