NATIONAL SECTIONS & QUALIFYING MEMBERS
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1.1 Authorities and Commission Members

- First Delegate: Raúl S. Escalante
- Secretary: Sebastián García
- RecCom: Esteban Biondi (Chair) & Claudio Fassardi
- MarCom: Carlos Ginés
- InCom: Leonel Temer
- EnviCom: Gerardo Bessone
- YP-Com: Matías Palma (Delegate), Vincent Besson (Alternate Delegate), Sebastian Iglesias (Alternate Delegate), Virginia Sy (Americas Vice-Chair Supporter)

1.2 Participation in Working Groups

- Task Group Membership: Sebastian García
- PIANC America: Sebastian García

1.3 Membership 2020

The number of members of the National Section of Argentina increased during 2020. Currently, it has got 88 members:

- 77 Individual Members (among them 42 YP’s)
- 11 Corporate Members

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1.4 Events

1.4.1 National and Regional Activities

Despite constraints related to COVID-19, PIANC Argentina managed to stay in contact throughout the year through by organising online seminars in collaboration with AADIP (Argentine Association of Port Engineers) and EGIP (Graduate School of Port Engineering – Buenos Aires University).

1.4.1.1 PIANC YP-Com Argentina Webinar ‘Ports Operations while COVID-19’

On 5 June 2020, professionals of the port community were able to participate in a PIANC webinar organised by the Young Professionals in Argentina. The topic dealt with port operations during the pandemic. There were two speakers, Capt. Ferreyra, Operations Manager from the Port of Buenos Aires, and Eng. Carnevali, Operations Manager from the Port of Bahia Blanca. Both commented the taken actions of the port to control the spread of the pandemic and some cases seen in the past months. The event had a great attendance, with 75 participants from Argentina and other Latin American countries.
1.4.1.2 XI Argentine Congress of Ports Engineering

On 7-9 September 2020, PIANC Argentina and the Argentine Association of Ports Engineering (AADIP) hosted the 'XI Argentine Congress of Ports Engineering'. It was the first time this event was held in an online format. The great attendance showed that the effort was well worthwhile, with 487 participants from across Latin America, USA, and Europe.

The Congress brought together outstanding professionals from the region, and it was divided into several blocks: Port Planning, Port Infrastructure, Waterways, Aids to Navigation, Dredging, and Port Environment. One of the highlights were the presentations from the different PIANC Technical Commissions, and from the Young Professionals in Argentina. Moreover, PIANC's International President, Francisco Esteban Lefler, presented 'PIANC, The World Association for Waterborne Transport Infrastructure'. The latter is available on the AADIP YouTube channel, and the papers from all presentations can be downloaded from www.aadip.org.ar.
1.4.1.3 Bilateral Meeting: Engineering Biocenic Corridor

On 20 October 2020, professionals of the port community were able to participate in the online event organised by the Engineering Faculty of University of Buenos Aires, the Graduate School of Port Engineering, the Civil Works Department of the University of Santiago de Chile, and the participation of the Chilean Association of Engineering, Ports and Coasts.

The seminar aimed at facilitating the exchange of professional and academic experiences between the two countries in topics related ports, waterways, and maritime engineering. There were four speakers, Sebastian Garcia and Pablo Arecco as experts from Argentina, together with Carlos Reiher and Carlos Rodriguez as experts from Chile. The meeting resulted in fruitful discussions about risks associated to multiple causes of failure in port infrastructure, and the share of knowledge in port planning strategies.

1.4.2 End-of-the-Year Event

On 16 December 2020, the Argentine Association of Port Engineers (AADIP) and PIANC Argentina, held their end-of-the-year event for the second year running, this time virtually.

The event started with a technical session given by Eng. Gonzalo Duro. Gonzalo recently obtained a PhD from the Delf University of Technology, defending his thesis ‘Erosion of Margins in Navigable and Regulated Rivers’. During his dissertation, he presented all the field works and conclusions made out
from his doctoral thesis. This work also served as the basis for InCom Working Group 128 – ‘Alternative Technical-Biological Methods for the Protection of Slopes in Inland Waterways’, in which he is participating.

Afterwards, Eng. Jose Grau presented the 2020 edition of the PIANC Argentina/AADIP Yearbook, offering the opportunity to remember Argentina’s active participation in PIANC’s Technical Commissions, as well as the past and future local and international activities.

Almost forty persons participated in the event, including Young Professionals. The event was closed by Eng. Raul Escalante, First Delegate of PIANC Argentina, who expressed his gratitude to all the Individual and Corporate Members of the National Section of Argentina who accompanied the Association throughout the year, celebrating the achievements of 2020, still in the context of the pandemic, and wishing the National Section a prosperous 2021.

Technical presentation by Gonzalo Duró

Raúl S. Escalante
First Delegate PIANC Argentina

Sebastián García
Secretary PIANC Argentina
2 PIANC AUSTRALIA & NEW ZEALAND IN 2020

2.1 Message from the Chair

2020 highlighted how important it is to listen to our members’ needs and to be able to quickly pivot our actions in response. Our 2020 Yearbook report is a testimony to the PIANC ANZ community's resilience, enthusiasm, and commitment to shared goals and aims. It has been another great year for our organisation and many thanks to all involved.

2.1.1 Major Achievements in 2020 Include:

- Successfully hosting APAC 2020, the first of PIANC’s new biennial Asia Pacific Conference series, in a hybrid virtual and in-person format in Fremantle, WA 2-4 December 2020.
- Successfully hosting the first international symposium on ‘Nature-Based Solutions for Coasts, Ports and Estuaries’ on 1 December 2020.
- Continuing to support our local members and grow our community through six Regional Chapters in WA, SA, Vic/Tas, NSW, QLD/NT and NZ, who between them organised eleven regional technical and networking events.
- Increasing our outreach locally and globally by hosting online webinars, building our comms email base and doubling our LinkedIn following.
- Hosting our first online Annual General Meeting with successful pre-AGM Board election electronic voting.
- Undertaking a major risk review for the Board with the assistance of Jerel David our 2020 Board Observer.
- Having ANZ members participate in 19 International Working Groups, with others preparing for seven more, hosting ANZ led Working Group (WG) meetings and promoting recent WG Reports and opportunities.
- Successful implementation of a new membership software system embedded in a refreshed website.
- Ensuring Board leadership, financial stability and ongoing management of PIANC ANZ activities through regular active communications, including online catch-ups.
- Implementation of a new web-based membership software program, creation of a PIANC ANZ YouTube channel, and production of our inaugural Annual Report.
- Continuing to support PIANC International and other international initiatives.

2.2 APAC 2020

Against the COVID-19 odds, PIANC’s inaugural Asia Pacific (APAC) Conference was successfully held in Fremantle, Western Australia on 1-4 December 2020. Technically and financially a success, the hybrid Conference was opened by the WA Minister for Ports, The Hon Alannah MacTiernan, MLC (pictured).

Over 250 people attended the conference which focused on ‘Port, Harbour and Recreational Boating for Today and Tomorrow’. The hybrid conference was physically hosted in Fremantle, Western Australia and also streamed online with both local and overseas presenters.

Online attendees came from around the world, including Australia, Belgium, Canada, Denmark, Ecuador, Iceland, India, Japan, Malaysia, the Netherlands, New Zealand, Singapore, South Africa, Spain, Thailand, and the USA.

As Neil Lawson, member of the hardworking Local Organising Committee, of the PIANC ANZ Board and PIANC Global’s Vice-President declared, “After six years of planning we have achieved our lofty goal of hosting a truly regional PIANC focused conference – well done all – a real team effort!”.
Senior PIANC leaders who presented at the Conference included PIANC’s President Francisco Esteban Lefler who spoke on ‘Future Directions in Maritime Engineering and Construction’ and Geert Van Capellen, the Secretary-General, whose topic was ‘PIANC in the New Normal’.

Other keynote speakers included Dr. Todd Bridges, Chair of PIANC’s Environmental Commission (EnviCom), with fellow USACE scientist Dr. Burton C Suede, presenting on Engineering with Nature (EWN) principles and examples from the US; Nicole Lockwood, Chair of the Westport Taskforce on ‘Applying Innovative Port Planning Practice to Achieve Positive Environmental Outcomes – Westport’s Story’; and Associate Professor Will Glamore, Chair of PIANC ANZ.

For more details of the programme, please see here.

The Conference’s platinum sponsors were Fremantle Ports, Trelleborg and WGA (Wallbridge Gilbert Aztec).

2.3 APAC Pre-Conference Symposium – Nature-Based Solutions for Coasts, Ports and Estuaries

APAC 2020’s Pre-Conference Symposium ‘Nature-Based Solutions for Coasts, Ports and Estuaries’ was held on 1 December 2020. The Symposium’s ninety participants came from ten countries – Australia, Canada, Denmark, Ecuador, India, Japan, the Netherlands, New Zealand, Singapore, and the USA. There were live presentations in Fremantle and a large number of presenters and attendees who joined in virtually.

PIANC ANZ Chair, Will Glamore thanked everyone involved, especially symposium organiser Professor Ryan Lowe from University of Western Australia’s Oceans Institute. “It is an honour to host the world’s first international symposium on Nature-Based Solutions. The hybrid format worked really well”, he said, “and may well be the way of the future.”

Moreover, it’s abundantly obvious that Nature-Based Solutions are quickly becoming a trusted means to solve wicked problems. Both the scale of the solutions and the variety of outcomes is extremely impressive.”

For a full list of presenters and topics see here https://www.pianc2020.com/pre-conference-symposium/.

Grateful thanks to our sponsor – UNSW’s Water Research Laboratory.

2.4 PIANC APAC 2020 Awards

Five major PIANC awards were presented at the APAC 2020 Conference dinner on 3 December 2020. The awards set the basis for this conference and pave the way for many more to come in PIANC’s new biennial Asia Pacific Conference.
2.4.1 **PIANC APAC 2020 Lifetime Achievement Award**

For outstanding involvement and contribution to the Waterborne Transport Infrastructure industry.

Congratulations to Neil Lawson. Neil requires no introduction – currently serving as the Vice-President of PIANC International and previously for 18 years as the Chair of PIANC in Australia & New Zealand. Those involved in PIANC know that he always goes above and beyond to ensure that the Association continues to thrive and to enable important events such as this conference. He started work as a port engineer in the 1970s, has had a long and very successful career in the industry and continues to help shape its future.

Responding to news of his award, Neil said he wished to thank “everyone who have worked so hard over the last 20 years to bring PIANC ANZ to where it is at the moment – one of the premier PIANC National Sections in the world. We have reached this position because of the dedicated work of the present and previous Boards of PIANC."

2.4.2 **PIANC APAC 2020 Young Author Award**

Congratulations to Nick Deussen from Wallbridge Gilbert Aztec for his work on the Tiwi Islands Ferry Landing. Nick gave a very engaging presentation which the issues as well as the positive solutions and emphasised the importance of collaboration with the community.

2.4.3 **PIANC APAC 2020 Author Award**

Awarded to an outstanding paper and presentation which celebrates the 2020 PIANC APAC theme: ‘Today and Tomorrow’.

The winner is Jason Antenucci from DHI for the physical and numerical modelling of iron ore transhipment. His work linked physical modelling to real life applications to confirm the viability of a solution for transhipment.

Transhipment is an increasingly popular solution especially in the developing world and areas sensitive to environmental impact.

2.4.4 **PIANC APAC 2020 Contribution Award**

This award is presented to an individual who for their commendable input to supporting PIANC including on working group/s and commissions.

The recipient is Bob Lamont-Smith. Bob is a recognised specialist in port planning and design of heavy structures and has volunteered his time on a number of PIANC Working Groups. These include WG 184 – ‘Design Principles for Dry Bulk Marine Terminals’ (2019) and, currently, Working Group 211 – ‘Guidelines for the Design of Fender Systems’, the subject of his APAC 2020 presentation.

2.4.5 **PIANC APAC 2020 Progress Award**

This award is presented to someone who has increased the positive influence of Waterborne Transport Infrastructure on the world or the lives of others.

Congratulations to Luke Twomey. Luke is the CEO of the Western Australian Marine Science Institute (WAMSI) and has contributed greatly to the industry through his research and his use of an integrated Economic/Social/Environment approach to problem solving.

2.4.6 Congratulations to Ben Popovich – 2020 De Paepe–Willems Award Winner

In 2020, PIANC ANZ was very proud that our own Benjamin Popovich was the worthy recipient of the 2020 De Paepe–Willems Award, for his paper on ‘Tsunami Resilience of Pile Supported Wharves: A First Principles Approach’.

Ben, who is a Hazard and Risk Analyst at the National Institute of Water & Atmospheric Research Ltd (NIWA) in Wellington, New Zealand, has been a keen PIANC member for years.

His work on the resilience of NZ wharves to tsunami hazards is of great importance to that island nation and of significant potential use to communities beyond NZ. See more at https://pianc.org.au/pianc-member-news/congratulations-ben-popovich/.

It’s been a long time between wins – the last time someone from our section received the award was in 2008. That was our current Chair, A/Professor Will Glamore.

2.5 AGM & PIANC ANZ Board

The Board of PIANC ANZ meets quarterly. Each meeting has a different focus.

1) Annual Plan – Tracking and Performance
2) AGM Planning and Meeting
3) Strategic Planning/Vision
4) Budget and Financial Review

PIANC ANZ held its 2020 AGM online through Zoom on 5 June.

The biennial board elections had been held in the preceding weeks through electronic voting and the results were announced at the AGM. We farewelled two outgoing Board members, Richard Hill and Kate Panayatou, and welcomed new faces Laurence Benn and Jackie Spiteri (pictured below).

