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PIANC Yearbook 2017

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MESSAGE BY THE PRESIDENT

Dear colleagues and friends of PIANC,

Many changes for our Association happened last year. Three persons passed the baton to their successors within the Executive Committee: Elio Ciralli to Esteban Biondi for the Recreational Commission (RecCom), Harald Köthe to Todd Bridges for the Environmental Commission (EnviCom) and Secretary-General Louis Van Schel to Geert Van Cappellen. Each of them at their turn have left their personal mark for our joint efforts and outlined an original route for PIANC, for which we would like to thank them, bearing in mind the difficult task for their successors to maintain this high level of constant commitment they have shown in such a brilliant way. The honorary membership they were granted shows very clearly the gratitude we have towards them. At the same time, we also welcomed a new vice-president from Australia, Neil Lawson, during the Annual General Assembly in Cairns.

Geert Van Cappellen will talk to you more extensively in his preface about the most important events that took place in the course of last year: both about the conference in March on the adaptation to a changing climate in Brussels, prepared with our partners of the ‘Navigating a Changing Climate’ coalition, set up during the COP 21 in Paris, about the Annual General Assembly in the month of June close to the Great Barrier Reef in Cairns in Australia, where we were able to thank Louis Van Schel for his eighteen years of service to our Association, about the PIANC-SMART Rivers Conference in September, returning to its origins in Pittsburg for its fourth edition at the confluence of the river Allegheny and river Monongahela where they come together and form the Ohio river, about the Nordic conference NordPIANC in Stockholm, as well as about our statutory meetings of February 2018 at the headquarters of our Association in Brussels. I hereby would like to take the opportunity to thank in particular the Australian Section, the US Section and the Swedish Section for their remarkable efforts, both for the preparation of contents and for their choice of high-quality speakers and relevant venues.

Allow me also to run through our list of publications, product of the intensive work of our Working Group members who contributed and represent the key players of our Association whom we would like to thank very much for their commitment. The Inland Navigation Commission (InCom) published report 154 on mitre gate design and operation, which led to two successful workshops, both in Belgium and in France in November 2017, report 156, which updates the concept of E-navigation and report 173 about the lessons learnt from the design, maintenance and operation of movable bridges and rolling gates. The Recreational Navigation Commission (RecCom) continued its work on report 149 with Chapter 4 about the design of marinas and it published an overview of the 10 years of the handing over of the Marina Excellence Design ‘Jack Nichol’ Award to the best marina designers. Finally, the Maritime Navigation Commission (MarCom) published the abridged field version of report 144 on the classification of soils and rocks for the maritime dredging process.

Allow me to underline some future actions of our Association.

In Pittsburgh during the Council meeting we managed to organise better our statutory meetings by reducing the number of meetings from three to two each year and by inviting also the Secretaries of the National Sections, as they play a key role in the management of the national networks, as well as by organising a break in our international conferences before our congresses, as they seem to come back every year. The execution of these new arrangements will start as from 2019.

As you know as well, our Strategic Plan started in 2014 and will come to an end this year in 2018 and the time has come to update it for the period 2019-2023. Certain requests to modernise our statutory meetings were also launched, both during the Council meeting in Rio de Janeiro as during our Annual General Assemblies of 2016 in Bruges and of 2017 in Cairns. In order to meet these requests, we chose to draft the new Strategic Plan by focusing on two parallel points: drafting a Marketing Plan with the help of the Promotional Commission (ProCom), thanks to a basic document thoroughly prepared by our
Secretary-General Geert Van Cappellen, and proposing a brainstorming session to our Council in February 2018 for four subgroups of Council members about some ten fundamental questions dealing with the future of our Association. Four persons were especially committed to take the lead in this brainstorming session and I would like to thank them for their commitment: Francisco Esteban Lefler, Milou Wolters, Pablo Arecco and Liina Härm. We hope to finish this exercise and to come to a renewed version of the Strategic Plan for execution before fall with the support of the National Sections.

But by determinedly looking towards the future this year by making plans until 2023, we don’t want to forget the two major events in 2018, the Congress in Panama in May, thanks to our Panamanian Members and the Autoridad del Canal de Panamá (ACP), whom we need to thank for their commitment in the organisation of this Congress, despite the difficult task of the exploitation of the expansion of the canal. PIANC stays the leading Association for those who want to improve and adjust the big global routes in favour of the shipping industry in a sustainable way. In October in Seville, our Spanish Section will organise another edition of the Mediterranean Days, assisted by our Italian and French Sections: we would like to thank them as well.

We hope to see many of you in Panama for our next Congress!

