NATIONAL SECTIONS & QUALIFYING MEMBERS
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1 PIANC ARGENTINA IN 2018

1.1 Authorities and Commission Members

- First Delegate: Raúl S. Escalante
- Secretary: Sebastián García
- RecCom: Esteban Biondi (Chair)
- MarCom: Carlos Gines
- InCom: Leonel Temer
- EnviCom: Gerardo Bessone
- YP-Com: Pablo Arecco (Chair until May 2018), Matías Palma (Delegate), Vincent Besson (Alternate Delegate), Juan Martín Rodriguez Ortega (Alternate Delegate) and Ingrid Klimann (Americas Vice-Chair Supporter)

1.2 Participation in Working Groups

- InCom WG 201 – ‘Development of a Proposal of Inland Waterway Classification for South America’: Raúl S. Escalante
- Task Group PIANC Universities Consortium (TG-PUC): Raúl S. Escalante

1.3 Membership 2018

Argentina’s National Section has increased compared to 2017. Currently, it has 80 members:

- 68 Individual Members (among them 33 Young Professionals (YP’s))
- 12 Corporate Members

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1.4 Events

1.4.1 National and Regional Activities

Argentina’s National Section of PIANC organised several activities during the year in collaboration with AADIP (Argentine Association of Port Engineers) and EGIP (Graduate School of Port Engineering – University of Buenos Aires).

- The Xth Argentine Congress of Port Engineering, organised by PIANC Argentina and AADIP, was held in Buenos Aires, on 18-20 April 2018. Coincidently, the PIANC YP’s gathered for their first meeting of the year.

The Xth Argentine Congress of Port Engineering gathered 158 professionals from Argentina and neighbouring countries, 30 of them being YP’s. The event addressed issues related to, amongst others, port and terminals planning, renovation projects of urban port areas, infrastructure structural design, and environmental aspects in maritime and fluvial infrastructure projects.
The Argentine delegation joined a special meeting on 28 June 2018 to present in the country all presentations given by Argentine professionals during the 34th Panama PIANC World Congress. The venue was the Navigation Centre Auditorium in Buenos Aires and all the participants explained their works to the ports and waterways community in Argentina.

Raúl Escalante, Ingrid Klimann, Carlos Ginés, Pablo Arecco, Fernando Re, Gerardo Bessone and Sebastián García

The Argentine PIANC YP’s in the field of ports and waterways and the neighbouring countries organised, together with ‘Administración Portuaria Puerto Barranqueras’, a Seminar at the Port of Barranqueras in Chaco, Argentina on 27 July 2018, at the occasion of the yearly activity in the PIANC region of inland waterways in Argentina. The technical sessions were conducted by port engineers, including the participation of professionals from the Itaipu (Brasil/Paraguay) and Yacyretá (Argentina/Paraguay) Binational Authorities. Many relevant national and local authorities joined the event.
• **Ports of the Future in Argentina.**
  As a result of the agreement between the University of Buenos Aires and TU Delft, with AADIP and the National Section of PIANC, an extensive programme of activities related to ‘Ports of the Future’ was organised in Buenos Aires on **28-30 August 2018**. These activities consisted of a Port Planning Course given by Tiedo Vellinga, Professor Emeritus of Ports and Waterways at TU Delft and former strategic advisor for the Port of Rotterdam Authority for around 38 years, and the ‘Port of the Future Serious Game’. This activity was organised in close collaboration with the Embassy of the Kingdom of the Netherlands in Argentina (and regional Embassies). ‘Ports of the Future’ in Buenos Aires gathered participants from different backgrounds and nationalities (Argentina, Uruguay, Chile, Paraguay, France, the Netherlands, Belgium, etc.), amongst them many were Young Professionals. The serious game ‘Port of the Future’ is a training activity focusing on the importance of participation of all stakeholders in the port planning process for long-term strategic development.

![Port Planning Course](image1.png) ![Port of the Future Serious Game](image2.png)

• **Technical seminar**
  ‘**A Smarter Approach for Marine Fenders, Docking and Mooring Equipment**’, was held in Buenos Aires on **4 October 2018**. Argentina’s National Section of PIANC and AADIP organised a technical seminar on fender design and innovative mooring and docking equipment in partnership with **Trelleborg Marine Systems**.

![Seminar ‘A Smarter Approach for Marine Fenders, Docking and Mooring Equipment’](image3.png)
On 18-19 October 2018, the PIANC YP’s organised, together with ‘Administración Portuaria Puerto Madryn’ (APPM), a two-day seminar with workshops and technical visits at the occasion of the yearly activity in the PIANC region of seaports in Argentina in the cities of Puerto Madryn and Rawson in the Province of Chubut, Argentina. This activity was very well attended with participation of more than 50 YP’s from all over the country and many other professionals from the region, who were very enthusiastic, as it was the first PIANC activity ever in Patagonia. The activities included visiting the main expansion port projects in Puerto Madryn in both piers: Piedrabuena (cruise pier) and Storni (multipurpose pier – including dry bulk, containers, break bulk, fishery, etc.). Furthermore, the participants also toured the port-industrial areas of ALUAR, one of the largest aluminium industries in Latin America, and the fishery ports in Rawson.

AADIP gave support to some YP’s to travel to Puerto Madryn.

1.5 International Activities

Argentina’s National Section of PIANC was well represented by a delegation of 12 professionals at the 34th PIANC World Congress 2018 in Panama, in order to keep supporting the regional expansion of PIANC during its first World Congress in Latin America. Most of the Argentine professionals took part in many workshops, technical sessions, as well as Commissions meetings.
After more than six dedicated years, Mr Pablo Arecco left his position as Chairman of YP-Com to Mr Andrew Thomas. Pablo has proved himself invaluable for PIANC YP-Com and his chairmanship was very well honoured by the PIANC community during the PIANC World Congress in Panama.
2 PIANC AUSTRALIA & NEW ZEALAND IN 2018

2018 was an exciting year for PIANC Australia – New Zealand. Our proudest achievement was the growing involvement of local members in PIANC activities domestically and internationally. As a large and growing National Section we are pleased to have several active members leading and developing International Working Groups, attending International Commission meetings, developing local initiatives and Regional Chapters, and participating in ExCom Activities.

In the past 12 months, our members have continued to be involved with Working Group initiatives, workshops/seminar events and outreach activities. We were also pleased to welcome new Board members and reorganise leadership roles within our National Board.

2.1 Major Achievements in 2018 Included:

- Providing free (to members) events in Darwin, Perth, Sydney, Auckland, Adelaide and Brisbane.
- Increasing PIANC A-NZ representation on Working Groups and International Commissions.
- Supporting member attendance at international events via the Travel Assistance Programme.
- Hosting a major Port Planning Seminar at our Annual General Meeting in June.
- Supporting Young Professional networking events and the regional expansion of YP-Com.
- Ensuring valuable ongoing communication via regular updates at www.PIANC.org.au.
- Pre-planning and organisation of the 24th Australasian Coastal and Ocean Engineering Conference and the 17th Australasian Port and Harbour Conference in Hobart, Tasmania (September 2019).
- Working with PIANC International to ensure Australian and New Zealand representation on Working Groups, Commissions and at the Executive level.
- Promoting, attending and supporting members at the PIANC World Congress in Panama.
- Developing Regional Chapters to promote local decision making and involvement.

