PIANC’S PLATINUM PARTNERS

PIANC YEARBOOK 2019

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ISBN: 978-2-87223-005-1
EAN: 9782872230051

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**Note to our readers:** Please note that all contributions have been written prior to the outbreak of the Covid-19 pandemic. Some dates of upcoming events might not always be relevant anymore and we advise you to consult the specific websites for more information.
MESSAGE BY THE PRESIDENT

Dear PIANC colleagues, dear friends,

I was honoured with the duty of the PIANC Presidency at the Annual General Assembly 2019 held in Kobe (Japan) last June, succeeding Geoffroy Caude who, with all merit, has been distinguished as Honorary President of our Association. It is time to thank Geoffroy Caude for his fruitful eight years as PIANC President.

During its 81st meeting, the PIANC Council designated Egbert van der Wal (the Netherlands) as my successor as Chairman of MarCom and Babak Banijamali (Iran) as Vice-Chairman of MarCom. Anna-Lena Pahl (Germany) was appointed as Chairperson of ProCom and a second mandate as Chairman of InCom was approved for Philippe Rigo (Belgium).

The AGA 2019 also appointed Nicholas Pansic (USA) as PIANC Vice-President. Shortly after, Nick had the function to represent PIANC in the Santos Export Forum in Brazil. The AGA Declaration focused on the importance of waterways in Asia and disaster countermeasures in coastal areas, highlighting PIANC's compromise with innovation, cost-efficiency and sustainable development. We warmly thank PIANC Japan for the arrangement of an unforgettable and successful AGA.

The PIANC-SMART Rivers Conference, held in Lyon (France) last September-October, was a central and successful event in 2019 with a record number of participants. We congratulate PIANC France and the Organising Committees for the excellent outcome.

Unfortunately, in 2019, several PIANC colleagues passed away, among others Cornelis van der Burgt, Manuel Marcos Rita, Jean Chapon, Kiichi Okubo and Hugo Velsink. They leave us the lesson of their human virtues and their commitment to the values of our Association over many years.

2019 was the inaugural year for the implementation of the 2019-2023 Strategic Plan and the Marketing Plan, which are leading our activities in this period.

The PIANC Working Groups and Task Groups produced no less than eleven reports (almost one every month!) addressing topics as Cybersecurity, River Information Systems, Renewables and Energy Efficiency, Port Planning on Greenfield sites, Carbon and Environmental Risk Management; they show PIANC's dedication to subjects of utmost relevance for waterborne transport and recreation navigation infrastructure. The Commissions and Working Group members show that they are the genuine core of PIANC, and their effort and dedication is the key for our success. Congratulations and our admiration for their job!

PIANC is achieving a tighter cooperation with its Platinum Partners, with a deeper involvement in the activity and leadership of our Commissions, as well as with our Sister Associations. PIANC signed a Memorandum of Understanding with the World Ocean Council and we also had the opportunity to attend the Central Commission for the Navigation of the Rhine (CCNR) Autumn Plenary meeting, with the relieve in its Presidency last December.

PIANC's Young Professionals are extremely active, both in the National Sections and in the international sphere, showing that they are the present of our Association and not only the future. Their Biennial Technical Visit was held in Singapore from 10 to 14 June, following the 2019 Annual General Assembly of PIANC. During the AGA, the first 'Best Performing YP-Group of the Year' award corresponding to the year 2018 was granted to the winners. Hard competition is expected for forthcoming editions due to the many activities performed by the different PIANC YP-Groups.

Regional and national events are increasingly frequent in PIANC and they play a central role in the vitality of the Association. They constitute unique opportunities for collaboration between National Sections, PIANC members and Sister Associations. Examples in 2019 were NordPIANC (Hirtshals, Denmark, 12-13 September 2019) and the 1st PIANC Cambodia Seminar held in Phnom Penh on 24-25 October 2019, which shows Cambodia’s interest in delivering a true participation in PIANC. Relevant events with participation of ExCom members and other PIANC members were likewise held in Brazil,
Spain and other countries. We must highlight the participation of the Chairperson of EnviCom and the Permanent Task Group on Climate Change (PTG CC) in some of the events.

The successful Joint Workshop with CCNR on ‘Cybersecurity in Inland Navigation’, held in Bonn (Germany) last 5th September shows how PIANC faces the current and future challenges of the waterborne transport infrastructure.

RecCom taught its accredited Marina Designer Training Programme (MTDP) course in Amsterdam, at the METSTRADE Show last November with the usual success. This is an excellent means for diffusion of PIANC possibilities of attracting new members.

A relevant milestone has been the participation in COP 25 in Madrid, where Jan Brooke had the opportunity to highlight the potential of the PIANC Working with Nature philosophy in achieving the United Nations Sustainable Development Goals (SDG’s) 14 and 15 by win-win solutions. In the Resilience Roundtable we issued a PIANC Declaration on Climate Change, with a very positive impact.

The breakthrough of the COVID-19 pandemics is having a great impact on PIANC’s scheduled activities: the Annual General Assembly 2020 planned in Bristol had to be re-scheduled for 2021, as well as the PIANC-COPEDEC Conference in Manila, the Philippines. Our procedures for ExCom, Council, General Assembly, Commissions and Working Groups are being adapted to the challenges of the Pandemics in order to keep PIANC on track facilitating our operation. My appreciation to our staff and members of ExCom, Commissions and Working Groups.

Finally, I want to point out the intense and efficient work of our Secretary-General Geert van Cappellen and, of course, the enthusiasm and dedication of the PIANC HQ team: Sabine, An and Leen, key in our operation and in our success in adapting to the challenge of the pandemics.

We are facing the challenges of the pandemics, but we are also oriented to look ahead at the opportunities that arise for PIANC from this crisis.

I wish good health and ‘Fair Winds and Following Seas’ for all PIANC members and friends in our adventure of networking and sharing knowledge on waterborne transport and recreation navigation infrastructure.

Francisco Esteban Lefler
President of PIANC
2 MESSAGE DU PÉRÉSIDENT

Chers collègues de PIANC, chers amis,

J'ai été honoré de la fonction de Président de PIANC lors de l'Assemblée Générale Annuelle 2019 qui s'est tenue à Kobe (Japon) en juin dernier, succédant à Geoffroy Caude qui, avec tout le mérite, a été distingué comme Président d'honneur de notre Association. Il est temps de remercier Geoffroy Caude pour ses huit années fructueuses à la présidence de PIANC.

Lors de sa 81ème réunion, le Conseil de PIANC a désigné Egbert van der Wal (Pays-Bas) comme mon successeur au poste de président de MarCom et Babak Banijamali (Iran) comme vice-président de MarCom. Anna-Lena Pahl (Allemagne) a été nommée présidente de la ProCom et un second mandat de président de l'InCom a été approuvé pour Philippe Rigo (Belgique).

L'AGA 2019 a également nommé Nicholas Pansic (États-Unis) au poste de vice-président de PIANC. Peu après, Nick a eu la fonction de représenter PIANC au Forum des Exportations de Santos au Brésil. La Déclaration de l'AGA a mis l'accent sur l'importance des voies navigables en Asie et des mesures de lutte anti-catastrophes dans les zones côtières, soulignant le compromis de PIANC avec l'innovation, la rentabilité et le développement durable. Nous remercions chaleureusement PIANC Japon pour l'organisation d'une AGA inoubliable et réussie.

La Conférence PIANC-SMART Rivers, qui s'est tenue à Lyon (France) en septembre-octobre dernier, a été un événement central et réussi en 2019 avec un nombre record de participants. Nous félicitons PIANC France et les Comités Organisateurs pour l'excellent résultat.

Malheureusement, en 2019, plusieurs collègues de PIANC sont décédés, entre autres Cornelis van der Burgt, Manuel Marcos Rita, Jean Chapon, Kiichi Okubo et Hugo Velsink. Ils nous laissent la leçon de leurs vertus humaines et de leur engagement envers les valeurs de notre Association pendant de nombreuses années.

