SHIBATA FENDER TEAM

on the safe side

FOUR-PART WHITE PAPER SERIES COMPLETED!

- The White Paper Series provides an unbiased view of what exactly makes a good fender.
- It is based on the holistic approach and details the manufacturing process of a high-quality fender system.


SFT White Paper Series:
#1 Compounding #2 Mixing #3 Curing #4 Testing

7,000+ projects worldwide over the last decade
120,000+ fenders in service
50+ years proven track record

www.sft.group
# TABLE OF CONTENTS

1. Message by the President ................................................................. 5
2. Message du Président ........................................................................ 7
3. Message by the Secretary-General ................................................... 9
4. Message du Secrétaire Général .......................................................... 10
5. Published in 2020 ............................................................................. 12
6. Sister Associations ............................................................................ 15
   6.1 The International Association of Ports and Harbors (IAPH) .......... 16
   6.2 International Council of Marine Industry Associations (ICOMIA) .. 18
   6.3 International Harbour Masters Association (IHMA) .................... 18
   6.4 The Yacht Harbour Association (TYHA) ....................................... 20
   6.5 International Association for Hydro-Environment Engineering and Research .......................... 23
   6.6 The Global Marina Institute (GMI) .................................................. 26
   6.7 The Association of Mediterranean Cruise Ports (MEDCRUISE) .... 26
   6.8 International Association of Dredging Companies (IADC) ........... 28
   6.9 The International Business Alliance for Corporate Ocean Responsibility (WOC) ............. 31
   6.10 Inland Waterways International (IWI) ............................................. 33
   6.11 The Economic Commission for Latin America and the Caribbean (ECLAC) ................. 34
1 MESSAGE BY THE PRESIDENT

Dear PIANC colleagues, dear friends:

The year 2020 was different. The COVID-19 pandemic caused by the SARS-CoV-2 coronavirus have had an extraordinary impact on our lives, and of course in our field of activity: waterborne transport and recreational navigation infrastructure.

Marine ports, inland ports, inland waterways, and even marinas have experienced complex challenges and disruptions that vary considerably over time. Including the need to attend urgent needs as sanitary and food supplies, quarantines, adaptation of port operation to safety measures regarding the pandemics that required close cooperation within the port communities, with all the agents in the logistic chains, with the public authorities, including those responsible of health and security, and with private corporations.

The waterborne transportation system adapted successfully to these rapidly changing situations and went through an excellent learning curve as further waves of the pandemics, in some countries harder than the first wave, caused less disruptions.

The waterborne transport system has shown capacity of adaptation and resilience, and the infrastructure, main field of activity in PIANC, did as well. Looking to the future, adaptability to rapid operational changes due to pandemics and resilience must be integrated into the demands of the water transport infrastructure of the future. With the necessity of adaptation and resilience to climate change and extreme natural events. This is a topic to be considered in the future by our Association with the many challenges and opportunities we face as decarbonisation, new fuels, energy transition, digitalisation and many others.

The pandemic has also affected PIANC. We had to deal with a fast and unplanned transition to digital management and operation. The winter meetings of the Commissions and the Executive Committee took place in Brussels as usual, but shortly afterwards we had to move on to a new environment. The Executive Committee reduced the duration of its meetings in order to minimise disturbance to the members located in different time zones, but increased the frequency, organising five meetings in 2020. The Commissions and Working Groups also adapted quickly to the new situation by conducting their activities by videoconference and teleconference with impressive efficiency. The same applies to our National Sections and Qualifying Members.

We needed to adapt the activity of the Council and General Assembly, taking into consideration the statutory obligations of PIANC and the need to minimise inconvenience to the high-level delegates that form the Council and General Assembly.

Urgent statutory items were dealt with by mail with the Council and the General Assembly in May-June. A virtual meeting held last 28 October included the PIANC 83rd Council Meeting and an Extraordinary General Assembly that allowed to address the rest of relevant pending topics. 62 delegates from all continents attended the meeting.

Moreover, we welcomed Bulgarian Ports Infrastructure Company and Ecuador as Qualifying Members and we celebrate the return to an active PIANC role of the Canadian and Portuguese National Sections.

In 2020, the mandate of PIANC Vice-President Hiroshi Hayashida from Japan ended and, with all merit, the Extraordinary General Assembly designated him as Honorary Vice-President. We all appreciate his dedication and thank him for his current engagement with our Promotion Commission (ProCom). The Annual General Assembly elected Mr Mitsuhiko Okada from Japan for the position of Vice-President of PIANC.

Andrew Thomas from the United States of America, Chairman of the Young Professionals Commission (YP-Com), also finalised the Terms of Reference and we appreciate his dedication and accomplishments. Former YP-Com Co-Chair Eslie Vrolijk from the Netherlands was appointed as the new Chair, and Matthew Prüm from Australia was appointed Co-Chair. The Young Professionals are a relevant part of the PIANC present.
Unfortunately, in 2020, several PIANC colleagues passed away, notably Sri Kumar Ghosh, Honorary Vice-President of India, and Robert Simoen, Honorary Member of Belgium. They have shared with us the lessons of their human values and dedication to our Association for many years.

In spite of this difficult period, no less than nine Working Group reports were published in 2020. EnviCom addressed two key issues related to climate change as adaptation and resilience. InCom produced two reports on materials: fatigue in steel and the use of composite materials. MarCom addressed berthing speeds, a key topic for fender design, and RecCom addressed the interaction between recreational navigation and commercial harbours, including some very interesting considerations about ports and cities. And we have more in the pipeline.

PIANC continues to strengthen its relationship with our Sister Associations, joining forces and capabilities in common fields of interest. An InCom Working Group, developed in cooperation with ECLAC, related to Inland Waterway Classification in South America, was published in 2020. It will be translated into Spanish for dissemination across the continent. During the last Plenary Session of the CCNR (Central Commission for Navigation on the Rhine), I had the opportunity to state the compromise of PIANC in cooperating with the CCNR Roadmap on the reduction of the emissions in inland navigation.

Numerous events promoted by the National Sections took place via webinars and provided an opportunity to attend PIANC members from other countries and even continents. Maintaining this intense activity in the current complex situation is a major achievement of PIANC, because initiatives have emerged from all over our Association. In this context, I had the opportunity to speak at several events, like the successful XI Argentinian Congress of Port Engineering (September 2020).

The success of the first hybrid conference of PIANC deserves a special mention: the PIANC Asia Pacific APAC 2020 Conference, organised in Fremantle (Australia) by PIANC Australia & New Zealand (ANZ) last December, where the Secretary-General and I had a virtual intervention. I am confident that this experience will assist in the organisation of future events.

We were invited by the Arab Academy for Science and Technology and Maritime Transport of Egypt to intervene in the Marlog 9 conference which, sadly, had to be organised virtually. However, it is an opportunity for PIANC to re-strengthen relationships with Egypt and neighbouring countries.

Our PIANC conferences and the World Congress are reprogrammed in line with the changing situation of the COVID-19 pandemic and the growing immunity of the population. We are looking forward to a return to networking at our core events, as an essential PIANC service for all of our members. Certain events, such as the next PIANC-SMART Rivers Conference, have already set new dates and I am sure that we will get back to cruising speed.

I have to recognise PIANC’s ability to adapt and to be resilient. The Secretary-General and the staff of PIANC HQ (Sabine, An and Leen) deserve our recognition. Their efforts and dedication have enabled PIANC to navigate forward during these difficult times.

I wish all of you and your loved ones a safe and healthy 2021. ‘Fair Winds and Following Seas’ for all PIANC members and friends.

Francisco Esteban Lefler
President of PIANC
2 MESSAGE DU PRESIDENT

Chers collègues de PIANC, chers amis :

L'année 2020 a été différente. La pandémie COVID-19 causée par le coronavirus SARS-CoV-2 a eu un impact extraordinaire sur nos vies, et bien sûr dans notre domaine d'activité : les infrastructures de transport maritime et fluvial et de navigation de plaisance.

Les ports maritimes, les ports intérieurs, les voies navigables et même les marinas ont connu des défis et des perturbations complexes qui varient considérablement dans le temps. Notamment la nécessité de répondre à des besoins urgents tels que l'approvisionnement sanitaire et alimentaire, les quarantaines, l'adaptation des opérations portuaires aux mesures de sécurité concernant les pandémies, qui ont exigé une coopération étroite au sein des communautés portuaires, avec tous les agents des chaînes logistiques, avec les autorités publiques, y compris celles responsables de la santé et de la sécurité, et avec les entreprises privées.