While remaining on the Board, Secretary Joel Bailey and Treasurer Neil Lawson stepped down from their roles (a huge thank you for all their years of work and service!) and were replaced by a co-secretariat Chris Carboon and Luke Campbell, and a new Treasurer Katrina Dodd.

Later in 2020, Deputy Chair Greg Britton was replaced by Peter Engelen. Greg is now Technical Commissions Lead for PIANC ANZ.

Chair Will Glamore remains at the helm of a vibrant hardworking team.

2.5.1 PIANC ANZ Board Members after AGM 2020

Chair: William Glamore
Deputy Chair: Peter Engelen
Co-Secretaries: Luke Campbell and Chris Carboon
Treasurer: Katrina Dodd
Support by Neil Lawson
(ex-Officio Member)
Members: Joel Bailey, Laurence Benn, Greg Britton, Ron Cox, Kevin Kane, Scott Keane, Jackie Spiteri, Michel de Vos

Note: Board Members nominated by Engineers Australia’s NCCOE (National Committee on Coastal & Ocean Engineering) are Ron Cox and Katrina Dodd

2.5.2 2020 Observer to the Board

For the second year running, PIANC ANZ liaised with The Observership Programme, which facilitates the involvement of young, talented and energetic individuals on non-profit Boards for a 12-month period.

In 2020, Jerel David Associate Director, Strategic Policy and Projects for the NSW State Treasury was our Board Observer. Jerel is a chartered accountant and, has worked on business cases, infrastructure projects as well as water policy. In 2020, Jerel greatly assisted the PIANC Board with an extensive risk review, identifying our biggest risks, and worked with us on defining strategies for addressing them. Thank you Jerel!

Jerel David, PIANC ANZ Observer 2020

2.6 Membership & Comms

2020 saw continued growth in Corporate Members of PIANC ANZ. This increase in membership has been achieved against the background of one of the most challenging years in recent history and is a clear indication that our industry colleagues in Australia appreciate what we do. Corporate Membership is an ideal means to provide increased engagement with our communities and remains a key focus of PIANC ANZ moving forward.

2.6.1 New ANZ Corporate Members in 2020

1. Fender Marine Australia
2. Hydrobiology (joined to participate in PIANC APAC
3. Wavelength
4. McConell Dowell
5. Frontier Automation
6. RPS Group

2.6.2 PIANC A-NZ Membership 2013-2020

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In 2020, PIANC ANZ Board member Katrina Dodd coordinated and facilitated the implementation of a new web-based membership system, which will automate many of our processes, such as joining, welcoming, invoicing, membership record keeping and liaising with our local communications systems. Implementing this required an update/refreshment of our website, which Katrina also oversaw, with support from the Board. A huge thanks and congratulations to Katrina!

2.6.3 Growth in Communications

With COVID-19 travel restrictions, our online communications were more important than ever. In 2020, PIANC ANZ Comms sent four major e-newsletters and several more events information emails to a growing membership and community e-list; from 815 in Jan 2020 to 1205 by December.
Our PIANC ANZ YouTube Channel was established in 2020, with five technical webinars uploaded to the site – these have had 900 views.

LinkedIn remains an effective tool for PIANC ANZ events, information and stories. In January 2020, we had 410 followers. This had doubled to 800 by the end of 2020.

2020 also saw the production of our first Annual Report for prospective and current members, and our government and industry colleagues, combining ‘About Us’ information with our yearly achievements, in a professional design.

2.7 PIANC Technical Commissions – ANZ Role

PIANC ANZ has national member representation on EnviCom, MarCom and RecCom. We also have representation on the PIANC Commissions for Countries in Transition – International Co-operation (CoCom) Ron Cox, and Young Professionals (YP-Com). PIANC’s global finances and promotion/marketing are handled by FinCom and ProCom, respectively. With Neil Lawson as one of PIANC’s VPs we are well represented at HQ. All our Commission Leads work very hard to ensure PIANC ANZ stays connected and involved.

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<td>EnviCom</td>
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2.8 PIANC Working Groups

In 2020, PIANC ANZ members were active in in a great number of PIANC Working Groups.

2.8.1 Environmental Commission (EnviCom)

- **WG 157** – ‘Environmental Aspects of Dredging and Port and Waterway Construction around Coastal Plant Habitats’. PIANC ANZ – Paul Erftemeijer
- **WG 170** – ‘Best Practices of How to Deal with Sea Turtles and Mammals in Marine Waterway and Port Construction Activities’. PIANC ANZ – Wayne Young
- **WG 174** – ‘Sustainability Reporting for Ports’. PIANC ANZ – Craig Wilson
• WG 195 – ‘An Introduction to Applying Ecosystem Services for Waterborne Transport Infrastructure Projects’. PIANC ANZ – Dave Hopper
• WG 214 – ‘Beneficial Sediment Use’. PIANC ANZ – Dave Hopper
• WG 218 – ‘The Implications of Invasive Alien Species for Waterborne Transport Infrastructure’. PIANC ANZ – Nicola Stokes

2.8.2 Maritime Navigation Commission (MarCom)

• WG 153B – ‘Recommendations for the Design of Marine Oil and Petrochemical Terminals – LNG Addendum’. PIANC ANZ – Rodney Hancock
• WG 164 – ‘Upgrade of Port Terminals by Increasing Dredged Depth’. PIANC ANZ – Ross Newcombe
• WG 171 – ‘Ship Handling Simulation Dedicated to Channel and Harbour Design’. PIANC ANZ – Neil Lawson
• WG 186 – ‘Mooring of Large Ships at Quay Walls’. PIANC ANZ – Sam Harris, David Dack
• WG 187 – ‘Protection of Undersea Pipelines and Cables in Navigable Areas’. PIANC ANZ – Brian Johnson
• WG 194 – ‘A Framework for Early Contractor Involvement in Infrastructure Projects’. PIANC ANZ – David Kinlan
• WG 199 – ‘Health Monitoring for Port and Waterway Structures’. PIANC ANZ – Colin Hedderwick
• WG 200 – ‘Recommendations for the Design and Assessment of SPM/MPM Facilities’. PIANC ANZ – Katrina Dodd, Kevin Sartipi (VP)
• WG 205 – ‘Design and Construction of Breakwaters on Soft Seabeds’. PIANC ANZ – Stuart Bettington
• WG 208 – ‘Planning for Automation of Container Terminals’. PIANC ANZ – Carsten Varming
• WG 211 – ‘Guidelines for the Design of Fender Systems’. PIANC ANZ – Bob Lamont-Smith, Harvinder Singh (YP)
• WG 212 – ‘Criteria for the Acceptable Movements of Ships at Berths’. PIANC ANZ – Wim van der Molen, Fabien Cogorgan

2.8.3 Recreational Navigation Commission (RecCom)

• WG 222 – ‘Design Guideline for Floating Breakwaters in Marinas’. PIANC ANZ – Andrew Brown (YP)

2.9 2020 Working Groups in Formation with ANZ Participation

2.9.1 EnviCom

• WG 230 – ‘How to Attract Green Funding for Nature-Based Navigation Infrastructure’ – Zsuzsa Banhalmi-Zakar

2.9.2 MarCom

• WG 213 – ‘Design Guidelines for Marine Multipurpose Terminals’ PIANC ANZ – Venket Naidu
• WG 225 – ‘Seismic Design Guidelines for Port Structures’. PIANC ANZ – Ravikumar Segu, Tom Bishton (YP)

2.9.3 RecCom

• WG 221 – ‘Design Guidelines for Recreational Boating Slipways’. PIANC ANZ – Rick Plain (YP)
• WG 223 – ‘Meaningful Inclusion of Fishing Communities in Recreational Marinas – Guidelines for Planning’. PIANC ANZ – Meysam Rad (YP)
2.10 Regional Chapters

https://pianc.org.au/about/regional-chapters/

Established in 2019, each PIANC ANZ Regional Chapter has an independent leadership committee with responsibility to manage its own regional events and communications while also reporting to, and liaising with, the National PIANC ANZ Board (specifically Luke Campbell, pictured) and PIANC Comms.

Each Regional Chapter leadership committee also includes a Young Professional Representative.

2.10.1 PIANC ANZ Regional Chapters

**NSW/ACT**

[Image of Matthew Batman]

Regional Chapter Chair
Matthew Batman

Young Professional Representative
Shane Freeman

**NEW ZEALAND**

[Image of Michel De Vos]

Chapter Contact
Michel De Vos

Young Professional Representative
Chip Pohlen

**QLD/NT**

[Image of Kevin Kane]

Chapter Contact
Kevin Kane

Young Professional Representative
Jade Hundziak
In 2020, PIANC ANZ’s new regional chapters were initially challenged by COVID-19, as several embodied networking events had to be cancelled. Many of the chapters proved their agility and resilience by increasing their outreach and connections through hosting online events. The WA Chapter were also heavily involved in the successful hosting of APAC 2020 in their home state.

In 2020, eleven regional events were hosted by chapters – in Adelaide, Brisbane, Melbourne, Perth, and Sydney including WA networking event, SA Adelaide Port River cruise and viewing port infrastructure, and QLD site tour of Brisbane’s new International Cruise Terminal.

Online webinars:
- Climate change adaptation for ports – A/Professor Ron Cox
- Vessel Traffic Services – Capt Wendy Doran, Sydney Harbour
- Marine Noise Impact on Sea Mammals – A/Professor Chandra Salgado Kent
- PIANC WG-reports: EnviCom WG 178 – ‘Climate Change Adaptation Planning for Ports and Inland Waterways’ (Tanja Mackenzie); MarCom WG 212 – ‘Criteria for Acceptable Movement of Ships at Berths’ (Wim van der Molen); EnviCom WG 188 – ‘Carbon Management for Port and Navigation Infrastructure’ (Ron Cox)
- Underpinning Antarctic research – Professor Alessandro Toffoli and Dr Filippo Nelli
- The Future of Physical Modelling – Dr Steven Hughes
- YP Technical Presentation – Infrastructure Sustainability Council of Australia (ISCA) Presentation

All of the online webinars were recorded and uploaded to PIANC ANZ new YouTube channel where they have attracted 900 more viewers: https://www.youtube.com/channel/UCX1ADVYlwHkPlEtfeM-olw.

### 2.11 PIANC ANZ Members Mentoring Programme

Initiated in 2020, and coordinated by Board Member Peter Engelen, the PIANC ANZ Mentoring Programme aims to provide members with an opportunity of giving back to their coastal and maritime industry colleagues through sharing professional experiences and life lessons, as well as providing an opportunity for other members to gain guidance and advice in progressing their professional career.
Recognising that many of our members have valued and varied experiences, the mentor/mentee relation can be, but is not necessarily, senior-junior in nature and instead can be one of peers across industries or across disciplines.

The inaugural PIANC Mentoring Programme for members was successfully launched in June 2020, with the first cohort of nine pairs of mentors and mentees working together from July to December 2020. Participants represent a varied cross section of members including junior and senior staff of port authorities, port managers, consultants and academia.

Feedback from both mentors and mentees showed the experience to be enjoyable and very valuable. Participants gave the mentoring program a satisfaction score of 8.2 out of 10.

A feedback survey found that the best things about the program for participants, were firstly, its meaningful professional and career development, followed by exposure to fresh perspectives, ideas and approaches, and also the opportunity to reflect on their own goals and practices. All participants would recommend the program to other members. A second round will begin in 2021.

2.12 Young Professionals

The Young Professional (YP) Committee is a vital part of PIANC’s future. As one of the most active groups worldwide, PIANC ANZ YP’s hold networking events across Australia, nominate Australian YP’s for Working Groups, liaise with YP-Com International, bestow annual awards, and work with the PIANC ANZ board on related activities.

We are now engaged with assisting to build PIANC ANZ’s regional chapters. In 2020, the YP-members were crucial supporters in organising the APAC 2020 hybrid conference.

In 2020, we welcomed a new PIANC ANZ YP-Com Chair, Claire Treeby.

Claire has a structural engineering background, with a focus on marine structures such as wharves and jetties. Claire has been the YP-representative for the WA Regional Chapter for the past two years, organising events and reaching out to YP’s in the region. All her activities reflect her passion about sharing knowledge and ‘making connections within the ports & maritime field. As a leading member of the Local Organising Committee, Claire contributed greatly to the success of the inaugural PIANC Asia-Pacific Conference APAC 2020.

Outgoing ANZ YP-Com Chair Rodney Hancock has a new role within PIANC that of YP Vice-Chair of the entire Asia Pacific region. Congratulations and thank you Rodney! Rodney stepped into the role Dr Tom Shand has held for nearly three years.

A big thank you from the ANZ Board to Tom for his leadership in the region, which included some very special events including the 3rd PIANC YP-Com Asia-Pacific Seminar in Korea in 2018 and the BTV in Singapore in 2019. We wish him all the very best in organising the next Coasts & Ports 2021 to be held in Christchurch, with its theme: ‘Te Oranga Takutai’, ‘Adapt and Thrive’.

YP-representatives were active in regional chapters throughout the year as well as hosting YP-events in Perth and Sydney. A particular highlight was the YP Mentoring Breakfast held within the APAC 2020 Conference.

pianc.org.au

www.linkedin.com/company/pianc-a-nz

William Glamore
Chair PIANC Australia & New Zealand
3 PIANC CANADA IN 2020

3.1 About PIANC Canada

The Canadian National Section of PIANC was formed in August 2020 and our purpose is to advance the knowledge and understanding of developments in maritime transport infrastructure in Canada by:

a. Promoting networking among members
b. Organising appropriate workshops and seminars
c. Sharing experiences from Canada and other countries through involvement in international Working Groups
d. Communicating the advantages of waterborne transport

We currently have 26 members comprising of 18 Individual Members, 1 Life Member and 7 Corporate Members.