2019 a aussi été l'année inaugurale de la mise en œuvre du Plan stratégique 2019-2023 et du Plan marketing, qui dirigent nos activités durant cette période.

Les groupes de travail et les groupes d'action de PIANC ont produit pas moins d'onze rapports (presqu’un par mois !) traitant de sujets tels que la cybersécurité, les systèmes d'information fluviale, les énergies renouvelables et l'efficacité énergétique, la planification portuaire sur les sites vierges, la gestion du carbone et des risques environnementaux ; ils montrent l'engagement de PIANC dans des sujets de la plus haute importance pour le transport par voie d'eau et les infrastructures de navigation de plaisance. Les commissions et les membres des groupes de travail montrent qu'ils constituent le véritable noyau de PIANC, et que leurs efforts et leur dévouement sont la clé de notre succès. Félicitations et notre admiration pour leur travail !

PIANC resserre sa coopération avec ses Partenaires Platinum, en s'impliquant davantage dans l'activité et la direction de ses commissions, ainsi qu'avec ses associations sœurs. PIANC a signé un protocole d'accord avec le World Ocean Council et nous avons également eu l'occasion de participer à la réunion plénière d'automne de la Commission Centrale pour la Navigation du Rhin (CCNR), dont la relève a été assurée par la présidence en décembre dernier.

Les Jeunes Professions de PIANC sont extrêmement actifs, tant dans les sections nationales que dans la sphère internationale, ce qui montre qu'ils sont le présent de notre Association et pas seulement l'avenir. Leur Visite Technique Biennale a eu lieu à Singapour du 10 au 14 juin, à la suite de l'Assemblée Générale Annuelle de PIANC de 2019. Lors de l'AGA, le premier prix du 'Groupe de Jeunes Professions le plus performant de l'année' correspondant à l'année 2018 a été décerné aux lauréats. Une rude concurrence est attendue pour les prochaines éditions en raison des nombreuses activités réalisées par les différents groupes de Jeunes Professions de PIANC.

Les événements régionaux et nationaux sont de plus en plus fréquents au sein de PIANC et ils jouent un rôle central dans la vitalité de l'Association. Ils constituent des occasions uniques de collaboration entre les sections nationales, les membres de PIANC et les associations sœurs. Parmi les exemples en 2019, on peut citer le NordPIANC (Hirtshals, Danemark, 12-13 septembre 2019) et le 1er séminaire
de PIANC du Cambodge qui s'est tenu à Phnom Penh les 24-25 octobre 2019, ce qui montre l'intérêt du Cambodge pour une véritable participation à PIANC. Des événements pertinents avec la participation des membres du Comité exécutif et d'autres membres de PIANC ont également eu lieu au Brésil, en Espagne et dans d'autres pays. Nous devons souligner la participation du président d'EnviCom et du groupe de travail permanent sur le changement climatique (PTG CC) à certains de ces événements.

Le succès de l'atelier conjoint avec la CCNR sur la ‘Cybersécurité dans la Navigation Intérieure’, qui s'est tenu à Bonn (Allemagne) le 5 septembre dernier, montre comment PIANC fait face aux défis actuels et futurs des infrastructures de transport maritime et fluvial.

RecCom a organisé son cours accrédité de ‘Marina Designer Training Programme’ (MTDP) à Amsterdam, au salon METSTRADE en novembre dernier, avec le succès habituel. C'est un excellent moyen de diffuser les possibilités de PIANC pour attirer de nouveaux membres.

Une étape importante a été la participation à la COP 25 à Madrid, où Jan Brooke a eu l'occasion de souligner le potentiel de la philosophie ‘Working with Nature’ de PIANC pour atteindre les objectifs de développement durable (SDG) 14 et 15 des Nations Unies par des solutions gagnantes pour tous. Lors de la table ronde sur la résilience, nous avons publié une déclaration de PIANC sur le changement climatique, qui a eu un impact très positif.


Finalement, je tiens à souligner le travail intense et efficace de notre secrétaire général Geert Van Cappelen et, bien sûr, l'enthousiasme et le dévouement de l'équipe du secrétariat général de PIANC : Sabine, An et Leen, qui ont joué un rôle clé dans notre fonctionnement et notre succès dans l'adaptation au défi des pandémies.

Nous faisons face aux défis des pandémies, mais nous sommes également orientés vers l'avenir pour envisager les opportunités qui se présentent à PIANC à cause de cette crise.

Je souhaite une bonne santé et des ‘vents et des mers agréables’ à tous les membres et amis de PIANC dans notre aventure de réseautage et de partage des connaissances sur le transport maritime et les infrastructures de navigation de plaisance.

Francisco Esteban Lefler
Président de PIANC
3 MESSAGE BY THE SECRETARY-GENERAL

Dear members and friends of PIANC,

The year 2019 was an exceptional year with regard to publications. A whopping eleven reports were published. This surely must be a record in PIANC history. Such records don’t appear out of thin air: they are the result of years of commitment by our volunteers in the Working Groups. Therefore, please allow me in this foreword to pay my utmost respect to our Working Group members. On behalf of the entire PIANC family I thank you wholeheartedly! The PIANC community is aware of the hard work it takes, in particular in the final stages of drafting a Working Group report.

Being part of a Working Group and working on a PIANC report is one of the most exhilarating things a PIANC member can do! When I talk to Working Group members, it is one of the most frequently mentioned benefits of joining PIANC. Quite often they say: “Look, I am a senior expert. There is not much more I can learn anymore by attending classes, trainings or webinars. However, teaming up with fellow experts from across the world on this topic, discussing it in detail and publishing a report on it together, was truly a learning experience. Besides that, it puts my company on the map, so my superiors were actually more than willing to give me time for this.” Time and again, I keep hearing such comments. Sometimes, I am truly amazed about the social and corporate responsibility of some of our Corporate and Individual Members.

It is also great news that PIANC managed to reboot the Promotion Commission (ProCom) in 2019, with, for the first time since the establishment of ProCom, a full Chair and an increased group of members. Communication is a vital point which needs to be professionally dealt with by PIANC.

Looking ahead into 2020, PIANC has the ambition to improve various systems, which in turn will hopefully give our membership a better user experience. At the time of writing, I am already aware that 2020 will be a challenging year in many aspects. However, I am confident that PIANC will find a way forward, as PIANC has done in the past. After all, PIANC managed to survive all the great crises of the 20th century. It is maybe still a bit early to fully understand the impact on infrastructure design, construction and usage, but I can tell you that we are already looking forward to incorporating the lessons the current events have to offer in our work.

And on this note, I would like to conclude this foreword by thanking all our members and supporters for sticking with PIANC, in the good times and the bad. In the worst of times, you get to know your true friends. And dear friend, let me tell you: PIANC is here for you!

Geert Van Cappellen
Secretary-General of PIANC
4 MESSAGE DU SECRETAIRE GENERAL

Chers membres et amis de PIANC,

L'année 2019 a été une année exceptionnelle en ce qui concerne les publications. Un nombre impressionnant de onze rapports ont été publiés. Cela doit certainement être un record dans l'histoire de PIANC. De tels records n'apparaissent pas du néant : ils sont le résultat d'années d'engagement de nos volontaires dans les groupes de travail. Par conséquent, permettez-moi dans cet avant-propos de rendre le plus grand respect aux membres de nos groupes de travail. Au nom de toute la famille de PIANC, je vous remercie de tout cœur ! La communauté de PIANC est consciente du travail difficile qu'il faut accomplir, en particulier dans les dernières étapes de la rédaction d'un rapport de groupe de travail.