Le système de transport par voie d'eau s'est adapté avec succès à ces situations en évolution rapide et a connu une excellente courbe d'apprentissage, car les nouvelles vagues de pandémies, plus dures dans certains pays que la première, ont causé moins de perturbations.

Le système de transport par voie d'eau a démontré sa capacité d'adaptation et de résilience, tout comme l'infrastructure, principal domaine d'activité de PIANC. En regardant vers l'avenir, l'adaptabilité aux changements opérationnels rapides dus aux pandémies et la résilience doivent être intégrées dans les exigences de l'infrastructure du transport par voie d'eau de l'avenir. Avec la nécessité de l'adaptation et de la résilience au changement climatique et aux événements naturels extrêmes. C'est un sujet à conséder à l'avenir par notre Association avec les nombreux défis et opportunités auxquels nous sommes confrontés comme la décarbonisation, les nouveaux carburants, la transition énergétique, la numérisation et bien d'autres.

La pandémie a également affecté PIANC. Nous avons dû faire face à une transition rapide et non planifiée vers une gestion et un fonctionnement digitaux. Les réunions d'hiver des Commissions et du Comité exécutif ont eu lieu à Bruxelles comme d'habitude, mais peu après, nous avons dû passer à un nouvel environnement. Le Comité exécutif a réduit la durée de ses réunions afin de minimiser les perturbations pour les membres situés dans des fuseaux horaires différents, mais a augmenté la fréquence, organisant cinq réunions en 2020. Les commissions et les groupes de travail se sont également adaptés rapidement à la nouvelle situation en menant leurs activités par vidéoconférence et téléconférence avec une efficacité impressionnante. Il en va de même pour nos sections nationales et nos membres qualifiants.

Nous avons dû adapter l’activité du Conseil et de l’Assemblée Générale, en tenant compte des obligations statutaires de PIANC et de la nécessité de minimiser les inconvénients pour les délégués de haut niveau qui forment le Conseil et l’Assemblée Générale.

Les points statutaires urgents ont été traités par courrier avec le Conseil et l’Assemblée Générale aux mois de mai et juin. Une réunion virtuelle tenue le 28 octobre dernier a inclus la 83ème réunion du Conseil de PIANC et une Assemblée Générale Extraordinaire qui a permis d’aborder le reste des sujets pertinents en suspens. 62 délégués de tous les continents ont participé à la réunion.

En outre, nous avons accueilli Bulgarian Ports Infrastructure Company et l’Équateur en tant que membres qualifiés et nous célébrons le retour à un rôle actif de PIANC des Sections Nationales canadienne et portugaise.

En 2020, le mandat du Vice-Président de PIANC, Hiroshi Hayashida du Japon, a pris fin et, avec tout le mérite, l’Assemblée Générale Extraordinaire l’a désigné comme Vice-Président Honoraire. Nous apprécions tous son dévouement et le remercions pour son engagement actuel au sein de notre Commission de promotion (ProCom). L’Assemblée Générale Annuelle a élu M. Mitsuhiko Okada du Japon pour le poste de Vice-Président de PIANC.

Andrew Thomas des Etats-Unis, Président de la Commission des Jeunes Professionnels (YP-Com), vient de finaliser les Termes de Référence et nous apprécions son dévouement et ses
accomplissements. L'ancienne Co-Présidente d'YP-Com, Eslie Vrolijk des Pays-Bas, a été nommé nouveau Présidente, et Matthew Prümm d'Australie a été nommé Co-Président. Les Jeunes Professionnels représentent une partie importante du présent de PIANC.

Malheureusement, en 2020, plusieurs collègues de PIANC sont décédés, notamment Sri Kumar Ghosh, Vice-Président Honoraire de l'Inde, et Robert Simoen, Membre Honoraire de la Belgique. Ils ont partagé avec nous les leçons de leurs valeurs humaines et de leur dévouement à notre Association pendant de nombreuses années.


PIANC continue de renforcer ses relations avec ses associations sœurs, en unissant ses forces et ses capacités dans des domaines d'intérêt commun. Un groupe de travail InCom, développé en coopération avec ECLAC, relatif à la classification des voies navigables en Amérique du Sud, a été publié en 2020. Il sera traduit en espagnol pour être diffusé sur le continent. Lors de la dernière session plénière de la CCNR (Commission Centrale pour la Navigation du Rhin), j'ai eu l'occasion d'affirmer l'engagement de PIANC à coopérer avec la feuille de route de la CCNR sur la réduction des émissions dans la navigation intérieure.

De nombreux événements promus par les Sections Nationales ont eu lieu via des webinaires et ont donné l'occasion d'assister à des membres de PIANC provenant d'autres pays et même de continents. Maintenir cette activité intense dans la situation complexe actuelle est une réussite majeure de PIANC, car des initiatives ont émergé de partout dans notre Association. Dans ce contexte, j'ai eu l'occasion de prendre la parole lors de plusieurs événements, comme le succès du XIème Congrès argentin d'ingénierie portuaire (septembre 2020).

Le succès de la première conférence hybride de PIANC mérite une mention spéciale : la conférence PIANC Asia Pacific APAC 2020, organisée à Fremantle (Australie) par PIANC Australie & Nouvelle Zélande (ANZ) en décembre dernier, où le Secrétaire Général et moi-même avons eu une intervention virtuelle. Je suis convaincu que cette expérience aidera à l'organisation de futurs événements.

Nous avons été invités par l'Académie arabe pour la science et la technologie et le transport maritime d'Egypte à intervenir dans la conférence Marlog 9 qui, malheureusement, a dû être organisée virtuellement. Cependant, c'est une opportunité pour PIANC de renforcer à nouveau les relations avec l'Egypte et les pays voisins.

Nos conférences PIANC et le Congrès Mondial sont reprogrammés en fonction de l'évolution de la situation de la pandémie COVID-19 et de l'immunité croissante de la population. Nous nous réjouissons d'un retour au réseautage lors de nos principaux événements, comme un service essentiel de PIANC pour tous nos membres. Certains événements, tels que la prochaine conférence PIANC-SMART Rivers, ont déjà fixé de nouvelles dates et je suis sûr que nous allons retrouver notre vitesse de croisière.

Je dois reconnaître la capacité d'adaptation et de résilience de PIANC. Le Secrétaire Général et le personnel de PIANC HQ (Sabine, An et Leen) méritent notre reconnaissance. Leurs efforts et leur dévouement ont permis à PIANC de naviguer en avant pendant ces temps difficiles.

Je vous souhaite à tous et à vos proches une 2021 sûre et saine. Bon vent et bonne mer pour tous les membres et amis de PIANC.

Francisco Esteban Lefler
Président de PIANC
Dear members and friends of PIANC,

Last year, I wrote here that 2020 would be a challenging year in many aspects and that I was confident that PIANC would find a way forward as it has done so many times in its history.

Today, looking back at 2020, I am happy to see that I was right with regard to the latter. However, I must admit the challenges for the Association were and still are greater than anticipated at the beginning of the year. But then again, PIANC has weathered the storm far better than expected.

The biggest casualties have been the international conferences of PIANC, such as PIANC-COPECDEC X, which was supposed to take place in November 2020 in Manilla, Philippines; PIANC-SMART Rivers 2021, scheduled for October 2021 and now rescheduled to 18-22 October 2022 in the beautiful city of Nanjing, China. Also, our World Congress in Cape Town will skip two years from 2022 to March 2024.

COVID-19 has had a very particular effect. We noticed the highest amount of downloads of our reports, ever since they became digital. In 2020, our reports were downloaded more than 12,000 times! I guess a lot of you finally had time to do some reading. We managed to maintain a steady stream of 9 reports, despite the difficulties for cross-border co-operation of our experts.

A continuous stream of reports is only possible through the diligent work of our volunteers. We currently have about 60 Working Groups in various stages, from formation of the group until finalising the effort. In this regard, we can also promise you some very interesting reports in 2021.

This is only feasible thanks to the sheer mass of our membership. We have members in 85 countries, of which 43 countries have a Qualifying Membership. We have 29 National Sections grouping the membership in those countries, a membership which consists of about two thousand Individual Members and more than five hundred Corporate Members.