Our first Members Meeting was held on 25 September 2020 with a total of 22 members and ex-members attending the meeting. The meeting laid the groundwork for PIANC Canada including passing of the bylaw, setting member classes and fees and also discussing how to expand membership in Canada.

The Board of Directors were also elected with the following members:

President – Stephen Kwok
Vice President – Helen Jenkins
Secretary – Martijn Van Den Berk
Treasurer – Luc Boisclair

3.2 Technical Commissions & Working Groups

With the establishment of PIANC Canada, we would like to see increase Canadian presence in the Technical Commissions and Working Groups. Globally, the marine industry is under enormous pressure to change as the effects of climate change begun to be understood and the need to prevent environmental damage takes precedent. The Canadian climate posts additional challenges such as backing and manoeuvring in ice-covered waters, fender material malleability at sub-zero temperature, port construction for winterised conditions, and seismic considerations. Canadian participation will broaden the knowledge base and also ensure that recommendations made by the international body include considerations to the industries in Canada.
PIANC Canada has designated the following members as representatives on Technical Commissions:

- InCom – Mr Luc Boisclair has represented Canada in InCom since 2018
- MarCom – Mr Samir Gharbi was appointed as Canadian representative in 2020
- YP-Com – Ms Neville Berard has been a member of YP-Com since 2019

One of our objectives for this coming year is to appoint Canadian representatives for other Technical Commission such as EnviCom and RecCom.

The core business of PIANC International is the publication of technical reports by international Working Groups which are highly respected by governments, consultants, and industry associations. Canadian members have participated in a number of Working Groups in the past with the latest published report being InCom WG 192: Report on the Developments in the Automation and Remote Operation of Locks and Bridges.

Currently, we have Canadian representation in the following Working Groups:

- MarCom WG 233 – ‘Inspection, Maintenance and Repair of Waterfront Facilities’
- MarCom WG 212 – Update of WG 24 – ‘Criteria for Acceptable Movement of Ships at Berths’

3.2.1 PIANC Canada Website

We have launched our website pianc.ca.

It is still fairly basic and new contents will be added moving forward.

https://pianc.ca

https://www.linkedin.com/company/pianc-canada/

Stephen Kwok
First Delegate PIANC Canada
4 CCNR IN 2020

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment. Many of the CCNR’s activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The CCNR works closely with the European Commission as well as with the other river commissions and international organisations.

4.1 New Belgian Presidency and Priorities for 2020 and Beyond

With effect from 1st January 2020, Belgium is assuming the presidency of the CCNR for a two-year term. The office of President is held by Mr Michel-Etienne Tilemans, Belgian Coordinator for the Benelux Union, Secretary for Belgium of the Belgo-Luxembourg administrative commission and Head of the Belgian delegation to the CCNR. Mr Tilemans acts as the CCNR’s President until 31 December 2021.

The CCNR Presidency’s priorities encompass seven topics:

- The collaboration CCNR/EU/CESNI/UNECE
- Sustainable development – financing the greening
- The digitalisation of transport documents – administrative simplification
- New technologies and innovation – automation of inland navigation
- Waterways and infrastructure
- The internal functioning of the CCNR – Enhancing content
- Specific events, such as the hundredth anniversary of the CCNR’s presence in Strasbourg as well as the plenary session to be held in Belgium

4.2 COVID-19 Pandemic and its Impact on Inland Navigation

Due to the current COVID-19 pandemic, the CCNR held its spring plenary session on 4 June 2020 by video conference. The meeting was the opportunity for important discussions on the effects of the pandemic on inland navigation on the Rhine and elsewhere in Europe. The exchange of views between participants focused on the impact of the health crisis on inland navigation and on the responses that need to be developed in terms of managing and exiting from the crisis. In particular, the required thinking would have to take account of the freedom of navigation guaranteed by the Act of Mannheim and the Rhine as a key transport artery and central corridor within the TEN-T network.

The plenary meeting of the CCNR was thus an excellent forum for dialogue and cooperation between the leading inland navigation players, being also an opportunity for the approved organisations to participate in the debate. The meeting was also an opportunity to recall the exceptional measures taken by the CCNR as early as 23 March 2020 and to broach a second resolution adopted during the session.

The CCNR resolution of 23 March and the prompt implementing measures taken at national level to mitigate the negative effects of the pandemic were widely welcomed by the profession. It will be recalled that under the terms of this resolution, which remained in force until 23 September 2020, the Member States of the Central Commission agreed in particular, subject to certain conditions, not to penalise exceedance of the validity period of certificates, attestations and other documents issued in accordance with Rhine Vessel Inspection Regulations, Regulations for Rhine navigation personnel and the Rhine Police Regulations. Furthermore, during the same period, the Secretariat of the CCNR also created an inventory of national and international measures concerning inland navigation by means of a dedicated webpage and weekly newsletter.

The objective of the 4 June 2020 resolution was to enable the CCNR to learn as many lessons as possible, both from the crisis and its management, to mitigate its adverse effects as far as possible and to best prepare itself and navigation on the Rhine and inland waterways for other possible crises. This important resolution, which addresses all the areas in which the CCNR is active (vessels, crews, infrastructure, environment, river police, economic and other analyses), contains key information for the CCNR’s Committees and Secretariat, which will need to work in consultation with other inland navigation players.
4.3 Extension of Mandatory Electronic Reporting on the Rhine

Under its resolution 2019-II-19, the CCNR approved the extension of mandatory electronic reporting to all vessels referred to in article 12.01(1) of the Rhine Police Regulations (RPR) and informed the navigation profession of the relevant date, namely 1st December 2021. At the same time, the CCNR invited its Police Regulations Committee, via its RP/G Working Group and with the participation of the navigation profession and its RIS/G Working Group, to submit specific proposals for the required amendments to the RPR in early 2020 and other supporting measures, if appropriate.

Resolution 2020-I-12 contains the required amendments to the RPR, as well as editorial qualifications to ensure the new regulations are intelligible and accessible. The latter will come into force on 1st December 2021. The use of electronic reporting helps significantly reduce the administrative burden, greatly reducing the use of radio telephony. Moreover, there is no longer any need for manual entry by the competent authorities of the data currently communicated by radio telephone.

4.4 Reduction in Inland Navigation Emissions

It will be recalled that the Mannheim ministerial Declaration of 17 October 2018 set ambitious targets for reducing emissions of greenhouse gases and pollutants by 2035 and 2050 respectively. In signing this Declaration, the ministers of the Member States responsible for inland navigation entrusted the CCNR with the task of drawing up a roadmap to achieve these objectives.

The draft roadmap was first presented at the December plenary session of the CCNR: it marks yet further progress in the implementation of the Mannheim Declaration. A consultation of the various stakeholders – an essential stage given the importance of the subject for the future of inland navigation – could thus take place. The key players in European inland navigation were able to contribute and exchange views on this vital emissions reduction topic, and on the draft roadmap in particular. An additional consultation, the format of which remains to be defined, will be held in the spring of 2021. The adoption of the roadmap by the CCNR is scheduled for June 2021 at the spring plenary session.

The roadmap, which will be regularly revised by the CCNR, is an essential public policy tool for the energy transition and for a more environmentally friendly inland navigation sector. In particular it contains:

- definitions that are required if it is to be properly understood and estimated emissions in 2015
- transition pathways for reducing inland navigation emissions as a function of vessel type and technology
- a preliminary implementation plan and follow-up activities

This roadmap incorporates the findings of the 'CCNR studies on the energy transition to zero emissions inland navigation', with which the major European inland navigation players are also associated. The CCNR considers the roadmap to be an important potential contribution to the current European policy of inland navigation greening, akin to that made in particular by the Green Deal or Green Pact for Europe.

4.5 Automated Navigation

4.5.1 Directing and Coordinating Work on Automated Navigation within the Small Navigation Committee (RN)

The CCNR decided to concentrate work on automated navigation within the small navigation Committee (RN), the terms of reference of which have been updated. The aim is to deal with automation issues within a single body, these issues being inherently complex, dense, and cross-cutting in nature.

This policy decision also enables several objectives to be addressed:

- understanding automated navigation as a whole at Rhine rather than at sectoral level
- ensuring that the work is clearly visible to the profession and pilot project sponsors wishing to conduct trials on Europe’s leading navigable inland waterway
- ensuring safe and prosperous navigation of the Rhine
considering automated navigation to be likely to contribute to greater safety on the Rhine, and to the sustainable development of inland navigation

pooling the CCNR’s resources to address cross-cutting issues relating to automation

In this context, the small navigation Committee:

will address all automation-related matters with the involvement of experts in the various fields (depending on the type of subject addressed: technical, nautical, HR, legal, etc.)

will examine requests to authorise pilot projects and prepare draft decisions enabling temporary derogation from the provisions of CCNR regulations at Rhine corridor level

4.5.2 Prorogation of the Validity Period of the International Definition of Levels of Automation in Inland Navigation until 31 December 2022

At its plenary session in autumn 2018, the CCNR adopted the first international definition of levels of automation in inland navigation with a validity period limited to 31 December 2020 (resolution 2018-II-16).

The international definition of levels of automation in inland navigation is widely used by pilot projects in inland navigation, national authorities and international institutions such as the UN-ECE or the World Association for Waterborne Transport Infrastructure (PIANC). Moreover, the Police Regulations Committee has developed an inventory of pilots and research projects that is available, and regularly updated, at the following address: automation.ccr-zkr.org.

The Police Regulations Committee has set up a Group of volunteers to work on updating the international definition of levels of automation in inland navigation, but the task is complex and requires more time for the experts to present a concrete proposal for revising the current definition. The CCNR has therefore decided to prorogue the validity period of the definition until 31 December 2022.

4.6 Work on Boatmaster and Crew Licences

The discussions on boatmaster and crew licences focused on the progress of the STF Committee’s work on the revision of the Regulations for Rhine navigation personnel (RPN).

The CCNR has set itself the following objectives:

- Adaptation of the CCNR’s regulatory framework, putting in place a competencies-based approach, akin to Directive (EU) 2017/2397
- Incorporation of the ‘ES-QIN’ standard (European Standard for Qualifications in Inland Navigation) developed by the CESNI (European Committee for drawing up Standards in the field of Inland Navigation)
- Shared use of the European database (ECDB)
- Simultaneous entry into force of Directive (EU) 2017/2397 and of the RPN on 18 January 2022
- Continue the close co-operation in Europe, in particular with the EU, the UNECE, the river commissions and States that have entered into an administrative arrangement with the CCNR

4.7 Amendment of CCNR Regulations to take Account of the New Edition of the ES-TRIN

The CESNI recently adopted a new edition of the ES-TRIN (2021/1). This edition includes requirements for lithium-iron accumulators, the reduction in the sound level thresholds for a vessel both underway and stationary, and portable fire extinguishers. These requirements were developed in close consultation with the profession.

At the plenary session in December 2020, the CCNR adopted a resolution jointly amending the 3 regulations (RVIR, RPR and RPN) to refer to the ES-TRIN 2021/1. This decision is part of a coordinated approach with the European Union to implement the ES-TRIN 2021/1, with effect from 1st January 2022, by means of a reference in the CCNR’s and EU’s respective legislative frameworks.

Indeed, the implementation of uniform technical requirements on the Rhine and throughout the European Union’s inland waterway network addresses the CCNR’s desire to enhance governance at a
European level in the regulation of inland navigation, and enables yet further improvements to safe and orderly navigation.

### 4.8 Adoption of the New Regulations on the Right of Complaint

The Central Commission adopted the new Regulations on the right of complaint and accompanying explanatory report in December 2020. Under article 45(a) of the Revised Convention (or ‘Act of Mannheim’), the processing of complaints is one of the CCNR’s powers. These complaints may relate both to the application of the aforementioned Convention and the implementation of regulations and measures jointly agreed by the CCNR’s Member States.

The first and previous edition of the Regulations on the right of complaint dated from 1992. They aimed to establish a procedure for the processing of complaints and rules for appointing rapporteurs for the various complaints lodged. As for the re-drafting of the right of complaint that has been in process since 2016, its primary objective was to better reflect the nature of the right of complaint, defined as a non-judicial ‘diplomatic remedy’, which aims not to adjudicate on an individual case but to provide an interpretation of the Act of Mannheim in the event of a dispute. This interpretation, originating as it does from the States that are parties to the Act of Mannheim, is authoritative.

### 4.9 Economic Situation of Inland Navigation in Europe

The Market Observation and Market Insight reports are respectively annual and biannual publications dealing with the European inland navigation market. In partnership with the European Commission, the CCNR published its 2020 annual Market Observation report on inland navigation in Europe in September and its Market Insight reports, in April and November 2020. These reports provided an exhaustive overview of the market situation and of developments in European inland navigation during 2019-2020.

The CCNR also publishes a thematic report once a year, the theme of which is defined in consultation with the European Commission. The thematic report published in January 2020 focused on river-sea transport.

These analyses of the economic situation, which are free of charge, aim to assist strategic decision making in this sector in Europe, by both the profession and firms as well as in terms of transport policy and within administrative authorities. The gathering and analysis of this data by the CCNR has been co-financed by the European Commission since 2005. This fruitful collaboration has enabled the CCNR to extend this activity, which historically it has been carrying on for almost two centuries, beyond the Rhine region to cover all Europe’s navigable waterways.

The full reports can be downloaded in PDF format in English, French, German or Dutch from [https://www.ccr-zkr.org/13020800-en.html](https://www.ccr-zkr.org/13020800-en.html) or viewed directly online at: [https://www.inland-navigation-market.org/](https://www.inland-navigation-market.org/)

### 4.10 Cooperation with the European Union and International Organisations

The plenary sessions in June and December 2020 were an opportunity to address the cooperation between the CCNR and the European Commission (DG MOVE), whether specifically in the context of the current European contract (2019-2021) or of the CESNI, or in terms of general policies. Concerning the preparation of future collaborative arrangements, the CCNR reiterated its deep commitment to a substantial, enduring, and effective partnership with the European Union.