2.2 34th World Congress in Panama

One of the most rewarding outcomes of this year was our involvement at the 34th World Congress in Panama. We are pleased to note that this was the best attended Congress by Australian and New Zealand representatives of all time.

Our ongoing international presence ensures that Working Groups and Commissions are applicable to local conditions. These efforts were recognised with two (2) Working with Nature Certificates received at the Congress.

2.3 Working with Nature

The PIANC 34th World Congress presented seven Working with Nature Certificates of Recognition to various trail blazing projects worldwide, including two great Australian projects which both involved restoring habitat to endangered coastal landscapes.
Newcastle Coal Infrastructure Group (NCIG) and Newcastle Ports, were recognised for their restoration of 24 ha of habitat for migratory shorebirds – as part of their biodiversity offset programme. The Port of Freemantle was also recognised for its very successful new bird sanctuary at Rous Head Industrial Park.

Significantly one of the most successful membership events held this year was our ‘Working with Nature’ seminar held in Perth, WA, in November. Chief organiser, PIANC Secretary Joel Bailey, reported an unprecedented level of interest and over one hundred attendees.

Our Brisbane chapter also organised a successful seminar in 2018 entitled ‘Management of Maintenance Dredging in Queensland’s Great Barrier Reef World Heritage Area Ports – A Strategy in Action’. Thanks to Kevin Kane and Scott Keane for their great work.

2.4 Outreach to Members

In 2018, PIANC Australia & New Zealand built upon the uses of its newly created website PIANC.org.au, using it effectively for events promotion, financial and membership management, AGM seminar registrations and profile raising. The site was designed to better connect with our members and to ensure that our various activities are communicated across all platforms. The website also reflects the modern approach of the maritime and waterborne transport industry.

2.5 AGM/Seminar on Port Planning

Our 2018 AGM in Sydney was highlighted by a very successful two-day seminar on ‘Port Planning: Trends, Issues and Hot Topics’, with informative presentations from port authorities, industry, consultants, academia and regulators.

The seminar was opened by Grant Gilfillan, Chief Executive Officer and Director of the Port Authority of New South Wales. Over the next two days, presenters from Aspec Engineering, Ausenco, Fremantle Port Authority, GHD, Mid West Port Authority, Mott Macdonald, Newcastle Coal Infrastructure Group, North Queensland Bulk Ports, NSW Ports, Port of Newcastle, RoyalHaskoning, and UNSW Sydney, all brought their experience and expertise to the topic.

The second day ended with PIANC Australia’s 22nd AGM, where several new members were elected to the board.
At the AGM, Secretary Joel Bailey reported that PIANC Australia has doubled its Corporate Membership in the last six years, the result of significant efforts in outreach and gives us the largest Corporate Membership within PIANC globally. Treasurer Neil Lawson reported on an excellent financial year, due to a variety of factors such as the increase in corporate membership, successful hosting of PIANC International’s Annual General Assembly (AGA), and a vibrant co-hosting of the June 2017 Australasian Coasts and Ports conference in Cairns, which had a record 450 participants.

2.6 PIANC Board and Commission Members

The Board of PIANC Australia meets 4 times per year. Each meeting has a different focus: Annual plan – tracking and performance/AGM/Strategic Planning/Budget and Financial Review.

2.6.1 Board Members of the Australian National Section (as at 31 December 2018)

- Assoc. Prof Will Glamore – Chair
- Greg Britton – Deputy Chair
- Joel Bailey – Secretary
- Neil Lawson – Treasurer
- Luke Campbell
- Chris Carboon
- Assoc. Prof. Ron Cox
- Katrina Dodd
- Peter Engelen
- Richard Hill
- Kevin Kane
- Scott Keane
- Kate Panayotou
- Michel de Vos

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<td>RecCom</td>
<td>Greg Britton</td>
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<td>YP-Com</td>
<td>Rodney Hancock, (A-NZ Chair), Tom Shand (Asia Pacific Vice-Chair)</td>
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2.6.2 Strategic Planning Day

In November, the Board held an all-day strategic planning session which identified the Board’s priority in 2019 to be ‘increasing regular, meaningful interactions with members.’

The key components to achieve that goal were identified as establishing and growing regional chapters, delivering events in each region, developing our comms strategy and increasing communications to members and other key enablers, such as online meetings functionality, developing a new sponsorship policy and setting clear frameworks for roles and responsibilities of regional Chapters.
A reconfiguration of some board responsibilities had ensued, with new Board members being allocated various roles, including Luke Campbell as Board member responsible for liaising with Regional Chapter chairs, Peter Engelen responsible for comms and Katrina Dodd for membership management.

Joel Bailey will take leadership on Governance & Risk, Neil Lawson remains at Finance, Greg Britton responsible for IWGs, with Chair Will Glamore responsible for International Commissions, Board operations and accountability.

### 2.6.3 Australia & New Zealand Membership

In 2018, the Board of PIANC A-NZ continued to focus on providing excellent value to our members. Corporate Membership is an ideal means to provide increased opportunities and remains a key focus moving forward.

**PIANC Australia & New Zealand Membership**

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NZ is an expanding part of PIANC A-NZ, thanks to the efforts of Michel de Vos, YP-Com representatives and the NZ Port engineers, and Dr Tom Shand, YP-Com Asian-Pacific Vice-Chair. We gratefully welcome all new members to the PIANC community and look forward to providing ongoing support to existing members.

### 2.6.4 Travel Assistance Policy (TAP)

PIANC A-NZ has strong representation on the International Working Groups with members currently participating on many groups. Since 2016 the Board has provided part funding of travels costs for our members to attend overseas Working Group meetings. This was successfully continued throughout 2018.

### 2.6.5 Young Professionals

The Young Professional (YP) Committee (YP-Com) is a vital part of PIANC’s future. In 2018, PIANC YP Australia & New Zealand moved into its fifth year, with Rodney Hancock as A-NZ Chair and Dr Tom Shand as Vice-Chair for the YP Asia-Pacific region. There are currently over 100 registered Young Professionals in A-NZ, with YP membership continuing to grow strongly (increasing from 63 members in 2015).

A series of networking events were hosted by YP PIANC A-NZ in 2018, including events in Adelaide, Auckland, Darwin and Sydney. Participants enjoyed the opportunity to network with other PIANC Young Professionals over a casual setting. The committee looks forward to hosting more PIANC YP networking events in 2019.
Another major YP event for 2018 was the 3rd YP Asia-Pacific seminar held in Korea on 29 October-1 November.

Dr Tom Shand, YP-Com Vice-Chair for the Asia-Pacific Region, was there to represent PIANC Australia-New Zealand. Tom found the seminar to be “excellent in terms of its technical content, interesting site visits and opportunity to meet and exchange ideas with young professional delegates from across the region.”

2.6.6 First Australian Vice-President for PIANC

After 18 years as Chair of PIANC ANZ, Neil Lawson was appointed a Vice-President of PIANC International in 2017, the first Australian in the role since PIANC’s founding in 1885.

