CUSTOMIZED FENDER SOLUTIONS.

Lock Entrance
IJmuiden | The Netherlands

Gemalink Terminal
Cai Mep | Vietnam

Middle Harbor Project
Long Beach, CA | USA

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Reduce the environmental impact of your infrastructure projects with EcoSheetPile™ Plus steel sheet piles, made from 100% recycled steel and with 100% renewable electricity. The carbon footprint of a quay wall made with EcoSheetPile™ Plus is at least 44% lower than the equivalent concrete diaphragm wall solution.*

*Result of a peer-reviewed comparative life cycle analysis.
1 MESSAGE BY THE PRESIDENT

Dear Members of PIANC, Dear Friends:

The year 2021 was determined in large measure by the effects of pandemics. The world has suffered additional waves because of the SARS-Cov-2 coronavirus variants such as delta and omicron. As before, waves of pandemics have evolved with different schedules and intensities across different geographical areas. Impacts on marine transportation and stress on logistic networks continued. Reliability concerns were the subject of public discussion. Especially when the effects of the grounding of the container ship Ever Given on the Suez Canal added to the effects of pandemics.

The human tragedies due to the difficulties for relieving the seafarers affected many thousands of them in 2021. The demand for storage in or near ports because of the imbalance in supply chains caused by pandemics is a challenge for ports. Notwithstanding the overall success of their adaptation and resilience to the effects of pandemics.

Port infrastructure is today an issue of debate in the industry. Every day, we can hear many opinions about the infrastructure gaps at the ports and the lengthy permitting processes that delay the availability of necessary infrastructure on time. PIANC can contribute to increased infrastructure sustainability and stakeholder engagement through its ‘Working with Nature’ principle and facilitating the licensing process. We encourage port and waterway infrastructure developers to submit more projects for the PIANC ‘Working with Nature’ certificate.

Another relevant topic for which PIANC has made a significant contribution relates to our reports on climate change adaptation and resilience. They provide valuable guidance for the necessary transition of the infrastructure design paradigm. In the past, the design focused on responding to a pre-defined set of actions, loads and operational requirements with a minimum construction cost. Today, our objective is to plan and build infrastructure adaptable to changes in loads and operational requirements and to provide appropriate resilience to situations beyond the initial theoretical design conditions. This process is directly tied to a comprehensive life cycle cost and performance analysis.

In addition to managing risks, PIANC also works on relevant opportunities such as those resulting from digitisation. Examples include the published report on container terminal automation and the current working group on BIM as a management tool for the lifecycle of port and waterway infrastructure.

Adaptation of PIANC to the situation generated by the pandemics continued improving, thanks to the outstanding work of the Secretary-General, the HQ staff, the Vice-Presidents, the Commission and Working Group Chairpersons and all their members, National Sections and Qualifying Members, and all members in general. Meetings and business events were virtual: four Executive Committee meetings, as well as the 84th and 85th Council meetings.

The Annual General Assembly was scheduled in Bristol, hosted by the National Section of the United Kingdom. Unfortunately, the pandemic forced its transformation into a virtual event held on 26 May 2021. To keep the host role, the day after the AGA, the virtual PIANC Technical Seminar was organised by the UK Section. I want to state our appreciation to the United Kingdom National Section and the Organising Committee for their outstanding efforts in organising the AGA in 2020 and 2021, and its further transformation to a virtual successful event. We had the opportunity to congratulate PIANC Honorary Vice-President John Gillespie of the United Kingdom for his 101st birthday.

At the 2021 Annual General Assembly, the mandate of PIANC Vice-President Neil Lawson from Australia came to an end. The Annual General Assembly appointed him as Honorary Vice-President attending to his merits in his mandate, as well as his role in FinCom and in the development of the National Section of Australia & New Zealand. The Annual General Assembly elected Mr Bumgou Kang from South Korea as the new Vice-President of PIANC.
The Council approved the extension of the mandates of the Chairpersons of RecCom, Mr Esteban Biondi, and EnviCom, Mr Todd Bridges. The Council also elected Mr Sebastian Iglesias (Argentina-Netherlands) to co-chair YP-Com.

Sadly, in 2021, several PIANC colleagues passed away, including Mr Pierre Savey (France), former Chairman of PTC I 1983-2000 (now InCom) and former Vice-President of PIANC; and Mr Peter Fountain (Australia), PIANC ANZ’s MarCom representative since 2014.

In 2021, PIANC welcomed three new Platinum Partners: Bekaert, Hanjin Heavy Industries and Construction and Hyundai Engineering and Construction. This growth reflects the industry’s commitment to PIANC’s role in gathering expert knowledge.

In 2021, four Working Group reports were released, with many more prepared for 2022. The topics addressed are aligned with the challenges of the present and the immediate future, as automation of container terminals, hydro power plants in waterways, application of ecosystem services to waterborne transport infrastructure projects and saltwater intrusion in inland waterways.

The present situation has given a strong impetus to the necessary digital transition. PIANC is fully in line with this transition by hosting many webinars and virtual events at the global, local, and regional levels as well as bilateral activities between the various National Sections and Qualifying Members. All the Commissions started organising webinars, with InCom and YP-Com in a very active role. InCom successfully organised webinars dedicated to several Working Group reports. YP-Com held a first two-day YP-Com International Virtual Event, in different time frames to enable at least partial connections from around the world. This situation has also allowed for a virtual presence in several Annual General Assemblies of our National Sections, like the ones held in France, the United States, Germany and the United Kingdom. Relevant regional webinars, such as the 2021 PIANC Asian Seminar on Coastal Disaster Reduction, were held. PIANC’s digital transition predicts that many digital events will remain after the return to normality, improving our communication.

An example of cooperation with our Sister Associations was the High-Level Meeting on WG 201 – ‘Framework for a Classification of Inland Waterways in South America’, jointly organised by ECLAC and PIANC InCom. The meeting was held in Spanish and English.

Other relevant activities included participation in the Marlog 10 conference (Egypt) under the theme ‘Digitisation of Ports and Maritime Industries’. The PTG CC’s presence at COP 26, which presented WG-report 178 on ‘Climate Change Adaptation Planning’, was also remarkable.

Following the digital shift, we know that PIANC is also a networking association. Meetings and physical events are highly important to us. We are planning our gradual return to physical meetings and events, that will commence in 2022 with the Annual General Assembly and National Secretaries meetings in May, in Liège. My appreciation to the Belgian National Section and the HQ team that make it possible. Safety and health are and will be our top priority.

I wish you all and your loved ones a healthy and safe life in 2022.