Our Individual Membership has remained stable, but there has been an increase of Corporate Membership over the years. In all honesty, this is not necessarily the merit of PIANC Headquarters. In attracting Corporate Membership, it is clear that the Australian/New Zealand Section of PIANC has spearheaded this effort and has been the one who is inspiring other National Sections.

For PIANC, the current pandemic is also a catalyst to commit to new investments in IT-solutions, facilitating the further work of National Sections, Working Groups, the Technical Commissions and the management. The overall objective is to offer all the modern tools one can need or expect from the Association and to improve the user experience for our members. Most certainly you will hear and see from these projects more in the near future.

One part of fully going digital, is the digitisation of the PIANC technical archive, starting in 1885. About 180,000 pages, totalling 9 metres of archive, will be made available in the future for research and forensic engineering purposes as an added bonus for our members, in addition to the regular PIANC publications. Our archive has been transferred and is now stored in museum conditions. The digitisation should be completed in 2021.

We all know that 2021 won’t be a regular year and still could be a difficult year in various ways. However, PIANC will do its best to keep delivering benefits for the members. We will keep our rhythm of publications as high as possible and hope to invite you to several digital events organised by our Technical Commissions or the National Sections.

Let me close by, first and foremost, wishing you and your loved ones a good health and next to that, a successful working year.

Geert Van Cappellen
Secretary-General of PIANC
4 MESSAGE DU SECRÉTAIRE GÉNÉRAL

Chers membres et amis de PIANC,

L'année dernière, j'ai écrit ici que 2020 serait une année de défi dans beaucoup d'aspects et que j'étais confiant que PIANC trouverait un chemin vers l'avant comme il a fait tant de fois dans son histoire.

Aujourd'hui, en regardant 2020, je suis heureux de voir que j'avais raison en ce qui concerne ce dernier point. Cependant, je dois admettre que les défis pour l'Association étaient et sont toujours plus grands que prévu au début de l'année. Mais là encore, PIANC a traversé la tempête bien mieux que prévu.


COVID-19 a eu un effet très particulier. Nous avons remarqué le plus grand nombre de téléchargements de nos rapports, depuis qu'ils sont devenus électroniques. En 2020, nos rapports ont été téléchargés plus de 12000 fois ! Je suppose que beaucoup d'entre vous ont enfin eu le temps de lire. Nous avons réussi à maintenir un flux régulier de 9 rapports, malgré les difficultés de coopération transfrontalière de nos experts.

Un flux continu de rapports n'est possible que grâce au travail assidu de nos volontaires. Nous avons actuellement environ 60 groupes de travail à différents stades, de la formation du groupe à la finalisation de l'effort. Dans ce contexte, nous pouvons également vous promettre des rapports très intéressants en 2021.

Cela n'est possible que grâce à la masse de nos membres. Nous avons des membres dans 85 pays, dont 43 pays ont une adhésion qualifiée. Nous avons 29 sectionsnationales qui regroupent les membres de ces pays, soit environ 2000 membres individuels et plus de 500 membres collectifs.

Le nombre de nos membres individuels est resté stable, mais le nombre de membres corporatifs a augmenté au fil des années. En toute honnêteté, ce n'est pas nécessairement le mérite du siège de PIANC. En attirant l'adhésion de corporation, il est clair que la section australienne/néo-zélandaise de PIANC a mené cet effort et a été celui qui inspire d'autres sectionsnationales.

Pour PIANC, la pandémie actuelle est également un catalyseur pour s'engager à de nouveaux investissements dans les solutions IT, facilitant le travail ultérieur des sectionsnationales, des groupes de travail, des commissions techniques et de la direction. L'objectif global est d'offrir tous les outils modernes dont on peut avoir besoin ou attendre de l'Association et d'améliorer l'expérience utilisateur pour nos membres. Vous aurez certainement l'occasion d'entendre parler de ces projets dans un avenir proche.

Une partie du passage au numérique est la numérisation des archives techniques de PIANC, qui existent depuis 1885. Environ 180.000 pages, totalisant 9 mètres d'archives, seront disponibles dans l'avenir pour la recherche et l'ingénierie légale comme un bonus supplémentaire pour nos membres, en plus des publications régulières de PIANC. Nos archives ont été transférées et sont maintenant stockées dans des conditions muséales. La numérisation devrait être terminée en 2021.

Nous savons tous que 2021 ne sera pas une année régulière et pourrait encore être une année difficile à divers égards. Cependant, PIANC fera de son mieux pour continuer à fournir des avantages pour les membres. Nous maintiendrons notre rythme de publications aussi élevé que possible et nous espérons vous inviter à plusieurs événements numériques organisés par nos Commissions techniques ou les Sectionsnationales.

Permettez-moi de terminer en vous souhaitant, avant tout, une bonne santé à vous et à vos proches et, à côté de cela, une année de travail réussie.

Geert Van Cappellen
Secrétaire Général de PIANC
MARINE ONSHORE SYSTEM
WE DESIGN SAFETY
WE PRODUCE QUALITY
WE INSTALL DURABILITY

ONE-STOP MARINE BERTHING-MOORING SOLUTIONS
- BV Type Approval Certificate on Marine Fenders according to PIANC 2002
- BV Factory Approval Certificate on Marine Fenders according to PIANC 2002
- CE Factory Approval Certificate of Welded Steel Structural Fabrication for Marine Onshore System
- ISO 9001: 2015 Quality Management System Certified Factory

Web: www.jiermarine.com | E-mail: sales@jiermarine.com | WhatsApp: +86 186 6023 0652

Realising your sustainable potential

NIRAS is a global consultancy with an established maritime presence. From our offices in the UK, Europe, Africa, Middle East and Asia, we offer world-leading consultancy services on the whole life of maritime projects, including masterplanning and feasibility studies, civil engineering design, consenting, procurement and contract management, design reviews, due diligence, asset management and site supervision to our valued clients.

With 2,500 experts and engineers executing 7000 projects worldwide, NIRAS offers a distinct, informed, agile service, tailored to our client’s needs. From the smallest local projects, to major international landmark developments, our enthusiastic and flexible multi-disciplined team derive optimal solutions for all scenarios.

Contact:
Jamie Christie
or Adam Sharp
marineUK@niras.com
0044 1344 567 300
www.niras.com/UK

Please contact us to find out more
5 PUBLISHED IN 2020

9 January 2020

EnviCom WG 178:
‘Climate Change Adaptation Planning for Ports and Inland Waterways’

17 January 2020

RecCom WG 147:
‘Guidelines for Managing the Relationship between Recreational Navigation and Commercial Ports’

8 April 2020

InCom WG 189:
‘Fatigue of Hydraulic Steel Structures’

23 April 2020

MarCom 145:
‘Berthing Velocity Analysis of Seagoing Vessels over 30,000 DWT’

6 May 2020

EnviCom TG 193:
‘Resilience of the Maritime and Inland Waterborne Transport System’

8 June 2020

InCom WG 191:
‘Composites for Hydraulic Structures’
13 August 2020
RecCom WG 168:
’SINGLE POINT YACHT MOORINGS’

14 September 2020
InCom WG 179:
‘Standardisation of Inland Waterways - Proposal for the Revision of the ECMT 1992 Classification’

21 October 2020
InCom Working Group 201:
‘Framework for an Inland Waterway Classification in South America’

All publications can be found on the PIANC website: https://www.pianc.org/publications

Members are able to download all publications FOR FREE in the Members Only Section!
JOIN PIANC HERE

Maritime Operations is the nautical heart of MARIN. Two teams, Traffic & Safety and Operations & Human Factors, are responsible for all our nautical studies and training courses. They help us to achieve our goal: the development of cleaner, safer and smarter ships and sustainable use of the sea, harbours and waterways.

Consultancy
Port layout and channel design
Manoeuvring strategies for complex operations
Safety studies

Training
Ship and tug handling
Pilotage and mooring master training
VTS training
Trelleborg has launched an improved and user-friendly online tool with multilingual functionality to help ports select and specify the most appropriate fender for their application.

Discover Trelleborg’s updated fender online tools – now available in Spanish and Russian – and explore its:

- Berthing energy calculator
- Fender specification generator
- Bollard specification generator
- Fender system selector for ship-to-ship applications

Try out the tool which enables consultation with our global team of experts to ensure your fenders meet required berthing energy specifications and industry standards with best-in-class, compliant solutions.