The President of PIANC
Geoffroy Caude

2 MESSAGE DU PRÉSIDENT

Chers collègues et amis de PIANC,

L’année qui vient de s’achever a été marquée par de nombreux changements pour notre association. Trois passages de témoin se sont opérés successivement au sein des membres du bureau exécutif : d’Elio Ciralli à Esteban Biondi pour la commission de la navigation de plaisance, de Harald Köthe à Todd Bridges pour la commission pour l’environnement et de notre secrétaire général Louis Van Schel à Geert Van Cappellen. Chacun à sa façon a imprimé sa marque personnelle à notre œuvre collectif et tracé pour PIANC une route originale, ce dont nous avons tenu et tenons à les en remercier tout en mesurant la difficulté pour leurs successeurs de poursuivre le haut niveau d’implication constante qu’ils ont démontré si brillamment. L’honariat qui leur a été attribué traduit bien la reconnaissance que nous avons tous à leur endroit. Parallèlement, nous avons accueilli un nouveau vice-président australien, Neil Lawson, lors de l’assemblée générale de Cairns.

Geert Van Cappellen vous parlera plus longuement dans sa préface des événements marquants qui se sont égrenés tout au long de l’année passée : qu’il s’agisse de la conférence du mois de mars sur l’adaptation au changement climatique de Bruxelles préparée avec nos partenaires de la coalition « Navigating a Changing Climate » initiée lors de la COP 21 à Paris, de notre assemblée générale annuelle du mois de juin au bord de la grande barrière de corail à Cairns en Australie, où nous avons pu remercier abondamment Louis Van Schel de ses dix-huit années accomplies au service de notre association ; de la conférence PIANC-SMART Rivers de septembre de retour à Pittsburgh pour sa quatrième édition sur son lieu fondateur au confluent des rivières Allegheny et Monongahela qui se rejoignent pour former l’Ohio ; de la conférence nordique NordPIANC de Stockholm ; ou encore de nos réunions statutaires du mois de février 2018 à nouveau au siège de notre association à Bruxelles. Qu’il me soit permis ici d’en féliciter plus particulièrement les sections australienne, américaine et suédoise qui ont fait un remarquable travail tant dans la préparation du contenu, que dans leurs choix d’intervenants de qualité ou dans la pertinence des lieux retenus.

Laissez-moi aussi parcourir avec vous notre liste de publications, fruit du travail intense des membres des groupes de travail qui y ont contribué, qui représentent à plus d’un titre le fer de lance de notre association et que nous remercions vivement de leur implication. La commission pour la navigation
intérieure (InCom) a publié le rapport 154 sur la conception des portes busquées d’Écluse qui a donné lieu à deux présentations réussies en Belgique et en France au mois de novembre 2017. Le rapport 156 qui actualise le concept d’e-navigation et le rapport 173 sur les leçons tirées de la conception, de l’exploitation et de la maintenance des ponts mobiles et des portes d’Écluses roulantes. La commission de navigation de plaisance (RecCom) poursuit son travail fondateur avec le chapitre 4 du rapport 149 sur la conception des marinas et passe en revue les dix années d’attribution du prix ‘Marina Excellence Design ‘Jack Nichol’ aux meilleurs concepteurs de ports de plaisance. Enfin, la commission maritime (MarCom) a publié une version abrégée du rapport 144 relatif à la classification des matériaux marins dragués.

Plusieurs lignes de force de l’avenir de notre association méritent d’être soulignées à votre attention.

A Pittsburgh, lors du conseil d’administration nous sommes parvenus à mieux organiser nos séances statutaires en réduisant à terme le nombre de trois à deux par an, en y associant davantage les secrétaires des sections nationales, qui jouent un rôle clé dans l’animation des réseaux nationaux et en organisant à terme une pause dans nos conférences internationales avant nos congrès, car celles-ci avaient tendance à revenir chaque année. La mise en place de cette nouvelle organisation se mettra progressivement en place à partir de 2019.

Comme vous le savez aussi notre plan stratégique a commencé en 2014 et s’achèvera à la fin de cette année 2018 et le temps était venu de l’actualiser pour la période 2019-2023. Plusieurs demandes de modernisation de nos séances statutaires s’étaient aussi faites jour tant lors du conseil d’administration de Rio de Janeiro que lors de nos précédentes assemblées générales de 2016 à Bruges et de 2017 à Cairns. Pour répondre à ces demandes, nous avons choisi de construire le nouveau plan en travaillant sur deux registres parallèles : mettre au point un plan marketing avec l’aide de la commission de promotion (ProCom), grâce à un travail fondateur réalisé avec beaucoup de soin par notre secrétaire général Geert Van Cappellen et proposer à notre conseil une séance de réflexion collective réalisée en février 2018 par quatre sous-groupes de membres du conseil autour d’une dizaine de questions fondamentales posées sur l’avenir de notre association. Quatre personnes se sont particulièrement engagées pour accompagner cette réflexion liminaire et je tiens à les remercier spécialement de leur engagement : il s’agit de Francisco Esteban Lefler, de Milou Wolters, de Pablo Arecco et de Liina Härm. Nous espérons pouvoir mener à terme ce travail et aboutir à la fois à un plan stratégique rénové et à un plan d’actions stratégiques de mise en œuvre d’ici l’automne avec le concours des sections nationales.