Faire partie d'un groupe de travail et travailler sur un rapport de PIANC est l'une des choses les plus exaltantes qu'un membre de PIANC puisse faire ! Lorsque je parle aux membres du groupe de travail, c'est l'un des avantages les plus souvent mentionnés de l'adhésion à PIANC. Ils le disent souvent : "Vous voyez, je suis un expert de haut niveau. Je ne peux plus apprendre grand-chose en assistant à des cours, des formations ou des webinaires. Cependant, faire équipe avec d'autres experts du monde entier sur ce sujet, en discuter en détail et publier ensemble un rapport sur le sujet, a été une véritable expérience d'apprentissage. En outre, cela a permis de faire connaître mon entreprise, et mes supérieurs étaient donc tout à fait disposés à me consacrer du temps pour cela". J'entends très souvent des commentaires pareils. Parfois, je suis vraiment étonné de la responsabilité sociale et corporative de certains de nos membres corporatifs et individuels.

C'est également une excellente nouvelle que PIANC ait réussi à redémarrer la Commission de Promotion (ProCom) en 2019, avec, pour la première fois depuis la création de la ProCom, une présidente complète et un groupe de membres élargi. La communication est un point essentiel qui doit être traité de manière professionnelle par PIANC.

À l'horizon 2020, PIANC a l'ambition d'améliorer divers systèmes, ce qui, espérons-le, donnera à nos membres une meilleure expérience d'utilisation. Au moment où j'écris ces lignes, je suis déjà conscient que 2020 sera une année de défis à bien des égards. Toutefois, je suis convaincu que PIANC trouvera une voie à suivre, comme elle l'a fait dans le passé. Après tout, PIANC a réussi à survivre à toutes les grandes crises du 20ème siècle. Il est peut-être encore un peu tôt pour comprendre pleinement l'impact sur la conception, la construction et l'utilisation des infrastructures, mais je peux vous dire que nous sommes déjà impatients d'intégrer dans notre travail les leçons que les événements actuels ont à offrir.

Et sur cette note, j'aimerais conclure cet avant-propos en remerciant tous nos membres et sympathisants d'être restés fidèles à PIANC, dans les bons comme dans les mauvais moments. Dans les pires moments, on apprend à connaître ses vrais amis. Et cher ami, permettez-moi de vous dire : PIANC est là pour vous !

Geert Van Cappellen
Secrétaire Général de PIANC
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5 PUBLISHED IN 2019

**InCom WG-Report 141**
‘Design Guidelines for Inland Waterway Dimensions’
January 2019 issue

**InCom Task Group Report 204**
‘Awareness Paper on Cybersecurity in Inland Navigation’
January 2019 issue

**MarCom WG-Report 184**
‘Design Principles for Dry Bulk Marine Terminals’
March 2019 issue

**MarCom WG-Report 159**
‘Renewables and Energy Efficiency for Maritime Ports’
March 2019 issue

**MarCom WG-Report 185**
‘Ports on Greenfield Sites – Guidelines for Site Selection and Masterplanning’
April 2019 issue

**EnviCom WG-Report 188**
‘Carbon Management for Port and Navigation Infrastructure’
April 2019 issue
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PIANC is the forum where professionals around the world join forces to provide expert advice on cost-effective, reliable and sustainable infrastructures to facilitate the growth of waterborne transport. Established in 1885, PIANC continues to be the leading partner for government and the private sector in the design, development and maintenance of ports, waterways and coastal areas and includes national governments and public authorities, corporations and interested individuals.

London Congress 1957.

In 1957, I joined the UK Section. Fortuitously that year, the 19th Congress of PIANC was held in London. There was a job for most of the UK members in organising the Congress, so I was in at the deep end right away. I was greatly impressed by the scope of PIANC, both geographically and technically, Inland and Ocean. There were approximately 1,000 delegates from 44 countries and 100 technical papers were presented. It used to be the custom that the Head of State or equivalent person from the host country was the Patron of the Congress. Therefore, The Duke of Edinburgh was the Patron: very appropriate in that he is a Sailor Prince.

An important feature of attendance at PICs (Permanent International Commissions)/AGAs (Annual General Assemblies) and Congresses is the inclusion of Accompanying Persons, wives, partners, even children, with a programme of cultural visits to art galleries and heritage sites. In our case my wife Ellen and our four schoolchildren visited Trafalgar Square, the Tate Gallery and on the Sunday participated in a voyage up the River Thames to Marlow, returning to London on a chartered train with dinner on board, and finally attending the Banquet. At our table we had 4 French, 4 Algerian and 6 Spanish delegates, and 10 children, very much representative of the international Family of PIANC.


In 1963, I attended the Annual General Meeting (AGM) of the British Section of PIANC and was elected on to the British National Committee. I have been a member or honorary member of the Section committee ever since. My first attendance at a PIC, latterly called the AGA, was at Basel, Switzerland in 1964. This was my first occasion as a UK Government delegate, and my first overseas meeting of a PIC. The major country members of PIANC had a maximum of 10 delegates and Professor Gustave Willems was the President.

Leningrad Congress 1977.

In 1977, the Vice-Presidents of PIANC were Sir William Harris of the UK, General Jack Morris of the USA, and 2 French speakers, M.D Laval of France and Mr S. Kuchkin of Russia. I was Chairman of the UK Section and the UK delegates for the PIANC Congress flew to Leningrad. On the plane, a fellow passenger, not one of us, came along the plane chatting to the passengers.

He asked me: “Who are you?”.
I thought this was cheeky so replied: “PIANC”.
“What is PIANC?”
“The International Navigation Congress”.
“Why are you going to Leningrad? Are there technical papers? ”.
“Yes, about 200 and over 1,000 delegates, and indeed I will be organising the next Congress in 4 years time in Edinburgh”.
“I am Robert Maxwell of Pergamon Press. I will publish your papers.”

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The International Banquet was held in the Moskva Hotel. The tradition was for there to be tables of 10 with a couple from the host country. The Russian hosts organised the meal as a stand-up buffet which continued until late in the evening with many toasts. At intervals there was entertainment. We cleared the floor and they brought on the Kirov Ballet who danced there before us. Wonderful. Then, after more toasts, etc. the State Circus appeared and performed their juggling and acrobatics before our eyes. They ‘did it their way’.

Edinburgh Congress 1981.

The 25th PIANC Congress was held in Edinburgh in May 1981. I was Chairman of the Organising Committee. It was attended by 1,050 delegates from 56 countries. 125 technical papers were presented from 26 countries. In accordance with tradition by which the Head of State of the host country was the patron, HRH The Duke of Edinburgh was our patron as he had been at the 19th Congress when it was held in London in 1957.

I ran the Congress as a business. When we got back to the UK from Leningrad and started organising the Edinburgh Congress, I asked Sir William (Bill) Harris, our Government Chief Delegate and John Williams, Secretary-General for the Edinburgh Congress to go along and see this man Robert Maxwell about his offer to print the papers. For the previous Congresses, PIANC HQ in Brussels accumulated the money to print the papers over the 3 years leading up to the Congress and they were none too pleased for us to take over. Anyway, Bill and John went to Maxwell’s house and made a deal. The result was that the Edinburgh Congress was the first to be self-financing, partly due to Robert Maxwell’s Pergamon Press printing the technical papers. We gave half the profit to PIANC HQ in Brussels and invested the other half on behalf of the PIANC UK Section. For several years, we used the interest to fund the annual dinner at the UK Section AGM, and later it enabled us to host the 2000 PIC in London, to fund the up-front costs of organising the PIANC Congress in Liverpool in 2010, and host the 2020 AGA in Bristol.

My wife Ellen was Chairman of the Ladies Committee for the Edinburgh Congress, whose programme included a tour of the city and a day’s tour of the Scottish borders visiting Mellerstain House, Traquair House, Dryburgh Abbey and a woollen mill. The Banquet was held in a marquee at Prestonfield Hotel, decorated with banners in the PIANC colours of yellow and blue. In the speech, I made Professor Willems the Chief of the new Scottish Clan MacWillems and presented him with a tartan beret which he wore all the time during the subsequent Scottish Highlands tour.