‘Fair Winds and Following Seas’

for all PIANC members and friends.

Francisco Esteban Lefler
President of PIANC
2 MESSAGE DU PRÉSIDENT

Chers membres de PIANC, chers amis :

L'année 2021 a été déterminée en grande partie par les effets des pandémies. Le monde a subi des vagues supplémentaires à cause des variantes du coronavirus SARS-CoV-2, telles que delta et omicron. Comme auparavant, les vagues de pandémies ont évolué avec des calendriers et des intensités différents selon les zones géographiques. Les répercussions sur le transport maritime et les tensions sur les réseaux logistiques se sont poursuivies. Les préoccupations relatives à la fiabilité ont fait l'objet de discussions publiques. Surtout lorsque les effets de l'échouement du porte-conteneurs Ever Given sur le canal de Suez se sont ajoutés aux effets des pandémies.

Les drames humains dus aux difficultés de relèvement des marins ont touché plusieurs milliers d'entre eux en 2021. La demande de stockage dans les ports ou à proximité en raison du déséquilibre des chaînes d'approvisionnement causé par les pandémies constitue un défi pour les ports. Nonobstant le succès global de leur adaptation et de leur résilience aux effets des pandémies.

L'infrastructure portuaire est aujourd'hui un sujet de débat dans le secteur. Chaque jour, nous pouvons entendre de nombreuses opinions sur les lacunes de l'infrastructure dans les ports et les longs processus d'autorisation qui retardent la disponibilité de l'infrastructure nécessaire à temps. PIANC peut contribuer à accroître la durabilité des infrastructures et l'engagement des parties prenantes par le biais de son principe ‘Œuvrer avec la Nature’ et en facilitant le processus d'octroi de permis. Nous encourageons les développeurs d'infrastructures portuaires et fluviales à soumettre davantage de projets pour le certificat PIANC ‘Œuvrer avec la Nature’.

Un autre sujet pertinent pour lequel PIANC a apporté une contribution significative concerne nos rapports sur l'adaptation et la résilience au changement climatique. Ils fournissent des conseils précieux pour la transition nécessaire du paradigme de la conception des infrastructures. Dans le passé, la conception visait à répondre à un ensemble prédéfini d'actions, de charges et d'exigences opérationnelles avec un coût de construction minimal. Aujourd'hui, notre objectif est de planifier et de construire des infrastructures adaptables aux changements de charges et d'exigences opérationnelles et de fournir une résilience appropriée à des situations dépassant les conditions théoriques initiales de conception. Ce processus est directement lié à une analyse complète du coût et de la performance du cycle de vie.

En plus de la gestion des risques, PIANC travaille également sur les opportunités pertinentes, telles que celles résultant de la numérisation. Les exemples incluent le rapport publié sur l'automatisation des terminaux à conteneurs et le groupe de travail actuel sur le BIM comme outil de gestion du cycle de vie des infrastructures portuaires et fluviales.

L'adaptation de PIANC à la situation générée par les pandémies a continué à s'améliorer, grâce au travail remarquable du secrétaire général, du personnel du secrétariat général, des vice-présidents, des présidents des commissions et des groupes de travail et de tous leurs membres, des sections nationales et des membres qualifiés, et de tous les membres en général. Les réunions et les événements professionnels ont été virtuels : quatre réunions du Comité exécutif, ainsi que les 84ème et 85ème réunions du Conseil.


Lors de l'Assemblée Générale Annuelle de 2021, le mandat du vice-président de PIANC, Neil Lawson, d'Australie, a pris fin. L'Assemblée Générale Annuelle l'a nommé vice-président honoraire en raison de ses mérites dans son mandat, ainsi que de son rôle dans le FinCom et dans le développement de la
section nationale d'Australie et de Nouvelle-Zélande. L'Assemblée Générale Annuelle a élu M. Bumgou Kang de la Corée du Sud comme le nouveau vice-président de PIANC.


Malheureusement, en 2021, plusieurs collègues de PIANC sont décédés, notamment M. Pierre Savey (France), ancien président du PTC I 1983-2000 (maintenant InCom) et ancien vice-président de PIANC ; et M. Peter Fountain (Australie), représentant de PIANC ANZ au MarCom depuis 2014.


En 2021, quatre rapports de groupes de travail ont été publiés, et de nombreux autres sont en préparation pour 2022. Les sujets abordés sont alignés sur les défis du présent et de l'avenir imminent, comme l'automatisation des terminaux à conteneurs, les centrales hydroélectriques dans les voies navigables, l'application des services écosystémiques aux projets d'infrastructure de transport par voie navigable et l'intrusion d'eau salée dans les voies navigables.

La situation actuelle a donné une forte impulsion à la nécessaire transition numérique. PIANC s'inscrit pleinement dans cette transition en organisant de nombreux webinaires et événements virtuels aux niveaux mondial, local et régional, ainsi que des activités bilatérales entre les différentes sections nationales et les membres qualifiés. Toutes les commissions ont commencé à organiser des webinaires, InCom et YP-Com jouant un rôle très actif. InCom a organisé avec succès des webinaires consacrés à plusieurs rapports de groupes de travail. YP-Com a organisé un premier événement virtuel international de deux jours, dans des plages horaires différentes afin de permettre des connexions au moins partielles à partir du monde entier. Cette situation a également permis une présence virtuelle à plusieurs assemblées générales annuelles de nos sections nationales, comme celles qui se sont tenues en France, aux États-Unis, en Allemagne et au Royaume-Uni. Des webinaires régionaux pertinents, comme le séminaire asiatique de PIANC de 2021 sur la réduction des catastrophes côtières, ont été organisés. La transition numérique de PIANC prévoit que de nombreux événements numériques subsisteront après le retour à la normale, améliorant ainsi notre communication.

Un exemple de coopération avec nos associations sœurs a été la réunion de haut niveau sur le GT 201 – 'Cadre pour une classification des voies navigables en Amérique du Sud', organisée conjointement par la CEPAL et PIANC InCom. La réunion s'est tenue en espagnol et en anglais.

Parmi les autres activités pertinentes, citons la participation à la conférence Marlog 10 (Égypte) sur le thème 'Numérisation des ports et des industries maritimes'. La présence du PTG CC à la COP 26, qui a présenté le rapport 178 du GT sur la 'Planification de l'adaptation au changement climatique', a également été remarquable.