WWW.TRELLEBORG.COM/MARINEANDINFRASTRUCTURE
EMAIL: MARINE_INFRA@TRELLEBORG.COM
6  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
6.1 The International Association of Ports and Harbors (IAPH)

6.1.1 IAPH World Ports Conference 2020

Due to the COVID-19 pandemic, 2020 was a strange and unusual year, not only for IAPH but for the entire world port and maritime community. We were scheduled to meet in Antwerp, Belgium, for the IAPH World Ports Conference on 17-19 March 2020, with the theme of ‘Building Transparency, Predictability and Trust – Rising to New Demands of Customers, Communities and Stakeholders’, but we had to cancel and postpone it until June 2021.

To make up for the loss, we initiated a series of free webinars in May 2020, in co-operation with IHS Markit, our conference organising partner, to explore the impact of COVID-19 on ports and supply chains across key areas of business innovation, data collaboration, energy transition, and reputation management. Expert panelists considered the unprecedented impact of the pandemic across ports and their stakeholders and looked ahead at how the industry is consequently changing. Following the successful initial summer and autumn series in 2020, a spring series started in February 2021, which has to run up to the 2021 World Ports Conference, 21-25 June 2021, a virtual event of which the banner theme is now ‘Changing of the Guard’.

The World Ports Sustainability Program (WPSP), our environmental initiative launched in 2018 to contribute to sustainable development goals guided by the United Nations, has immediately set up a Task Force to collect and disseminate information on the current best practices of fighting the spread of the coronavirus via a newly-established WORLD PORTS COVID-19 INFORMATION PORTAL. Our Tokyo secretariat team has also issued and published online a weekly news digest of our member ports news on how they address and tackle with this critical issue as a port authority or operator.

In terms of our bilateral co-operation, PIANC is a Founding Partner of the WPSP, and IAPH is a partner of the PIANC-led Global Climate Action initiative called ‘Navigating a Changing Climate’. This fact is testimony that the two organisations are always at the forefront of international environmental protection and sustainable development initiatives.

More specifically, a joint IAPH-PIANC survey on extreme weather events was launched in 2019 and 2020 to gather information from port operators around the world to improve understanding of the consequences and costs of extreme meteorological and/or oceanographic events.

6.1.2 New Technical Committees and Working Groups

In the past few years, IAPH has conducted a strategic review of its structure and activity to make itself more relevant to the membership internally and more visible externally beyond IAPH. As part of the review, we identified three strategic themes to focus on in the coming years: Climate & Energy, Risk & Resilience, and Data Collaboration, and have accordingly established three new technical committees under the said three themes. At the end of 2020, three committees held an inaugural meeting online and started their discussion and operation. Nine technical committees that have existed to date will remain to exist for the time being until June 2021, when we will review what has been accomplished by the new committees and make a final decision on future course of action regarding the committee structure.

As a climate-focused initiative of IAPH, we have two Working Groups (WG). One is the Clean Marine Fuels WG, discussing and clearing ways for a maritime industry’s transition towards clean marine fuels for decarbonisation and improving air quality. The WG unveiled an animated video to clean marine fuels audit tool for use in ports worldwide in 2019 and published a document entitled ‘LNG Ready Terminal – Port and Terminal Guidance’ in 2020, detailing procedures and operational preparedness actions of terminals to assure a safe handling of LNG-fuelled vessels.

The other is Environment Ship Index (ESI) WG. Since 2010, IAPH has sought the co-operation of visiting vessels to address their exhaust emissions through its ESI program, which identifies seagoing and inland-waterways-going 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 ESI version 2.0 has finally gone live in January 2021, where a new governance structure requires the registered Incentive Receivers (ship owners and/or operators) to subscribe to the scheme at minimal cost as well as Incentive Providers (ports and terminal operators).
6.1.3 Cooperation with IMO and Other Industry Stakeholders

In 2020, IAPH participated in meetings and discussions conducted virtually by IMO, including Marine Environment Protection Committee (MEPC) 75, 16-20 November, and most notably, became a partner in the IMO-Norway GreenVoyage2050 project that supports the implementation of the initial IMO greenhouse gas strategy in developing countries by encouraging voluntary cooperation between shipping and port sectors on the reduction of greenhouse gas emissions from ships. As was the case with the IMO’s predecessor project Global Maritime Energy Efficiency Partnerships Project (GloMEEP), IAPH will participate in and contribute to the IMO’s development and delivery of workshops on sustainable ports for developing countries.

IAPH endorses and promotes the concept of port call optimisation, more specifically contributing to an information paper on Just-In-Time (JIT) arrival of ships prepared by the Global Industry Alliance (GIA) operating under the auspices of the IMO GloMEEP project. The paper outlining in great detail the operational and contractual barriers that prevent JIT arrival from happening in reality and thus proposing a series of solutions to overcome these barriers was submitted to the IMO for their consideration in 2020. The GIA is an excellent case of shipping and ports working together for improving reliability and safety and reducing costs and emissions, which should deliver benefits to ports, shipping lines, terminals, service providers and society.

Supported by nine other maritime and port organisations, IAPH initiated and launched in June 2020 a call to action for intergovernmental collaboration to drive the acceleration of digitalisation of maritime trade and logistics, which was then submitted to IMO and enthusiastically endorsed by IMO Secretary General Kitack Lim. Contained in the call to action as its policy statement, IAPH published a white paper on Port Community Cybersecurity in cooperation with ICHCA International and TT Club. The paper is scheduled to be published by the World Bank a paper in their Transport series on resilience of the maritime logistics chain, outlining short and medium-term measures to accelerate digitalisation.

6.1.4 Regional Meetings

We respect regional autonomy in IAPH and encourage members to organize a regional meeting in their own region. It is in that spirit that IAPH Vice-President Karuppiah Subramaniam for the Southeast Asia and Oceania region initiated a webinar on sustainable development for ports in the said region to be held on 29 September 2020, in partnership with the Port Klang Authority and ASEAN Ports Association Malaysia. The event was hosted by IAPH associate member Transport Events in Malaysia.

In December 2020, IAPH Vice-President for Europe Jens Meier organised an online regional meeting for European members. The programme contained an awareness-raising session on cybersecurity and digital trust. The video recording of the European webinar and all presentations are posted on the IAPH website.

More regional meetings or webinars were or will be held in 2021:

- Asia, South/West, East & Middle East Region in collaboration with Indian Port Association – 28 January
- Africa Region in collaboration with the Port Management Association of West and Central Africa (PMAWCA) – 4 February
- Central/South American Region in collaboration with the Inter-American Committee on Ports (CIP) of the Organization of the American States (OAS) – 11 February

https://www.iaphworldports.org/

https://www.facebook.com/iaphworldports

https://twitter.com/IAPHWorldPorts

https://www.linkedin.com/showcase/iaph-world-ports-conference/
6.2 International Council of Marine Industry Associations (ICOMIA)

Boating did extremely well in many parts of the world, especially with strong domestic spending and we are thankful for that. This in the absence of boat shows for which the majority had to be cancelled, given their nature as mass events. And while things were anything but normal at ICOMIA, the team continued to plough through the work delivering substantial benefits to Marine Industry Associations around the world, including the publication of the latest Statistics Book; BREXIT Guidance; Quarterly Statistics Reports; Ceramic Coating Guideline, Small Craft Standards bulletin, End of Life Boat Policy Paper, COVID-19 Marina Operational Guidelines and Marina Leases & Concessions Paper, as well as our ongoing work regarding the Tier III emission limits on Large Yachts at the IMO stage.

Udo Kleinitz
Secretary-General
ICOMIA | www.icomia.org
Tel: +44 1784 223701

https://www.icomia.org/
https://www.facebook.com/ICOMIA
https://twitter.com/FollowICOMIA
https://www.linkedin.com/company/icomia/

6.3 International Harbour Masters Association (IHMA)

6.3.1 New President for IHMA

In 2020, the International Harbour Masters’ Association (IHMA) was delighted to announce the election of new officers, including a new President. Captain Yoss Leclerc of the Port of Quebec, Canada was elected on 8 October at the conclusion of the IHMA Biennial Ordinary General Meeting held remotely for the first time due to COVID-19 restrictions. He succeeded Captain Allan Gray, President and CEO, Halifax Port Authority, Canada.