Mais en nous tournant résolument vers l’avenir cette année en nous projetant à l’horizon 2023, nous ne négligeons pas pour autant les deux grands rendez-vous de l’année 2018, celui du Congrès de Panama du mois de mai, qui vous confirmera si il était besoin combien grâce à nos membres panaméens et à l’autorité en charge de ce canal, ACP, que nous tenons à remercier de son implication dans l’organisation de ce congrès malgré la lourde tâche que représente depuis son inauguration l’exploitation de cette voie élargie. PIANC demeure bien l’association incontournable au service de ceux qui décident d’améliorer et d’adapter les grandes routes maritimes mondiales au bénéfice de l’industrie du shipping et dans une perspective de développement durable. En octobre, à Séville notre section espagnole saura redonner une nouvelle impulsion aux journées méditerranéennes aux côtés des sections italienne et française : qu’elle en soit également remerciée.

Nous espérons bien vous retrouver nombreux à Panama pour notre tout prochain congrès !

Le Président de PIANC
Geoffroy Caude
Dear readers, dear colleagues of PIANC,

It is for the very first time that I address you in this Yearbook in my position as Secretary-General of PIANC. As you may know, at the occasion of the AGA in Cairns, Australia in June 2017, I was appointed as the new Secretary-General. First of all, I would like to thank my predecessor Louis Van Schel for the outstanding job he has done. He was our ninth Secretary-General since the function was created in 1901. In this capacity he served PIANC from 1999 until 2017, or a full 18 years. This makes him the third longest serving Secretary-General of our beautiful organisation. Only M.J. Millecam (1928-1956, 28 years) and H. Vandervelde (1959-1991, 32 years) had longer mandates. Louis Van Schel, as a true genuine administrator, has left PIANC in a favourable position. PIANC has a sound financial foundation and more importantly, he made sure that PIANC HQ is manned with a very competent staff. I would like to thank An, Leen and Sabine for assisting me in a very fluent transition period.

The Year 2017

Although 2017 may have been a transition year for the General Secretariat, PIANC had a very good year with plenty of events. We started with the ‘Navigating a Changing Climate’ Conference in March in Brussels. This conference was a result of the Think Climate Coalition, which is an unprecedented co-operation of PIANC with partners, such as IAPH, IHMA, IMPA, IBTA, EuDA, SFC, ESPO, IMarEST and IWI.

In June, we had our Annual General Assembly (AGA) in Cairns, Australia back-to-back with the Australasian Coasts and Ports Conference. Cairns is located as gateway to the Great Barrier Reef. This unique location offered an exquisite technical tour seeing the damage of global warming on the reef firsthand. Endeavouring to protect this World Heritage site creates on the other hand real challenges with regard to nautical accessibility of Eastern Australian ports due to dredging restrictions. At this occasion, a resolution was adopted dealing with this topic. It was also very fitting that the winner of the De Paepe-Willems Award (DPWA) 2017 was Mr Boudewijn Decrop of IMDC with his paper entitled ‘Towards a Better Prediction of Dredging Plumes: Numerical and Physical Modelling of the Near-Field Dispersion’. As a matter fact, it deals with reducing the environmental impact of dredging. Finally, our PIANC Young Professionals had their Biennial Technical Visit in Australia, coinciding with the AGA in Cairns.

In September, the PIANC Inland Navigation Commission (InCom) gathered in Pittsburgh for PIANC-SMART Rivers 2017, which had an excellent programme and a good attendance. The US-Section really exceeded itself at this occasion. Very attentive conference attendees may have seen behind the screens that USACE was feverously working because they were dealing with a string of devastating hurricanes hitting US-territories. Shortly afterwards in the same month, the Swedish Section hosted the NordPIANC Meeting in Stockholm. For me, it was a first encounter with a regional PIANC event. I can only encourage others to follow this fine example. A smaller-scale event maybe, but with high-quality presentations and far more intensive networking possibilities, it was again an excellent edition!

It is not my intention to go into further details, but those who have become curious can read more details about all these events in this Yearbook.

The Future

Over the past few months, a lot of people have come up to me to ask what direction PIANC will move into in the next few years. You may be aware that the current Strategic Plan is valid until the end of 2018. As such, work has begun to draft a new Strategic Plan and, a ‘first’ for PIANC, also a Marketing Plan. PIANC stands for a vast base of experience and knowledge. Something we can still improve, is our communication. Not only work is progressing on a new and more user-friendly website, this Yearbook you are reading, is the first ever version which will be only digitally available. The bulk of the
PIANC professionals have grown up with computers or have at least 30 years of experience with them. In this modern age and time it didn’t make much sense anymore to go for printed version. As PIANC we are committed in contributing to environmentally friendly solutions and to increase sustainability. This applies not only to our technical work on infrastructure but also to our own internal working. As such, printing the Yearbook in Belgium and sending it to the four corners of the world of which some are lost by the postal services and others are returned to us being not deliverable, can hardly be called sustainable. Another ambition we have at PIANC, is to expand our membership. It is our strong desire to provide to you a bigger world-class network of professionals with whom to engage. We will make you as member and the value you get for your PIANC membership our first priority. Undoubtedly you will, dear reader, hear and read more on this subject in the future. In the meantime, I hope you will enjoy the PIANC Yearbook 2017. I hope to see you all in Panama!