Après le virage numérique, nous savons que PIANC est aussi une association de réseautage. Les réunions et les événements physiques sont très importants pour nous. Nous planifions notre retour progressif aux réunions et événements physiques, qui commencera en 2022 avec l'Assemblée Générale Annuelle et les réunions des secrétaires nationaux en mai, à Liège. Je remercie la section nationale belge et l'équipe du secrétariat général qui rendent cela possible. La sécurité et la santé sont et seront notre priorité absolue.

Je vous souhaite à tous et à vos proches une vie saine et sûre en 2022.

'Bon vent et bonnes mers'

pour tous les membres et amis de PIANC.

Francisco Esteban Lefler
Président de PIANC
3 Published in 2021

26 March 2021
MarCom WG 208
‘Planning for Automation of Container Terminals’

31 March 2021
InCom WG 197
‘Small Hydro Power Plant in Waterways’

12 April 2021
EnviCom WG 195
‘An Introduction to Applying Ecosystem Services for Waterborne Transport Infrastructure Projects’

23 April 2020
MarCom 145
‘Saltwater Intrusion Mitigation in Inland Waterways’

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

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

JOIN PIANC HERE
7 REASONS TO JOIN PIANC

1. Get connected to expert guidance and technical advice
2. Gain open access to advanced technological information
3. Address climate change
4. Team up with decision makers
5. Be active in Working Groups, Commissions and National Sections
6. Come aboard the Young Professional Community
7. Become part of our international network

Since 1968 in Civil & Marine Infrastructure
4 SISTER ASSOCIATIONS

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

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

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

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

IHMA, International Harbour Masters Association
http://www.harbourmaster.org

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

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

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

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

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

IADC, International Association of Dredging Companies
https://www.iadc-dredging.com/

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

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

ECLAC, the Economic Commission for Latin America and the Caribbean
https://www.cepal.org/en

OCIMF, The Oil Companies International Marine Forum
https://www.ocimf.org/
4.1 The International Association of Ports and Harbors (IAPH)

4.1.1 IAPH World Ports Conference 2021

Due to the COVID-19 pandemic, the IAPH held the World Ports Conference on 21-25 June 2021 with an online format for the first time in collaboration with the Port of Antwerp. Based on the theme ‘Changing the Guard’, participants discussed the following five areas: business innovation, climate and energy, data collaboration, risk and resilience, and the Century of Africa.

With an extraordinary roster of 120 top-level speakers and moderators from the port, maritime, logistics, energy, technology, governmental, and regulatory communities, the conference was transmitted live as an effective private television channel containing recorded and live content to over 600 attendees. The conference offered participants over 50-panel discussions, debates, and interviews.

Before the conference, we held a series of webinars for the preparation, which started in February 2021, following the successful initial summer and autumn series in 2020.

The IAPH has held the World Ports Conference 2022 in Vancouver, Canada, between 16 and 18 May 2022.

4.1.2 World Ports Sustainability Programme (WPSP)

The IAPH established WPSP to assist ports in applying the United Nations’ 17 Sustainable Development Goals (SDGs) in practice. The programme reached over 200 projects registered by IAPH members and their partners from the global port community in resilient infrastructure, climate and energy, safety and security, and community outreach and governance.

In 2021, the IAPH received 64 projects submitted by 37 member ports from 21 countries as entries for the 2021 IAPH Sustainability Awards. As a result, they received significant international exposure at the IAPH World Ports Conference 2021 and over 10,000 votes by the public for the winning projects.

4.1.3 Bilateral Cooperation with PIANC

In terms of our bilateral cooperation, IAPH is a partner of the PIANC-led Global Climate Action Initiative called ‘Navigating a Changing Climate’. In addition, PIANC is a Founding Partner of the WPSP. This fact is testimony that the two organizations are always at the forefront of international environmental protection and sustainable development initiatives. Recently, some IAPH members joined and contributed to PIANC Working Groups 230, 237, 239 and 240.

4.1.4 New Technical Committees

IAPH reviewed its structure and activity in the past few years to make itself more relevant to the membership internally and more visible externally beyond the IAPH. As part of the review, we identified three strategic themes to focus on in the coming years: Climate and Energy, Risk and Resilience, and Data Collaboration. Accordingly, we established three committees, which started their discussions and operations.

The IAPH establishes positions, submissions, and intervention on various IMO committees and initiatives through the Climate and Energy Committee. The main initiatives in Climate and Energy are focused on the following:

- Sharing of best practices, dashboarding the status of port implementations and pilot projects in alternative fuel bunkering infrastructure, onshore power, port call optimisation, and just-in-time arrival of vessels.
The main aims of the Risk and Resilience Committee are to support IAPH membership with the followings:

- A set of guidelines for ports to use when setting out their business continuity strategy
- A global port resilience tracker which serves as a long-term successor to the COVID-19 economic impact barometer
- A database of best practices structured by risk and resilience categories
- A risk and resilience survey of ports to establish and prioritise the needs of the IAPH membership in terms of support for business continuity and crisis management
- Collaboration with PIANC on active steps to take following Navigating a Changing Climate survey of world ports on the impact of extreme weather events
- Development with the Maritime Anti-Corruption Network of a Port Integrity Indicator

The Data Collaboration Committee actively participates in policy formulation on many influential committees at the IMO level, including submissions and interventions in:

- The IMO Facilitation Committee (FAL), which focuses on trade facilitation
- The IMO Maritime Safety Committee (MSC) on issues related to cybersecurity and automation

Experts appointed from IAPH regular and associate members are also involved in:

- The ISO Technical Committee 8 for administrative and operational data to achieve true industry standards for electric data interchange
- The International Taskforce Port Call Optimisation comprising all stakeholders from the public and private sectors maps out the port call process and establishes commonly shared initiatives to standardise the approach to synchronising nautical and end-to-end supply chains for cargo and passengers.

Besides the three Committees above, the nine existing committees were integrated into three committees: the legal, cruise, and sixth (tentative).

4.1.5 Clean Marine Fuels Working Group

Clean Marine Fuels Working Group aims to offer ship owners a broad spectrum of alternative fuels to improve air quality and reduce greenhouse emissions in and around ports and harbours. Port Authorities engineers have been working together for over a decade. They obtained unique insights into alternative clean marine fuels by taking international standards and applying them in practice for bunkering at ports. The Working Group cooperates with various stakeholders: standards agencies, industry associations, classification societies, oil majors, terminals, bunker operators, and ship owners to create practical tools for ports that facilitate safe and efficient bunker operations for existing and future low and zero-carbon fuels for ships. As a result, the Working Group developed the auditing tools and guidance documents.