In a statement to the members, Captain Leclerc pledged to help the Association meet the challenges facing Harbour Masters to ensure the sustainability of ports in the future:

“I like to quote the Japanese writer Ryunosuke Satoro who said: ‘Individually we are one drop, together we are an ocean’. I lived this philosophy at sea when you knew that it was necessary to work together in order to face any and all challenges and even more, to fight adversity. My story continues when I came ashore and joined many different and amazing teams from Canadian Ports who were on the ground 24/7 to ensure safe, secure and fluid operations.

Harbour Masters are the embodiment of dedication, collaboration and teamwork. They are the magicians that make everything seem seamless, smooth and easy to the neophyte and even often to old-timers. I have so often heard the following comment after a port visit: ‘There’s nothing happening here!’ and I always respond: ‘Because magic is going on behind the scenes where a dedicated and painstaking Port team looks after every aspect ensuring the show is going’.”
There are many challenges ahead of us, including environment (climate change, air emissions, ballast water, etc.), technology (digitalisation, automation, etc.) and health (pandemics) that we will need to grasp and tackle together in order to ensure our ports’ sustainability.

At the international level, IHMA has worked very hard to acquire its standing and ability to influence decisions regarding many aspects that have considerable impact on our operations and we will, with your help, continue to consolidate our position.

As a father of two wonderful daughters involved in the maritime field, I am glad to see the interest of women in ‘Harbour Mastering’ and will continue to support the movement within my capacity. I am very honoured and humbled to take the helm of this prestigious organisation and will endeavour to sail the ship with the collaboration and support of you all to our next port of call, the 2022 Congress in Port Klang.”

6.3.2 IHMA Biennial Congress Went Virtual!

As the key forum for IHMA members and the global ports and harbours sector to collaborate, network, share information, and provide updates on the latest industry technology and solutions, the IHMA was disappointed to have to cancel its plans to hold a physical Congress event in Hobart, Tasmania in October of last year due to the coronavirus pandemic.

After riding the wave of uncertainty for some time, the IHMA was finally delighted to offer IHMA members and Congress speakers, attendees, sponsors and exhibitors a unique opportunity to connect in 2020.

The IHMA’s global community and content-sharing platform was launched on 24 September and hosted the Congress presentations and networking sessions from 5 to 10 October. The Virtual Congress was an enormous success!

6.3.3 Event Statistics

- 500+ registered attendees
- 237 port representatives, including harbour masters, port operations, CEOs, marine managers, port captains, marine pilots and VTS managers
- 173 ports represented worldwide
- 65 speakers & session chairs
- 400+ visits to ‘The Mess’ Networking Hall

The IHMA platform remains open and accessible to all Congress attendees and will broadcast monthly events until September 2021.

6.3.4 IHMA Young Maritime Professionals Innovation Pitching Competition

One of the most anticipated aspects of the 2020 virtual Congress was the inaugural Young Maritime Professionals Pitching Competition. It was a long journey for our finalists who submitted their winning ideas in 2019.

The shipping and maritime industry has developed a highly skilled, passionate and vibrant next generation of talent and we saw some of the best in the industry deliver their ideas. We heard some fantastic pitches from Pii to Sextants and everything in between.

The IHMA was delighted to be able to promote and advance the ideas of these disruptors and future leaders and we look forward to continuing the competition in the future and seeing what ideas are put forward for 2022.

https://www.harbourmaster.org/
https://www.facebook.com/InternatHarbourMasters
https://twitter.com/Internat_HM
6.4 The Yacht Harbour Association (TYHA)

TYHA was established to develop the marina industry by specially supporting marina members worldwide. We offer expert advice on a range of issues, marketing and promotional tools through our Fore & Aft publication and attendance with our Which Marina stand at boat shows, and specific training for marina management. At the heart of our work, we promote the development of marina standards through the Gold Anchor global marina accreditation.

- We help boat owners find good quality marinas and help marina businesses improve their services to operate in high, modern standards.
- We can offer expert advice in a range of issues, marketing and promotional tools, and specific training for marina management.
- Development of marina standards is a high priority for us and this is supported and recognised through the Gold Anchor Global Marina Accreditation Scheme which TYHA administer and deliver.

6.4.1 Our Team

![Libby](image1)
Libby
Boat Shows and Event Executive

![Hayley](image2)
Hayley
Gold Anchor Executive

![Jon](image3)
Jon
General Manager

6.4.2 Membership

- UK members: 387
- International members: 115
- Marina Industries Association partnership

6.4.2.1 Benefits of Membership – International Members

TYHA Benefits

- Global Gold Anchor Scheme – Our scheme rates marinas according to an independent assessment of the facility’s infrastructure, planning and service.
- Fore & Aft – Free editorial to all members in TYHA’s quarterly publication. Competitive rates available for advertising.
- TYHA website – Company listing on our website plus access to industry specific information, service providers with links to websites.
• Boat Shows – Exhibit at Southampton International Boat Show and Boot Boat Show on our Which Marina Stand.
• Education & Training – Access to educational programmes, courses, conferences at a reduced TYHA member rate. Courses are held in the UK, Europe and the Middle East.
• Biennial British Marine Marina Conference – Reduced TYHA member rate.
• Code of Practice – A comprehensive document for the Design and Construction of Marinas and Yacht Harbours.
• Access to technical publications and operational advice.
• Networking – Regular programme of networking meetings and events.
• Advertise your job vacancies for free on the website.

For further information on membership, please contact Libby or Hayley at lgordon@britishmarine.co.uk or hcloke@britishmarine.co.uk.

6.4.3 Gold Anchor Global Marina Accreditation Scheme

The Gold Anchor Marina Accreditation Scheme was first developed by TYHA in 1988 and MIA also subsequently established a Scheme. In 2013, TYHA and MIA agreed to work to create one singular global Gold Anchor Scheme for the benefit of marina users and the industry. There are Gold Anchor accredited marinas in over 30 countries.

The Gold Anchor scheme has been developed by the marina industry with the specific objective of raising standards and providing customer centric services.

The Scheme assists marinas to position and differentiate themselves in the market place. Participation also provides a global performance benchmarking that contributes to continual business improvement. For consumers, Gold Anchor helps in their evaluation and selection of marinas aligned with their needs. Marinas entering the Gold Anchor scheme can choose to self-assess the core scheme criteria or be independently assessed by one of the expert assessor team.

Feedback from participating marinas confirms the significant value associated with an audit every three years by a highly experienced marina professional checking systems, infrastructure and customer service whilst also providing innovative ideas for improvement.

The self-assessed scheme is most suited to marinas preparing for future accreditation within the next three years and who adhere to the values of Gold Anchor and want to show their commitment to those values by flying the Gold Anchor flag.

The Global Scheme is jointly administered by The Yacht Harbour Association (TYHA) and the Marina Industries Association (MIA). TYHA delivers the Scheme in the United Kingdom, Europe, Middle East, Africa and the Caribbean. MIA delivers the Scheme in Asia, Sri Lanka Regions including Australia and NZ. In the Americas the scheme is jointly delivered by TYHA and MIA.

6.4.4 Which Marina?

Taking space on the Which Marina? stand offers the marina or supplier to cost effectively exhibit at the show. The stand is fully managed by TYHA staff and located in an ideal position. The vibrant stand holds awards ceremonies and exhibitor drinks.

TYHA also support members at Crick Inland Boat Show and Boot, Düsseldorf.
6.4.5 Networking and Events

TYHA holds regular networking meetings, seminars and events, which are designed to keep members informed about the latest developments in the industry, encouraging people to enjoy the wonderful world of boating and fact-finding tours.

- Biennial British Marine Marina Conference
- Annual Summer Marina Tour
- Participation Project
- Inland Forum
- Marina of the Year
- Marina Day

Marina of the Year Awards

Lymington Networking Lunch And Marina Tour

Summer Marina Tour Jersey and Guernsey 2017
6.4.6 TYHA Produces a Quarterly B2B Publication Offering Free Editorial to All Members and Competitive Advertising Rates

Website: www.tyha.co.uk

https://www.tyha.co.uk/

https://twitter.com/britishmarine

https://www.linkedin.com/company/the-yacht-harbour-association-limited/
2020 was a milestone year for the International Association for Hydro-Environment Engineering and Research (IAHR) as we celebrated our 85 years of existence. Founded in 1935 as the International Association for Hydraulic Structures Research, a lot has changed since then, starting with our name, and the association has evolved to become the international organisation that IAHR is today with more than 4,000 members from all over the world working for the development of water engineering, the protection of the environment, and a better water future for all.