The CCNR also thanked the German Presidency of the EU Council for organising a quality online event on inland navigation, on 20 November, in collaboration with the EBU. During this conference ‘Inland Waterway Transport – Key to the Green Deal’, its Secretary-General had the opportunity for a brief presentation of the initial findings of the ‘CCNR Studies on the Energy Transition to Zero Emissions Inland Navigation’. The CCNR also welcomed the announcement by its Secretariat of a strengthening of its relations with several Members of the European Parliament and their teams on various subjects of mutual interest. These numerous exchanges at European level were accompanied by international technical discussions on automation with the Conference of Great Lakes and St. Lawrence Governors.
and Premiers (GSGP Conference) on 29 October 2020, demonstrating the vigour of the joint declaration of intent signed between the two organisations in 2019.

Finally, the CCNR again welcomed the constructive and ongoing collaboration, in particular with the other river commissions, the UN-ECE, the ICPR, and the CHR. These traditional manifestations of cooperation were particularly evident, recently, in the joint participation in events and meetings, the publication of joint documents and in the context of the current COVID-19 crisis.

4.11 About the CESNI

The European Committee for drawing up Standards in the field of Inland Navigation (CESNI) was set up in 2015 under the auspices of the CCNR in order to adopt technical standards in various fields, in particular as regards vessels, information technology and crew, to which the respective regulations at the European and international level, including those of the European Union and the CCNR, may refer with a view to their application. The CESNI Committee brings together the Member States of the CCNR and of the European Union, the European Commission, international organisations, including river commissions, and representative non-governmental organisations, as well as Observer States; the Committee’s Secretariat is provided by the CCNR.

The role of the CESNI is to contribute to the adoption by common agreement of uniform standards on the Rhine and over the whole network of inland waterways in the European Union with a view to:

- improving safety and protection of the environment with regard to river transport
- promoting jobs in inland navigation and making the sector more attractive
- facilitating transport operations and promoting international trade

The meetings of the CESNI in 2020 took place online, on 30 April 2020 and 13 October 2020. Please find more information on the CESNI website: https://www.cesni.eu/

4.12 About the CDNI

The Convention of 9 September 1996 on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI) entered into force on 1 November 2009. It has six Contracting States (Germany, Belgium, France, Grand Duchy of Luxembourg, the Netherlands, and Switzerland); its aim is to protect the environment, particularly water. To achieve this, the CDNI sets up rules aimed at discouraging the production of waste, channelling waste towards a network of dedicated reception stations throughout the network of navigable waterways, ensuring funding for these initiatives at the international level in accordance with the ‘polluter pays’ principle, and monitoring compliance with the bans on discharging the waste in question into the surface water. An amendment to the Convention, currently being ratified, concerns the reception of gaseous residues of liquid cargoes and aims to protect the atmosphere. The CDNI’s Secretariat is provided by the CCNR.

Please find more information on the CDNI website: https://www.cdni-iwt.org/

4.13 Contact

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Central Commission for the Navigation of the Rhine

Lucie Fahrner
Communication officer CCNR
The Directorate of Waterways of the Czech Republic builds on Czech waterways with PIANC Czech Section experts participation.

5.1 Lubomír Fojtů, Jan Bukovský, October 2020

The Directorate of Waterways of the Czech Republic has had an extremely successful period. In 2019, investment activity reached € 48 million, the most earmarked for waterway infrastructure since 2010. This is due to the completion of demanding project preparations carried out in recent years, especially in the area of a project to comprehensively increase the parameters of the Vltava waterway between Mělník and Prague. The completed preparation of new ports, specifically Veselí nad Moravou, is also beginning to bring results. Another 10 marinas on the Elbe and Vltava are prepared for opening in 2020.

As such, the Directorate of Waterways is no longer financing only design and study work, but is also using state funds mainly for the implementation of specific measures to improve the quality of the inland waterway infrastructure so that water transport operators, as its users, have better conditions for providing essential services on an international, national and regional level.

These measures are therefore fundamentally systemic, as they directly fulfil the objectives of the Water Transport Concept acknowledged by the Government of the Czech Republic in September 2017. At the same time, the individual problems of the current waterways are being comprehensively addressed. Of course, it is clear that there are still other bottlenecks on the waterways, but removing them remains an absolute priority. The implementation of the Děčín Navigation Stage must be clearly identified as the primary goal. However, this process is closely linked to the approval of the Water Transport Concept, including mitigation measures for the negative impacts on the Natura 2000 system, in particular on gravel alluvium. The possible negative effects, which experts believe can be compensated for, will be significantly outweighed by the positive effects consisting of the stabilisation of the water conditions of the Elbe riverbed, bound by regulatory structures built centuries ago. At the same time, the interests of environmental protection cannot be neglected, and thus, for example, the declaration of the protection of gravel alluvium at the Porta Bohemica site and Lycaenidae butterflies at Louky, near Přelouč, is undoubtedly a step in the right direction. Finally, this has clarified the scope of the protection of the habitats concerned and it is therefore possible to plan specific measures related to building permission processes without the risk of challenges resulting from a comprehensive lack of knowledge of all the related aspects. This also applies to the design of the waterway in Přelouč, which will ensure access to the European network of waterways for the important Pardubice-Hradec Králové agglomeration. Here it is now possible to start the process of strategic SEA evaluation, which will transparently select the best navigability option.

The Directorate of Waterways also deals with current topics such as the Communication of the European Commission issued in December 2019 on what is called the 'Green Deal'. Among other things, this document clearly identifies inland waterway transport as an environment-friendly mode of transport to which a significant part of freight transport, which is now somewhat inefficiently conducted by means of road transport, needs to be transferred over the next decade, as it burdens the limited road and motorway infrastructure unnecessarily. Water transport can use low-emission to emission-free drives. Other opportunities for the greening of transport are offered by inland waterway transport within what are called city logistics, specifically by the environment-friendly supply of city centres (including waste collection). Another significant increase in the level of digitisation will also contribute to the overall streamlining of inland navigation technology, which is one of the European Commission’s main priorities for the coming years. At the same time, the need to ensure high-quality waterway infrastructure remains a fundamental condition for enabling efficient and economically profitable conditions. Of course, the safety aspects and the necessary facilities for water transport cannot be neglected. Therefore, new waiting areas at locks, public moorings and service centres for vessels are being designed and built. At the same time, the interests of the rapidly-developing and expanding recreational cruises are not neglected. Particularly significant in this regard is the plan to extend the Baťa Canal and the construction of ship hoists at Slapy and Orlík.
5.2 Vltava

5.2.1 Increasing the Parameters of the Vltava Waterway Between Mělník and Prague

This project, conducted as one of the three strategic actions of the TEN-T network infrastructure in the Czech Republic, aims to consolidate the parameters of the Vltava waterway with the Elbe by increasing draughts from 1.80 m to 2.20 m and the underpass height of bridges from 4.50 m to 7.0 m. This will increase the efficiency of freight transport and expand the portfolio of passenger ships and floating hotels that will be able to visit Prague. Last but not least, this project will contribute to a significant increase in the safety of navigation in this area.

5.2.2 Modification of the Hořín Lock Chamber

The lower head of the Hořín lock was a major barrier to entry to the Vltava waterway. Co-financed by the EU CEF, this project was launched in the spring of 2019, and after the shutdown of the large lock in July 2019, demolition work began in earnest on the lower and upper heads, which will not only allow an underpass height of 7.0 m, but will also create a standard European head width of 12 m. In 2019, the stone structures of the heads were dismantled and the individual building blocks were numbered so that they could be returned to their original locations. The original concrete and reinforced concrete load-bearing structures of the walls and the bridge were demolished and a new wall was built in the lower head. This will direct traffic into the large lock chamber for even the largest ships.

In January 2020, work on the masonry of new gate niches was completed in the upper head and new steel gates were installed.

The work on the lower head with the future drawbridge is far more demanding. The reinforced concrete structure of the heads and abutments of the bridge is already well under way, and roadstead modification is being completed. Even before large ships pass through the lock chamber again in mid-2020, the new steel structure of the drawbridge will be installed in its place. During the sailing season, work on the technology will continue until 11 October 2020, with Stonemasons installing stone cladding on the bridge so that navigation can continue. As soon as navigation ends on the entire waterway in October, the completion of all structures will begin in order to put the lock chamber into full operation in the spring of 2021, including a drawbridge over the lower head.

5.2.3 Securing Underpass Heights on the Vltava Waterway

in spring 2019, work began on the complete reconstruction of the first six bridges over the Vraňany-Hořín canal. These bridges have changed beyond recognition. Since January of this year, work has continued on the remaining two bridges, Vrbno and Zelčín. A new lift road bridge is being built at the beginning of the canal, immediately after the flood barrier in Vraňany. During its construction, traffic was rerouted to a parallel temporary bridge, utility lines have been relocated and today structures have been built to extend the profile of the canal and the concrete support of the new bridge. During the February
and March shutdown of the canal, its original walls will be removed and the riverbed will be modified to its final form.

The bridge on the class III road in Lužec will be moved to a new location away from the village. Concrete supports with a bridge height of 7.0 m are currently being completed at the site. After that, a heavy crane will install a new steel bridge. The roads on both banks will then be completed, at which point it will be possible to definitively remove the old bridge.

The original railway bridge in Lužec was dismantled by a giant crane with considerable media coverage and interest from the public on 5 November 2019. During the year, the concreting of the supports of the new drawbridge and installation of the steel structure will take place. The commissioning of the lifting equipment will take place by the end of 2020.

On the second road bridge in Lužec, which will also be a lift bridge, the steel load-bearing structure has already been installed on reinforced concrete supports. During a navigational closure with a drained channel, a multi-channel for utility lines will be completed under the bottom and the riverbed will be finalised.

Fig. 3: Old and new road bridges in Lužec nad Vltavou

The last bridge with a bridge structure at the level of 7 m above the surface is the Chramostek freight bridge. Here there was only an increase in the supports, to which the original steel structure from 1905 has returned; today the access ramps are already being completed.

The entire set of all bridges over the Vraňany-Hořín navigation canal is being realised so that in the spring of 2021, at the same time as the completed Hořín navigation chamber, tall boats can sail the entire navigation canal. Work will begin on the bridges over the Troja-Podbaba canal in Prague in mid-2020.

5.2.4 Increase in Draughts on the Vltava Waterway

the first phase of increasing the available draught values for vessels from the current 1.80 m to 2.20 m was the deepening of the river section from Mělník to the port of Prague Radotín. In 2019, soft material and bedrock were gradually excavated and all material was transported on cargo vessels. Difficult situations occurred in the vicinity of Charles Bridge in Prague, where a number of archaeological finds were identified. Numerous remains of Judith's Bridge and the original wooden bridge were found and are now being examined by archaeologists in laboratories. Constructive cooperation between all partners succeeded in finding a solution with the use of suction dredgers and gradual uncovering of the subsoil. There was no degradation of the archaeological material and the required fairway depths were reached.
The coordination of the work was demanding, because as a result of the concurrence of construction with restricted traffic, it was necessary to interrupt the work, but in the end the contractors managed to complete the majority of the work with the massive deployment of technology and the individual parts of work in the section of the Vltava north of Prague will be finished in 2020.

The design of the Vraňany-Hořín canal is still under way, as a number of often conflicting requirements must be taken into account. The navigation channel must offer suitable nautical parameters for travel, when even today it has an extremely small profile. At the same time, it is a protected technical monument; it affects the groundwater in the area widely and, at the same time, its deepening must be performed with minimal traffic restrictions.

5.2.5 Modernisation of the Roadsteads of the Štvanice Lock Chamber

the newly modified roadsteads of the Prague-Štvanice lock are the first construction to increase the parameters of the Vltava, which is almost completed. In the lower roadstead, a vertical wall of drilled piles was built from the handling platform, then lined with stone above the water surface. At the end of 2019, the handling platform was excavated and a waiting area for ships up to 137 m in length was comprehensively completed, along with a separate waiting area for small vessels. In the upper roadstead, new pilings have been installed for separate waiting spots for small vessels, with securely accessible mooring elements. This second busiest lock in the country is thus ready for safer operation and an increase in the number of cargo, large passenger and recreational vessels.

Fig. 4: Lower roadstead of the Štvanice lock chamber

5.3 Elbe

5.3.1 Road Bridge over the Elbe Between Valy and Mělice

in August 2019, the original Bailey Bridge from the era of the Second World War, which connected the two banks for pedestrians and cyclists, as well as for the operation of passenger cars, finally reached the end of its service life. In its place, the pillars and supports of a 196-m-long bridge were established using the technology, unique in the Czech Republic, of rammed reinforced concrete piles, which will no longer have any pillars in the river and will not only allow the safe navigation of large ships to Pardubice, but also improve the passage of heavy floodwaters. The construction is being built with 23 % financing from the budget of the Pardubice Region as an advance investment in the future navigability of the Elbe to Pardubice. In December 2019 and January 2020, in two successive extensions after temporary supports in the river, a new steel structure was moved from the side of Mělice, where it was welded from smaller parts, to Valy, on the opposite bank of the Elbe. Further finishing work on the bridge itself, as well as on the earth body and roads on both banks, continues, so that the bridge will be operational by the end of 2020.
5.4  Morava

5.4.1  Veselí Nad Moravou Recreational Port

The Directorate of Waterways is not neglecting the Baťa Canal, where, on 21 January 2020, the Czech Prime Minister Andrej Babiš ceremonially launched the modernisation of the port of Veselí nad Moravou. Navigation on the Baťa Canal began here twenty years ago, and today machines are returning to triple the size of the port and equip it with new fixed and floating piers enabling the safe mooring of vessels and, last but not least, a service centre with wastewater collection and a stable fuel station. The port will not only bring a quality of services similar to those created at the Petrov port five years ago, but will also increase services for ecological navigation on the Baťa Canal.