4.1.6 Environment Ship Index (ESI)

Since 2011, IAPH has been providing the shipping industry with the measurement of the environmental footprint of commercial vessels so that ports can serve as incentive providers to reward ships demonstrating clear improvement in emissions performance.

Through its industry-leading Environmental Ship Index (ESI), IAPH works with ship owners and owner-operators to assess their emissions performance in nitrogen oxide, sulfur oxide, and reporting scheme on greenhouse gas emissions. In January 2021, ESI evolved into a new scheme as a subsidiary body administered by the IAPH. The new scheme improved its reliability, governance, and operation under contract with the Green Award Foundation (GAF). As a result, the Index has become the industry standard tool, with 6,908 cargo and passenger ships registered on the scheme together with 61 Incentive Providers (ports and terminal operators) worldwide as of 1 January 2022.
4.1.7 IAPH Women’s Forum

The Forum’s objectives include discussing women’s issues in the maritime industry, finding ways of attracting women to join the industry, and retaining and developing female talent. The Forum also visibly promotes training programmes, enabling women to better compete for positions at all levels, including those previously not open to women.

Since its first session in May 2012, the Women’s Forum has steadily proceeded with measures to advance the status of women in the port industry, such as the IAPH Women’s Forum Scholarship. It is now establishing a future roadmap with deliverables, including collaboration with maritime industry organisations, including Women’s International Shipping & Trading Association (WISTA) and IMO’s Women in Maritime Programme.

The Forum is open to any women, both IAPH members and non-IAPH members, interested in networking, examining best practices, solving professional challenges, and working together to develop best practices and capacity building.

IAPH World Ports Conference 2021 featured 23 senior women speakers and facilitators of the 126 experts in the port and maritime sector, including a pre-conference webinar ‘Can ports leverage diversity to propel innovation?’

4.1.8 Cooperation with IMO and Other Industry Stakeholders

- On 21 January 2021, the World Bank and IAPH presented a new report, ‘Accelerating digitalisation’, which shows that better digital collaboration between private and public entities across the maritime supply chain will result in significant gains, safer and more resilient supply chains, and low emissions.
- In February 2021, the Chair of the IAPH Clean Marine Fuel working group joined IMO’s virtual symposium on alternative low-carbon and zero-carbon fuels for shipping.
- On 14 April 2021, IAPH organised the first information session on the functioning of the IMO based on the request of Technical Committee members to obtain more insight into how the IMO works. Head of Public Information Services at the IMO Secretariat gave an in-depth presentation on the functioning of the IMO.
- At the Small Cells World Summit 2021, IAPH took part in a workshop on 5G issues to cover remote areas of port landside with limited mobile network infrastructure on 13 May 2021.
- In preparation for the IMO Maritime Safety Committee (MSC103) and Facilitation Committee (FAL45) meetings in May and June, IAPH prepared and supported many submissions.

4.1.9 Regional Meetings

We respect regional autonomy in the IAPH and encourage members to organise a regional meeting in their region. Regional meetings held in 2021 were as follows:

- IAPH regional Webinar in Asia, South/West, East and Middle East (January 2021)
- IAPH and Indian Ports Association (IPA) jointly organised a regional webinar for South Asia on 28 January 2021, citing digitalisation, risk management, and a focused approach to sustainable transition as critical issues for South Asian ports.
- IAPH regional Webinar in Central and South America (February 2021)
- The Inter-American Committee on Ports (S/CIP) and IAPH jointly organised a regional webinar in Central and South America, ‘Facing the Future: Port Challenges and Trends in Latin America and the Caribbean’, on 11 February 2021. The webinar brought together key stakeholders of the Latin American and Caribbean port sector to discuss strategic themes such as Data Collaboration, Risk and Resilience, and Climate and Energy.
- IAPH Online Regional Meeting in Africa (March 2021)
Regional Meetings in the World Ports Conference (June 2021)
IAPH held six regional meetings during the World Ports Conference 2021 as follows:
- Are Regional Supply Chains the future for the European Ports?
- Energy transition, a Business Opportunity for Central and South American Ports
- Potential of Terminal and Cargo Data Sharing for East and South Asian Ports
- The Impact of Increasing Vessel Sizes on African Ports
- Perspectives on the North American Cruise Market
- Post-Pandemic Resilience of Ports in South East Asia and Oceania

4.1.10 New President and Vice-Presidents
As a result of the Annual General Meeting 2021 by correspondence in June 2021, Captain Subramaniam Karuppih (General Manager of Port Klang Authority, Malaysia) was elected as the new IAPH President for a two-year term of 2021-2023.
As he was the former Vice-President for Asia, South East, and Oceania region, Mr Jay Daniel R. Santiago (General Manager, Philippine Ports Authority, the Philippines) was duly elected to fill the vacant position in June 2021. Furthermore, after the Vice-President for the Central and South America region resigned in July 2021, Mr José Firmo (CEO, the Port of Açú, Brazil) was duly elected as the area’s Vice-President and took office in November 2021.

4.1.11 Ad Hoc Event
IAPH-WCO Workshop on Best Practices Customs & Ports Collaboration to accelerate digitalisation for trade facilitation and supply chain security.
The IAPH and the World Customs Organisation (WCO) jointly organised the online workshop on collaboration between customs and port authorities on 23 November 2021. Speakers from ports and customs authorities (India, Malaysia, Indonesia, the Netherlands, the United States, and the United Arab Emirates) introduced the best practices covering institutional and legal frameworks, digital systems, and potentially other areas of cooperation to enhance the facilitation and security of maritime supply chains.

4.1.12 Renewal of IAPH Website
We launched the renewed IAPH website in early December 2021. With a machine translation, you can read the IAPH activities in your preferred language.

https://www.iaphworldports.org/
https://www.facebook.com/iaphworldports
https://twitter.com/IAPHWorldPorts
https://www.linkedin.com/showcase/iaph-world-ports-conference/
4.2 International Harbour Masters Association (IHMA)

2021 was another unique year for IHMA but the Association and its membership remained positive and continued to show ingenuity and resilience in response to the challenges brought about by the pandemic.

4.2.1 IHMA 360° Webinar Series

Developing and fostering collaboration and good relations among harbour masters world-wide remained, of course, one of IHMA’s primary concerns. The opportunities for members to meet face-to-face were seriously limited by the series of lockdowns and the on-again, off-again restrictions on international travel. To continue the Association’s aim of uniting those responsible for the safe, secure, efficient and environmentally sound conduct of marine operations in port waters, IHMA offered its first ever monthly webinar series. Launched in February 2021, the IHMA 360° virtual platform brought together IHMA members and the global ports and harbours sector to collaborate, network, share information, and provide updates on the latest industry technology and solutions. The series offered an exciting line-up of speakers and topics, ranging from casualty management for collapsed container stacks to port equipment for sustainable operations.