The Secretary-General of PIANC
Geert Van Cappellen

4 RAPPORT DES ACTIVITÉS DU SECRÉTAIRE GÉNÉRAL DE PIANC EN 2017 PAR M. GEERT VAN CAPPENLEN, SECRÉTAIRE GÉNÉRAL

Chers lecteurs, chers collègues de PIANC,

C’est la première fois que je m’adresse à vous en tant que secrétaire général de PIANC dans ce rapport annuel. Comme vous le savez sans doute, à l’occasion de l’AGA à Cairns, en Australie au mois de juin 2017, j’ai été nommé secrétaire général. Tout d’abord, j’aimerais remercier mon prédécesseur Louis Van Schel pour le travail excellent qu’il a fait. Il était notre neuvième secrétaire général depuis que la fonction a été créée en 1901. En cette qualité, il a servi PIANC de 1999 jusqu’en 2017, c’est-à-dire pendant 18 ans. Ainsi, il occupe la troisième place au sein des secrétaires général ayant servi notre belle organisation le plus longtemps. Seul M.J. Millecam (1928-1956, 28 ans) et H. Vandervelde (1959-1991, 32 ans) ont eu des mandats plus longs. Louis Van Schel, comme un vrai gestionnaire, a laissé PIANC dans un état favorable. PIANC a une fondation financière stable et ce qui est encore plus important, il s’est assuré que le secrétariat général de PIANC soit doté de personnel compétent. J’aimerais remercier An, Leen et Sabine pour m’avoir aidé de manière efficace dans une période de transition.

L’année 2017

Bien que l’année 2017 ait marqué une année de transition pour le secrétariat général, PIANC a connu une année pleine d’événements. Tout d’abord, il y a eu la conférence ‘Navigating a Changing Climate’ au mois de mars à Bruxelles. Cette conférence était le résultat de la Coalition ‘Think Climate’, qui est une coopération sans précédent de PIANC avec des partenaires, tels qu’IAPH, IHMA, IMPA, IBTA, EuDA, SFC, ESPO, IMarEST et IWI.


Au mois de septembre, la commission pour la navigation intérieure de PIANC (InCom) s’est réunie à Pittsburgh pour la conférence PIANC-SMART Rivers 2017, avec un programme excellent et une bonne
participation. La section américaine s'est vraiment surpassée à cette occasion. Les participants très attentifs peuvent avoir remarqué en coulisse que l’USACE travaillait avec fédérilité vu qu’il se trouvait confronté à une série d’ouragans affectant les territoires des Etats-Unis. Peu après, dans le même mois, la section suédoise accueillait les participants de la conférence NordPIANC à Stockholm. Pour moi, c’était la première expérience d’un événement régional de PIANC. Je ne peux qu’encourager d’autres à suivre cet excellent exemple. Bien qu’il s’agisse d’un événement plus petit, avec des présentations de haute qualité et avec des possibilités de travail en réseau très intenses, on peut de nouveau parler d’une édition excellente ! Je n’ai pas l’intention d’entrer dans les détails, mais ceux qui veulent en savoir plus, peuvent trouver plus de précisions sur tous ces événements dans ce rapport annuel.

L’avenir

Dans les mois passés, beaucoup de gens m’ont demandé quelle direction PIANC allait suivre dans les années qui suivent. Vous savez sans doute que le plan stratégique actuel n’est en vigueur que jusqu’à la fin de 2018. De ce fait, des efforts ont été faits pour rédiger un nouveau plan stratégique, ainsi que, pour la première fois dans l’histoire de PIANC, un plan de marketing. PIANC représente une base stable d’expérience et de connaissance. Un point que nous pouvons encore améliorer, c’est notre communication. Non seulement le travail progresse pour créer un site internet tout neuf et agréable d’emploi, le rapport annuel que vous êtes en train de lire maintenant est la première version qui n’est disponible que de manière digitale. La plupart des professionnels au sein de PIANC ont été élevés avec des ordinateurs ou ils en ont déjà au moins 30 ans d’expérience. Dans cette époque moderne, cela n’avait plus beaucoup de sens d’avoir encore une version imprimée. PIANC s’engage à contribuer à des solutions écologiques et à augmenter la durabilité. Ceci ne s’applique non seulement à notre travail technique sur le plan de l’infrastructure, mais aussi à notre propre fonctionnement interne. Dans ce contexte, imprimer un rapport annuel en Belgique et l’envoyer aux quatre coins du monde, duquel certaines copies seront perdues par les services postaux et d’autres copies seront retournées, n’est pas ce qu’on appellerait une action contribuant au développement durable. Une autre ambition de PIANC est d’augmenter le nombre de nos membres. Nous aimerions fortement vous permettre de participer à un réseau international accru de membres de notre association. Sans aucun doute, cher lecteur, vous apprendrez et lirez-vous davantage à ce sujet dans l’avenir. Entre-temps, je vous souhaite une bonne lecture de ce rapport annuel 2017 de PIANC. Je me réjouis de vous voir tous au Panama !