The work is being organised in such a way that the first part of the expansion will take place during the shutdown in the period up to April 2020. During the sailing season, the port will already serve visitors’ boats in a slightly expanded form. The work will be completed during another shutdown at the end of 2020 and in early 2021.

Jaroslav Bimka
First Delegate PIANC Czech Republic
For PIANC Estonia, the COVID-19 year has meant a stagnation. Unfortunately, it was not possible to organise any events: during spring, all meetings were prohibited, summer is the hardest working season for people in the maritime world and before we got anything done in autumn, restrictions started again.

However, even if PIANC Estonia did not organise any activities or events, some of the Estonian members did stay involved in some of the PIANC Working Groups and as the Estonian representative of PIANC RecCom, Mrs Liina Härm did her best to stay up-to-date about the Commission.

Other good news is that PIANC Estonia was able to keep most of its members. What is also important about PIANC Estonia, is that the Estonian Maritime Administration, which has been representing us since becoming a member of PIANC, has been reorganised and is now part of the Estonian Transport Administration, a wider institution bringing together road, maritime and aviation subjects.

Other than that, the year 2020 meant quite a standstill for the Section. We hope we have a lot more things to say in the next edition of the Yearbook, looking back on the year 2021!

Liina Härm
Secretary PIANC Estonia
7 PIANC FINLAND IN 2020

The year 2020 was challenging for the Finnish Section due to the COVID-19 crisis. All planned live events (bi-annual section meeting and an excursion) had to be postponed, and due to the economic uncertainties, some members ended their membership of PIANC. One of the challenges for the year 2021 is to recruit these members back into the PIANC family.

Despite these challenges, PIANC Finland actively attended the PIANC activities. Our Commission members have been participating in the online meetings of MarCom, InCom, ProCom and RecCom. Moreover, the Finnish Section was also represented in some Working Groups. And last but not least, the First Delegate and Chairperson attended the Council meetings, as well as the AGA online meeting.

https://www.pianc.fi/

Olli Holm
Chairman PIANC Finland
8 LA SECTION FRANÇAISE DE L’AIPCN EN 2020

8.1 PIANC – Section Française

8.1.1 La section française est constituée en 2020 de :

- 3 membres honoraires
- membres à vie
- 2 grands collectifs
- 20 petits collectifs
- 32 membres individuels

8.1.2 Le bureau en 2020 :

- Président : Guillaume le Réveillé
- Vice-présidents : Geoffroy Caude et Paul Scherrer
- Trésorier : Jacques Paul
- Secrétaires : Fabrice Daly et Laurent Luchez
- Premier délégué du gouvernement : Paul Scherrer

8.2 Représentants français aux groupes de travail

8.2.1 WGs actifs

Il y a 46 représentants français qui participent à 26 groupes de travail (13 GTs InCom, 9 GTs MarCom, 7 GTs EnviCom, 4 GTs RecCom).

8.2.2 Représentants français aux GTs AIPCN en cours – Inscriptions en 2020

13 inscriptions (dont 11 personnes) ont été recensées en 2020 pour 6 groupes de travail :

- MarCom WG 225 – ‘Seismic Design Guidelines for Port Structures’
- EnviCom WG 227 – ‘A Guide for Assessing and Managing Environmental restrictions on dredging and disposal operations;
- InCom/EnviCom/RecCom WG 228 – ‘Extended Values of ‘Low-Use’ Inland Waterways’
- InCom/MarCom WG 231 – ‘Mooring Bollards and Hooks – Selection, Maintenance and Testing’
- MarCom WG 233 – ‘Inspection, Maintenance and Repair of Waterfront Facilities’

8.2.3 Représentants français aux WGs AIPCN récents – Rapports parus en 2020 :

Lors de l’année 2020, 6 rapports avec des représentants français sont parus :

- MarCom WG 145 – ‘Berthing Velocity Analysis of Seagoing Vessels over 30,000 DWT’
- RecCom WG 147 – ‘Guidelines for Managing the Relationship between Recreational Navigation and Commercial Ports’
- EnviCom WG 178 – ‘Climate Change Adaptation Planning for Ports and Inland Waterways’
- InCom WG 179 – ‘Standardisation of Inland Waterways – Proposal for the Revision of the ECMT 1992 Classification’
- InCom WG 189 – ‘Fatigue of Hydraulic Steel Structures’
- InCom/Eclac WG 201 – ‘Framework for an Inland Waterway - Classification for South America’
8.3 Les événements en France

En raison de la situation sanitaire en 2020, la plupart des événements en France ont été reportés en 2021. Notamment :

- Hommage à Jean Chapon, président d’honneur de la section française : reportée à 2021

Seules les réunions de bureau et l’assemblée générale ont pu se tenir de manière dématérialisée.

8.4 La participation aux événements internationaux

En raison de la situation sanitaire en 2020, l’ensemble des événements internationaux ont été reportés ultérieurement.

La section française a participé à l’AGA de manière dématérialisée.


8.5 Jeunes professionnels

La section française souhaite créer un prix ‘Jeune Professionnel’. Des premiers échanges avec les entreprises et les écoles ont eu lieu dans ce sens, qui sont à consolider en 2021.

http://aipcn.fr/

Florent Boudet
Secrétaire d’AIPCN-France
9  PIANC GERMANY IN 2020

9.1  National and International Activities:

In 2020 we improved our [website](http://www.pianc.de) and released the German reports of the Panama Congress. As for the previous congresses, PIANC Germany has compiled the German contributions in a comprehensive brochure to inform all interested parties in the German-speaking world.

All German congress papers – published since 1949 – are available for download as PDF files. They can be searched for the following criteria:

- congresses
- authors
- keywords

For further information, please see [http://www.pianc.de/publikationen/deutsche-kongressberichte](http://www.pianc.de/publikationen/deutsche-kongressberichte).

The current volume of the German congress contributions is dedicated to the long-time Secretary of the German Section, Mr Uwe Fischer.

![Mr Uwe Fischer](image)

Mr Uwe Fischer

We would most sincerely like to thank Mr Fischer for his commitment to the German PIANC Section. We wish him all the best for his well-deserved retirement.
9.2 Membership 2020:

Individual Members: 111 – with the following distribution:

- Corporate Members: 16
- Platinum Partners: 1
- Life Members: 2
- Honorary Members: 2

http://www.pianc.de/

Gabriele Peschken
Secretary PIANC Germany
10 PIANC IRAN IN 2020

10.1 PIANC Iran Composition:

10.1.1 First Delegate of Iran:

Eng. Mohammadreza Allahyar
Deputy Directorate for Engineering and Infrastructural Affairs Development
Ports and Maritime Organisation of Iran

10.1.2 Members:

- 23 Individual Members
- 10 Small Corporate Members
- 4 Student Members

10.1.3 Membership Status: 2011-2020

![Membership Status 2011-2020]

10.1.4 Iranian Delegates:

- Eng. Afshan Khaleghi (Secretary)
- Eng. Mohammad Hossein Nemati (CoCom)
- Dr. Babak Banijamali (MarCom) – MarCom Vice-Chairman
- Dr. Naser Hajizadeh Zaker (EnviCom)
- Dr. Sahar Mokhtari (ProCom)
- Eng. Reza Saffari (InCom)
- Eng. Mehdi Kamyab Roudsari (RecCom)
- Eng. Reza Sohrabi Ghomi (YP-Com)
• Eng. Alireza Shafieefar (YP-Com Alternate Member)
• Eng. Zohre Haji Salimi (Secretariat Expert)
• Eng. Atefeh Afshoon (Secretariat Expert)

10.2 Working Group Activities:

10.2.1 Membership:

• Dr. Babak Banijamali, PIANC WG 205 – ‘Design and Construction of Breakwaters on Soft Seabeds’
• Dr. Babak Banijamali, PIANC PTG CC WG 178 – ‘Climate Change Adaptation for Maritime and Inland Port and Navigation Infrastructure’
• Dr. Sahar Mokhtari, PIANC WG 218 – ‘The Implications of Invasive Alien Species for Waterborne Transport Infrastructure’
• Eng. Kiarash Rahimi, PIANC WG 232 – ‘Metocean-Related Risk During the Construction of Marine Works’
• Eng. Kourosh Kayhan, PIANC WG 197 – ‘Small Hydropower Plant in Waterways’
• Eng. Alireza Shafieefar, PIANC WG 205 – ‘Design and Construction of Breakwaters on Soft Seabeds’

10.2.2 Proposal for Setting Up a New WG:

• ‘Mitigation of Tsunami Disasters in Ports’

10.3 National and International Activities:

In 2020, COVID-19 affected lives in many countries, and changed in many ways, including the way we work, the way we use technology and the future of working. Moreover, the COVID-19 outbreak negatively affected ongoing or planned activities of PIANC Iran. However, PIANC Iran tried to be creative and continue its activities virtually to keep connected with all members.

10.3.1 Participation in PIANC Meetings and Events

• PIANC-COPEDEC X Second joint IOC/LOC Meeting, Manila, Philippines, February 2020
• Virtual Technical Commission Meetings
• Virtual National Secretaries Meeting, April 2020
• Virtual Annual General Assembly by email, June 2020
• Virtual Joint 83rd Council & Extraordinary Assembly, October 2020
10.3.2 PIANC Iran Training Programme

The PIANC Iran training programme covers a wide range of National, Regional and International training courses, seminars and workshops that is suitable for students, experts and professionals at all levels.

10.3.2.1 Online Training Course on ‘Sand Bypassing System in Amir Abad Port’

A four-part online course on ‘Sand Bypassing System in Amir Abad Port’ was held for students, consulting engineers and experts in May 2020. This course was organised by the Ports and Maritime Organisation of Iran and was free of charge for all PIANC Iran members.

The course, presented by Dr. Naser Hajizadeh Zaker (EnviCom Delegate of PIANC Iran), provided an introduction to Sand Bypassing Systems and Economic and Environmental Benefits of These Systems. The main purpose of this course focused on introducing the designed sand bypass system in Amir Abad port to resolve the problems of high degree of sedimentation in the access channel to port and coastal erosion on the eastern part of it.

Amirabad Port, located in Mazandaran Province, in Northern Iran, is considered the main gate for the International North-South Transport Corridor.

10.3.2.2 Online Training Course on ‘Value Engineering – Basic’

A three-part online course on ‘Value Engineering – Basic’ was held for students, consulting engineers and experts in September 2020. This course was proposed by Dr. Sahar Mokhtari (ProCom Delegate of PIANC Iran) and was organised by the Ports and Maritime Organisation of Iran. It was free of charge for Young Professionals of PIANC Iran.

The Value Engineering course, presented by Dr. Kamran Emami, Vice-President of the International Commission on Irrigation & Drainage (ICID) and Chairman of the Working Group on Value Engineering (TF-VE) in ICID, introduced the history, concept, objectives and the benefits of using VE.

VE training is an important topic for most professionals in any organisation and company. Value Engineering is the systematic application of recognised techniques by an independent, multidisciplinary team, to identify the function of a product or service, establish a worth for that function and generate alternatives. This process considers all project objectives, such as safety, operational and environmental commitments while trying to reduce total ownership costs.
10.3.2.3 Online Training Course on ‘Monitoring of Tides and Water Level Changes and Standardisation of Elevation Control Points in Iranian Ports’

An online course on ‘Monitoring of Tides and water level Changes and Standardisation of Elevation Control Points in Iranian ports’ was conducted for experts of PMO, consulting engineers, students and with attendance of a number of faculty members of the universities in December 2020-January 2021 and free for all PIANC Iran members.

This course included 20 hours of education which presented by Darya Tarsim Consulting Engineers Company (Dr. Bahman Tajfirooz and Eng. Reza Arabsheibani) and had three main topics: Tides, Levelling and Positioning. The main purpose of the course focused on introducing Mechanism and Significance of tides and tidal datums, tidal analysis and prediction software, the levelling network of the country, types of coordinate systems, Global Navigation Satellite System (GNSS) and guidelines and standards.

10.3.3 National Section Virtual Meetings

10.3.3.1 PIANC Iran Secretariat Meetings

In order to increase the efficiency and improve the performance of PIANC Iran, virtual monthly meetings were held regularly and mainly focused on all activities in progress or in the process of implementation according to the operational plan of 2020.

10.3.3.2 Meetings with the Iranian Society of Consulting Engineers

In 2020, meetings with the Iranian Society of Consulting Engineers were held with the aim of introducing the association and its goals, as well as developing the cooperation between PIANC Iran and the Iranian Society of Consulting Engineers.
10.3.4 Participation in the Technical Committee of the International Maritime Transport and Logistics Conference – Marlog 9 Virtual Conference

According to the activities of PIANC Iran on the promotion of PIANC, Dr. Babak Banijamali Vice-Chairman of MarCom and the Delegate of PIANC Iran, participated as Chairman to session 6 at the International Maritime Transport and Logistics Conference – Marlog 9 conference.

Marlog 9 International Conference on ‘Impacts of the Fourth Industrial Revolution on Port-City Integration – World Port Sustainability Programme Aspects’ was held as a virtual conference on 10-12 October 2020.