4.2.2 African Harbour Masters’ Committee

Arguably, the most outstanding moment of 2021 for IHMA was the establishment of the African Harbour Masters’ Committee, the second such committee to be created under the Association’s Constitution which allows a region of IHMA to be formed in an area of the world, the boundary of which is defined by named countries. IHMA’s Executive Committee unanimously supported the proposal which was formally approved on 25 January, 2021. The AHMC brings together Harbour Masters from the African continent to share ideas and provide guidance, support, and direction in the management of all aspects of maritime matters in port waters.
4.2.3 Women in Shipping Virtual Summit 2021

IHMA was pleased to once again partner with the Women in Shipping Virtual Summit in 2021. The two-day summit featured a line-up of some of the most impressive names in shipping, both men and women, who told the story of their journey through the maritime industry. The aim of the summit was to support professional growth and career development, create opportunities and lead organisations to take a strategic approach to diversity and inclusion in shipping.

4.2.4 Support for Seafarers Campaign

Another proud moment for IHMA in 2021 was the launch of the Association’s first ever ‘Support for Seafarers’ campaign. Inspired by IMO’s annual Day of the Seafarer, IHMA wanted to recognise the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families. To do this, IHMA called on the families of its members and of the wider maritime community to help show their support by having the young people in their lives draw a picture for a seafarer. It was an overwhelming success and IHMA sincerely appreciates all those who supported us in our efforts to draw attention to the vital role that seafarers play in our everyday lives. We look forward to renewing the initiative in 2022.

4.2.5 COP 26 Workshop on Practical Climate Change Adaptation Challenges and Good Practice Solutions for Ports

In November 2021, the UK hosted COP26, the Conference of the Parties to the UN Framework Convention on Climate Change, in Glasgow, Scotland. Contracting parties to the Convention met to assess progress towards achieving the goals of the Paris Agreement.

In order to help promote the adaptation of port infrastructure and improve the climate-resilience of both assets and operations within the sector, Peel Ports Group, Scotland, hosted a workshop at the International Maritime Hub during COP26, in collaboration with the British Ports Association, the UK Major Ports Group, Maritime UK and City of Glasgow College.

IHMA was honoured to present at the workshop, titled ‘Practical Climate Change Adaptation Challenges and Good Practice Solutions for Ports’, which ran across two half-day sessions on 2-3 November 2021 and aimed to facilitate the exchange of experiences and the sharing of good practice.

4.2.6 Collaboration with IMO

As an international organization representing the world’s harbour masters, IHMA continues to maintain its focus on participating in the work of the IMO, in particular in the following areas:

- Guidance to Address Maritime Corruption
- Biofouling Guidelines
- Onboard Lifting Appliances and Anchor Handling Winches
- Safe Operation of Onshore Power Supply Service in Port for Ships Engaged on International Voyages
- Air Pollution and Energy Efficiency
- MASS
- Safe Mooring
4.2.7 IHMA Biennial Congress

The next IHMA Congress will focus on the innovation, technology, collaboration and resilience that will shape a better, safer future.

Addressing the theme ‘Shaping for a Better, Safer Future’, the 2022 IHMA Congress is an unparalleled opportunity for maritime businesses to showcase their services and for port marine professionals from around the world to network, share their experiences and update their professional knowledge. The Congress brings together IHMA members plus key decision makers from the international maritime industry responsible for global port and marine operations.

This year, we are delighted to have Mission to Seafarers as the official nominated charity for the IHMA Congress 2022. Caring for the shipping industry’s most important asset, its people, is key to all harbour masters and port operations.

Join us in Kuala Lumpur on 27-30 June 2022 for the 13th International Congress to collectively shape and ensure the success of the port and maritime sector for generations to come.

For more information visit https://globalportoperations.com.
4.2.8 About the International Harbour Masters’ Association

Founded in 1996, the International Harbour Masters’ Association is the professional body for those with responsibility for the safe, secure, efficient and environmentally sound conduct of marine operations in port waters. With members in more than 50 countries, the Association is open to all those who hold a managerial position in aspects of the control of marine operations within a port. IHMA has non-governmental, consultative status at the International Maritime Organization (IMO) and the International Hydrographic Organization (IHO).

The Association offers Full, Associate, Senior, Commercial and Honorary membership. Senior members must previously have been Full members. To become a member, visit the IHMA website at https://member.harbourmaster.org/join-online.php or contact the IHMA Secretary at: secretary.ihma@harbourmaster.org

https://www.facebook.com/InternatHarbourMasters
https://twitter.com/Internat_HM
https://www.linkedin.com/groups/3275927/
4.3 The Yacht Harbour Association (TYHA)

The Yacht Harbour Association (TYHA) was established to develop the marina industry by supporting marina members of British Marine and International Members. We help boat owners find good quality marinas and help marina businesses improve their services to operate in high, modern standards. We can offer expert advice in a range of issues, marketing and promotional tools, and specific training for marina management. Development of marina standards is a high priority for us and this is supported and recognised through the Gold Anchor Global Marina Accreditation and Clean Marina Scheme which TYHA administer and deliver.

4.3.1 TYHA USPs

- Gold Anchor Scheme
- Clean Marina Scheme
- Fore & Aft Publication
- Code of Practice
- Networking Events

4.3.2 Our Team

- Libby
  Boat Shows and Event Executive
- Hayley
  Gold Anchor Executive
- Jon
  General Manager

4.3.3 Membership

- UK members: 486
- International members: 126
- Marina Industries Association partnership
4.3.4 Gold Anchor Scheme

TVHA have Gold Anchor marinas located in the UK, rest of Europe, Middle East, Asia and the Caribbean. The scheme has been in existence for over 25 years with specific objectives of raising standards and providing customer-focused services.

Areas of focus:

1. Ambience
2. Planning policies and procedures customer service
3. Environmental
4. On-water facilities and infrastructure
5. Onshore facilities and infrastructure

The scheme is jointly run with the Marina Industries Association (MIA), located in Australia, and they cover the Australasia and the Far East.

4.3.5 Clean Marina Scheme

TYHA’s newest initiative is our Clean Marina Scheme aimed to assist marinas to get the environmental basics right.

- Blackwater capture and treatment
- Managing segregated and hazardous waste
- Spill prevention and treatment
- Washdown capture and filtration
- Drain interception

This scheme is jointly run with the Marina Industries Association (MIA).