Professor Gustave Willems was elected President of PIANC in 1956, and in 1980, he intimated that he wished to retire, so uniquely, the PIC elected Robert De Paepe as a 5th Vice-President on approval as our next President. The President had always been of Belgian nationality as the HQ is in Brussels and the Belgian government provided the office accommodation and some financial help. So, throughout the Congress, the top team of Professor Willems, Robert De Paepe and his wife Lieve, Sir William Harris and I would attend together the various events, functions, etc. I got to know Robert and Lieve very well. He succeeded Professor Willems in 1982.


A highlight of the proceedings was the opening of the Congress at which Mr D. Vandepitte recalled the history of PIANC and gave a lecture on the subject ‘Reflections on the Interplay of Science, Technology, Civil Engineering and Society’ in the presence of King Baudouin of the Belgians. There were 721 delegates and 130 accompanying persons from 62 countries.

Following the death of our beloved President Willems, a trust fund had been set up in his honour, the goal being to encourage young professionals to further their interests in PIANC. At the Centenary Congress, the first Gustave Willems Award was presented by Sir William Harris, Chairman of the Jury, to Mr J.D. Simm of the UK Section of PIANC.

Osaka Congress 1990.

This was my 34th annual PIC and my 9th four-yearly Congress. It was also the last of my 4-years mandate as a Vice-President. On Friday 18 May 1990, we held the Executive Meeting and next day the PIC. At the conclusion of the PIC, as my 4-year mandate now expired, I spoke of the great privilege and pleasure
it had been for me to be a Vice-President and I thanked my colleagues for the honour. I handed over my mandate to Jarkko Saisto of Finland. The Opening Ceremony of the Congress was held on Sunday 20 May in the Royal Hotel.

As used to be the custom, the Patron of the Congress was the Head of State or equivalent in the host country, so His Imperial Highness Crown Prince Naruhito honoured us with his patronage. Naruhito is the son of Emperor Akihito and the grandson of Emperor Hirohito, and now himself is the Emperor of Japan.

Prior to HIH’s formally declaring open the Congress, the Executive Committee comprising our President Robert De Paepe, Secretary-General Henri Vandervelden, and 3 Vice-Presidents, in order of seniority myself, Señor Pena Abizanda and Cees van der Burgt were formally presented at court with HIH Crown Prince Naruhito on the throne with the samurai warriors on guard with full costumes and swords. Why only 3 VPs? Well, our 4th VP was Kiichi Okubo who, as a Japanese commoner, was not allowed to be presented at court. This was a shame as none of the VPs represented his country but PIANC International.

After the formality of being presented at court, HIH stepped down from the throne and chatted with the five of us. I commented to him that it was a unique honour for the Patron to give the first technical address and that it was a doubly great honour for the UK Section in that the subject of his speech was the opening up of the River Thames to navigation in the 1700s. This was the subject of his thesis when studying at Merton College, Oxford University in his youth. We then progressed as a group into the hall and HIH declared open the 27th Congress of PIANC and proceeded to deliver his technical paper. He described the state of the river, and the building of ‘Pound Locks’ along the river from 1772 to 1797. He also listed the tolls charged and tonnage of cargoes. I explained to the Crown Prince the origin of word Navigation in our title – the navigators (called navvies) dug the canals which were called The Navigation.

In 1992, we held the PIC meeting in Valencia, Spain. For dinner, we sailed across a lake to Devesa Gardens where we were entertained by a display of Dressage by Spanish horsemen, then a friendly bull fight in which our red-head secretary Claire de Craene fought the baby bull assisted by the matador. No harm was done to all 3 participants. A photo of the occasion is included in the History Book of PIANC, drafted at the occasion of the Association’s 125th anniversary. The remaining part of the entertainment was flamenco dancing. In October 1996, I was in Brussels for our PIANC Council meeting, when I presented on behalf of the UK section of PIANC, a Waterford Crystal Bowl to Claire de Craene, our long-time secretary, to mark her retirement.

The 1997 PIC meeting was held in Venice. At this meeting, thanks to Vice-President of PIANC John Sargent’s insistence, our logo design was updated, with the steamship transformed into a large cargo ship, but still with the Cliffs of Dover in the background, and the Mediterranean felucca. Also, more importantly, the Association was renamed the International Navigation Association (INA) but still retaining the original abbreviation of PIANC much loved by everyone. It was also agreed to alter the Statutes to drop the compulsory Belgian citizenship of the President, recognising the international status of PIANC. It was accepted that the Secretary-General still needed to be of Belgian nationality as the seat of the Association would remain in Brussels.

In 2005, the UK Section of PIANC visited Le Havre for our annual technical/social weekend. We inspected Le Havre 2000 Port and the new cable-stayed Pont de Normandy bridge across the Seine. We then travelled to Arromanches and visited the Normandy Landings beaches. We visited the Landings Museum and the US Cemetery at Pont du Hoc above Omaha Beach. It brought back poignant memories to me and I took many photos. It was the second time I had been back to Gold Beach where I landed in 1944 with the Royal Engineers.

Liverpool MMX Congress 2010.

The 32nd Congress of PIANC was held in Liverpool in May 2010, the 3rd Congress held in the UK since 1957 in London and 1981 in Edinburgh. We named the Congress the Liverpool MMX Congress as MMX is the Roman numbering of 2010. There were 600 delegates from 40 countries and 200 technical papers. The Congress Banquet was held in the nave of the Anglican Cathedral, where the PIANC logo was continuously projected onto the vaulted roof.
Attracting young professionals.

The first special activities for young professionals took place on the initiative of the British and Belgian Sections. The first exchange took place in London in 1989 when a group of young Belgians visited the UK, with a return visit of UK YPs to Belgium. I well recall joining the group one summer evening sailing along the Regent’s Canal in the heart of London, enjoying their company and the odd glass of beer!! Since then, there have been exchanges involving Britain, Belgium, Germany, the Netherlands, Finland and other countries.

The importance and success of these exchanges initiated the formation of the PIANC Young Professionals Commission (YP-Com), which holds an annual get-together at PIANC HQ Brussels. The YPs carry out most of their deliberations via the internet, networking. In 2006, a YP Paper Award was established; the first winner was Mr W. Bijman (Netherlands).

National Section Secretaries.

National Section Secretaries carry out valuable work ensuring the smooth running of their sections. When I was elected a Vice-President, there was no specific job specification. The National Section Secretaries were normally included in their country’s delegation at PICs/AGAs, so I thought it would be a good idea for them to meet as a group during the PIC/AGA to discuss and hopefully resolve any difficulties they had vis-a-vis PIANC HQ. And so, I chaired their meetings over many years including after I had given up my mandate as a VP.

In Conclusion.

As a non-political and non-profit making organisation, PIANC brings together the best international experts on technical, economic and environmental issues pertaining to waterborne transport infrastructures. But there is a saying that ‘All work and no play makes Jack a dull boy’. For this reason, an informal golf match was organised as part of the official programme at PICs/AGAs and Congresses. The tradition has continued for over 25 years.

I have, throughout my involvement in PIANC, been supported by my employer, the Port of Tyne by way of contribution to my travel expenses and leave of absence to attend PIANC meetings and events. PIANC should be forever grateful and recognise the support of members by their employers, be they Government, port authorities, consultants, contractors, etc.

On 7 April 2020, Mr Ian Gillespie celebrated his 100th birthday, which officially turned him into the oldest and longest serving member or our Association! We thank Mr Gillespie for his very nice contribution to the PIANC Yearbook 2019 and wish him a very happy birthday!
Founded over a century ago, Herbosch-Kiere is specialized in river, port and coastal projects. Its specialty areas include the demolition and rebuilding of quay walls, bridges, locks and jetties, as well as offshore and salvage projects.

Conveniently located in Antwerp, one of Europe’s largest ports - a great asset for carrying out projects anywhere in the world.