Due to COVID-19, 2020 was also one of the most challenging and disrupted years in the association’s history, but the IAHR community was able to successfully create and adapt to new ways of working together. The association took on new opportunities, including adapting existing programmes and organising high-quality, very well attended virtual events, and saw a rising interest in its portfolio of knowledge products.

### 6.5.1 Contributing to Achieve SDG 6

The 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs) set out the international community’s commitment to rid the world of poverty and hunger and achieve sustainable development in its three dimensions: economic, social, and environmental. The SDG Agenda and particularly SDG 6, with its objective of ensuring the availability and sustainable management of water and sanitation for all, are key cross-cutting guiding principles for the IAHR, its activities, actions, and knowledge products.

In 2020, the IAHR, in collaboration with other international organisations, developed a joint white paper on The role of engineers in the effort to achieve SDG 6. The purpose of this white paper is to provide an overview of the contribution of engineering to the effort to achieve the water-related Sustainable Development Goals (SDGs) of Agenda 2030 and to discuss what more engineers should be doing, including expanding their horizons beyond the confines of their traditional engineering education and recognising the importance of embracing a human rights-based approach. In addition, it explores how the modern paradigm of engineering, which inherently integrates nature-based methods, contributes to and enables national stakeholders to achieve the SDGs through gender-responsive, human rights-based approaches.

### 6.5.2 Adapting to Climate Change

Water and climate change was the theme of World Water Day 2020. Celebrated all over the world on 22 March each year, the objective of the Day is to raise awareness about global water problems and motivate organisations and individuals to work towards solutions. In 2020, IAHR contributed to the World Water Day agenda with an online panel discussion on Hydro-environment Engineering and Adaptation to Climate Change on 21 March. Also in 2020, the IAHR produced a white paper on Climate Change Adaptation in Water Engineering which addresses some of the key approaches and challenges associated with climate change adaptation in water engineering.

### 6.5.3 Reaching Global Water Security

Global water security remains one of the biggest challenges facing humanity. On a global scale, water is a critical shared resource that authorities must understand in order to enable economic growth, social health, and environmental sustainability. Water security is a cross-cutting issue. It concerns public health, economic growth, environmental sustainability, disaster risk reduction, etc. Improving water
security allows us to deal with the complex and interconnected challenges our societies must face every day. Water security is one of the areas of main concern for the association and, with the goal of connecting the knowledge of the hydro-environment fraternity of IAHR with practitioners who face the challenges of addressing global water security, in 2020 IAHR started the IAHR Water Security Webinar Series by the IAHR Global Water Security Working Group and celebrated two well-attended webinars:


### 6.5.4 Strengthening Gender Equity

Fostering the representation, participation, and visibility of women at IAHR is also one of the main areas of concern of the association and, with this in mind, a dedicated task force on Strengthening Gender Equity was set up in 2020 with the mandate of increasing the number of women members and the ratio of women to men in divisions and committees within IAHR, and raising women’s concerns within the association.

### 6.5.5 Building Capacity of Young Professionals

The IAHR, through its Young Professional Network (YPN) programme, ensures that new generations of future hydro-environment professionals and researchers have the opportunity to engage in IAHR activities, network and connect with peers and senior IAHR members, receive mentoring and support, and get access to the latest knowledge, information, and know-how in the early stage of their careers.

On 17-18 November 2020, the association organised online its First Young Professionals Congress and provided an opportunity for member and non-member young professionals and students to make their work known, receive mentoring, and network. More than 100 papers were presented covering a wide variety of topics including climate change adaptation, fluvial hydraulics, hydro-informatics, transient flows, eco-hydraulics, and flood risk management among others. The proceedings, as well as a video recording of all presentations, are freely accessible and made available under a Creative Commons License.

### 6.5.6 Recognising Achievements

2020 was also a year of celebration and recognition as the association reached 85 years of existence. On 14-17 December, 2020 culminated with the celebration of the IAHR 85th Anniversary Summit, which combined offline conferences in Beijing, China, and online sessions, live-streamed webinars, lectures, and a virtual get-together of prestigious IAHR members with the whole IAHR community.

https://www.iahr.org/

https://www.linkedin.com/company/iahr-water/
6.6 The Global Marina Institute (GMI)

The Global Marina Institute (GMI) is a partnership between British Marine and the Australian based Marina Industries Association (MIA), formed to auspice and facilitate the continual improvement of global marina training and certification. During 2020 the ability to conduct training has been severely hampered, however the GMI has delivered two marina management courses, one in the UK, the other the first online Intermediate Marina Management course delivered by the MIA.

The GMI partners have also delivered 27 other marina related courses, seminars and programmes reaching over 600 marina personnel. The MIA delivered the first online IMM course, which was followed by another online IMM course which was a joint delivery by the MIA and British Marine.

The industry certification delivered under GMI has grown strongly during 2020. Globally, there are over 500 certified marina personnel with designations of Certified Marina Operator, Certified Marina Manager and Certified Marina Professional.

The associated Continuing Professional Development (CPD) program has taken a different focus during 2020, where more online meetings were delivered with group learning events held for certified members in Australia, UK, Europe, Middle East, Asia and the Caribbean.

A total of 6 meetings were held for the certified members, 5 virtual and 1 face-to-face.

During 2020, the Chair of GMI has been 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.

MIA – https://twitter.com/MarinaIndustry
BM – https://twitter.com/britishmarine
MIA – Marina Industries Association: Overview | LinkedIn
BM – British Marine: Overview | LinkedIn
GMI – https://www.linkedin.com/company/global-marina-institute-limited/
MIA – https://www.facebook.com/MarinaIndustries
BM – https://www.facebook.com/BritishMarine/
information and measures about the COVID-19 (EMSA, OECD), CLIA communications, European Union Healthy Gateways recommendations, published a MedCruise statement on the COVID-19 outbreak and carried several surveys to understand the situation in each of our members.

- MedCruise has been communicating with the industry and other key organisations/partners and has continued its full activity online.
- MedCruise has organised online webinars addressed to MedCruise members, inviting key Cruise line executives (Royal Caribbean and Costa Cruises)
- MedCruise has organised an online Professional Development Course, addressed exclusively to MedCruise members, where a specialised company from the industry gave training on current topics like ‘How to conduct business post-COVID’.
- MedCruise has participated in interviews like: the curated conversation, Seatrade Cruise’s Mary Bond talks to Airam Diaz Pastor, President of MedCruise, about how the Med is getting ready to welcome cruise back to their ports.
- MedCruise is meeting with key organisations like IAPH, UNWTO, IMO and other Cruise Ports Associations worldwide, as the unified voice of all Mediterranean and adjoining seas key players.

MedCruise Association has been a pathfinder out of the crisis, for example MedCruise has formed a ‘Post-COVID-19 Committee of Experts’ and is holding regular meetings with a representative from each member region to discuss the latest protocols, measures and developments in each country. Inviting key partners such as European Union Healthy Gateways to answer members’ questions and share information.

Additionally, MedCruise Association felt that it was time, more than ever, to honour the companies, organisations and individuals who are working harder to take the cruise industry into a challenging and competitive future. The event MedCruise Awards was celebrated online.

It was an impressive ceremony that delivered positive messages of great hope to the industry for a joint recovery, particularly during this difficult time.

On MedCruise Association new website launched in 2020, you can find numerous updated articles showing the Mediterranean ports support to cruise lines both for the immediate provision of berths and also the restart of cruise: https://www.medcruise.com/news.

Now more than ever it is important that visitors feel secure with us, when they visit our magnificent destinations. Read more: MedCruise news, Sep 2020.

For more information, please contact secretariat@medcruise.com.

https://www.medcruise.com/
https://www.facebook.com/medcruise.association
https://twitter.com/MedCruisePorts
https://www.linkedin.com/company/medcruise-association/
6.8 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.

The year 2020 will forever be known as the year of the COVID-19 global pandemic. In accordance with Government advisories to limit the spread of the virus, IADC implemented numerous precautions. Many events have been postponed or cancelled. Some, however, have been adapted to an online format. Webinars and testimonials took place online as did the IADC Annual General Meeting in September 2020 – a first. In this extraordinary year, IADC has done its utmost to continue to support its members and promote the dredging industry in extraordinary ways.