4.3.6 Which Marina?

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

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

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

- Annual Summer Marina Tour
- British Marine National Conference
- Coastal and Inland Networking Events
- Marina of the Year
- Gold Anchor Awards

4.3.8 TYHA Produces a Quarterly B2B Publication Offering Free Editorial to All Members and Competitive Advertising Rates

Fore & Aft Magazine Advertising Rates 2022

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All prices + VAT are effective from March 2022 edition of F&A
4.3.9  Website: www.tyha.co.uk

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<th>Get Afloat</th>
<th>Gold Anchor</th>
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4.3.10  Members Area

**OPERATIONAL ISSUES**
This is where TYHA members can share and consider operational issues...
Read more

**TECHNICAL PUBLICATIONS**
This is where you will find the most recent technical publications and documents such as the TYHA Code of Practice...
Read more

**RESEARCH**
In this area of the website we aim to identify market research which could be of use to your business...
Read more

**STAFF TRAINING**
TYHA encourages its marina members to use GMI training courses delivered by British Marine for staff training...
Read more

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

https://twitter.com/britishmarine

https://www.linkedin.com/company/the-yacht-harbour-association-limited/
The Global Marina Institute (GMI) is a partnership between British Marine and Marina Industries Association formed to deliver global marina training and certification with the aim of maintaining and increasing standards in Marinas across the world.

During 2021, we have started to deliver face-to-face marina management courses again with an Advanced Marina Management course being delivered in the UK.

The GMI partners have also delivered 21 other marina related courses, seminars and programmes reaching over 550 marina personnel. This is despite the border closures within Australia and the MIA having to postpone both the Intermediate and Advanced Marina Management courses.

As a result of the deferral and the buoyancy of the industry, the courses are very well subscribed and will take place during February in Scotland and in Australia and Dubai during March.

The industry certification delivered under the GMI has grown and globally there are over 550 Certified Marina Managers, Certified Marina Professionals and Certified Marina Operators.

Tony Browne CMM, Marina Director at Porto Montenegro is still the Chair of the GMI Board, with representatives from both partner organisations who also draw on advisory input from The Yacht Harbour Association, ICOMIA, the Association of Marina Industries and the Middle East.

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MIA – https://twitter.com/MarinaIndustry
BM – https://twitter.com/britishmarine
MIA – Marina Industries Association: Overview | LinkedIn
BM – British Marine: Overview | LinkedIn
GMI – https://www.linkedin.com/company/global-marina-institute-limited/
MIA – https://www.facebook.com/MarinaIndustries
BM – https://www.facebook.com/BritishMarine/
4.5 The Association of Mediterranean Cruise Ports (MedCruise)

About MedCruise: The MedCruise membership spreads today in 23 countries, and is located in three different continents, Africa, Asia and Europe. MedCruise represents more than 145 ports and 35 associate members.

Although the 2021 year has been experienced with too many similarities with 2020, one more time, we have all seen that the cruise industry and every port have shown remarkable agilities to handle the global health crisis. As responsible executives of this amazing industry, we have always been looking at the horizon in a positive manner and we can allow ourselves to pause, slow down and welcome an optimistic and prosperous 2022 new year.

The Mediterranean region initiated and supported all the cruise lines to resume the cruise traffic, with a resemblance of an itinerary despite all the challenges, protocols and differences. MedCruise created the COVID-19 Committee of Experts and collaborated tightly with the member ports and EU Healthy Gateways to form special and updated contingency plans. EMSA (European Maritime Safety Agency) or any active institutions have been a strong ally to support the cruise lines to be back on service. At the beginning of 2021, just one year ago, 125 vessels were in lay-up and only 5 cruise ships from 3 cruise companies were active. At the end of 2021, 69 vessels from 32 brands are sailing back in the Mediterranean, while 70 are in lay-up in one of the safe ports of the Mediterranean. This would not have been achievable without the dedicated support of the crew onboard all these ships.

One more time, MedCruise Association with the cruise industry succeeded in bringing differences together and doing what we know best: connecting travellers from all around the globe in a safe manner and inscribing unforgettable memories.

On a more social note, and with our #PortsTogether philosophy, MedCruise initiated virtual Morning Coffees: an easy and informal platform where members discussed, exchanged ideas and shared experiences with colleagues and friends. Moreover, MedCruise continued Professional Development Courses and webinars focusing on key dynamic matters to welcome in an even better approach the cruise ships to our ports. In other words, MedCruise continued to be the main cruise association for our growth.

Another milestone in 2021, was the re-opening of the borders between Greece and Turkey. Under the leadership of MedCruise, further to steady communications with the Turkish Government, Greek Ministries and EU Healthy Gateways, Galataport Istanbul and Kusadasi were allowed to welcome cruise ships in provenance from Greece, while their high standards-health protocols have truly impressed the European Union’s representatives. The support of cruise lines and CLIA Europe were instrumental in this successful outcome.

4.5.1 MedCruise Celebrated the Third Edition of the MedCruise Awards and its 25th Anniversary, June 2021

The third edition of the MedCruise Awards and the 25th Years Anniversary were celebrated on 11 June 2021. The online event was co-hosted by the Port Network Authority of Central-Northern Tyrrhenian Sea, which presence expands to include the birth-place of MedCruise.

For the third year, MedCruise- the largest cruise port association- awarded the adaptation and resilience during a year that the world still faces a global health crisis. Awarded the influencing social media strategies. Awarded innovative environmental projects that promote sustainability. Awarded its media partners and recognised the role of institutions that provided the tools for the safe resumption of the cruise activities.
Exactly 25 years ago, on 11 June 1996, in Rome, 24 visioners from the cruise ports of Ajaccio, Ancona, Barcelona, Brindisi, Civitavecchia, Genoa, La Goulette, Livorno, Malta, Monaco, Naples, Palermo, Piraeus, Suez Canal, Tarragona, Trieste, Venice and Volos established MedCruise, the Association of Mediterranean Cruise Ports. 25 years later, responding effectively to the demands of a growing cruise industry, MedCruise members changed the last two decades in too many respects.


MedCruise Awards 2021 and 25 Years celebration: [https://youtu.be/6N7b8d0o7Ag](https://youtu.be/6N7b8d0o7Ag).