Hercobsch-Kiere has an excellent reputation with regard to the very high standard of its work. It is constantly investing in upgrading its equipment, such as vessels, pontoons, floating and non-floating plant. The highly qualified personnel, the team spirit, the innovative proactive approach of its staff enable the company to tackle complex and impressive challenges.

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7 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-aism.org

IHMA, 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

IAHR, International Association for Hydro-Environment Engineering and Research
http://www.iahr.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/

AMI, Associations of Marina Industries
https://marinaassociation.org/

WOC, The International Business Alliance for Corporate Ocean Responsibility
https://www.oceancouncil.org/

IWI, Inland Waterways International
https://inlandwaterwaysinternational.org/

ECLAC, the Economic Commission for Latin America and the Caribbean
https://www.cepal.org/en
7.1 The International Association of Ports and Harbors (IAPH)

7.1.1 IAPH World Ports Conference 2019

Hosted by Guangzhou Port Authority, IAPH World Ports Conference 2019 convened at the Baiyun International Conference Centre in Guangzhou, China, on 6-10 May 2019, under the banner theme of ‘Collaborate Now, Create Future’, attracting more than 1,000 delegates, accompanying persons, guest speakers, local guests, sponsors and exhibitors from 65 countries and economies in the world. Guangzhou is the capital of southern China's Guangdong Province.

Officially welcoming the delegates at the Opening Ceremony held on 8 May were two distinguished Chinese guests: Li Tianbi, Chief Safety Supervisor, Chinese Ministry of Transport and Wen Guohui, Mayor of Guangzhou, who warmly welcomed us to China and Guangzhou. IMO Secretary-General Kitack Lim, through his video message, commended IAPH’s commitment to working closer with IMO Member States in achieving the UN Sustainable Development Goals on resilient infrastructure, trade facilitation and climate action.

The three-day conference focused on the following key topics:

- The Belt and Road Initiative: New Opportunities for Ports
- The Challenges of New and Disruptive Technologies to Ports and People
- An Integrated Approach to Sustainable Port Development
- Bay Area Ports and City Integrated Development
- New Modes of Cross-Border Trade and Legal Aspects of E-Commerce
- China and the World’s Emerging Cruise Markets
- Reducing Energy Consumption and Emissions in Ports

7.1.2 IAPH World Ports Conference 2020

IAPH World Ports Conference in 2020 was scheduled to take place at the Flanders Meeting & Convention Centre in Antwerp, Belgium, on 17-19 March 2020, with the theme of ‘Building Transparency, Predictability and Trust – Rising to New Demands of Customers, Communities and Stakeholders’. Unfortunately, due to the COVID-19 pandemic, the Conference was postponed and the new date is set at 23-25 June 2021. The conference sessions will focus on four major topics: energy transition, data collaboration, reputation management and business innovation. In organising the Conference, IAPH will collaborate with the Port of Antwerp, host sponsor, and IHS Markit, a professional conference organising company. Read more at the conference website: https://www.worldportsconference.com/.

7.1.3 World Ports Sustainability Programme (WPSP)

Launched in March 2018, the World Ports Sustainability Programme (WPSP) aims to demonstrate global leadership of ports in contributing to sustainable development, guided by the United Nations 17 Sustainable Development Goals and structured along five themes:

1. Resilient infrastructure
2. Climate and energy
3. Safety and security
4. Community outreach and port-city dialogue
5. Governance and ethics

The WPSP builds on the World Ports Climate Initiative that IAPH started in 2008 to reduce air pollution in port areas and now extends it to other areas of sustainable development. The program has now built up an excellent online portfolio of sustainability projects mainly of member ports, which currently accounts for about 100 projects. To summarise its activities in the past two years and highlight ongoing projects, the first edition of the World Ports Sustainability Report would be issued in March 2020 to coincide with the IAPH Antwerp Conference 2020.

To foster international cooperation for sustainability efforts with partners in the supply chain, governments and societal stakeholders, IAPH sought the endorsement from the World Association for Waterborne Transport Infrastructure (PIANC), the American Association of Port Authorities (AAPA), the
European Sea Ports Organisation (ESPO), AIVP – The Worldwide Network of Port Cities. They all signed up as Founding Partners of the WPSP.

Reciprocally, IAPH has signed up for the PIANC's ‘Navigating a Changing Climate (NaCC) initiative’ where the owners, operators and users of waterborne transport infrastructure commit to reduce operational greenhouse gas emissions and strengthen resilience and improve preparedness to adapt to the changing climate. More specifically, a joint IAPH-PIANC survey on extreme weather events was launched at the Guangzhou World Ports Conference in May 2019 to gather information from port operators around the world to improve understanding of the consequences and costs of extreme meteorological and/or oceanographic events.

### 7.1.4 IAPH Technical Committees, Working Groups and Forums

The Port Planning and Development Committee presented a study on the ‘Impact of Autonomous Vehicles on Port Infrastructure Requirement’ at the Guangzhou conference in May 2019. The study provides a comprehensive view on how autonomous vehicles will be deployed in various transport modes and how ports should prepare for their arrival. The topic itself is such a timely one when the IMO, following the 101st session of its Maritime Safety Committee (MSC), is working on a regulatory scoping exercise for Maritime Autonomous Surface Ships (MASS).

**IAPH Cruise Committee** is actively pursuing its mandate of collecting relevant information and experience on operating and managing a cruise port for sharing best practise. The committee has been seeking, on a regular basis, a dialogue with CLIA (Cruise Lines International Association), the world largest cruise industry association, e.g. at Seatrade Miami, April 2019. More precisely, in October 2019, the committee hosted, in Hamburg, Germany, a kick-off meeting of the IAPH Cruise Emissions Project to explore how a globally harmonised format for collecting data on emissions of cruise ships during port calls could be established.

We have two working groups on climate projects operating under the umbrella of WPSP. One is Clean Marine Fuels and the other Environmental Ship Index (ESI). Clearing the way for a maritime industry’s transition towards clean marine fuels for decarbonisation and improving air quality, the Clean Marine Fuels Working Group is discussing and expanding its suite of best practices for LNG bunkering operations to include guidance on procedural and operational preparedness of a terminal to assure a safe handling of LNG-fuelled vessels, including a safe ship-to-ship LNG bunkering of the LNG-fuelled vessel alongside the terminal. The working group has quite recently unveiled an animated video to promote the bunkering accreditation tool for use in ports worldwide. https://sustainableworldports.org/clean-marine-fuels/

Since 2010, IAPH has sought the cooperation of visiting vessels to address their exhaust emissions through its ESI (Environmental Ship Index) programme, which identifies seagoing ships performing better in reducing air emissions than required by the current emission standards of the IMO and reward them with discounted port dues. The **IAPH ESI Working Group** is now putting the final touches on the ESI version 2.0, which was planned to go live early 2020. The new version entails a new governance structure where the shipowners subscribing to the scheme are to contribute to the budget as well as Incentive Providers (ports and harbours) and the index is extended to include noise emission in addition to air emissions.

### 7.1.5 IAPH Women in Ports Mentoring Programme

Launched in 2013 in Los Angeles, USA, IAPH Women’s Forum aspires to offer a platform for discussing women’s issues in the maritime industry, thus advancing and empowering women in the industry. The forum also encourages women to join the industry and to promote training programmes enabling women to better compete for positions at all levels, including those previously not open to women. Quite recently, the Women in Ports Mentoring Programme was initiated utilising online software called ‘Mentorloop’ for matching mentors and mentees. It is designed to connect women in ports and harbours to either men or women mentors from IAPH member ports.
2019 found IHMA working more closely with other organisations within the industry. Most notably, IHMA’s President, Captain Allan Gray, had the pleasure of meeting with His Excellency, IMO Secretary-General, Mr Kitack Lim, at IMO headquarters in June of 2019, where Mr Lim was presented with a plaque in recognition of being welcomed into the Association as an honourary member. It was a fruitful and motivating meeting during which the Secretary-General stressed the importance of IHMA’s contribution to IMO’s work given our position as one of only two NGOs representing the ports sector.