Le Secrétaire Général de PIANC
Geert Van Cappellen
5 PUBLISHED IN 2017

InCom report 156 – ‘E-Navigation for Inland Waterways 2017’
April 2017 issue

InCom report 154 – ‘Mitre Gate Design and Operation’
August 2017 issue

InCom report 173 – ‘Movable Bridges and Rolling Gates Design, Maintenance and Operation – Lessons Learnt’
August 2017 issue

RecCom report 177 – ‘10 Years of the Marina Excellence Design ‘Jack Nichol’ Award (MEDA)’
August 2017 issue

RecCom report 149/part IV – ‘Guidelines for Marina Design’
August 2017 issue

MarCom report 144 – ‘Classification of Soils and Rocks for the Maritime Dredging Process – Abridged Field Version’
September 2017 issue
### 6 TOP 10 BESTSELLERS IN 2017

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### 7 TOP 10 DOWNLOADED BY PIANC MEMBERS IN 2017

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8 PIANC’S SISTER ASSOCIATIONS

IAPH
International Association of Ports and Harbors
http://www.iaphworldports.org

CCNR
Central Commission for Navigation on the Rhine
http://www.ccr-zkr.org

ICOMIA
International Council of Marine Industry Associations
http://www.icomia.com

IALA
International Association of Lighthouse Authorities
http://www.iala-ism.org

HMA
International Harbour Masters Association
http://www.harbourmaster.org

TYHA
The Yacht Harbour Association
http://www.tyha.co.uk

IMPA
International Maritime Pilots’ Association
http://www.impahq.org

GMI
Global Marina Institute
http://globalmarinainstitute.net/

MEDCruise
The Association of Mediterranean Cruise Ports
http://www.medcruise.com/

IADC
International Association of Dredging Companies
https://www.iadc-dredging.com/
8.1 THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH)

8.1.1 IAPH World Ports Conference 2017

The International Association of Ports and Harbors (IAPH) convened in Bali, Indonesia on 7-12 May 2017 for its 30th IAPH World Ports Conference.

As our vision goes, IAPH strives to offer a forum for ‘Industry Collaboration and Excellence’, and the Bali conference offered an excellent platform for sharing best practices and experience.

The conference attracted more than 650 delegates, accompanying persons, guest speakers, sponsors and exhibitors from 50 countries in the world, and nearly 40 presentations were made, focusing on the banner conference theme of ‘Enabling Trade, Energising the World’, at the following working sessions:

- New Port Projects and The Effect of Special Economic Zone on the Port Growth
- Hinterland Connectivity and Multimodal Logistics
- The Evolution of Global Shipping Industry and Shipping Routes
- Maritime Transport Network and Port Innovation
- Collaboration Opportunities to Strengthen Cooperation and Sustainability among Ports
- Indonesia Maritime Transformation

8.1.2 New Governing Body and New Initiatives

It was the very first IAPH conference staged since the entering into force of the new IAPH constitution in June 2016. Externally, the conference looked almost the same from the previous ones, but internally from the standpoint of IAPH members attending, it looked totally brand new, offering more speedy and focused way of discussing and deciding on household matters in this rapidly changing world.

8.1.3 World Ports Sustainability Programme (WPSP)

For instance, the Board/Council, the governing body of IAPH, decided that the World Ports Climate Initiative (WPCI) that has been in place since 2008 will be extended to address not only climate action but a full range of sustainable port development challenges the industry faces and reinvented as the World Ports Sustainability Programme (WPSP).

To deal with a transition from WPCI and WPSP and to launch an inaugural WPSP conference, on 22-23 March 2018, a Working Group was established, comprising members selected from the ports of Antwerp, Amsterdam and Rotterdam. The conference is expected to attract not only port managers and directors from across the world, but also representatives of PIANC, ESPO, AAPA and AIVP, with whom IAPH enjoys a good working relationship.

More specifically, WPSP will comprise the following three structures:

1. Library of existing products and best practice
2. Platform for ongoing projects
3. Laboratory for new projects and collaborations

It will address and deal with the following five thematic areas:

1. climate and energy
2. societal integration of ports
3. future proof infrastructure
4. governance and ethics
5. safety and security
In brief, WPSP will be identifying how the global port sector can contribute to the 17 Sustainable Development Goals (SDGs) adopted by the United Nations in 2015 and assisting the industry to increase the efficiency and sustainability of their day-to-day port operations by actively promoting ‘Smart Port’ concept and ‘Digitalisation’.

8.1.4 Co-Operation with IMO and our Long-Term Strategy

In the context of IMO, from whom IAPH is granted a NGO consultative status, IAPH continues to work ever more closely with IMO in developing a comprehensive global strategy on the reduction of greenhouse gas (GHG) emissions from both land-based and maritime sources. Ports are vulnerable to the effects of climate change, such as sea level rise and extreme weather conditions, and we are determined to provide IMO with a port manager’s view on the subject.