### 4.5.2 AIVP & MedCruise Create a New Working Group on Cruises and Port Cities, September 2021

MedCruise and AIVP have launched a new joint Working Group focused on sustainable port-city relationships and cruises. The goal of the new WG is to reflect and share good practices that can facilitate a better coexistence between port cities and cruises. The COVID-19 pandemic disrupted the cruise lines regular functioning, effectively stopping the sector from operating all over the world. This is also an opportunity that both organisations want to use to strengthen their cooperation and help their members overcome this difficult period and plan a more sustainable future.

The new Working Group is an important step in the collaboration between both organisations. After signing an MoU in April 2021, AIVP and MedCruise have established a dialogue on key topics related to cruises and port cities. Both organisations are convinced that it is necessary to work together to find a balance between port activities, cruises, and the aspirations of citizens. The new Working Group will create a benchmark of current best practices developed all over the world that can contribute to improve the relationship between port cities, citizens, and sustainable cruises. The group will also identify current challenges and risks that can slow down the implementation of good practices. Other scope of the group will be to discuss sustainable approaches for tourism and cruise markets in port cities, and improve the dialogue with local governments, pressure groups, NGOs, national bodies, or other actors involved in the cruise-port city relationship.

### 4.5.3 MedCruise Elected Figen Ayan as President, November 2021

The 59th MedCruise General Assembly that was held in Barcelona, Spain, elected Ms Figen Ayan, Chief Port Officer Galataport Istanbul as the new President of the Association representing ports and stakeholders related to the cruise business in the Mediterranean and its adjoining seas.

“I love the cruise industry, for its resilience, its creativity, its openness and many more reasons encapsulated in my over 27-years career. Hence it is a true honour and privilege to represent 140 boutique and marquee cruise ports from 21 countries in the Mediterranean and its adjoining seas as the President of MedCruise Association for the 2021-2024 mandate”, said Figen Ayan following her election.

Along with its President, MedCruise elected its Board of Directors (BoD) members to serve for the period 2021-2024. Francesca Antonelli, elected as Senior Vice-President (Valencia, Spain), Lorenzo Vera, elected as Vice-President (Motril-Granada, Spain), Aris Batsoulis, (Corfu, Greece), Silvia Coppolino (Taranto, Italy), Cristina De Gregori (Genoa-Savona. Italy), Aziz Gungor (Kusadasi-Bodrum, Turkey), Valeria Mangiarotti (Sardinian Ports, Italy), Doru Mihai (Constantza, Romania), Jamil Ouazzani (Tangier, Morocco), Theodora Riga (Thessaloniki, Greece), Anne-Marie Spinosi (Bastia-North Corsica Ports, France), Elisa Zamora (Tenerife Ports, Spain).
On the MedCruise website, you can find numerous updated articles showing the Mediterranean ports resumption of cruise activities: https://www.medcruise.com/news

For more information contact: secretariat@medcruise.com.
Learn more about MedCruise Secretariat: https://www.medcruise.com/secretariat.
4.6 International Association of Dredging Companies (IADC)

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

This year, like 2020, was dominated by the COVID-19 global pandemic. While some events were postponed or cancelled, others were adapted to an online format. Webinars and testimonials also took place digitally as did the IADC Annual General Meeting in September 2021. In this extraordinary time, IADC has done its utmost to continue to support its members and promote the dredging industry.

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

4.6.1 Sustainable Financing

In 2021, one of the key activities of IADC was the contribution to the report Financing Sustainable Marine and Freshwater Infrastructure: A Joint Study to Explore Financing of Green Coastal, River and Port Projects. Together with representatives from B Capital Partners and Swiss Re, IADC, CEDA and Vital Ports explored what is needed in order to improve the connection between green-labelled funds and sustainable waterborne infrastructure projects. Against the backdrop of climate change, energy transition and loss of biodiversity, together with the fact that there are limited public budgets, means there is a bigger role available for private capital to play in bridging the infrastructure funding gap. The report is based on the findings of the mutual working group and includes nine case studies. The main conclusion is that sustainable waterborne infrastructure solutions are available, have been tested and are economically viable. Private capital could help to accelerate the uptake of such solutions. The report is an important first step towards realising this.

Another conclusion is the need to clarify sustainable concepts and associated financial structures in order to introduce the topic to both the financial sector and the dredging community, as well as to develop ideas on how to bring this to mainstream infrastructure investment asset classes. The report provides content for further dialogue to foster the uptake of green marine and freshwater concepts by private investors. For more information or to download the report for free, visit our special website: www.financing-smafi.org. A 1-day conference on this topic will take place on 17 March 2022 in Dubai, UAE.

In addition, the International Institute for Sustainable Development (IIID) analysed the value of the Hondsbossche Dunes as a form of nature-based coastal protection via their Sustainable Asset Valuation (SAVi) method. This assessment provides policy-makers and investors with a comprehensive analysis of how much their infrastructure projects and portfolios will cost throughout their life cycles, taking into account externalities that are overlooked in a traditional valuation.
4.6.2 Meet The Expert Webinars

In 2021, IADC organised several interactive and informative webinars with experts from the dredging sector. For each webinar, we invited an expert to speak on a particular topic and to explain how they dealt with the chosen subject, what lessons were learnt and what advice they would give. All topics, including the importance of survey and site investigation, managing financial risk and sustainability in dredging, are based on high-profile dredging projects. The webinars are available to watch online.

4.6.3 Dredging Sustainably

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

Following the 2018 launch of the book ‘Dredging for Sustainable Infrastructure’, IADC actively promoted the philosophy behind the publication to the world while continuing its ongoing mission of ensuring knowledge about sustainable dredging is widely available.

Published in collaboration with CEDA, ‘Dredging for Sustainable Infrastructure’ presents radically different methods to address the increasing climate pressures on low-lying deltas as well as modern-day society’s increasing demands on the sustainability of water infrastructure projects. ‘Dredging for Sustainable Infrastructure’ presents state-of-the-art guidance compiled by a team of scientists and practicing industry experts.

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

Photo © Mees van den Ekart

The publication promotes the message that through a thorough understanding of economic, environmental and societal systems, and with proactive engagement of stakeholders throughout a project’s phases, a value-added marine infrastructure project can be successfully achieved. Multidisciplinary project teams must adopt entirely new ways of thinking, acting and interacting, therefore the book is written for project owners, regulators, consultants, designers and contractors to serve as an up-to-date reference offering solutions with triple wins for people, planet and profit.