Neil brings to the international stage his reputation and skills as a brilliant national promoter and builder. Under his leadership, ANZ has been the fastest growing National Section with an emphasis on increasing Corporate Membership. This successful Australian model will continue to be discussed at ProCom and ExCom in an effort to increase PIANC’s global footprint.
3 PIANC BELGIUM IN 2018

3.1 National Activities

The board gathered five times: four times in Brussels and traditionally once at the end of November in Namur, the day before the ‘Service Public de Wallonie’ (SPW) seminar.

The General Assembly took place on 16 March 2018 in Tournai (Doornik), the second oldest city of Belgium.

![Participants in the General Assembly 2018 (Photo by Herbert Smitz)](image)

About 35 members participated in the meeting. After the statutory part of the meeting there was a presentation on the progress of two Working Groups: WG 179 – ‘Towards a New CEMT Inland Ship Classification’ and WG 194 – ‘A Framework for Early Contractor involvement in Infrastructure Projects’. This was followed by a presentation concerning the ‘widening of the Scheldt passage’ in Tournai, the Kain lock and barrier and the ‘Port platform at Pecq’.

Further in the afternoon, a visit was made to the following construction sites on board of the Eureka. The participants also enjoyed a lunch together.

![Didier Bousmar during his intervention WG 179](image)  ![Embarkment on the Eureka on the river Scheldt](image)

![Sail under the ‘Ponts des Trous’ bridge](image)  ![The Kain lock and barrier in the background](image)
The traditional **summer event** was organised on 7 September 2018 in the COOP building in Brussels, the former milling Moulart along the Brussels-Charleroi Canal. From the top of this building you get a splendid view on Europe’s capital.

![Participants in the Summer Event 2018 in Brussels COOP (Photo by Herbert Smitz)](image)

The summer event ended with a dinner on the spot.

![Around 42 participants at the Summer event 2018 during the technical presentation Leopold II Tunnel works in Brussels (also under the Brussel-Charleroi canal) (Photo by Herbert Smitz)](image)

More than 20 presentations were given by people affiliated with Belgian companies or institutions at the successful PIANC World Congress 2018 in Panama.

The Knowledge Centre Ship Manoeuvring in Shallow and Confined Water and the Belgian Section of PIANC invited the Belgian PIANC members for a **one-day conference** in Brussels on 2 October 2018 at the University Foundation Centre. In total, 62 members participated. The majority of the Belgian papers was presented and discussed. The conference was an ideal occasion to exchange the knowledge gathered in Panama and to network with people from the sector.

Finally, on 23 November 2018, the ‘**9th Regional Autumn Seminar**’ of the ‘Service Public de Wallonie (SPW)’ was organised in Namur by the Walloon Directorate General for Mobility and Waterways. The theme of this year’s seminar was ‘From Inspection to Extraordinary Maintenance. A Necessity for Our Infrastructure’. The seminar gave us a view on the existing and future Walloon, Flemish and French knowledge from various perspectives concerning rivers and canals maintenance. Nearly 72 participants attended the seminar.

![The speakers and organisers of the SPW seminar (Photo by Herbert Smitz)](image)

The programme and the presentations of all these activities can be found on the website of PIANC Belgium at [www.pianc-aipcn.be](http://www.pianc-aipcn.be).
3.2 Young Professionals Activities

2018 offered a variety of interesting activities for the Belgian Young Professionals. We started the year with a cultural walk in the centre of Brussels on 2 February 2018.

Together with 17 people we discovered the history of the 'Zavel' area of our capital.

The next activity took place in the Netherlands on 3 March 2018. PIANC.be/YP visited the BIJL company where they produce composites profiles. We were informed about these new structures and their application in bridges and as sheet piles. A visit to the production unit and a strength test in the laboratory were also on the programme.

On 22 May 2018, the PIANC YP’s visited the renovation works of the old quay walls along the river Scheldt in Antwerp. It was very impressive to see how the old quay walls are upgraded to new state-of-the-art quay walls.

On 26 June 2018, the Belgian YP’s visited the construction wharf of the new Coastal and Ocean Basis (COB) in Flanders. With this COB the Flemish government invests in a new maritime laboratory to study the impact of waves, tides and wind on ships and constructions at sea.
The last technical visit took place on 5 October at Ronquières (Walloon area). About 13 Young Professionals participated in this visit concerning the restoration works at the ‘Inclined Plane of Ronquières’.

Overall, 2018 offered, once again, a variety of interesting activities for the Belgian Young Professionals.

3.3 International Activities

The Belgian board and/or PIANC YP’s participated in the PIANC AGA and 34th World Congress in Panama (a delegation of 7 members), as well as in the PIANC Mediterranean Days 2018, which took place in Seville (Spain) on 17-19 October 2018.

3.4 Facts and Figures

3.4.1 Membership 2018

Platinum Partners: 2
Life Members: 21
Honorary Members: 3
Individual Members: 93
Pensioners (except Life Members): 19
Student Members: 0
Small Corporate Members: 34
Large Corporate Members: 8

3.4.2 Board and General Assembly

The Board met on 22 January (Brussels), 11 April (Brussels), 27 June (Brussels), 7 September (Brussels) and 22 November (Namur). The General Assembly took place on 16 March 2018 at the Cathedral Hotel in Tournai.

Text by Ir Herbert Smitz, Webmaster and Commissioner and Eng. Frederik Sanders (MBZ and PIANC YP) Photos as mentioned.
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 CCNR Congress in Mannheim: Review of a Major Event and Next Steps

The 6th CCNR Congress, organised in partnership with the Federal German Ministry of Transport and Digital Infrastructure (BMVI), took place in Mannheim on 17 October 2018. The event, under German chairmanship, was the opportunity for the CCNR and an interested audience, to commemorate the 150th anniversary of the revised Convention for Rhine Navigation – also known as the ‘Mannheim Act’ – while critically and constructively debating its current relevance and the challenges the Rhine and inland navigation are facing. Taking part in the event at Mannheim Palace, the historical site of the signing of the Convention, were some twenty high-ranking speakers, politicians and economists, academics, administrators and business managers, as well as more than 200 guests.

The Congress was also an opportunity for the high-ranking representatives of the CCNR Member States responsible for inland navigation to adopt a declaration reiterating their commitment to the Mannheim Act and their determination to promote Rhine and European inland navigation, in close partnership with the European Union, as well as with all the other major players in the transport world. The Mannheim declaration echoes the ‘Vision 2018’ dating from December 2013 and the CCNR’s December 2017 strategic guidelines; together they constitute a concrete action plan for the sustainable development of inland navigation. The Mannheim declaration will also be signed by the ministers of the CCNR’s Member States.

The Congress of 17 October was also accompanied by several other events and initiatives showcasing the 150th anniversary of the Mannheim Act, including in particular the 15th Conference on River Law, organised by the University of Mannheim, the publication of two anniversary books by the University of Mannheim and the Port of Mannheim, and a temporary exhibition of the Act and its original instruments of ratification, which began at Mannheim Palace, from 17 October to 29 November, before continuing in Bonn then moving on to Duisburg and Rotterdam.


### 4.2 Productive CCNR Activities at European Level

CCNR’s activities at the European level were productive and successful in 2018. The European Committee for drawing up Standards in the field of Inland Navigation (CESNI) and its working groups have been involved in a particularly busy work programme 2016-2018.