In doing so, IAPH as a global alliance of some 180 ports in 90 countries can surely promote the interests of ports worldwide and share best practices among our members. As with any industry-based organisation our strength is our membership who are determined to contribute to the 17 Sustainable Development Goals (SDGs) adopted by the United Nations in 2015, thus increasing the efficiency and sustainability of their day-to-day port operations for the benefit of all our stakeholders on a long-term basis.
8.2 INTERNATIONAL COUNCIL OF MARINE INDUSTRY ASSOCIATIONS (ICOMIA)

8.2.1 The International Trade Association Representing the Global Marine Industry
- A STRONG AND UNITED VOICE WHEN DEALING WITH ISSUES CHALLENGING THE INDUSTRY
- 34 national boating federations in one global organisation
- Maintains close dialogue with international bodies, national governments and other regulatory authorities on behalf of its members
- Produces internationally agreed standards to ensure high quality and safety of industry’s products
- Removes all barriers to trade, wherever they may exist
- Facilitates the growth and promotion of boating
- Represents an agreed international industry opinion on environmental matters related to boating and seeks to minimise any adverse effects of boating on the marine environment

www.icomia.com

8.2.2 ICOMIA’s Recreational Boating Industry Statistics
An international compilation of data covering the industry’s diversified and varied segments.
Only € 800 | 50% off for ICOMIA members and their members

8.2.3 ICOMIA Environment Guide (IEG)
Clear and concise outlines of the latest environmental legislation affecting the EU, US, Asia and Australia plus international organisations such as IMO.
Only € 300 for 12-month subscription

8.2.4 ICOMIA Technical File Generator
Unique software package that simplifies the entire process of creating and managing compliance documentation required by the Recreational Craft Directive.
Visit www.icomia.tech for more information

8.2.5 Standards Bulletin
Early notification on changes to existing standards and modifications to production methods; as developed and maintained by the ISO Technical Committee for Small Craft Standards (TC 188). FREE for members!

8.2.6 ICOMIA Quarterly Economic Statistics Report
Quarterly information on global economic development and features categories such as the Producer Price Index and the Big Mac Index. FREE for members!

8.2.7 Half-Year Trend Report
Recent economic trends in the global recreational boating industry as well as the general outlook for the coming year. FREE for members!

8.2.8 ICOMIA Equipment Distributors Database
List of equipment distributors in the ICOMIA member countries. FREE for members!

8.2.9 Scanlings Calculator and Keel Checker
Excel-based software for boatbuilders with limited time or expertise to conduct their own scantling calculations on the basis of ISO 12215-5. Keel Checker: A tool for assessing whether keel designs are within the parameters of ISO 12215 Part 9. FREE for members!
8.2.10 ICOMIA’s Global Conformity Guidelines
Detailed guidance for boatbuilders needing to comply with the alternative Standards system. FREE for members!

8.2.11 ICOMIA Technical Guides
Recognised Guidelines and Standards, including ‘Electromagnetic Compatibility (EMC) Assessment Recommendations’ and ‘Minimum Acceptable Finish and Appearance for Superyacht Gloss Coatings’ etc. FREE for members!

8.2.12 Guide to the Recreational Craft Directive
Interactive guide for boatbuilders providing information on how to safely manufacture, import, distribute and sell products on the EU single market, EEA and Switzerland. FREE for members!

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8.3 INTERNATIONAL ASSOCIATION OF LIGHTHOUSE AUTHORITIES (IALA)

January  e-Navigation Underway International Conference, Denmark
February  Workshop on common phraseology and procedures for VTS communications, Indonesia
March     ENAV 20, HQ
          VTS43, HQ
          Workshop on Sustainably Light & Power for the next generation, Germany
          ENG6, HQ
April     1st Preparatory Diplomatic Conference, Paris
          ARM 6, USA
          Worldwide Academy Regional Risk Management Workshop, Saint Kitts and Nevis
May      Worldwide Academy Safety of Navigation Seminar, India
          Worldwide Academy e-Navigation and GNSS Seminar, France
June     Council 64, Republic of Korea
          e-Navigation Underway Asia-Pacific Conference, Republic of Korea
September ENAV 21, HQ
          VTS 44, HQ
          Worldwide Academy Risk Management Course, China
October  e-Navigation Underway North America Conference, Canada
          ENG 7, HQ
          ARM 7, HQ
November Seminar on Arctic Navigation, HQ
          Workshop on How to run the MCP, E2 project, HQ
December Council 65, HQ
8.4 INTERNATIONAL HARBOUR MASTERS ASSOCIATION (IHMA)

2017 was the year that cemented IHMA’s close working relationship with PIANC on a number of high profile initiatives. IHMA’s President, Captain Kevin Richardson, and Secretary, Anne Carnegie, had the honour of participating in the PIANC led international Navigating a Changing Climate conference held in March 2017. There was much in the conference content that was highly relevant to harbour masters including the key-note from the CEO of the Port of London Authority explaining the legislative background to its response to climate change and how it is adapting its operations to the climate change challenge, and taking its river and port users along with it. Port of London Authority is the host port of IHMA’s eleventh biennial congress to be held on 25-28 June 2018 and we are looking forward to welcoming Jan Brooke, PIANC Mentor of Working Group 178, who will speak on ‘The Changing Climate: Why it Matters to Harbour Masters’. IHMA’s Secretary Anne Carnegie has participated in PIANC WG 178 – ‘Adapting Waterborne Transport Infrastructure to Climate Change’ and recognises the value of the forthcoming guidance to all those with an operational responsibility for the safety of navigation in harbours and ports around the world whatever their size or governance.