In four half-day online sessions, CEDA and IADC organised the course on ‘Dredging for Sustainable Infrastructure’ three times throughout 2021. During the course, participants learned how to achieve dredging projects that fulfil primary functional requirements while adding value to the natural and socio-economic systems by acquiring an understanding of these systems in the context of dredging as well as stakeholder engagement throughout a project’s development. Experienced lecturers shared the latest thinking and approaches, explained methodologies and techniques, and demonstrated – through challenging workshops and case studies – how to implement this information in practice. Other courses, both online and live, are planned for 2022.
IADC sustainability related activities are all part of an on-going effort to support clients, consultants and other stakeholders in understanding the fundamental principles of dredging and maritime construction. Providing effective information to various parties involved could be instrumental in developing a successful dredging project. During the year, two interns joined IADC. One collected CSR information from all IADC members to develop an industry sustainability report based on the most commonly used practices. The second made an inventory of methodologies for sustainable marine infrastructure project assessments, taking into account the societal and environmental elements that assess a project to be sustainable.

4.6.4 Publishing Innovation

‘Terra et Aqua’, the quarterly print and digital journal published by IADC, continues to feature articles about projects that successfully implement the principles and methods presented in ‘Dredging for Sustainable Infrastructure’ to realise sustainable infrastructure. This year’s articles included projects aligned with the book’s philosophy including Mubarraz Island, Coastbusters and Amatique Bay, as well as an interview with Dr Todd Bridges, National Lead for the Engineering With Nature initiative, in which he reflects on creating future value from the human-nature connection. The journal’s articles and interviews as well as facts sheets, can be found in the Knowledge Centre, a digital and searchable library of information about the dredging industry.

The IADC’s annual report ‘Dredging in Figures 2020’ was unveiled at the AGM. IADC again contributed data to the annual ‘Dredger Register 2021’ published by Clarksons Research as well as translations of the ‘FIDIC Blue Book’ with the Italian and Portuguese versions currently available as well. PIANC’s MarCom WG 194 on Early Contractor Involvement, of which IADC’s Secretary-General René Kolman is a member, has made progress towards publishing guidelines to support the vital involvement of contractors at early stages of projects for the successful development of sustainable infrastructure.

4.6.5 Connecting Professionals

The annual three-day Young Management Programme has been postponed till 2022. The programme is conceived specifically to support executive talent in the member companies with expertise and information in relation to general, personal development and industry-wide topics, such as the energy transition, trade tensions, currency wards, anti-globalisation efforts as well as climate change and sustainable development.

At IADC’s second digital Annual General Meeting, held on 16 September 2021, four members of the Sustainability Committee and the Secretary General gave presentations highlighting a number of their activities. The focus here has been on developing tools and methodologies that will help IADC and its members to promote even further, and to a wider audience, the ‘know-how’ and the commitment that the industry has to ensuring dredging projects are executed in the most sustainable way possible. All contributions are accessible via an article on IADC’s website.

It has been postponed a few times but finally it was possible again! With the collaboration of IHE Delft Institute for Water Education, the five-day Seminar on Dredging and Reclamation was organised from 8-12 November 2021 in Delft (the Netherlands). Also the Young Author Award and the IADC Safety Awards were granted.

2021 was again a challenging year and while we do not know what the coming years will bring, IADC remains committed to support the dredging industry on sustainable infrastructure developments and to help the industry move forward!

https://www.iadc-dredging.com/
https://twitter.com/IADCdredging
https://www.linkedin.com/company/iadc-dredging/
4.7 Inland Waterways International (IWI)

2021 was the first full year of activity under the presidency of Rudy Van der Ween (waterway expert in the City of Ghent), who deeply regretted the impact of the pandemic and the lack of opportunities to meet with members. IWI, like all organisations, was prevented from achieving some of its objectives, particularly recruiting new members from around the world. European members were unable to attend the annual World Canals Conference which took place in Hagerstown, Maryland, from 30 August to 2 September. The 50th anniversary of creation of the Chesapeake and Ohio Canal National Park was thus celebrated by an exclusively American audience. We also had to decline invitations to attend the Canals Conference organised by the Canal Society of New York State, and the Beijing International Canals Cultural Festival. In January the Boat Show in Düsseldorf was cancelled, which deprived IWI of its outreach at the Inland Waterways Pavilion. Planning has started for a revival of this presence in 2023, and organisation of a lunchtime debate on the importance of inland waterways.

Despite all these setbacks, activities continued with many virtual meetings during the year. The EU-funded Green Win project focuses on the high energy consumption and carbon emissions in pumping water to keep waterways navigable in Northwest Europe. It is crucial that the pumping installations on 'summit level' waterways continue to function properly. Due to climate change, the partners – with often limited budgets – are looking for more green and more energy-efficient solutions. The project leader, the Canal and River Trust (UK), will give a presentation on the project's results during the WCC in Leipzig.

Members took part in the regular meetings of two PIANC Working Groups: WG 219 – ‘Guidelines for Inland Waterway Infrastructures to Facilitate Tourism’, and WG 228 – ‘Extended Values of Low-Use Inland Waterways’. Both reports are to be published jointly by PIANC and IWI. IWI is also committed to PIANC's 'Navigating a Changing Climate' initiative, and is represented by the president and by Council member Bill Miles.

The Alternative Fuels Working Group had several video conferences in 2021. Many innovations have been reported, covering not only the technical and financial success stories of vessels using alternative fuels, but also sustainable boat building. A portfolio of cases is available to download from IWI's website.

Past president Dave Ballinger continues to chair IWI's committee devoted to the World Canals Conference, and has handled the turbulence caused by COVID in the scheduling of applications to host the conference, as well as the event itself.

We attended (by video) a presentation by the federal government of Germany where they unfolded their master plan for pleasure boating to improve their waterways for leisure and tourism.

Finally, an IWI delegation met Paul Rodgers, chairman of IWA, the UK’s Inland Waterways Association, with a view to developing closer working arrangements between IWI and IWA. It was agreed to share our strategic frameworks and to continue to organise joint consultations at regular intervals.

IWI is deeply concerned by the extreme climate events being experienced in all parts of the world. Exceptionally high temperatures, deadly tornadoes and flooding have ravaged many countries and regions. Scientists predict an intensification of such events in the coming years. We must think seriously about how we deal with our globe and what impact human behaviour has on it. IWI's role in this challenging context is to reflect on how the waterway network interacts with our environment, in both directions: first, the impact of global warming on the waterways and, conversely, the impact our use of the waterways has on global warming. It is proposed to devote a lot of energy and attention to these issues, not only at conferences but also in our daily work.

https://inlandwaterwaysinternational.org/
Do you know that the right fender system design is one that incorporates a whole system approach?

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- Detailed fender system design
- Fender production and quality control
- Installation, operations and maintenance

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