At its meeting in Prague on 8 November 2018, at the invitation of the Czech Ministry of Transport, the CESNI adopted for the first time fourteen standards in the field of professional qualifications, covering the competencies, medical fitness, practical examination and the approval of simulators (‘Prague Standards’). These standards will be published as ES-QIN (European Standard for Qualifications in
Inland Navigation). The Committee also adopted the new European Standard laying down technical requirements for in the navigation vessels – ES-TRIN 2019/1, which will replace the 2017 edition. The Committee also set itself ambitious targets by adopting its 2019-2021 CESNI work programme, which also includes the setting up of a new permanent working group in the information technologies field (see press release: https://www.cesni.eu/en/actualites/cesni-meeting-in-prague-on-8-november-2018/).

**CESNI standards and publications are available in French, German, Dutch or English on the website:** www.cesni.eu.

As for the Market Observation, another European scale activity, in 2018 it once again enjoyed especially prominent coverage of its annual report, co-prefaced by the Director General of DG MOVE. Mr Henrik Hololei. Buoyed by these successes, the European Commission and Central Commission should be able officially to confirm, in January 2019, their continued cooperation for another three years with a view to an increasingly permanent and robust partnership.

### 4.3 Economic Situation of Inland Navigation in Europe

In partnership with the European Commission, the CCNR published its 2018 annual Market Observation report on inland navigation in Europe in September and its Autumn 2018 quarterly Market Insight report in December. These two reports provide an exhaustive overview of the market situation and of developments in European inland navigation during 2017 – for the annual report – and during the first quarter of 2018 – for the Autumn 2018 quarterly report.

The Market Observation and Market Insight are respectively annual and quarterly publications by the CCNR dealing with the European inland navigation market. Free of charge, these analyses of the economic situation 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 http://www.ccr-zkr.org/13020800-en.html or viewed directly online at:** www.inland-navigation-market.org

### 4.4 Historical Low Water

The low-water situation in 2018 has lasted longer than any other since 1971. There have only been five years since 1821 in which the low-water situation has lasted considerably longer (1857, 1921, 1949, 1962 and 1971); eleven other low water periods were of approximately the same duration as in 2018.

The regularly recurring seasonal phenomenon of a dry autumn, caused by evaporation and water consumption by vegetation, was exacerbated by the persistent lack of rain already starting in spring. This ‘double whammy’ caused a particularly severe water deficit, the reversal of which took some time. The consequences for transport movements on the Rhine were considerable.

It is against this background that the CCNR is affirming its intention to push ahead swiftly with its work such that the waterway and the navigation of the Rhine can cope with the possible impact of climate change. Its infrastructure and environment committee will update the relevant report of 2009 and supplement it with further initiatives promoting sustainable inland navigation. In collaboration with other international organisations, such as the International Commission for the Protection of the Rhine (ICPR) and the International Commission for the Hydrology of the Rhine Basin (CHR), the Committee will analyse pre-existing studies on historical low water events in the Rhine catchment area and draw conclusions for the navigation of the Rhine (see press release: https://www.ccr-zkr.org/13030000-en.html).

### 4.5 First International Definition of Levels of Automation in Inland Navigation

In its October 2017 Mannheim declaration, the CCNR undertook to promote the development of automation thereby helping to boost the competitiveness, safety and sustainable development of inland navigation. Automated navigation now covers a wide spectrum of technical processes and there are
numerous use cases, ranging from simple navigation assistance to fully automated navigation. In principle, automating certain tasks makes for the potential replacement of man by machine. In inland navigation, automation makes life easier for crew members by lightening the workload of e.g. the boatmaster on the one hand, but also raises questions about the maintenance of safety levels on the other hand.

During its plenary meeting in December 2018, the CCNR adopted a first international definition of levels of automation in navigation. It creates a structured framework for a shared understanding of automated navigation. The experience gained with the various national and international research and development projects should stimulate more in-depth discussions on levels of automation and enable the definition to be amended by 2020 if so required. The CCNR welcomes the adoption of a first international definition of levels of automation in navigation. It sees it as confirmation of its role as a pioneer on a highly innovative subject and as a laboratory within which delegations and all interested partners actively contribute.


4.6 Mandatory Electronic Reporting for Tankers Came into Force on 1 December 2018

On 31 May 2017, the CCNR decided that with effect from 1 December 2018, all vessels and convoys in which at least one vessel is intended for the carriage of goods in fixed tanks will have to report electronically. Mandatory electronic reporting is a policy obligation that applies consistently to the entire tanker fleet operating on the Rhine.

The CCNR recommends referring to the page entitled ‘Electronic Reporting (ERI) for Tankers’ on its website for any question relating to the extension of the mandatory use of electronic reporting with effect from 1 December 2018. This page contains all the reference documents, including the frequently asked questions (FAQ) in the CCNR’s three official languages: https://www.ccr-zkr.org/12040800-en.html.

4.7 Workshop on Berths as Element for a Future Oriented Inland Navigation

There are few inland navigation topics that have dominated the media in recent months as much as inland navigation vessel berths. Be it in relation to the loss of existing attractive inner-city berths, the shortage of car dropping locations, the impact of noise and pollutant emissions by vessels at berth on local residents and inner-city air quality, or in relation to future requirements such as the mandatory use of shore power at individual berths.

It was to discuss this that representatives from ten European countries and inland navigation associations met in Vienna from 8 to 9 November 2018. Hans-Peter Hasenbichler, viadonau’s Managing Director and Gerhard Kratzenberg, in his capacity as Chair of the CCNR Infrastructure and Environment Committee, opened the workshop and used their welcoming addresses to outline the challenges the inland navigation sector will face in the years ahead, such as climate change, low water and competitiveness. Gerhard Kratzenberg emphasised the importance of an adequate number of high-quality berths for the entire inland navigation system and its future viability. Hans-Peter Hasenbichler stressed that inland navigation is and will remain the best means of transport for many goods. But the challenges need to be actively confronted. The experts then exchanged their experiences in establishing the requirement for berths, in planning and equipping berths and car dropping locations and in new berth management techniques, gathered information about national berth strategies and held detailed, lively and robust discussions on the high-quality contributions.

4.8 Complete Rewrite of Navigation Personnel Regulations

By the end of 2019 the CCNR will have completely rewritten the Regulations for Rhine navigation personnel. The CCNR would like this revision to introduce the standards for professional qualifications, medical fitness, practical examination and approval of simulators adopted by the CESNI on 8 November 2018 to come into effect on the Rhine on 18 January 2022. The revised version and modernisation of navigation personnel regulations is in line with the goal of applying consistent rules on the Rhine and European Union waterways and is intended to facilitate transposition into national law in a coherent way.
To achieve this objective the CCNR has set up a working group chaired by the French delegation. In addition to implementing the CESNI standards for the Rhine, the experts are also revising crew and professional qualifications requirements with a view to all CCNR member States being able to issue proof of qualification that will remain valid even after EU Directive 2017/2397 has come into force on the Rhine and on all European Union waterways. Regulations not affected by the directive (such as crew requirements, guidelines for safety personnel aboard passenger vessels, sport and administrative certificates, medical certificates), and the integrated collaboration between CCNR member States on administrative procedures will remain unchanged.