2019 was also the year that cemented IHMA’s close working relationship with the IAPH when IHMA joined as partner of the World Ports Sustainability Programme (WPSP) and the IAPH Women’s Forum’s initiative, ‘Women in Ports Mentoring Programme’ was extended to the IHMA’s female Harbour Masters. The IHMA now has members participating in the programme, both as mentors and mentees, including from its own Executive Committee.

The IHMA was an active partner and supporter of PIANC’s work on the ‘Navigating a Changing Climate’ initiative throughout 2019. IHMA’s Secretary, Ms Sabrina Delelis, was pleased to represent the NaCC partners at the ‘Resilience Shift round-table: ‘The Role of Institution’ at the The Møller Centre, Cambridge, UK. The meeting was an opportunity to highlight the Partnership’s work in supporting the inland and maritime navigation infrastructure sector to respond to climate change and to discuss how action towards resilience is being incentivised across all sectors. The IHMA Secretary also took part in the finalisation of PIANC WG 178 – ‘Climate Change Adaptation Planning for Ports and Inland Waterways’. IHMA’s contribution to WG 178 began early on with former IHMA Secretary, Anne Carnegie, and the IHMA is delighted that the guidance was officially launched early in 2020. Finally, a number of IHMA members volunteered to participate in PIANC WGs launched over the past year.

E-navigation is a rapidly developing sector and IHMA is proud to be working closely with many of the industry’s key players representing the interests of harbour masters leading to improved port safety, efficiency and sustainability, and meeting IMO obligations for berth to berth passage planning. The IHMA is very happy to report that the finalised Port Information Manual was released in December 2019 alongside the publication of the UKHO’s Mariner’s Handbook. The document can be downloaded from the public area of the IHMA website: https://www.harbourmaster.org/harbour-master/port-call-optimisation#hide-block-sitemap.

The 10th European Harbour Masters’ Committee Seminar held at the Port of Gothenburg in June 2019 and coordinated by EHMC Secretary Ms Ingrid Römers, Port of Rotterdam, was exceptionally well attended. The conference theme was the vessel of the future with all its sensors and digital equipment and, moreover, the challenges that those vessels bring for port operations. The presentations highlighted different aspects of digitalisation, remote control, and various levels of automation of shipping. The Seminar was followed by a boat tour of the beautiful city of Gothenburg on the M/S Hamnen. The IHMA was looking forward to holding its 12th International Harbour Masters Congress from 23-26 March 2020 in Hobart, Tasmania.

As always, the IHMA looks forward to working closely with PIANC in the year ahead.
7.3 The Yacht Harbour Association (TYHA)

The Yacht Harbour Association is established to develop the marina industry by specifically supporting marina members of British Marine and International Members. We help boat users find good quality marinas and help marina businesses improve their services and operate to high, modern standards.

We offer expert advice in a range of issues, marketing and promotional tools, specific training for marina management and the opportunity to work with other businesses to find the best way to address problems. These services work together to save money and valuable time. The development of marina standards is at the heart of our work, this is supported and recognised through the Gold Anchor global marina accreditation scheme which TYHA are proud to administer and deliver.
7.4 The Global Marina Institute (GMI)

The Global Marina Institute (GMI) is a partnership between British Marine and Marina Industries Association, formed to auspice and facilitate the continual improvement of global marina training and certification. During 2019, GMI has delivered seven marina management courses in the UK and Europe; the Middle East, Southeast Asia, New Zealand and Australia. The GMI partners have also delivered over 30 other marina related courses, seminars and programmes reaching over 600 marina personnel.

The industry certification delivered under GMI has grown strongly during 2019. Globally, there are over 450 certified marina personnel with designations of Certified Marina Operator, Certified Marina Manager and Certified Marina Professional. The associated Continuing Professional Development (CPD) programme has received a stronger focus during 2019, including group learning events held in Australia, England and at METS.

During 2019, the Chair of GMI transitioned from John Hogan CMP to Tony Browne CMM, Marina Director at Porto Montenegro. The GMI Board consists of representatives from both partner organisations, who also draw on advisory input with representation from ICOMIA, the Association of Marina Industries and the Middle East.
GMI Career Pathways
Marina Industry Education Programs and Certifications

CMO
Certified Marina Operator
A minimum of 3 years marina management experience, with the past 3 years being in marina management

Assistant / Other Managers

CMM
Certified Marina Manager
A minimum of 5 years marina management experience, with the past 3 years being in marina management

Marina Managers

CMP
Certified Marina Professional
A minimum of 7 years management experience with the last 5 years being in marina affiliated industries

Affiliated Professionals

Advanced Marina Management (AMM) Course (5 days)
Completed IMM Course.
3 years’ experience as a marina manager working on-site in a marina OR 5 years working onsite in a marina; an assistant or other manager, OR 5 years in a leadership position in a marina affiliated company.

Intermediate Marina Management (IMM) Course (4 days)
1-year experience as a marina manager or in a supervisory position, 50+ berths. Or 3 years in a management position in a marina affiliated company.

Senior Managers/Leaders
A minimum of 10 years in senior managerial experience or leadership roles with the last five years being within the marina affiliated industries.
The Association of Mediterranean Cruise Ports (MEDCRUISE)

Since 1996, MedCruise is providing a valuable communication platform to our members in the cruise business to develop a sustainable cruise traffic in the Mediterranean, Black Sea, Red Sea, Adriatic and Near Atlantic.

Being part of these magnificent destinations, MedCruise members have the responsibility of promoting the whole area as the best region for cruise activities because of the appealing, professionalism and quality of facilities and services. Thus, MedCruise is present in the major cruise events worldwide with a remarkable role in the European, Asian and American conventions and exhibitions.

Cruise lines and guests are aware of the treasure MedCruise members offer. Therefore, the region is almost the 20 % of the total cruise market share with around 28 million cruise passengers and 1,300 cruise calls per year. This means MedCruise with 72 port members and 30 associate members – representing 21 countries from 3 continents – will continue growing in terms of membership and market share in the near future. This variety of different members in the MedCruise region are continuously sharing best practices and offering its expertise to the whole cruise industry. In fact, this is one of the MedCruise values, the power to share and drive to the wealth of the Association and its members.

Seeing that, MedCruise members, Board of Directors and Presidency, which I have the honour to represent, developed an ambitious working plan to address the main challenges that MedCruise needs to face:

- New trends in the shipbuilding and how to adapt cities and ports to this new reality that provides more business and employment to the local communities.
- Environmental issues such as supply LNG to cruise ships.
- New source markets such as Asia, where the Association is working since long time ago to attract Chinese cruise passengers to the MedCruise region.
- Regulations such as Schengen procedures and port reception facilities, among others.

All of these challenges only could be accomplished with the solid cooperation between cruise lines and MedCruise members. The kindly and extensive relationship between the Association and cruise lines executives is one of the values of being a MedCruise member. Cruise lines executives share their time with members in the MedCruise General Assemblies and cooperate in developing studies; being each year our ideal and natural partners in the cruise business.

MedCruise works as well with other partners such as ESPO or PIANC among others in matters of common interest to represent their members’ interests in a changing world and to assist them in the process to improve and grow.

Most of these challenges are directly related to the European Union, where MedCruise is a strongly key player in different forums and programmes. But it is a matter as well of collaboration with other cruise ports associations and stakeholders to establish a steady cooperation network to develop the cruise business around the world and share best practices for the good of our local communities. Thereby, MedCruise members are always involved in the governmental decision makers process, providing the cruise industry know-how to approach accordingly like in the European Ports Forum.