At IADC, we believe that the global dredging industry is the front runner on sustainable infrastructure developments. In a new corporate video, IADC stated that the dredging industry aims to make the world a better, safer and more sustainable place to live. But also that IADC is driven to help the industry move forward.

6.8.1 Dredging Sustainability

The outside world is generally unaware of the contribution of the dredging industry to our daily lives. Without dredging many areas are likely to erode and/or flood, ships are unable to call to a port as access channels are not maintained, and land reclamation and trenches for pipelines cannot be made. The sector wants to work in a sustainable way which is often not recognised by stakeholders. Nevertheless, multiple case examples are available. IADC wants to promote the industry’s vital roles in the global sustainability transition and contributes to solutions for sustainability challenges.

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 ensuring knowledge about sustainable dredging is widely available.

The CEDA-IADC publication ‘Dredging for Sustainable Infrastructure’ guided the association’s activities in 2019.

( Photo © Mees van den Ekart)

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 marine 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.

In four half-day online sessions, CEDA and IADC organised the course on ‘Dredging for Sustainable Infrastructure’ for the first time. During the course, participants learned how to achieve dredging projects that fulfill primary functional requirements while adding value to the natural and socio-economic systems by acquiring an understanding of these systems in the context of dredging as well as stakeholder engagement throughout a project’s development. Experienced lecturers shared the latest thinking and approaches, explained methodologies and techniques as well as demonstrated – through numerous practical examples – how to implement this information in practice with challenging workshops and case studies. Other courses will be planned in 2021.

6.8.2 Publishing Innovation

‘Terra et Aqua’, the quarterly print and digital journal published by IADC, continues to feature articles about projects that 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 Bacton Sandscaping and the Calandkanaal. Also interviews with Panama Canal's deputy administrator Ilya Espino de Marotta and Special envoy for International Water Affairs Henk Ovink were published. The journal's articles and interviews as well as facts sheets, can 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 2019’ was unveiled at the AGM. IADC again contributed data to the annual ‘Dredger Register 2020’ published by Clarksons Research as well as translations of the ‘FIDIC Blue Book’ with the Spanish version currently available as well. PIANC 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.

6.8.3 Partnership Expanded

IADC and FIDIC have signed a major strategic collaboration agreement, which will see the two organisations working more closely together and collaborating on matters of mutual interest over the next two years. IADC has a long-lasting relationship with FIDIC that organises the consulting engineering sector and plays an important role in marine infrastructure projects. The signed memorandum of understanding agreement is for two years under which the organisations will:
1. collaborate on the development of balanced contracts that will benefit the wider industry
2. enter into a partnership on conferences and the friendly review of contracts
3. collaborate on the dissemination of knowledge on how to develop and build sustainable marine infrastructure projects
4. work together to bring publications to the attention of their target groups

With a digital handshake, Dr Nelson Ogunshakin (FIDIC) and René Kolman (IADC) confirm the strategic partnership

6.8.4 Connecting Professionals

The annual Young Management Programme hosted a group of 27 young professionals embarking upon leadership roles with IADC’s member companies in Dubai. 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.

During the 2020 Annual General Meeting, IADC members together with young professionals looked at IADC’s role in promoting sustainability to the outside world and what activities should be undertaken to achieve these objectives. Four sustainability topics were chosen on which to focus:

1. added value of the dredging industry to society in general
2. nature-based solutions
3. green finance
4. carbon-neutrality

For each topic, a brief introduction to the topic was made, based on what the world will look like in 2035, followed by a presentation by an external expert. All presented by video for which a special YouTube playlist has been created.

Unfortunately, we had to cancel the association’s mainstay dredging seminar in Delft, the Netherlands. The dredging seminar in Singapore is postponed till 2021. Also no Young Author Award or Safety Award was granted.

2020 was a challenging year and while we do not know what the coming years will bring, IADC remains committed to support the dredging industry on sustainable infrastructure developments and to help the industry move forward!

https://www.iadc-dredging.com/
https://twitter.com/IADCDredging
https://www.linkedin.com/company/iadc-dredging/
6.9 The International Business Alliance for Corporate Ocean Responsibility (WOC)

The WOC is the Global Blue Economy Business and Investment Organization - a unique international, multi-industry business alliance for leadership, collaboration and action on sustainable development and “Corporate Ocean Responsibility”.

The WOC was established in 2009 as a not-for-profit, non-government BUSINESS organization which brings together the global multi-sectoral ocean business community and is registered in the US and Europe.

The WOC brings together the world’s largest Blue Economy business network, with 35,000+ business and investment stakeholders from around the world and across the sectors. Among the network participants are WOC Member companies and several hundred companies and industry groups with whom we work regularly. The WOC Sustainable Ocean Summit (SOS), the only annual global, multi-industry gathering developed by and for the business community and focused on ocean sustainable development.

The WOC is undertaking concrete efforts to address ocean sustainability issues critical to business, including on Port and Coastal Infrastructure Adaptation and Resiliency in relation to Sea Level Rise and Extreme Weather Events. The SOS event has featured special sessions on Port and Coastal Infrastructure Adaptation since 2013. In 2019 PIANC and WOC signed an MOU.

In 2020, the WOC launched its Port and Coastal Infrastructure Adaptation Working Group with several key companies involved as the core group. The Working Group will advance business leadership, collaboration and action to address the significant need and opportunity for adaption of ports and coastal infrastructure to extreme weather events.

The WOC will grow to bring together relevant port stakeholders from business, industry and finance to design, develop, and deliver a systematic approach to overcome resource constraints and institutional barriers to planning for adaption to extreme weather events. The goal is to initiate a program that will be developed and tested for replicability so that port adaptation efforts can scale up to support port resiliency needs globally, especially in Small Island Developing States (SIDS) and other developing archipelagic and coastal countries.

6.9.1 SOS 2019 Paris

‘Port Resiliency to Sea Level Rise and Extreme Events: Private Sector Collaboration to Advance Infrastructure Adaptation, especially for Small Islands and Developing Countries’

6.9.1.1 Framing questions

- How can the ocean business and investment community best ensure that ports and essential coastal infrastructure are being adapted to ensure resiliency during extreme events especially in small islands and developing countries?
- How can the Ocean Business Community best collaborate with other key stakeholders, e.g. multilateral/bilateral development assistance, national governments, science institutions, etc.?
- What is the best way to develop and implement a global, multi-stakeholder leadership alliance to ensure ports and coastal infrastructure worldwide are ready, resilient and able to minimize the impacts of extreme events on communities, businesses and economies?

6.9.1.2 Chair/Moderator

- Paul Holthus, Founding President and CEO, World Ocean Council
6.9.1.3 Speakers/Panel

- Jason Pratt, Vice President, Group Health, Safety and Environment, DP World
- Greg Fisk, Business Development Director, BMT
- Shimrit Perkol-Finkel, Co-Founder and CEO, ECOncrete
- Brigitte Vlaswinkel, Operations and Research Director, Oceans of Energy
- Nicolas Swetchine, Group Head, International Key Accounts and Infrastructure Markets, LaFargeHolcim
- Michael Adams, President, Ocean Assets Institute

6.9.2 SOS 2020 (virtual)

‘Port and Coastal Infrastructure Adaptation: Private Sector Collaboration to Advance Action, Investment and Nature-Based Solutions’

6.9.2.1 Framing questions

- How can the ocean business and investment community best collaborate to ensure that ports and coastal infrastructure are adapted to ensure resiliency to extreme events and sea level rise, especially in small islands and developing countries?
- How can the ocean business and investment community best engage with the public finance community to advance coastal infrastructure adaptation, e.g. Green Climate Fund, multilateral/bilateral development assistance, national governments, etc.?
- What is the best way to develop and implement a “Grey/Green/Blue” approach to coastal infrastructure adaptation, i.e. including “Green Infrastructure” (Nature-Based Solutions) and optimizing Blue Carbon benefits?