4.9 Simplified Compliance with Rest Periods While Underway

The CCNR is amending its crew requirements on 1 July 2019. In so doing it aims to address proposals by the social partners who have jointly requested that regulations governing rest periods while underway be brought up-to-date. At the same time the changes will help improve the inland navigation sector’s competitiveness. In the future the Regulations for Rhine navigation personnel will give navigation personnel in operating modes A1 (journey of up to 14 hours within a 24-hour period) and A2 (journey of up to 18 hours within a 24-hour period) greater freedom to shape their daily routine if it is possible during the journey to rest in rooms with a sound pressure level of up to 60 dB(A). This entails the boat master assessing whether and when resting while underway is reasonable, for example because no locks need to be negotiated or the rest period does not need to be interrupted for loading or unloading.

4.10 Ratification of the CLNI 2012 and Denunciation of the CLNI 1988

On Wednesday 7 March 2018, Hungary deposited its instrument of accession to the 2012 Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI 2012) with the Secretary General of the CCNR, the depository authority designated by the CLNI.

At an extraordinary ceremony organised in the wings of the CCNR’s spring plenary session, in June 2018, the Netherlands also deposited their instrument of acceptance of the CLNI 2012, in the presence of representatives of CCNR member States and other States which have already ratified or acceded to the Convention (Luxembourg, Hungary and Serbia). At the same ceremony, the Netherlands, Germany and the Grand Duchy of Luxembourg also notified their denunciation of the Strasbourg Convention of 1988 on the limitation of liability in inland navigation (CLNI 1988), with effect from 1 July 2019. On Thursday 27 September 2018, Germany also deposited its instrument of ratification of the CLNI 2012.

After Serbia in 2013, the Grand Duchy of Luxembourg in 2014, Germany, Hungary and the Netherlands have thus become – in 2018 – Party to the Convention adopted following the Diplomatic Conference concluded on 27 September 2012. The Convention, available for signature by all the States from 27 September 2012 to 26 September 2014, was signed by seven States: Belgium, France, Germany, Luxembourg, the Netherlands, Poland and Serbia.

Acceptance of the CLNI 2012 and denunciation of the CLNI 1988 constitute a new essential stage prior to the entry into force of the CLNI 2012, which aims to extend the geographical scope of the Convention beyond the Rhine and the Moselle and increases limits of liability, thereby enhancing the protection of tourist navigation passengers. In accordance with the applicable texts, the CLNI 2012 will come into force on the first day of the month following expiry of a period of one year starting on the date on which four States have deposited their instrument of ratification, acceptance, approval or accession, or on the date on which the 1988 Convention ceases to be in force, whichever is the later date. The CLNI 2012 will therefore enter into force on 1 July 2019.

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

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, 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.

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5 PIANC DENMARK IN 2018

The re-organisation of the Danish National Section of PIANC, PIANC Denmark, was in effect from mid-2017 after the Danish governmental support ceased in 2016. A group of Danish members supports a new organisational framework. This means that there will still be a Danish section to continue the century-long Danish contacts with PIANC-HQ and with the Nordic colleagues within NordPIANC.

5.1 PIANC Members

Individual: 10  
Corporate: 14

The Danish members are mainly from port authorities and marine consultants, thus with main interest in port development, maritime transport and coastal and environmental engineering.

5.1.1 Section Board Members

- Jens Kirkegaard, Senior Consultant, DHI (Chairman). Appointed by membership.
- Miquel Pires, Project Director, NIRAS A/S. Appointed by Qualifying Members.
- Henrik Hostrup-Petersen, Project and market Director, COWI A/S. Appointed by Qualifying members.
- Christian Vrist, Port of Thyborøn. Appointed by Danish Ports (association).
- Peter Ydesen, Port of Hirtshals. Appointed by membership.
- Associated member: Thor U Petersen, head of Department, DHI. Appointed by membership.

5.1.2 Secretariat

- DHI, Agern Allé 5, 2970 Hørsholm, Denmark
  Att: Jens Kirkegaard

5.2 Activities in 2018

Member of MarCom: H.F. Burcharth, Professor Dr. Techn., Aalborg University.

5.3 Working Group members

- WG 205 – ‘Design and Construction of Breakwaters in soft Seabeds’: H.F. Burcharth, Professor Dr. Techn., Aalborg University and Thomas Gierlevsen, COWI A/S

5.4 Meetings and Conferences

The Danish PIANC members participated in the 34th PIANC World Congress in Panama with contributions on expansion of port infrastructure on littoral coasts, re-use of dredged material for creating new engineered landscapes around the coming Fehmarn Fixed Link project crossing the western Baltic Sea, and presentation of new web based operational system for optimising ship traffic in depth constrained ports.

The Congress was a great success. Congratulations to the organisers! We enjoyed the opportunities to meet colleagues during the congress, in the exhibition hall and on the tours to old and new Panama locks.
5.4.1 NordPIANC

The organising committee for the coming NordPIANC 2019 meeting has started preparing for the event, which is scheduled for September 2019 and will be held in west coast city of Hirtshals, Denmark.

5.4.2 1 November 2018. Workshop on Climate Adaptation in City Ports

PIANC Denmark (in cooperation with the Danish Society of Hydraulic Engineering) organised a workshop on climate change impacts on city ports. Several coastal cities in Denmark are located in low-lying area and are prone to inundation by both marine and inland water during storm events. The workshop described climate change scenarios, analysis tools as well as existing and planned mitigation measures.

Concrete barrier constructed at the harbour front of port of Lemvig. The gated barrier prevents water from penetrating into the city during extreme storm surges. (Photos: Mads Krabbe)

5.4.3 20 November 2018. The Smarter Approach Technical Seminar

In cooperation with Trelleborg Marine Systems, PIANC Denmark organised a seminar on fender systems and tools for improvement of port operations. The participants also listened to presentations of numerical and hydraulic modelling of port plans and case stories of recent port projects.
Participants of the seminar lined up in front of The Sound at Elsinore, Denmark. Sweden in the background.

Jens Kirkegaard
Chairman of PIANC Denmark
6 PIANC ESTONIA IN 2018

The Estonian National Section of PIANC started the year 2018 with 7 Individual and 2 Corporate Members and raised membership during the year by another Corporate Member. Estonia was represented in PIANC by our First Delegate, Mrs Kaidi Katus, and in RecCom by Ms Liina Härm. We had three members in our delegation at the Panama Congress and for the first time, there was also an Estonian delegate taking part in the ICOPMAS Conference in Iran.

The General Assembly gathered on 28 March 2018 at the Estonian Maritime Administration, in the Tallinn VTS building. The biggest event for the Estonian Section was the technical visit to the bright new Haven Kakumäe marina on 25 April 2018. Opened only in 2017, it is the biggest marina in Estonia and it represents state-of-the-art marina design in many ways. The attendees were given an overview of marina management and future plans by Mr Indrek Ilves, Director of the marina. It was followed by technical descriptions and discussions about engineering and design issues, led by Mr Andry Prodel, Director of Top Marine, the company designing, manufacturing and installing floating marina solutions. Despite the chilly weather, the discussion didn't want to end – marina design is definitely one of the top issues for the members of the Estonian Section.

We can happily state that the four-year old Estonian National Section has reached some stability and with all our plans and wonderful members we hope for a favourable future for our section.