MedCruise strongly believe that together we will be successful; therefore, the Association created working groups based on the main challenges, formed by members from different countries and features to develop the association strategy guided by the Board of Directors. Each of the Board of Directors members has a special task related to challenges and the MedCruise needs to give the best to the members. I am proud to work hand by hand with this BoD full of cruise experts from different ports and realities but with the same willingness to collaborate and, above all, with the same eagerness to make MedCruise stronger with the firm support and under the members guidance. The professional development MedCruise provides and this teamwork is what I consider is the MedCruise value and our great pride, the core to keep generating a sustainable cruise growth in the Mediterranean, Black Sea, Red Sea, Adriatic and Near Atlantic.

#PortsTogether
7.6 International Association of Dredging Companies (IADC)

Established in 1965, the International Association of Dredging Companies (IADC) is an organisation comprised of private dredging companies and has over one hundred main and associated members. IADC is dedicated to promoting the skills, integrity and reliability of its members as well as the dredging industry as a whole. The association spearheads diverse activities and projects to educate, excite and engage its members with an international audience within the dredging sector, its related industries and beyond.

2019 was a rewarding year for the IADC as it disseminated the message that the global dredging industry is the front runner on sustainable infrastructure developments. Following the 2018 launch of the book ‘Dredging for Sustainable Infrastructure’, IADC actively promoted the philosophy behind the publication to the world while continuing its ongoing mission of making knowledge about sustainable dredging widely available.

The CEDA-IADC publication ‘Dredging for Sustainable Infrastructure’ guided the association’s activities in 2019. (Photo © Mees van den Ekart)

7.6.1 Dredging Sustainably

Published in collaboration with the Central Dredging Association (CEDA), ‘Dredging for Sustainable Infrastructure’ presents radically different methods to address the increasing climate pressures on low-lying deltas as well as modern-day society’s incredibly strong demands on the sustainability of water infrastructure projects. ‘Dredging for Sustainable Infrastructure’ presents state-of-the-art guidance compiled by a team of scientists and practicing industry experts. The publication promotes the message that through a thorough understanding of Economic, Environmental and Societal systems, and with proactive engagement of stakeholders throughout a project’s phases, a value-added water infrastructure project can be successfully achieved. Multidisciplinary project teams must adopt entirely new ways of thinking, acting and interacting, therefore the book is written for project owners, regulators, consultants, designers and contractors to serve as an up-to-date reference offering solutions with triple wins for people, planet and profit.

Achieving sustainable marine infrastructure is a priority which aligns with the goals of the United Nations’ Environmental Programme (UNEP) as highlighted by its 17 Sustainable Development Goals (SDGs). The book’s alignment with the SDGs led to the conferment of an inaugural copy of the book to Dr Hartwig Kremer, Senior Programme Officer and Head of the Global Environment Monitoring Unit at UNEP, in a ceremony in Amsterdam at the end of 2018. In March 2019, at the Fourth Session of the UN Environment Assembly (UNEA-4) in Nairobi, Kenya, a workshop about Green Financing was given by dredging industry experts from IADC and CEDA. Attended by Geert van Cappellen, Secretary-General of PIANC, this workshop enabled cross-pollination to an audience of decision makers from other industries while advancing the message of sustainable dredging to their respective sectors.
From left to right: Arjan Hijdra (Director of the Global Infrastructure Institute), Geert Van Cappellen (Secretary-General of PIANC), Remment ter Hofstede (Marine Ecologist at Van Oord), and Polite Laboyrie (President of CEDA) gave a workshop about topics in the ‘Dredging for Sustainable Infrastructure’ book at the UN Environment Assembly in Nairobi, Kenya in March 2019.

7.6.2 Publishing Innovation

The quarterly print journal published by IADC, ‘Terra et Aqua’, continues to feature articles about projects which successfully implement the principles and methods presented in ‘Dredging for Sustainable Infrastructure’ to realise sustainable infrastructure. This year’s articles included projects aligned with the book’s philosophy including the Marker Wadden, Harlingen Mud Motor Pilot and the Prins Hendrik Zandijk in the Netherlands. The journal’s articles as well as Facts About sheets, a digital brochure which can be shared with clients and stakeholders, can now be found in the Knowledge Centre, a digital and searchable library of information about the dredging industry.

The IADC’s annual report ‘Dredging in Figures 2018’ was unveiled at the AGM. IADC again contributed data to the annual ‘Dredger Register 2019’ published by Clarksons Research as well as translations of the ‘FIDIC Blue Book’ with the English, German, Russian and Ukrainian versions currently available. PIANC’s MarCom WG 194 on ‘Early Contractor Involvement’, of which IADC’s Secretary-General René Kolman is a member, has made progress towards publishing guidelines to support the vital involvement of contractors at early stages of projects for the successful development of sustainable infrastructure.

Projects realised with strategies in line with the philosophy in the ‘Dredging for Sustrainable Infrastructure’ book were published in the quarterly journal ‘Terra et Aqua’.

(© Mees van den Ekart)

7.6.3 Connecting Professionals

The annual Young Management Programme hosted a group of 31 young professionals embarking upon leadership roles with IADC’s member companies in Madrid, Spain. Lectures and workshops about key topics facing the dredging industry including the energy transition, trade tensions, currency wards, anti-globalisation efforts as well as climate change and sustainable development.
Back in Hilvarenbeek, the Netherlands, a Networking Event was held for the third time in June. 57 young professionals with diverse fields of expertise were informed about the dredging industry’s drivers, the factors which drive the drivers, and the energy transition, followed by workshops which invited participants to begin applying their newfound knowledge. Also held in June, the association’s mainstay dredging seminar in Delft, the Netherlands, was given at the IHE Delft Institute for Water Education by expert lecturers from IADC’s member companies and was taken by 23 students from all over the globe.

In conjunction with the IADC’s Annual General Meeting in Delhi, India, where, a second edition of the Dredging for Sustainable Infrastructure Conference was held. The conference was opened by 2 high government executive keynote speakers whom addressed the water sustainability issues facing India and Bangladesh. At the end of November, the IADC dredging seminar was first held in India with a special three-day edition in Mumbai attended by 18 students.

7.6.4 Awarding Excellence

At the WODCON XXII in Shanghai, China, Secretary-General René Kolman bestowed the Young Author Award to Ms Cao Lei, Engineer at the CCCC National Engineering Research Centre of Dredging Technology and Equipment in China, for her paper ‘Numerical Investigation on the Head and Unsteady Flow Characteristics of a Dredge Pump Loading High-Concentration Sands’ and presentation. In the summer issue of ‘Terra et Aqua’ #155, her winning paper was featured.

During the AGM, IADC President Frank Verhoeven announced the winner of the Safety Award 2019 from the 14 qualifying nominations. The winner, Boskalis’ Floating Line Connection System, is a safety innovation which enables floating pipelines to be connected without using any manpower.
In Rotterdam at the CEDA Dredging Days 2019, the Young Author Award was given to Liesbeth De Keukelaere, R&D Professional at VITO in Belgium, for her outstanding presentation and paper ‘Mapping Water Quality with Drones – Test Case in Texel’. Her award-winning paper was published as an article in ‘Terra et Aqua’ #157, the winter issue.

Liesbeth De Keukelaere receives the Young Author Award from Secretary-General Rene Kolman at CEDA Dredging Days 2019. (Photo © Koert van As)
As this new year starts, the Association of Marina Industries would like to share with you some of our achievements in 2019.