The 9th European Harbour Masters’ Committee Seminar held at Port Tanger Med in May 2017 and coordinated by EHMC Secretary Ms Ingrid Römers, Port of Rotterdam, attracted an excellent attendance including a number of members from outside of Europe to consider the theme ‘Port Choice’ which had strong resonance with this year’s IMO World Maritime Day theme ‘Connecting Ships Ports and People’. The vision to create an internationally connected port from scratch and the sheer scale of the development at Port Tanger was quite awe inspiring and reminded all those who attended of the importance of providing opportunities for all professionals with interests in port infrastructure and operations to work alongside one another.

Safety interests relevant to harbour masters have included the updated recommendations from IACS on Anchoring, Mooring and Towing Equipment and in particular the revisions to the recommended number and strength of mooring lines. IHMA is a recognised NGO with consultative status at the IMO and can contribute to the business of the IMO within its field of competence. IHMA has participated in the ‘Safe Mooring Design’ Correspondence Group of the Ship Design and Construction Sub-Committee. IHMA has also supported the activation of the IMO/IHO Harmonisation Group on Data Modelling (HGDM) to work on the output of ‘develop guidance on the definition and harmonisation of the format and structure of Maritime Service Portfolios’. At this group’s first meeting in October 2017, IHMA member Captain Ben van Scherpenzeel, Port of Rotterdam, gave a presentation on ‘functional definitions for port information’ launched in September which focus on improving communications between ships and ports using clear and authoritative definitions for the various terms used in daily operations. The widespread use of these definitions has the potential to improve efficiency, security and safety in ports. The definitions have been collated in an intermediate document and will be incorporated in the next version of the Mariners Handbook (NP100) to be published in August 2018. The document can be downloaded from the public area of the IHMA website: http://www.harbourmaster.org/nautical-port-info.php.

IHMA congratulates PIANC on its continuing efforts to bring together partners of the ‘Think Climate Coalition’, of which it is proud to be a founding member, and looks forward to further close cooperation with PIANC in the year ahead.
8.5 INTERNATIONAL ASSOCIATION OF DREDGING COMPANIES (IADC)

Established in 1965, the International Association of Dredging Companies (IADC) is an umbrella organisation for private dredging companies working in the open market. Dedicated to promoting the skills, integrity and reliability of its members as well as the dredging industry as a whole, the association is comprised of more than one hundred main and associated members. Together, IADC’s members represent the forefront of the dredging industry.

8.5.1 Spreading the Word About Dredging

For more than 50 years, IADC has executed – and continues to execute – its mission of disseminating information about dredging to those working within the dredging industry and in related fields. To achieve its mission, the association engages in:

- **Educating** individuals and parties such as stakeholders, authorities, government bodies and other industries about dredging.
- **Informing** individuals and parties about the economic, social and environmental aspects of dredging.
- **Promoting** a sound business climate by supporting fair contract conditions and competition within dredging markets as well as the industry as a career path.
- **Networking** with other maritime and related organisations.
- **Connecting** with its members to ensure the highest Standards of Professional Conduct are achieved throughout the industry.

The association spearheads diverse activities and projects to realise its goals of educating, informing, promoting, networking and connecting with both its members and a wider audience beyond the dredging industry.

8.5.2 Centralising and Sharing Industry Knowledge

Throughout 2017, IADC engaged in activities which demonstrated its ambition to be an information provider in the maritime infrastructure-related sectors. To affirm its role as a knowledge centre, the association restructured its website to centralise its information while additionally making the content accessible to a broad audience. With literature and publications categorised by subject, the Knowledge Centre is user-friendly and now ready for use on IADC’s website.

The association transfers cutting-edge knowledge to a wider audience through the publication of specialised literature authored by leading experts in the field. The IADC’s flagship publication ‘Terra et Aqua’ featured in-depth articles on ports and harbour-related topics, such as ‘Integrated Method for Optimal Channel Dredging Design’, ‘Proven Benefits of Polymer Use in the Treatment of Sediments in Dredging Projects’ and ‘An Improved Integrated Approach for Optimising Shipping Channel Capacity for Australian Ports’. In addition to publishing valuable information on cutting-edge innovations on a quarterly basis, a redesign of the journal’s layout has been made for the first time in 13 years. With a refreshed look and the inclusion of interviews with leaders of related industries, the new and improved ‘Terra et Aqua’ will debut in March of 2018. Free for subscribers, the journal is available in both print and digital formats.
Another educational tool, ‘Facts About’ is a series of digital brochures which give an introduction and overview of relevant subjects in the fields of dredging and maritime construction. The series was extended in 2017 to include an update of available information regarding the Building with Nature concept as well as an introduction to strategies for Coastal Protection. IADC released the annual report *Dredging in Figures 2016*, setting forth the annual dredging turnover realised in the open markets.