Liina Härm
Secretary of PIANC Estonia
7 PIANC FINLAND IN 2018

7.1 Membership

In 2018 the Finnish Section of PIANC consisted of 50 members, among which:

- 2 Honorary Members
- 1 Life Member
- 33 Individual Members
- 14 Corporate Members

7.1.1 First Delegate of Finland:

- Mr Risto Lång, Finnish Transport Agency

7.1.2 Board Members of the Finnish Section of PIANC in 2018

- Mr Olli Holm (Chairman)
- Mrs Satu Aatra (Port of Helsinki)
- Mr Seppo Virmalainen (Finnish Consulting Group Ltd.)
- Mr Hannu Tomperi (Terramare Ltd.)
- Mr Tero Sikiö (Secretary, Finnish Transport Agency)

7.1.3 Commission Members in 2018

- Mr Tero Sikiö, InCom
- Mr Seppo Virtanen, MarCom
- Mr Olli Holm, EnviCom
- Mr Harri Sane, RecCom

7.1.4 Honorary Members of PIANC Finland

- Mr Kimmo Mannola
- Mr Keijo Kostiainen

7.2 General Meeting in Helsinki

The biannual General Meeting of the Finnish Section of PIANC was held on 5 June 2018 at the Port of Helsinki. On the meeting agenda was the nomination of the new board of the Finnish Section of PIANC and the meeting also included a site visit to the development areas of the Port. Due to the organisational changes in Finland, Mr Risto Lång resigned as the Chairperson of the Finnish Section of PIANC. Mr Olli Holm was nominated as the new Chairperson. After the meeting, Mr Risto Lång gave a presentation about the Panama Canal and the PIANC AGA 2018.

It was announced in the meeting that due to the organisational changes, the First Delegate would change as from the beginning of 2019. Mr Risto Lång handed over his task to Mr Esa Sirkiä, who will continue with the new Finnish Transport Infrastructure Agency (FTIA). FTIA will continue as a Qualifying Member, which will run PIANC Finland in the future.
8 LA SECTION FRANÇAISE DE L’AIPCN EN 2018

8.1 Le 7 mai 2018 : Assemblée Générale PIANC – Panama City

Préalablement au Congrès Panama s’est déroulée l’assemblée générale annuelle de l’AIPCN où la section française était représentée par son président, Guillaume Le Réveillé du groupe Vinci-Construction et son premier délégué, Paul Scherrer. L’assemblée a approuvé la nomination de Madame Valérie Chabrier, directrice de la coordination des opérations et de la sûreté de CNR, en qualité de vice-président international chargée de l’Europe et de l’Afrique auprès du président international français Geoffroy Caude.

Cette AGA a aussi été l’occasion de signer l’accord officiel entre le Secrétaire Général de PIANC, Mr Geert Van Cappellen, et le Président de la Section Française, M. Guillaume Le Réveillé, en vue de l’organisation en 2019 de la conférence internationale PIANC-SMART Rivers à Lyon.

8.2 7-10 mai 2018 : Congrès Annuel de Panama

Après San Francisco en 2014, le 34ème congrès s’est tenu à Panama du 7 au 10 mai 2018, en raison de l’élargissement récent du canal, achevé en juin 2016. Il a été incontestablement une réussite : plus de 600 participants se sont rassemblés dans la ville de Panama. Une quinzaine de pays, dont la France, y étaient fortement représentés, principalement en Europe, Amérique et Asie-Océanie. Les participants ont pu assister à près de 300 présentations diversifiées et de qualité, traitant des voies navigables et des ports fluviaux ou maritimes, aussi bien par des sujets très techniques (conception et maintenance des infrastructures, fonctionnement hydraulique des ouvrages, etc.) que par les thèmes du transport, de la gestion de trafic, de l’environnement, ou de l’énergie.

L’importante présence de la section française démontre une implication croissante par rapport aux congrès antérieurs. Celle-ci a produit une vingtaine de présentations et articles issus d’actions de recherche (Cerema), de projets particuliers (VNF, CNR, GPM de Guyane, GPM de Martinique, GPM du Havre, Artelia, EGIS, BRL ingénierie), ou de thèmes techniques.


Les participants au congrès ont pu visiter les écluses initiales et les nouvelles écluses du canal de Panama atteignant une dimension de 380 m sur 55 m, et ainsi se rendre compte de l’efficacité de leur exploitation.

Grâce aux pilotes et aux remorqueurs entraînés au centre de simulation mis en place par l’autorité du canal de Panama sur le modèle de Port-Revel (France), les nouvelles écluses ont permis de tripler la capacité des porte-conteneurs y transitant en passant de quelques 4.500 à 14.500 EVPs.
La conception initiale des nouvelles écluses a été étudiée par un groupement au sein duquel CNR a réalisé un modèle physique afin d’optimiser le fonctionnement hydraulique de l’écluse type et de ses trois bassins d’épargne latéraux limitant la consommation d’eau douce du canal. CNR a d’ailleurs obtenu en 2010 le grand prix national de l’ingénierie pour cette réalisation.

Les présentations, notamment les françaises, sont téléchargeables sur le site :
https://coms.events/pianc-panama/

8.3 Le 22 juin 2018: Assemblée Générale d’AIPCN France et Workshop « Port Engineering & Maritime Works »

Le 22 juin 2018, AIPCN France a tenu son Assemblée Générale à l’ESITC (École supérieure d'ingénieurs des travaux de la construction) de Caen.

Le matin, les adhérents ont pu participer à la restitution du workshop « Port Engineering and Maritime Works », qui regroupait une vingtaine d’étudiants de différentes nationalités autour du projet de création d’une digue en mer en Turquie.

Le workshop a été suivi d’une présentation du professeur Jentse van der Meer concernant son ouvrage « Design and Construction of Berm Breakwaters ».

La journée a également été l’occasion de découvrir le canal à houle de taille intermédiaire inauguré il y a quelques semaines à l’ESITC de Caen.

AIPCN France remercie l’ESITC pour son invitation et son accueil.

Démonstration du canal à houle par Guillaume Carpentier (ESITC)

8.4 17-19 octobre 2018 : 7e Journées Méditerranéennes – Séville (Espagne)


8.5 Le 8 novembre 2018 : Journée Technique Francophone « Barrages Gonflables »

A l’occasion de la sortie du rapport AIPCN sur les barrages gonflables, une journée de présentation du rapport et d’échanges a été organisée. Elle a rassemblé environ 40 personnes provenant des maîtres d’ouvrages (VNF, Bameo), des bureaux d’étude ou des entreprises de construction.

Plusieurs participants de ce groupe de travail, dont son président Michael Gebhardt du BAW, ont fait la présentation du contenu du rapport (conception, matériaux, hydraulique).

L’après-midi, la construction en cours de 29 barrages sur l’Aisne et la Meuse a été présentée, puis un débat a permis d’échanger sur la comparaison avec les barrages clapets.

De nombreux échanges entre les intervenants et l’auditoire ont aussi contribué à rendre cette journée très riche en informations.

8.6 Préparation de PIANC-SMART Rivers 2019

Le congrès de l’AIPCN est complété tous les 2 ans, par une conférence plus particulièrement focalisée sur les fleuves et voies navigables. La précédente s’est tenue à Pittsburgh (États-Unis) en 2017.

La prochaine édition, organisée par la section française de l’AIPCN, structurée autour de CNR, VNF et du Cerema se déroulera à Lyon du 30 septembre au 3 octobre 2019.