- We held our most successful International Marina and Boatyard Conference ever with over 900 attendees.
- We held 7 training courses, including our Advanced and Intermediate Marina Manager (IMM) course and Marina101, including our first ever IMM in Ontario, CA.
- Completed a branding review, which resulted in a new logo and clarified mission of the Association.
- Partnered with the International BoatBuilders’ Exposition and Conference (IBEX) to bring Marina 101 and held two marina specific seminars.
- Sponsored the RBFF State Marketing Workshop and the 2019 State Organizations For Boating Access Annual Conference.
- We held 10 webinars focusing on the marina electrical system and safety, ladders, life rings, and marina drownings.
- We developed a brand-new Marina Rates and Infrastructure Survey which looks to report on marina rates and infrastructure across the U.S. and Canada.
- We co-hosted the 2019 American Boating Congress and lead a series of Congressional meetings for AMI Board Members.
- We supported the passage of the Modern Fish Act and US Coast Guard Authorization Bill, the Full Utilization of Harbor Maintenance Trust Fund Bill, and many other pieces of legislation in partnership with the National Marine Manufacturer’s Association, the Marine Retailers Association of the Americas and BoatUS.
- We are worked to make sure the 2020 National Electric Code Standards do not over burden marina recreation facilities, while finding solutions to keep people safe, by sending marina electrical experts to one of the Code Making Panel meetings.
- We are participating in an Aquatic Invasive Species Coalition working on the reauthorisation of the Sportfish Restoration and Boating Trust Fund.
- We are a member of the Outdoor Recreation Roundtable (ORR) which supported the recognition of the outdoor recreation economy in official U.S. Government economic statistics and reports the industry accounts for 2.2 % of U.S. Gross Domestic Product.
The International Business Alliance for Corporate Ocean Responsibility (WOC) 2019 has been an exceptionally busy and rewarding year for the World Ocean Council. Highlights include:

- Convening the 7th Sustainable Ocean Summit (Paris, 20-22 November 2019), which represented the most comprehensive edition of ideas and exchanges for ‘Corporate Ocean Responsibility’ and sustainable Blue Economy since the creation of the SOS in 2010. With the theme of ‘Investing in Ocean Futures: Finance and Innovation for the Blue Economy’, this year’s SOS recorded historical participation, with more than 350 delegates from 30 nationalities gathering in Paris.

- The SOS 2019 included a special session on ‘Port Resiliency to Sea Level Rise and Extreme Events: Private Sector Collaboration to Advance Infrastructure Adaptation, Especially for Small Islands and Developing Countries’, as a continuation of WOC efforts to develop a global business and investment working group on this topic.

- Being increasingly recognised for its unique role and credibility, with MOUs signed and new partnerships initiated with:
  - PIANC (The World Association for Waterborne Transport Infrastructure)
  - WISTA International (Women’s International Shipping and Trading Association)
  - World Meteorological Organization (WMO)
  - LNG Marine Fuel Institute
  - World Benchmarking Alliance
  - Nippon Foundation-GEBCO Seabed 2030 Project
  - FICCI (Federation of Indian Chambers of Commerce and Industry)
• Leading the organisation of business involvement in the negotiations on a new legally binding instrument under the U.N. Convention on the Law of the Sea (UNCLOS) on the conservation and sustainable use of marine biological diversity of areas beyond national jurisdiction (BBNJ)

• Launching our role as the private sector partner in the GEF-UNDP-IMO GloFouling Partnerships Project

• Leading efforts on ships/platforms of opportunity as a working partner within ARICE (Arctic Research Icebreaker Consortium), via the hosting of a workshop in November which brought together science and industry representatives to discuss opportunities for collaboration in data collection in the Arctic. Likewise, WOC is involved in EU-PolarNet Research to help define safe, sustainable and just operations in the Polar Regions.

• Registering WOC Europe in France, the entity in charge of implementing WOC’s EU-funded projects
The Economic Commission for Latin America and the Caribbean (ECLAC)

ECLAC, which is headquartered in Santiago, Chile, is one of the five regional commissions of the United Nations. It was established in 1948 with the purpose of contributing to the economic development of Latin America, coordinating actions directed towards this end, and reinforcing economic ties among countries and with other nations of the world. Also, the promotion of the region’s social development is part of its primary objectives.

Activities Carried Out in 2019

WG 201

During the year 2019, ECLAC, along with PIANC and representatives of several countries, carried on with the activities of PIANC-ECLAC Working Group 201 on ‘Inland Waterway Classification in South America’ (WG 201). After the development of an initial proposal of classification applicable for South American countries (published in 2018 both by ECLAC and PIANC), which consists in a tier-based approach including parameters such as the minimal depth of the waterways, the physical dimensions of the ways and vessels, and the services provided to navigation, the Working Group made progress in refining such criteria.

WG 201 activities in 2019 included the promotion of a meeting in the city of Rosario, Argentina, which took place on 30 April. In that meeting, the group members selected a set of rivers in different countries of South America for the development of a series of case studies. Hence, during the months that followed the meeting in Rosario, WG 201 has been working on applying the initial classification proposal to the selected inland waterways in order to validate them.

Repository on Inland Waterways in South American Countries

In 2019, ECLAC finalised the first stage of the project ‘Improving the Availability of Statistics on Inland Waterway Transport in the Countries of the Plata River Basin’, part of the Joint Work Programme between ECLAC and the Financial Fund for the Development of the Countries of the Plata River Basin (FONPLATA). As part of such programme, ECLAC carried out a comprehensive effort of data collection and analysis in five countries of the region: Argentina, Bolivia (Plurinational State of), Brazil, Paraguay and Uruguay. Data collected included information on waterway infrastructure, ports, vessel fleets, energy consumption, traffic, and accidents. As a conclusion to that stage of the project, all information collected was made publicly available online as a data repository on inland waterways for South America. Furthermore, and also as part of this project, a proposal of a glossary of terminology for inland waterways was elaborated and shared with the national authorities, with the objective of providing them with a tool for harmonisation of regional policies.

Regional Workshop on Inland Waterway Logistics Policies in South America (Rosario, 30 April 2019)

On 30 April 2019, the ECLAC Infrastructure Services Unit, along with FONPLATA, organised the Regional Workshop on Inland Waterway Logistics Policies in South America, which took place at the Government headquarters of the Province of Santa Fe, Argentina. The event was attended by regional, national and subnational authorities, including the Governor of the Province, Mr Roberto Miguel Lifschitz, the Undersecretary of Ports, Waterways and Merchant Marine of Argentina, Mr Mariano Sául; the Executive Secretary of the Intergovernmental Committee of the Paraná Waterway, Mr Ambassador Luis Pablo Niscovolos; government officials from Argentina, Brazil, Bolivia (Plurinational State of), Colombia, Paraguay, Peru and Uruguay; and representatives of subregional institutions of the Plata basin.
Furthermore, the event was attended by members of PIANC, including Dr. Philippe Rigo, Chairman of WG 201, as well as officials from ECLAC and FONPLATA.

At this occasion, inland waterway logistics policies were discussed and, in particular two topics were addressed in depth: the first was the presentation and discussion of the results of the initial stage of the study ‘Improving the Availability of Statistics on River Transport in the Countries of the Plata River Basin’, part of the Joint Work Programme between ECLAC and the FONPLATA, and the progress made in the Classification of the waterways in South America, carried out by PIANC and ECLAC through WG 201.

Among the main conclusions of the event, the following can be mentioned:

- Inland waterways can provide an opportunity to generate a productive transformation for the benefit of social development in South America, generate quality employment opportunities, promote innovation and value-added services, as well as a more balanced territorial development.
- Regulation, as well as having comparable and updated statistical information is necessary, both at the national and sub-regional levels, to favor productive chains, reduce logistics costs and facilitate safer and more sustainable navigation.
- The development of statistical information and its availability through an information system, allows to solve a series of information asymmetries existing in this matter and that would support decision making, both public and private based on concrete evidence.
- The classification of inland waterways can be an excellent tool to improve river logistics, traceability, safety and reliability in shipments. Coordination between countries, different levels of government and with the private sector is essential and must be reinforced.

11th International Seminar on Inland Waterway Transport (Brasilia, 22-24 October 2019)

The ECLAC Unit of Infrastructure Services participated in the 11th International Seminar on Inland Waterway Transport, which was promoted by the Brazilian Society of Naval Engineering (SOBENA), and took place in Brasilia, Brazil, between 22 and 24 October 2019. At this occasion, ECLAC was in charge of two presentations: the first on the overview and perspectives of inland waterways in South America, and the second one in a panel on the classification of inland waterways, along with other members of WG 201.
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