10.3.5 Cooperation with the International Federation of Consulting Engineers (FIDIC) in the Field of Sustainable Development

The appointment of Dr. Babak Banijamali, Delegate of PIANC Iran, as a member of the FIDIC Sustainable Development in 2020 has been a great opportunity for PIANC Iran to further develop activities and expand scientific, technical and engineering cooperation with international organisations. In this regard, mutual cooperation with the federation to organise events such as training courses, seminars and workshops will be one of the operational plans of PIANC Iran in the coming years.

10.3.6 Translations and Publications


10.3.7 A Two-Year Postponement of the 14th ICOPMAS Conference

The 14th edition of International Conference on Coasts, Ports and Marine Structures (ICOMAS 2020) has been postponed to 2022.

The conference was to be held in December 2020 in Tehran but has been postponed for two years due to the COVID-19 pandemic. The Iranian administration made the decision in accordance with the global problems posed by the outbreak and recommendations of the World Health Organisation.
Message from the ICOPMAS secretariat

Due to the current unprecedented situation and restrictions on travel and other factors which will significantly impact the likely attendance of many ICOPMAS delegates, speakers, sponsors and exhibitors and with all of the factors in mind, in the interests of maximizing conference participation, global collaboration and knowledge exchange, we have made the decision that The 14th International Conference on Coasts, Ports and Marine Structures (ICOPMAS 2020) take place in 2022.

On behalf of the conference secretariat, thank you for your patience and understanding during these rapidly evolving and very challenging times.

We look forward to your continuing support, and to seeing you in 2022.

Mohammadreza Allahyar
First Delegate PIANC Iran
11  PIANC JAPAN IN 2020

11.1  About PIANC Japan

PIANC Japan was established in November 1977. It is currently composed by 167 members, among them 95 are Individual Members, 3 are Life/Honorary Members, and 56 are Corporate Members (as of December 2020).

11.1.1  Key Members of PIANC Japan

- First Delegate of Japan: Mr Masayuki Takada, Director General of Ports and Harbours Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT)
- President: Mr Mitsuhiko Okada (concurrently serving as Vice-President of PIANC Headquarters)
- Secretary-General: Mr Masaru Suzuki.
- Chair of the planning committee: Mr Taishi Yamamoto, Director of International Policy Planning Office, Ports and Harbours Bureau, MLIT
- Honorary Vice-President of PIANC Headquarters: Mr Hiroshi Hayashida, Former President of PIANC Japan


11.2  Message from the President

Currently, we are in the midst of a battle against an unprecedented pandemic. In this difficult circumstances, however, waterborne transport never stops as our life goes on. PIANC Japan, with the support of online tools, will continue to contribute to PIANC activities and galvanise PIANC movements in Asian countries.

11.3  Activities of PIANC Japan in 2020

11.3.1  Attendance at PIANC AGA and Council

The Japanese Delegation attended the virtual AGA meeting on 16 July 2020 and an online Extraordinary AGA and the 83rd Council meeting on 28 October 2020.
11.3.2 Participation in PIANC Technical Commissions

PIANC Japan dispatched the following members to the Technical Commissions:

3) EnviCom 28-29 January 2020 in Brussels
4) RecCom 5 August 2020 and 8 October 2020 (online)
5) YP-Com 5 May 2020 and 4 November 2020 (online)

<table>
<thead>
<tr>
<th>Member</th>
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<tbody>
<tr>
<td><strong>InCom:</strong></td>
<td><strong>MarCom:</strong></td>
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<tr>
<td>Mr Takashi Kadono</td>
<td>Mr Yoshiaki Higuchi</td>
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<tr>
<td><strong>MarCom (Alternative):</strong></td>
<td><strong>RecCom:</strong></td>
</tr>
<tr>
<td>Dr. Hidenori Takahashi</td>
<td>Mr Masato Yamashita</td>
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<tr>
<td><strong>EnviCom:</strong></td>
<td><strong>CoCom:</strong></td>
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<tr>
<td>Mr Masahiko Fukami</td>
<td>Dr. Kenji Ono</td>
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<td><strong>ProCom:</strong></td>
<td><strong>YP-Com:</strong></td>
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<tr>
<td>Mr Hiroshi Hayashida</td>
<td>Dr. Masayuki Banno</td>
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<td><strong>YP-Com:</strong></td>
<td><strong>RecCom:</strong></td>
</tr>
<tr>
<td>Mr Naozumi Yoshizuka</td>
<td>Mr Yoshiaki Higuchi</td>
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11.3.3 Participation in Working Groups

- **InCom WG 199** – ‘Health Monitoring for Port and Waterway Structures’: Ema Katoh (PARI).
- **MarCom WG 164** – ‘Upgrade of Port Terminals by Increasing Dredged Depth’: Takaaki Mizutani (PARI), Masahumi Miyata (NILIM).
- **MarCom WG 167** – ‘Design of Terminals for Ro-Ro and Ro-Pax Vessels’: Masahiro Takenobu (NILIM).
- **MarCom WG 194** – ‘A Framework for Early Contractor Involvement in Infrastructure Projects’: Takahiko Kishimoto (Central Consultant), Taishi Yamamoto (MLIT).
- **MarCom WG 199** – ‘Health Monitoring for Port and Waterway Structures’: Ema Katoh (PARI).
• MarCom WG 205 – ‘Design and Construction of Breakwaters in Soft Seabeds’: (Chair) Yoichi Watanabe (Hokkaido Univ.), Takahiro Kumagai (Penta-Ocean), Hidenori Takahashi (PARI).
• MarCom WG 206 – ‘Planning for Automation of Container Terminals: Muneo Yoshie (PARI), Kenji Ono (Ocean Consultant Japan), Madoka Ikemachi (JACMS).
• MarCom WG 211 – ‘Guidelines for the Design of Fender Systems’: Shigeru Ueda (IDEA), Haruo Yoneyama (PARI), Masamitsu Ikebe (Shibata Industrial), Hitoshi Akiyama (CDIT).
• MarCom WG 212 – ‘Criteria for Acceptable Movement of Ships at Berths’: Haruo Yoneyama (PARI).
• MarCom WG 224 – ‘Planning of Fishing Ports’: Masamitsu Nakaizumi (Tokyo Univ. of Marine Science and Technology).
• MarCom WG 225 – ‘Seismic Design Guidelines for Port Structures’: (Chair) Atsuhsi Nozu (PARI).
• EnviCom WG 214 – ‘Sediment Beneficial Use’: Mitsui Nozu, Takashi Hara (Fudo Tetra), Shinya Hosokawa (PARI).
• PIANC Permanent Task Group on Climate Change (PTG CC): Kazuhiro Honda (NILIM).
• CoCom WG 126, SC-1 – ‘Training in Ports and Waterways’: Tomohisa Abe (NILIM).

Notes
PARI: Port and Airports Research Institute
NILIM: National Institute for Land and Infrastructure Management
CDIT: Coastal Development Institute of Technology
JACMS: Japan Association of Cargo-Handling Machinery Systems

11.4 Board Meeting and Annual General Assembly

PIANC Japan held its Board Meeting and Annual General Assembly in Tokyo on 22 June 2020. During the meetings, the financial statement of FY2019 was reported, and the activity programmes and the budget for FY2020 of PIANC Japan were approved. Mr Mitsuhiko Okada and Mr Masaru Suzuki were elected as President and Secretary-General, respectively.

In view of COVID-19, the Annual Report Meeting was cancelled, while the Board Meeting and Annual General Assembly were held with a small number of participants.

11.5 Japanese Members of PIANC Commissions and Working Groups Met in Tokyo

On 20 January 2020, the Japanese members of the PIANC Commissions and Working Groups and pertinent officials from relevant ministries met in Tokyo to exchange their views on PIANC’s activities.

Mr Horita, Deputy Director-General for Engineering Affairs, Ports and Harbours Bureau, MLIT, gave an opening speech for the meeting attended by approximately thirty people.
11.6  PIANC Japan Online Seminar

PIANC Japan hosted a technical seminar on 23 October 2020. Nearly 200 audiences attended the seminar. This first-ever PIANC Japan seminar was held online in consideration of COVID-19 infection prevention.

© Speakers

- Mr. Taishi Yamamoto (MLIT): ‘Updates of Overseas Development of Japanese Infrastructure and Expectations for PIANC’.
- Mr. Narumasa Tonda (IAPH): ‘The impact of COVID-19 on Global Shipping’.
- Mr. Tomohiro Kuwae, PhD. (PARI): ‘Blue Carbon Initiatives in Japan’.
- Mr. Tetsushi Noguchi (Penta-Ocean): ‘Development of Work Base Ports for Offshore Wind Farm Construction in Japan’.

Mr Narumasa Tonda          Dr. Tomohiro Kuwae          Mr Tetsushi Noguchi

11.7  Participation in APAC 2020

President Okada and three other members of PIANC Japan participated online in APAC (Asia Pacific Conference) 2020 held in Freemantle.

11.8  YP-Com Activities

The PIANC Japan YP-Group decided not to hold any face-to-face meetings or site trips in 2020, as it had done in the previous years. Instead, after holding an online technical presentation in July, the YP-Group started a bi-weekly technical webinar series for Young Professionals in Japan as from December. About 20 YP’s attended the meetings.

In December 2020 and January 2021, we had three YP’s talking about offshore wind power plants. Some were attending from their desks or homes, and some from the field. We are planning to continue our activities as much as possible online.

The YP meeting in July

Biweekly YP seminar series

http://www.pianc-ja.org/en

Masaru Suzuki
Secretary-General PIANC Japan
12 PIANC KOREA IN 2020

12.1 PIANC Korea Joined the Korean Association of Ocean Science and Technology Societies Conference on 22-23 July 2020

The ‘Korean Association of Ocean Science and Technology Societies Conference’ gathered academic organisations and experts playing a leading role in the ocean science community on 22-23 July 2020 in Busan, Korea. This Conference is the largest academic event in Korea with 2,000 participants. PIANC Korea joined the Conference and successfully promoted PIANC within Korea by installing a PR booth. The PIANC briefing session was held to promote PIANC for 300 people who participated in this year’s Conference. In addition, in order to discover the next generation of experts in Korea, PIANC Korea organised a YP-Night during the Conference.

12.2 PIANC Korea Joined the Korean Society of Civil Engineers Convention during 21-23 October 2020

The ‘Korean Society of Civil Engineers Convention’ was held on 21-23 October 2020 in Jeju Island, Korea. KSCE is the largest society representing the construction field in Korea where PIANC Korea set up a PR booth and conducted an interview with KBS (Korean Broadcasting System). Through this event, we had an opportunity to introduce PIANC to domestic companies, universities and research institutes and to inform them on PIANC’s activities. We also hosted a YP social mixer for Young Korean Professionals.
12.3 PIANC Korea Co-Hosted the Korean Society of Coastal and Ocean Engineers Conference during 5-6 November 2020

PIANC Korea co-hosted the KSCOE Conference where we organised a special session called ‘Global Ocean and Port Policies and Technology Trend’ on 5-6 November 2020 in Jeju Island, Korea. Around 1,000 attendees joined the Conference. PIANC Korea hosted the Young Professionals Research Presentation Contest. Among thirty participants, two YP’s were selected for the Award.

Special Session (Global Ocean and Port Policies and Technology Trend)
Research Presentation Contest hosted by PIANC Korea

www.pianckorea.org

@pianckorea

Hyun Dong Kim
Secretary-General PIANC Korea
At the beginning of 2021 the Dutch section consisted of 140 members, among which:

Due to the COVID-19 virus, it was impossible to visit the amazing feats of engineering and come together in live events. It took a while to adjust to the new situation, but at the end of the year, three webinars were organised that were well attended by a broad audience.

The first webinar focused on dredging and other uses of the sediment. The Port of Rotterdam gave a presentation regarding the navigability within soft sediment. Smals Dredging focussed on the use of dredging spoil. Finally, Ecoshape presented some preliminary results from the maturing site of dredging spoil that can enable the recycling of the sediment.

**Slochterdiep, sediment being used against piping (Source: Smals Dredging)**

The theme of the second webinar was waterways and nautical safety. Rijkswaterstaat launched the smart shipping platform in which all aspects are incorporated. MARIN presented the causes behind the accident with the MSC Zoe where 342 containers were lost and polluted the Wadden Islands. The session concluded with a presentation about the interaction between waves and vessels during mooring.

The last webinar shed light on the latest trends in quays and mooring. Rijkswaterstaat showed the impact of vessels on structures with a focus on the effect of propellers and jets. RHDHV focussed on the difference between static and dynamic mooring of large container vessels. The Port of Rotterdam concluded this session with a prediction of the quay of the future.
The webinars showed that there still is a high demand for a network that is sharing knowledge, trends and experiences. With the raging pandemic it is unlikely that huge events are possible on a short term in the Netherlands. Therefore, 2021 will be a year to challenge the status quo in organising events and try new formats. The focus will be on knowledge development and research questions that are on top of everybody’s mind.

For more information, please visit www.pianc.nl, LinkedIn or send an email to sec-pianc@deltasres.nl.

www.pianc.nl

https://www.linkedin.com/company/pianc-nederland

Remi van der Wijk
Assistant Secretary PIANC Netherlands
PIANC NORWAY IN 2020

The year 2020 changed everything when COVID-19 appeared. The planned seminars and physical events were put on hold overnight. We quickly learned that webinars and digital meetings actually work very well and became part of everyday life.

Due to the pandemic, the AGA in Bristol was postponed. The Norwegian Section agreed with our British colleges to postpone the planned AGA 2021 in Oslo, as to give our good neighbours a second chance to host the AGA in Bristol in 2021. PIANC Norway is rescheduling the AGA in Oslo to take place in 2023.

There is a clear advantage to webinars which can be concentrated and require less preparation. In a long stretch country like Norway with great distances, travel is often a significant obstacle to participation. Saved travel time and costs for participation have increased interest in short and rather more frequent webinars.