Lieu privilégié d’échanges autour de retours d’expériences et des tendances mondiales dans le domaine du développement durable du transport fluvial au sein de l’offre globale de transport, cette conférence constitue une occasion unique de rencontrer les acteurs internationaux du transport fluvial et de la chaîne logistique globale de transport.

Parmi les principaux thèmes pressentis, une attention particulière sera apportée à l’innovation et aux enjeux majeurs de la voie d’eau :

- les infrastructures de navigation
- le transport intelligent (logistique, etc.)
- adaptation au changement climatique et résilience
- navigation de croisière
- gestion des sédiments
- sessions spéciales telles que l’aménagement des fleuves africains

L’appel à résumés est en cours, pour proposition par les auteurs au comité scientifique, présidé par Jean-Bernard Kovarik, DGA de l’Ifsttar.

Une sélection de plus de 120 présentations est attendue.

Le sponsoring de l’organisation de cet événement international de haut niveau offrira à l’ensemble des acteurs de la filière l’occasion de nouer des partenariats officiels.
Pour soumettre un résumé ou devenir sponsor : contactez la section française de l’AIPCN (aipcn-france@cerema.fr) ou consultez le site dédié (http://www.smartrivers2019.com).

8.7 Nouveau Site Internet

2018 a été l’année de refonte du site internet de la section française.

L’objectif du site est de limiter les informations par mail trop nombreuses, et de mettre à disposition des adhérents un lieu unique où trouver de façon synthétique les informations liées à la vie de la section française.

Le site vient en complément du site PIANC International et ne cherche pas à créer du contenu. Il a pour but principal de relayer les événements portuaires, maritimes et fluviaux ayant lieu en France, les créations de groupe de travail, et de faire connaître la vie de la section française.

N’hésitez pas à nous contacter pour toutes suggestions ou pour publier votre évènement.

Visitez notre site : www.aipcn.fr
Webmestre : Laurent Luchez – aipcn-france@cerema.fr
9 PIANC INDIA IN 2018

The Indian National Section of PIANC is headed by Mr Rabindra Kumar Agarwal, Joint Secretary (Ports) of the Ministry of Shipping of the Government of India. The Indian National Section consists of one large Corporate Member, 7 Small Corporate Members and 10 Individual Members. Besides that, the Ministry of Shipping of the Government of India is Qualifying Member of PIANC. Mr Rabindra Kumar Agarwal is also First Delegate, representing India in the PIANC Council and in the Annual General Assembly, and other events. Mr H N Aswath, Development Advisor (Ports) in the Ministry of Shipping is Secretary of the Indian National Section of PIANC.

9.1 Participation in Working Groups Seminars and Conferences

The Indian National Section has nominated several experts for the Working Groups and Technical Commissions of PIANC. Mr A.R. Rao, Vice-Chairman of CoCom, has been participating in the Meetings and Seminars. Dr. R.D. Tripathi, Senior Scientist, Andaman, Lakshadweep Harbour Works, was nominated for PIANC EnviCom Working Group 136 – ‘Recommendation for Sustainable Maritime Navigation’ of which he attended several meetings.

Mr Rabindra Kumar Agarwal
10 PIANC IRAN IN 2018

10.1 PIANC Iran Composition:

10.1.1 Members

- 18 Individual Members
- 2 Small Corporate Member
- 4 Student Members

10.1.2 First Delegate of Iran:

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

10.1.3 Membership Status: 2011-2018

Graph 1: Membership Status 2011-2018

10.1.3.1 Iranian Delegates:

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

10.2 Working Group Activities:

10.2.1 Membership:

- Dr. Babak Banijamali, PIANC Working Group 205 – ‘Design and Construction of Breakwaters on Soft Seabeds’
- Dr. Babak Banijamali, PIANC-PTG CC Working Group 178 – ‘Climate Change Adaptation for Maritime and Inland Port and Navigation Infrastructure’
10.2.2 Proposal for Setting up a New WG:

- Technical specifications of materials of various breakwaters
- Design guidelines for tsunami’s port facilities

10.3 National and International Activities:

10.3.1 Participation in PIANC Meetings and Events:

- Technical Commission meetings, January 2018, Brussels, Belgium
- 79th Council Meeting and National Secretariat Meeting, February 2018, Brussels, Belgium
- 34th PIANC World Congress and Annual General Assembly (AGA), May 2018, Panama City, Panama
- 3rd PIANC YP-Com Asia-Pacific Seminar, November/October 2018, Korea
- 80th Council Meeting and 4th Mediterranean Days Congress, October 2018, Seville, Spain

10.3.2 The 2nd YP-Com Technical Visit of PIANC Iran

The 2nd YP-Com Technical Visit of PIANC Iran was held with the participation of the members and Port authorities on 9-11 September 2018 in Chabahar, Sistan and Balouchestan.

The National Section of PIANC Iran organised this event along with the closing ceremony for Phase 6 of the Monitoring and Modelling studies of Makoran in order to help young professionals get acquainted with the steps the Ports and Maritime Organisation (PMO) of Iran must take to achieve the requirements for port and coastal areas infrastructures.

10.3.3 Two Workshops on ‘Coastal Disasters’ and ‘Tsunamis’

Two Workshops on ‘Coastal Disasters’ and ‘Tsunamis’ were held with the participation of professors, students, consulting engineers and PMO’s managing board and experts on 1 December 2018.

These workshops were co-organised by PIANC Iran and the Iranian Coastal and Marine Structural Engineering Association (ICOMSEA) and were simulcast directly via our website. The event was free of charge for all members of PIANC Iran.
The ‘Coastal Disasters’ workshop, presented by Professor Tomoya Shibayama, addressed the issues related to recent tsunamis and cyclone storm surges. Professor Ioan Nistor presented the second workshop on ‘Induced Loads and Effect of Tsunamis’.

10.3.4 Meeting about Introducing PIANC on the Sidelines of ICOPMAS 2018

PIANC Iran organised a meeting with the aim of introducing PIANC and its goals and activities on the sidelines of the 13th International Conference on Coasts, Ports and Marine Structures (ICOPMAS 2018). The meeting was held in the presence of Mr Louis Van Schel and Mr Geert Van Cappellen and participants came from Iraq, Oman, Libya, Turkey and Spain.
10.3.5 PIANC Iran Booth

An exhibition of maritime structures and technology was also held on the sidelines of ICOPMAS 2018. This exhibition was a great opportunity for the national section to expand the active contribution within the Association. PIANC Iran has taken up an active role in getting the participants more acquainted with the latest activities and achievements of the Association, providing translated PIANC-reports, flyers and brochures both in Persian and English.

![PIANC Iran Booth at ICOPMAS 2018](image)

10.4 Translations and Publications

PIANC Iran has requested the official permission from PIANC to translate the technical reports in order to improve the performance of Iran in the world's ports and maritime industry by taking advantages of the PIANC technical reports in ports construction and design.

Moreover, a new flyer (YP-Com flyer of PIANC Iran) was prepared and published with the aim to introduce the activities of PIANC YP-Com and the Iranian Section to experts and professionals and to encourage them to become a member.