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**8.5.3 Dredging for Sustainable Infrastructure Book**

A collaboration between CEDA and IADC, the new publication ‘Dredging for Sustainable Infrastructure’ has reached the final stages of development. The up-to-date guidebook will serve as an invaluable resource for those responsible for delivering waterborne infrastructure projects with longevity which need to do more than just the basics. Representing project owners, international institutes, dredging contractors, consultants and manufacturers, the international team of expert authors has been amassing the information presented in ‘Dredging for Sustainable Infrastructure’ for nearly five years. Opening with a discussion of the broader picture in which dredging operates, the book then progresses into an in-depth explanation of specific aspects. The book will be available in 2018 and a special two-day conference about the book’s topical matters will be held in Amsterdam, the Netherlands from 19-20 November 2018.

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**8.5.4 Promoting Awareness Through Recognition**

To show its commitment to promoting safety in the dredging industry, the association bestows its annual Safety Award to encourage the development of safety skills on the job and reward people demonstrating diligence in safety awareness in the performance of their profession. Nominations were open to members as well as any company active in the dredging industry. A solution submitted by a team of employees from Jan De Nul, Transport of Pipeline Optimisation, was selected as the winner. A video showing the award-winning innovation is available on IADC’s website.
To reinforce the importance of safety within the industry, articles discussing the subject are regularly published in ‘Terra et Aqua’. Last year’s articles included ‘Safety on Site’, an overview of noteworthy Safety Award nominations as well as an in-depth explanation of the Safety Award 2017-winning solution.

### 8.5.5 Educating Through Practical Means

IADC’s seminar on Dredging and Reclamation aims to educate the association’s target groups – individuals, companies or industries interacting with dredging activities and could benefit from information about the industry’s many aspects – how to optimise the chances of the successful completion of a project. Through a combination of classroom-setting lectures, workshops and a site visit to a shipyard or active project site, participants learn specialised knowledge first-hand from lecturers who are seasoned experts employed at IADC’s member companies. Over 80 participants originating from a host of international locations attended 2017’s seminars held in Abu Dhabi, Delft and Singapore.

An impactful way of educating a broad and globally dispersed audience is through webinars. The audio-visual format is an effective and interactive tool which can be accessed by many international viewers. A webinar about the ‘FIDIC Standard Form of Contract for Dredging and Reclamation Works – Second Edition’ was held. Entitled FIDIC Blue Book Second Edition, the webinar was led by two legal experts that were members of the working group which wrote the publication and offer exclusive insight into usage of the recently released contract documents. After the webinar’s debut, it has been accessible – along with all past webinars produced by the association – on IADC’s website and YouTube channel and will remain available indefinitely for use as a professional resource.

### 8.5.6 Co-Operating for Superior Results

The association continuously engages in collaborations with various organisations. A member of PIANC for many years, IADC participates in several PIANC commissions. Since signing a Memorandum of Understanding (MoU) in 2016, IADC and PIANC continue to emphasise the strong relationship between both organisations is enforced through participation in each other’s working groups and conferences. IADC renewed its MoU with the IHE Delft Institute for Water Education to continue jointly educating interested individuals about the dredging and marine-related sectors. In addition to CEDA and IADC’s preparations for the new guidebook ‘Dredging for Sustainable Infrastructure’, IADC’s President Frank Verhoeven was invited to deliver the conference’s keynote speech at CEDA Dredging Days 2017.
PIANC USA is sad to announce the passing of Harry Cook. He passed away at the end of January 2017 from a stroke, surrounded by his family.

For 39 years, before he retired in 2003, Mr Cook was chief executive of the National Waterways Conference. A PIANC member since the 1960s, he was a U.S. Commissioner from 1978 until 1985 and, since then, a Commissioner Emeritus. He served as an International Vice-President from 1996 until 1997 and then as an International Honorary Member. He also was a PIANC USA Fellow. Earlier, he was a newspaper reporter, Congressional staffer, and Governor's press secretary. He also served as the editor of ‘Capitol Currents’, a newsletter published by the Waterways Council, Inc.

Last but not least, he really became PIANC’s unofficial photographer – he always had a camera in his hand and would go around taking pictures of PIANC event attendees. Harry travelled all over the world working within the waterways industry, with his true love Dolores (who sadly passed away the year before) always by his side. They were respected and loved by all who knew them, and are bitterly missed by their family and friends. Harry and Dolores will truly be missed. Harry was a loving husband, father, and grandfather, and is remembered and loved by his son Christopher, daughter-in-law Emily, and grandsons William and Phillip.

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