The Norwegian Society of Graduate Technical and Scientific Professionals (TEKNA) is an association that PIANC Norway collaborates with on seminars and lectures, among other things. TEKNA has its own group for port technology, which normally has four to six seminars annually. Organising a joint event with them gives PIANC the opportunity to inform about the company's activities and recruit new members. In particular, many younger engineers attend these joint meetings.

Throughout the year, the Norwegian presidency has also visited colleagues and made excursions to a couple of important port facilities along the Norwegian coast. A visit by the President and General Secretary of PIANC Norway to the retired Port director of Måløy at his beautiful summer retreat in Western Norway, was indeed a highlight during this coastal excursion.

Here both technical and non-technical issues were discussed. We also tested our fishing abilities! As a demonstration of our technical competence, a small lighthouse was built at the quay of the Port director according to both PIANC and IALA recommendations. It was marked with a modest taste of Norwegian Aquavit afterwards!

Beautiful location at the West coast. Inspection of a local port.
Crabs ready for cooking!  

Today’s catch – large herrings!

Construction of Lights House. The President shows how to do it (left), and the result was a nice retreat for the dog! (right)

The President and First Secretary testing local delicacies!
14.1 Working Groups

Svein Ove Nyvoll is one of our most appreciated members. He runs his own consulting firm, in addition to being active in several Working Groups. Mr Nyvoll took part in WG 145 – ‘Berthing Velocity Analysis of Seagoing Vessels over 30,000 DWT’, which was issued in 2020.

In addition, he takes part in two ongoing Working Groups: WG 200 – ‘Recommendations for the Design and Assessment of Single Point (SMP) and Multi Point Mooring (MPM) Facilities’ and WG 211 – ‘Fender Design Guidelines’.

Due to the pandemic, all meetings are being held by Microsoft Teams. Mr Nyvoll underlines that it is an effective way of running a WG, but of course, the social networking is very much missed!

In 2021, Mr Nyvoll will attend WG 231 – ‘Mooring Bollards & Hooks: Selection, Maintenance and Testing’.

14.2 Other Activities

We regret to say that most of our scheduled activities had to be postponed due to the pandemic. National, regional and local restrictions have made it very difficult to reach our ambitions for an active 2020. Only the YP-group has kept going by Microsoft Teams and by email. We sincerely hope to catch up in 2021!

http://pianc.no/about/?lang=en

Fridtjof Wangsvik
First Delegate PIANC Norway
On 31 July 2020, the Portuguese government defined the new constitution of the Portuguese Delegation. After that, the delegation has started working in the reactivation of the PIANC Portugal’s activities. The main activity included the contact with all members to announce the re-activation of the activity and the contact with possible new members; the definition of Portuguese members to participate in each PIANC Commission and in the Working Groups; the design of a new website; and the preparation of activities in 2021, including the organisation of the PIANC Portugal’s National Conference, as well as a webinar organised by the Portuguese YP’s.

Maria Graça Neves
First Delegate PIANC Portugal
16  **PIANC SOUTH AFRICA IN 2020**

The year 2020 will forever be remembered in making its way into history books, due to the COVID-19 pandemic. In South Africa, we have experienced full lockdowns (starting at level 5), eventually moving to levels where more and more freedom of movement was allowed. Unfortunately, lockdowns are not good for any economy and the consequences will still remain for some time. Currently, we are all watching the effect of a ‘second wave’ internationally, with the clear message that everyone must still be careful and do their part. Nonetheless, the show must go on, so it is with pride that we can say the planning for hosting the PIANC Congress (planned for 2022, but postponed to 2024) in Cape Town is still underway.

The PIANC National Section of South Africa has had a reasonably successful year, albeit online, with some exciting prospects for the near future. So, here is some news from our National Section.

16.1 **National Section**

Membership has not changed significantly from the previous years and remains healthy. At present, the National Section has got 28 Individual Members as compared to 32 in the previous year. There are no Corporate Members within our National Section.

The National Section has met twice during the course of the year with good attendance figures. This was facilitated by the use of technology (video conferencing facilities) to link different parts of the country for the meetings. These meetings continue to stimulate robust discussion.

There have been some changes to the PIANC South African structure due to the retirement of the Treasurer, Dr. Andre Van Tonder. This position has not yet been filled in. Mr Van Tonder has made himself available to continue in an acting capacity, until a successor has been appointed.

The National Section is supported by the following Office Bearers:

- **First Delegate** – Mr Magenthran Ruthenavelu
- **Treasurer** – Dr. Andre van Tonder (Acting)
- **Vice-Chairman** – Mr Keith Mackie
- **Secretariat** – Mrs Marisa Ackhurst
- **YP-Representative** – Vacant
- **CESA Representative** – Dr. Alan Wijnberg
- **US Representative** – Prof. Koos Schoonees
- **Linkage to SAICE Railways and Harbours** – Mr Keith Mackie and Mr Arie Burggraaf

South Africa is getting ready to host the 35th PIANC World Congress. However, due to the current worldwide uncertainty on travel restrictions, the original date of 2022 has changed. The Local Organising Committee is meeting on a regular basis to plan for the event and is regularly in contact with PIANC HQ (Mr Van Cappellen and Mr Lawson).

Our first online PIANC technical talk was arranged for our members in October, with a very high attendance. It is planned to continue hosting these informative technical talks for our members in 2021.

16.2 **Young Professionals**

The YP-representative, Mr Kishan Tulsi, has vacated his post due to work relocation, but he continues to support via correspondence. In comparison to the previous years, the YP-group has been relatively quiet. This is an area that requires improvement in the new year.

16.3 **Involvement of Members in Working Groups**

Mr Craig Johnson is a member of WG 194 – ‘A Framework for Early Contractor Involvement in Infrastructure Projects’. The WG is progressing well with a new legal task team appointed to review the
framework. Chapter One is in final reviews stages, Chapter Two is being finalised and Chapter Three is in draft stage. The next meeting is planned for early 2021.

Christiaan de Wet is working on WG 230 – ‘How to Attract Green Funding for Nature-Based Navigation Infrastructure’. The Working Group is in its early stages and is progressing well. Two online meetings have been completed. The Terms of Reference have been reviewed and the Table of Contents of the report is being finalised. The last meeting was held on 27 November 2020.

Mr de Wet is also working on WG 231 – ‘Mooring Bollards & Hooks: Selection, Maintenance and Testing’. The group and its members are still in formation and has not officially started yet.

Furthermore, Marli Geldenhuys is now representing South Africa on PIANC’s Permanent Task Group on Climate Change.

Magenthran Ruthenavelu  
First Delegate PIANC South Africa

Marisa Ackhurst  
Secretary PIANC South Africa
17  PIANC SPAIN IN 2020

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

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

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

17.2 Collaboration Agreement ARPHO-Spanish Section – 14 February 2020

ARPHO is the platform to support companies specialised in the repair, reinforcement and protection activities of concrete.

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

L-R: Mr Manuel Arana Burgos (ATPyC), Mr Alejandro Marras Ponlla (ARPHO) and Mrs Ana Lope (ATPyC)

17.3 Technical Visit to Shiplift 4800t Port of Barcelona – 18 February 2020

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

It was a special moment to explore the facilities as the new ship lift of 4,800-tonne capacity had just started being in operation some months before. This new ship lift, in addition to the existing 2,000-tonne Syncrolift, the 220-m dry dock and 124,000 m² of land area, enables their capacity to serve the world’s largest and most technically sophisticated yachts, as well as the classics and yachts of all sizes.
During the visit, the technical staff from the Barcelona Port Authority and Reventos Engineering, the consultant firm, shared a presentation describing the extension project of the new facilities and explaining all phases of both the civil works and industrial equipment installation and commissioning.

Later on, several managers of the shipyard explained the operations of the shipyard and in particular of the new 4,800 -tonne ship lift during an amazing site visit.

17.4 Webinars and Workshop

During the lockdown period, the Spanish Section started an online seminar programme:

17.4.1 Level III Methods: An Easy Explanation for a Complicated Problem – 7 May 2020

Speaker: Mr Gabriel Chamorro Sosa

Civil Engineer, Polytechnic University of Madrid and Master in Advanced Design in Mechanical Engineering from the University of Seville.
17.4.2 Can Satellites Support Coastal and Port Management? Case Studies in Spain and America – 14 May 2020

Speaker: Mrs Isabel Caballero de Frutos.

Degree in Marine Sciences from the University of Vigo, PhD in Science from the University of Granada and Master in Oceanography (University of Cadiz) and Master in Coastal Integrated Sciences and Technologies (University of Santander). Postdoctoral researcher at the CSIC Higher Council for Scientific Research.

17.4.3 Level II Methods. It’s Time to Lose Fear – 21 May 2020

Speaker: Mr Gabriel Chamorro Sosa

Civil Engineer, Polytechnic University of Madrid and Master in advanced design in Mechanical Engineering from the University of Seville
17.4.4 The Way We Look at Maritime Works – 24 June 2020

Speaker: Vicente Negro Valdecantos. Professor of Maritime Engineering. Polytechnic University of Madrid.

17.4.5 Big Data in Maritime Activities: Vessel Traffic Analysis in the Canary Islands. Risk of Collision of Vessels and Cetaceans – 2 July 2020

Speaker: José María Grassa Garrido. CEDEX

17.4.6 Workshop: Management of the Public Domain and the Port Concessions: Main Elements to be Considered – 5 November 2020

Organised by the Port Management Committee. During the webinar, several speakers presented their different points of view, according to their individual roles in the process (Public Administrations, Port Authorities, Private Companies, etc.). The main topics focused on the relationship between concessions and port operations, legal framework, general terms for new concessions and maintenance operations using BIM methodology.

The event was attended by 100 participants and it has been made available on the website of PIANC Spain in the ‘Members Only’ Section.
17.4.7 Steel Solutions for Port Developments and Coastal Protection. Adaptation to Climate Change – 10 November 2020

Speaker: Mr Joao Martins. Civil Engineer. ArcelorMittal.

During the webinar, some case studies were presented, focusing on how steel sheet pile solutions can be a good option in the adaptation process to climate change in coastal environment. The event was attended by 60 participants, almost half of them coming from Latin-American countries such as Argentina, Chile, Costa Rica, Paraguay or Brazil. It was a very successful experience of cooperation between the National Sections of Spain and Argentina. Our Argentinian colleagues spread the information of the webinar to other countries of the region.

The webinar it’s available at the NS website (section ‘Members Only’).

17.4.8 Use of Steel Solutions for Port Developments and Coastal Protection – 25 November 2020

In collaboration with Arcelor-Mittal. During the webinar, several speakers presented some practical cases about the use steel sheet pile solutions for jetties and dolphins, anchorage solutions for quay walls and new approaches for seismic sheet pile design. The event was attended by 50 participants and it’s available (in English) at the NS website (section ‘Members Only’).
17.5 Annual National Assembly 2020 of the Spanish Section

The Spanish Annual General Assembly took place on 25 June 2020. The most important points on the agenda were the following:

- Report on the 2019 activities of the National Section (President and Secretary)
- Annual fees for 2021
- Budget approval
- Report of activities: PIANC Commissions and National Technical Committees
- Report of activities of National YP-Com
- Professional career paths Award 2020
- Modesto Viguera Award 2020

17.6 Young Professionals

17.6.1 Two Active Young Professionals of the Spanish Section of PIANC Have Recently Been Assigned Important Roles within the Young Professionals Commission

Antonio Gómez as New Vice-Chair (Alternate) for Europe & Africa, supporting the newly chosen Vice-Chair for that region with the YP-activities across Southwestern Europe and Northern Africa. Antonio is member of PIANC and the Spanish Section (ATPyC) since 2013. He is also Secretary and part of the WG on ‘Ports Planning’ (ATPyC CGP GT 03). In 2017, he won the Modesto Viguera Prize (2nd place) for the ‘Methodology for the Analysis, Diagnosis and Calculation of the Maximum Tariffs of the Port Services’. In addition to be on of the MCAVALNERA’s partners, he is professor and Director of Master’s Thesis in the Official Master’s Degree in Logistics Management of the International University of La Rioja.

Sara Iglesias as new MarCom Young Professional Observer. With over twelve years of experience in ports and maritime engineering, Sara is PMP® working on a large variety of infrastructure projects worldwide. Her experience includes all stages of project life cycle: master plan development, feasibility studies, preliminary and detailed design, tender design and technical assistance for site management for construction works. Experienced in infrastructure projects dealing with a wide range of industries and clients like oil & gas and LNG operators, transportation and port authorities, marinas management or logistic operators, among others.

Join us to give a big hand to these two well-deserved colleagues!

17.6.2 On 3 November 2020, the New Young Professional Commission of PIANC Spain Was Launched with the Organisation of the Kick-Off Meeting after the Election Process that Took Place in Early September. The Members of the New National YP-Com Division Are the Following

- Chairman: Vicente Pardo
- Vice-Chairman: Jorge Molines
- Secretary: Rocío Ramos
- Web Manager and Social Networks: Sara Zoccari, Marta Melcón, Noé Fernández and Jorge Molines
- Institutional Relationship: Vanesa Cámara
- Members: Daniel González, Rafa García and Rodrigo Moltó
The Spanish Section has recently published the document: ‘Strategic Port Planning: Practical Guide for Definition and Development’ (in Spanish). This Publication is the final report of Working Group 3 – ‘Analysis of the Port Planning and Management instruments in Spanish regulations’ (Management Port Committee).

A hard copy of the book will be sent to all NS members.
In March, the Swedish Section of PIANC held its annual meeting at the Port of Gothenburg’s office. In addition to the usual agenda during the meeting, Mr Mattias Sandell presented an overview of the activities of PIANC MarCom. Presentations were also given about the ongoing project for new locks in Trollhättan and the WG 215 – ‘Accidental Impacts from Ships on Fixed Structures’.