6.9.2.2 Chair/Moderator

- Chris Allen, Senior Consultant, Buildings, Infrastructure + Advanced Facilities – Advance Planning Group, Jacobs

6.9.2.3 Speakers

- Nicolas Swetchine, Group Head, International Key Accounts and Infrastructure Markets, LaFargeHolcim
- Patrick King, Vice President, Global Director for Ports & Maritime, Jacobs / Luce Bassetti, Community of Practice Lead, Coastal Planning and Engineering, Jacobs

6.9.2.4 Commentator Panel

- Cynthia Jaggi, Director and Founding Partner, Climate Adaptive Infrastructure
- Joshua Berger, Founder and Board Chair, Washington Maritime Blue
- Shimrit Perkol-Finkel, Co-Founder and CEO, ECOncrete
6.10 Inland Waterways International (IWI)

IWI is a membership organisation representing waterways professionals and enthusiasts across the world, with members currently representing 27 countries. We campaign for the maintenance and proper management of inland waterways worldwide and we support plans by governments and non-government agencies to restore derelict or unused canals to navigational use or to build new waterways where appropriate. We also promote the use of inland waterways for commercial navigation and amenity use wherever possible and we aim to educate the public about the value of inland waterways, encouraging nations to cooperate and share knowledge for the benefit of all.

As the umbrella organisation of the annual World Canals Conference, we were disappointed that WCC 2020, like so many events during the year, had to be cancelled due to the uncertainties and travel restrictions caused by the global COVID-19 pandemic. The very difficult decision was made by the Leipzig 2020 WCC hosts to reschedule their conference for 2022, a decision that was supported and appreciated by IWI.

As a signatory of plans to organise an e-regatta in Venice in June to promote the use of low carbon propulsion, we were equally saddened when this event was put on hold by the pandemic, but are looking forward to plans being restored and that waterways events will resume as soon as possible.

But our work during 2020 was not totally dominated by the pandemic. The Inland Waterways Pavilion organised by IWI for members at Boot Düsseldorf from 18 to 26 January attracted twelve co-exhibitors and many visitors, with our Day of Canals conference, held at Boot in 2020 for the second year, being enjoyed by almost 100 invited participants.

Our recently expanded Alternative Fuels Working Group is studying and promoting methods to accelerate the transition of personal and commercial watercraft used on inland waterways towards clean and sustainable propulsion systems. Its audience is the boating public as well as commercial interests, corporations and legislative agencies. Its goal is to provide information on the latest technologies and best practices to these audiences so that they can make the best-informed decisions about how to reduce carbon emissions from marine propulsion.

We have engaged closely during the year with colleagues at PIANC, participating in two Working Groups, WG 228 – ‘Extended Values of Low-Use Inland Waterways’ and WG 219 – ‘Guidelines for Inland Waterway Infrastructure to Facilitate Tourism’, the results of which will be published jointly by the two organisations.

During our AGM, held online in September, we elected Rudy Van der Ween as our new President, to stand for the coming three years. Rudy is promoter of water tourism at the City of Ghent in Belgium. In his inaugural speech he talked about his hopes and plans for increasing and improving IWI’s relevance as a truly international body, transcending international politics and building bridges whilst rejuvenating our own membership, providing a forum for dialogue and facilitating networking.

https://inlandwaterwaysinternational.org/
6.11 The Economic Commission for Latin America and the Caribbean (ECLAC)

6.11.1 Economic Commission for Latin America and the Caribbean (ECLAC)

The Economic Commission for Latin America and the Caribbean (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 and the Caribbean, coordinating actions towards this end, and reinforcing economic ties among its Member States and with other nations of the world. The promotion of the region’s social development is also part of ECLAC’s primary objectives.

6.11.2 Activities Carried Out in 2020:

6.11.2.1 Working Group 201

During the year of 2020, ECLAC, along with PIANC and representatives of countries in the region, carried on with the activities of the Working Group (WG) 201 on ‘Inland Waterway Classification in South America’. The WG has developed a tier-based classification framework for South American shallow-draft navigation rivers, including parameters such as the minimal depth of the waterways, the physical dimensions of the ways and vessels, and the services provided to navigation.

After the development of a proposal which was applicable for the region (published by ECLAC and PIANC in 2018), the Working Group proceeded to select the following set of inland waterways for a pilot application of the framework: Paraguay-Paraná Waterway; Huallaga river (Peru); Upper Paraná river (between Santa Fe and Confluencia); Uruguay river (stretch 187- 208 km); Madeira river (Brazil); Meta river (Colombia); Magdalena river (Colombia); and Tapajós river (Brazil).

Hence, during the initial months of 2020, the WG-members worked on applying the classification proposal to this initial set of case studies. Furthermore, WG 201 elaborated technical contributions on topics considered relevant to inland navigation in South America, such as a description of parameters influencing the navigability, clarifications regarding definitions of river stretches, and discussions on the adoption of the framework for investment and planning purposes.

On 20 April 2020, the ECLAC Infrastructure Services Unit, along with PIANC, promoted an online meeting for presentation of the cases studies and discussion of the final version of the classification proposal. The event was attended by government officials from several countries in South America, by members of PIANC (including Dr. Philippe Rigo, Chairman of PIANC InCom), as well as officials from ECLAC (including Dr. Ricardo Sánchez).

On 21 October 2020, as a result of the work carried out by WG 201 since 2017, the report ‘Framework for an Inland Waterway Classification in South America’ was released, finalising the activities of this Working Group. In 2021, a Spanish version of the report will be released and promoted in the region.

6.11.2.2 Seminar on the Paraguay-Paraná Waterway

On 8 October 2020, the ECLAC Unit of Infrastructure Services participated in the Seminar ‘Paraguay-Paraná Waterway – Perspectives, Analyses and Proposals’, which was promoted by the by the Brazilian Agency of Water Transport (ANTAQ) and also had the support of the Brazilian Ministry of Foreign Affairs and the Intergovernmental Committee on the Paraguay-Paraná Waterway (CIH).

During the event, which focused on the discussion of strategies for enhancing the relevance of the Waterway in Brazilian international trade, ECLAC officials pointed out the crucial role played by the Paraguay-Paraná Waterway in the expansion of the agricultural sector in two other countries in the region (Argentina and Paraguay), and stressed the importance of increasing and maintaining the Waterway’s depth in order to promote the region’s economic development.
ECLAC officials have also presented the proposal for a classification of inland waterways in South America, the result of PIANC/ECLAC WG201. The presentation has highlighted the importance of the classification framework as a tool to assess the existing situation of South American waterways, as well as their current and potential capacity, enabling their integration with national and regional logistics chains.

6.11.2.3 Sustainable Inland Transport Connectivity Indicators in Paraguay

Throughout the year of 2020, ECLAC has supported the implementation of the United Nations Development Account (UNDA) funded project entitled ‘Sustainable Transport Connectivity and Implementation of Transport-Related SDGs in Selected Landlocked and Transit/Bridging Countries’, led by the UN Economic Commission for Europe Sustainable Transport Division. The project aims at developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN) and involves five pilot countries, including Paraguay.

The main objective of the project is to develop a tool enabling countries to measure their degree of connectivity: both domestically and sub-regionally, as well as in terms of soft and hard infrastructure. Particularly, one of the axes around which the SITCIN are structured corresponds to inland waterways, which are of great importance to logistics and mobility in Paraguay.

As part of the project activities developed in 2020, ECLAC officials have carried out a fact-finding mission in Paraguay in order to visit border-crossing points and hold consultations with representatives of the public and private sectors (including the ones involved in inland waterway navigation, aiming at identifying the main challenges faced in the areas of transport and trade facilitation). Furthermore, a National Connectivity Report with the full set of indicators and a diagnosis of connectivity in Paraguay was developed by the project team.

https://www.cepal.org/en

https://www.facebook.com/eclac

https://twitter.com/eclac_un

https://www.youtube.com/user/ECLACUN
Marinas and Harbours
Aids to Navigation
Think steel first!

ArcelorMittal Sheet Piling

Optimise new port infrastructures and reach substantial improvements on sustainability, construction cost and operational efficiency with our innovative and unique solutions.

On average 20% faster construction and 25% lower costs from construction to deconstruction compared to classical concrete solutions.

Save up to 50% material costs with advanced dynamic design for safe and economical ports in seismic areas.

Reduce the environmental impact with EcoSheetPile™ Plus made from 100% recycled steel and with 100% renewable electricity. Steel produced under our XCarb™ recycled and renewably produced label is audited and certified by an independent third-party.

* Results from an independent study by Tractebel, Belgium (2019).