In November, the Swedish Section held its first ever online meeting, which was open to both members and non-members. About fifty persons attended the event, which included presentations about projects in the ports of Norrköping, Gothenburg and Stockholm, equality in shipping and transferring of domestic transports from road to sea. The event was successful and the ambition is to arrange a new one in 2021.

Olle Lewis
First Delegate PIANC Sweden
19 PIANC UK IN 2020

19.1 PIANC UK Committee Members in 2020

- Greg Haigh – Chairman
- Chris Frith – Vice-Chairman, Deputy Treasurer
- Peter Hunter – MarCom Representative
- Ian White – Government First Delegate, FinCom Chairman and Treasurer
- Jan Brooke – EnviCom Representative/PTG CC Representative
- Richard Wakelen – InCom Representative
- Tim Beckett – RecCom Representative
- Christian de Meyer – ProCom Representative
- Heather Heuston – YP-Com Representative

Chris Boysons
David Byrne
Mike Thorn
John Lovell
Ian Gillespie
Stuart Byrne
Borbala Trifunovics
John Berry
Ian Cruickshank
Siobhan Vaughan
William Evans

Paul Datson
Nigel Bodell
Marine Perret
Steve Osborn
Marta Mendizabel
Michael Grace
Matthew East
Jamie Holmes
James Palmer
Ian Dobson
Mark McBride

19.2 UK Membership

The membership of PIANC UK has decreased slightly over the past year. The current membership is as follows:

156 Individual Members comprising, 1 Honorary, 3 Life, 32 YP, and 120 full Individual Members. A drop of 4 Individual Members.

25 Corporate Members – 9 Large, 16 Small, compared with 24 last year.

The death of four members has been reported during the last year:

Mr R.W. Brown of Cheltenham
Mr A.S. Harding of London
Dr D. Hilling MBE of Hemel Hempstead
Mr M. Smith of Spalding

19.3 Committee

With the obvious impact of the COVID-19 pandemic, it has been a period when PIANC UK has had to re-invent its activities and move significantly to online working, and consequently hosting only one physical event, a lecture entitled ‘Brunel’s SS Great Britain’, by Tim Bryan – Director of The Brunel Institute, Bristol. The UK Committee met five times in the course of the year and continued its focus on representation on international working groups and educational events in the UK. It did manage to meet once at a face-to-face meeting in January but then moved onto very successful online meetings. Everybody had to learn fast to make the meetings effective and efficient, and thankfully they were!

Whilst the Committee is committed to ensuring that some of its events each year take place outside London and the south east, this was not feasible this year, and is unlikely to be the case in 2021 even with the promise of a mass vaccination programme across the UK.
During the last year, the membership of the UK Committee has changed. At last year’s Annual General Meeting three candidates were appointed to the Committee, without the need for an election – Matthew East of GHD, Jamie Holmes of Nash Maritime and James Palmer of Beckett Rankine. All three of them are YPs. I am grateful to all their companies for making their time available. They will serve for a period of four years from November 2019. Kate Panayotou, who prior to her arrival in the UK in 2016 was a member of the board of PIANC Australia, has been an observer on the UK Committee for the last three years. PIANC UK has benefited from her knowledge, ideas and contributions.

Eleven members of the UK Committee are Young Professionals and just under 20% of the Committee is female. Efforts to ensure that the UK Committee is more representative of the members and of the wider industry will continue. In particular, further representation from the ports and the construction industry would be welcome, as would a representative from the insurance industry.

19.4 Working Groups and Commissions

PIANC International functions through its Commissions and the UK has representatives on all but one of them. Ian White chairs FinCom, Peter Hunter sits on MarCom, Richard Wakelen on InCom, Jan Brooke on EnviCom, Tim Beckett on RecCom, Heather Armour on YPCom and Christian de Meyer on ProCom. YP members also represent the UK on the Commissions, Michael Grace on MarCom and Ian Dobson on RecCom. The involvement of PIANC UK with PIANC International and the Working Groups is principally coordinated through these individuals and the entire UK Committee and the members would like to thank them, for their hard work over the last 12 months.

PIANC UK’s status is as an Associated Society of the Institution of Civil Engineers. In return, PIANC UK provides the intellectual content of an annual series of seminars, conferences, and visits in relation to waterborne transport infrastructure, thereby partially fulfilling the ICE’s learned society function.

19.5 Seminars and Events

A programme of four PIANC half day or evening seminars, one lecture, one conference and two site visits were planned for the year but obviously had to be cancelled. Instead, a series of webinars was organised during the autumn and all were well attended. This will be the way forward with both webinars and seminars/conferences being held online. The added benefit of hosting such events is not only overcoming the restrictions caused by the pandemic but in fact the availability of a larger audience being attracted to PIANC events and the opportunity to recruit more members.

The UK’s YP Papers Competition was not run in 2020. The aim of this competition has been to maintain the UK’s historic record of submitting papers by YP’s from the UK to the international De Paepe-Willems Award. The Committee intends the competition to run again in 2021.

This year’s AGA was scheduled to be hosted by PIANC UK in Bristol in UK this year. Obviously, it had to be postponed to 2021 but with the continuing spread of the virus, ExCom and Council made the correct decision to cancel the 2021 physical event. It is fair to say that the Local Organising Committee for the AGA, the committee of PIANC UK, and its national membership had been looking forward to hosting an extremely attractive event in Bristol. However, it can only be the right way forward to cancel the event and only participate in the virtual event proposed for 2021.

The Annual General Meeting was held in November online as a virtual meeting, which was attended by the President.

Ian White
First Delegate PIANC UK

http://www.pianc.org.uk/

@PIANC_UK

https://www.linkedin.com/groups/4443555/
20.1 PIANC USA Leadership

The United States, a member of PIANC since 1902, is an active section in terms of international involvement as well as its domestic activities and partnerships. The United States National Commission constitutes the governing body of the U.S. Section.

The 2020 U.S. National Section Leadership consisted of:

- Chair and First Delegate, The Honorable R.D. James, Assistant Secretary of the Army for Civil Works ASA(CW)
- President, Major General (MG) William (Butch) H. Graham Jr., U.S. Army Corps of Engineers’ Deputy Commanding General for Civil and Emergency Operations (DCG-CEO)
- Secretary, Joe Manous, Director, Institute for Water Resources (IWR), U.S. Army Corps of Engineers (USACE)

The 8 members of the U.S. National Commission included:

- Commissioner and PIANC International Vice-President for the Americas Nicholas Pansic, Vice-President, Stantec
- Commissioner and PIANC International CoCom Co-Chair Edward Schmeltz, Retired, AECOM
- Commissioner Michael Leone, Retired, Director of MassPort
- Commissioner Jessica McIntyre, Project Engineer, Moffatt & Nichol
- Commissioner James Marino, President, Taylor Engineering, Inc.
- Commissioner Lillian Almodovar, Retired, US Army Corps of Engineers
- Commissioner Ron Coles, Principal, W. R. Coles and Associates
- Commissioner Jim Walker, Director of Navigation Policy and Legislation, American Association of Port Authorities (AAPA)

Additional support to the Commissioners was provided by:

- Treasurer, Joe Mantey (volunteer)
- Deputy Secretary, Kayla Waltemire, Institute for Water Resources (IWR), U.S. Army Corps of Engineers

20.2 2020 PIANC USA Leadership Updates

Early in the year, we thanked Ms Rachel Grandpre and Mr Brian Lee (USACE, Institute for Water Resources) for their tireless and most successful contributions in support of PIANC USA. They both transitioned from their positions of Secretary and Deputy Secretary, respectively, to other challenging opportunities within USACE.

Dr. Joe Manous started his role as the Secretary of PIANC USA in early 2020. As Director of the Institute for Water Resources, Dr Manous oversees a multi-disciplinary Field Operating Agency that supports USACE’s Civil Works (water resources) missions through water resources planning, policy and decision-support model development; hydraulic and hydrological engineering; dam and levee safety; and training and national/international interface with academia, professional societies, and non-government organisations.
Ms Kayla Waltemire joined the team as Deputy Secretary in early 2020 as well. She also serves on the ProCom team and assists with YP-Com efforts. Kayla Waltemire works in the administrative department at the Institute for Water Resources in Alexandria VA.

PIANC USA named Dr. Calvin Creech as their Liaison to the PIANC America Initiative. Since 2012, Dr. Creech has been the lead technical subject matter expert in South America for the US Army Corps of Engineers (USACE) Mobile District. In this role, Dr. Creech led technical capacity building partnerships in Navigation and Integrated Water Resource Management with the Brazilian National Department of Transportation Infrastructure (DNIT), the Brazilian National Water Agency (ANA) and the Company for Development of the São Francisco River Valley (CODEVASF). Dr. Creech is the US lead on the PIANC Working Group to Develop a Classification System for South American Waterways and has led projects in Brazil, Canada, Colombia, Peru, and the United States.

As liaison to PIANC America, Dr. Creech will assist in coordinating activities aimed to develop PIANC leadership from the Americas, promote professional development and training, and encourage collaboration amongst the maritime navigation communities. The PIANC America Initiative was created by the PIANC International Co-Operation Commission (CoCom), and PIANC USA was identified as the lead National Section for coordinating this regional initiative.

20.3 PIANC USA 2020 Events and Highlights:

20.3.1 PIANC USA at the International Marina and Boatyard Conference (IMBC) in cv Ft Lauderdale – January 2020

PIANC RecCom implemented new collaboration initiatives with the Association of Marina Industries (AMI), a PIANC sister association. PIANC RecCom and PIANC USA joined forces to support AMI’s Marina Design and Engineering track for the International Marina & Boatyard Conference (IMBC) program. IMBC is held annually in the USA.

PIANC RecCom supported the content committee for the 2020 event (14-16 January, Fort Lauderdale, Florida) to shape the core Marina Design and Engineering track. Working with a significant number of topic submittals, we proposed thematic groupings for dynamic discussions, added invited speakers to discuss ‘Engineering with Nature’ programme experience.
A new session to promote environmental issues in marina infrastructure was proposed by PIANC RecCom. It included presentations on USACE’s ‘Engineering with Nature’ (EwN) by Dr. Burton Suedel, EnviCom Working Group 175 on Working with Nature by Dr. Victor Magar, and progress material on RecCom Working Group 148 on WwN applied to marinas by Esteban Biondi.

In addition to the RecCom Technical sessions held at the 2020 IMBC Conference in January, The PIANC US Commissioners held their semiannual face-to-face meeting and hosted a PIANC USA Exhibit booth. Moffatt & Nichol, PIANC USA Corporate member, sponsored a PIANC Young Professional Happy Hour at the PIANC booth on 15 January 2020.
20.3.2 PIANC USA Webinars

The first PIANC USA webinar of 2020, Fundamentals of Marina Planning & Design – from Small Recreational Boats to Superyachts was held on 26 February 2020. It was organised by the US RecCom delegate Mark Pirrello (Senior Engineer, Moffatt & Nichol). This webinar referenced the Working Group 134 – ‘Design and Operational Guidelines for Superyacht Facilities’ and Working Group 149 – ‘Guidelines for Marina Design’ publications coupled with practical experience and applications. The featured presenters included Margaret Boshek (Coastal Engineer, Smith Group), Tim Mason (Principal Engineer, Applied Technology & Management0, Nicole Pauly (Marine Structural Engineer, Moffatt & Nichol) and Megan Lagasse (Marine Director, Pier 66 Hotel and Marina). To view the webinar recording, please visit: [http://www.pianc.us/reccomwg134149webinar/](http://www.pianc.us/reccomwg134149webinar/).

The US InCom delegation organised the 2nd PIANC USA Webinar for 2020, Corrosion Protection of Lock Equipment with Dr. Rebekah Wilson. The webinar was held on 17 June 2020 with more than 200 participants joining live. Dr. Wilson, the Director of the Paint Technology Center, Construction Engineering Research Laboratory, U.S. Army Engineer Research and Development Center, discussed the findings of Working Group 190 Corrosion Protection of Lock Equipment with particular focus on the selection and application of coatings for hydraulic gates in the US. To view the webinar recording, please visit: [http://www.pianc.us/incomwg190webinar/](http://www.pianc.us/incomwg190webinar/).

20.4 PIANC USA Young Professional Commission (YP-Com) 2020 Events

20.4.1.1 2020 Winners of the De Paepe-Willems Award – A Webinar Hosted by PIANC USA YP-Com

On 10 December 2020, PIANC USA YP-Com hosted a webinar featuring Benjamin Popovich and Adrian Pearson. They were the 1st and 3rd place winners of the 2020 De Paepe-Willems Award. Benjamin presented on ‘Tsunami Resilience of Pile-Supported Wharves’ and Adrian presented ‘State of Practice and New Design Considerations for Monopile Dolphins’. This was a great opportunity for participants to learn about these projects, and to be inspired to enter their own papers into the contest next year.
20.5  Follow PIANC USA on Social Media

@PIANCUSA
@PIANCUSA
@PIANCUSA
@PIANC_USA
703-646-0329
https://pianc.us/pianc-usa-youtube/

20.5.1  Also Please Post, Follow, and Share Our PIANC USA LinkedIn Groups:

- PIANC USA LinkedIn Group: https://www.linkedin.com/groups/8587971/
- PIANC USA YP LinkedIn Group: https://www.linkedin.com/groups/3075291/

20.5.2  Contact PIANC USA:

- Email: pianc@usace.army.mil
- Website: https://pianc.us/

The Honorable R.D. James
Chair and First Delegate

Joe Manous
Secretary PIANC USA

Kayla Waltemire
Deputy Secretary PIANC USA