![YP-Com Flyer of PIANC Iran](image)
10.5 Upcoming Events and Activities in 2019

- 3rd YP-Com Technical Visit of PIANC Iran – Miankaleh Peninsula, Gorgan Province, Iran
- Developing the PIANC Iran website and improving it continuously

10.6 Mr Van Cappellen’s Speech during ICOPMAS 2018

“Your excellencies, Distinguished ladies and gentlemen,

Today, I’m truly glad to see so many of you here and from so many countries; I have been told 40. If I look at all the flags in front, it is actually a little bit more than 40, but there is a flag for PMO and PIANC Iran in there as well.

If you look at it, 40 countries of the global number of 193 several states in the world are members of the United Nations. Well, I’m here with almost 25 % of the world, especially if we subtract the land of countries, we have only marginal interest of coastal engineering and the ports.

Now, ICOPMAS is one of the oldest and most important scientific events in Iran and in the Persian Gulf and it provides an excellent ground to change scientific innovation and technical solutions. This is of course very closely link to the mission of PIANC, The World Association for Waterborne Transport Infrastructure. Because Iran brings together best international experts in the world and to be the leading partner for governments and the private sector and this is truly big close match.

PIANC was, as already mentioned, established in 1885 and such a very long outstanding track record and the keys are our Working Group reports, some of which are true gauging and one of the future that I’m excepting to be, another game changing we want an update fenders (the applications of fenders).

Those Working Groups reports are used literally from the Arctic Circle across the equator till the Antarctic. It is all recently that I was corrected actually by the Argentinian natives that they truly use our PIANC-reports in the target environment.

Although we do not provide translations of these reports at the level of Headquarters, I must point out several reports are actually translated in Farsi and some eight other languages. This is thanks to the National Sections of PIANC and it is very noteworthy that the Iranian Section of PIANC is a very active and thriving community and I have heard that although the ICOPMAS is today, I think next week, we also do the workshops on tsunami and coastal disaster, so they keep on doing very active things and they are also very active in the internet because on Wikipedia you can look up PIANC in Farsi and there is a very nice article there, in one of the few languages actually that we are in Wikipedia.

So, in this case I would like to thank the government of Iran, in particular PMO, for the support to the coastal and port engineering and coastal systems communities in Iran. PIANC of course also looks beyond this ICOPMAS, I know I am bit very excited because we are still thinking of this ICOPMAS, but we are also looking ahead to the year 2020 as normally the 10th PIANC-COPEDEC Conference, as international conference on coastal and port engineering in developing countries, was normally to be organised in Iran. It is unfortunate that the 10th PIANC-COPEDEC Conference had to be postponed to a later date, which is no cancelation. As you may note, PIANC is a technical association and strictly non-political. This is, however, clear that PIANC-COPEDEC model does not function as a chock in current situation of the challenges and we just put more work on our local host.

What will happen then in 2020 you may ask, well, the mission of PIANC and ICOPMAS and PMO are still firmly aligned, exchanging expertise and experiences, bringing people together, informing on the latest in development and innovation. But something more special will happen in 2020. Of course, 2020 is still quite far ahead and details need to be worked out, but maybe something with strongly regional impact. Any how I am going to tell you because I want to make you so curious that you have to come and see yourself and your talent. I thank you for your attention and I hope you enjoy conference.”
10.7 A Glance at ICOPMAS 2018

10.7.1 Introduction

The biennial International Conference on Coasts, Ports and Marine Structures (ICOPMAS) was organised by the Ports and Maritime Organisation of Iran since 1990. This conference aims to be a leading conference in providing a platform for exchanging new ideas and information and gathering scholars from all over the world to develop new collaborations and foster the strategic and economical technology and management systems.

The 13th International Conference on Ports & Marine Structures (ICOPMAS 2018) was held on 26-28 November 2018 at the Olympic hotel in Tehran. The event emphasised on invigorating technical and specialised cooperation among the countries all over the world, especially coastal neighbouring countries.

[Image: Opening ceremony of ICOPMAS 2018]

10.7.2 Participants

A total of 1,100 scientists, engineers, researchers and students from 33 countries including Algeria, Azerbaijan, Bangladesh, Belgium, Bulgaria, Canada, China, Croatia, Cyprus, England, Estonia, Ecuador, Germany, Greece, Indonesia, India, Italy, Iraq, Japan, Lebanon, Libya, the Netherlands, Norway, Oman, Romania, South Africa, Spain, Sri Lanka, Sweden, Tajikistan, Turkey and UAE along with officials from international and relevant organisations attended the important technical event.

10.7.3 Moral Sponsors of the Conference
10.7.4 Side Exhibition

The exhibition consisted of 2 different halls with 54 booths allocated to different national and international organisations, consulting engineers, contractors and all other participants.

10.7.5 Keynote Speakers

The 9 keynote speakers from 8 countries gave a speech on different subjects, as listed below:

- **Prof. Aliakbar Aghakouchak**  
  Tarbiat Modarres University – I.R. Iran  
  Subject: ‘Analysis, Design and Assessment of Offshore Platforms in the Persian Gulf; Past Experience and Future Challenges’

- **Prof. Michael J. Risk**  
  McMaster University – Canada  
  Subject: ‘Approaches to Carrying Capacity of Aquaculture in the Persian Gulf: Monitoring Data, Modelling and Concerns’

- **Prof. Ioan Nistor**  
  University of Ottawa – Canada  
  Subject: ‘Debris Loading on Infrastructure in Extreme Coastal Flood Events: Field, Experimental and Numerical Investigations’

- **Prof. Robert Kirby**  
  Ravensrood Consultants Ltd – U.K.  
  Subject: ‘Challenges of Restoring Polluted Industrialised NW European Estuaries’
• **Prof. Magnus Larsson**  
  Lund University – Sweden  
  Subject: ‘A Semi-Analytic Model of Coastal Inlet Evolution’

• **Prof. Marcel Stive**  
  TU Delft University – the Netherlands  
  Subject: ‘An Alternative to Saving Our Beaches from Sea Level Rise: The Sand Engine’

• **Prof. Ahmad Sana**  
  Sultan Qaboos University – Oman  
  Subject: ‘Two-Equation Turbulence Modelling of Wave Boundary Layers’

• **Prof. Tomoya Shibayama**  
  Waseda University – Japan  
  Subject: ‘Recent Studies on Coastal Disaster Mitigation’

• **Prof. Dano Roelvink**  
  UNESCO-IHE – The Netherlands  
  Subject: ‘Process-Based Modeling of Beaches and Dunes; Towards Decadal Timescales’

**Keynote speakers of ICOPMAS 2018; Prof. Kirby (top left panel), Prof. Risk (bottom left panel) and Prof. Roelvink (right panel)**

### 10.7.6 Presentations

This year, 249 papers were received on topics lying within the scope of the conference and were reviewed anonymously by the Scientific Committee. From the overall number of 137 accepted papers, according to the review results, the number of 72 and 65 papers were qualified respectively for the oral presentation and poster presentations.
10.7.7 Workshops

Consultant engineers and contractors held 5 workshops as listed below:

<table>
<thead>
<tr>
<th>No.</th>
<th>Workshop Title</th>
<th>Presented by</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction to Persian Model for Ocean Dynamics II (PMO Dynamics II)</td>
<td>Namrood Consulting Engineers Co.</td>
</tr>
<tr>
<td>2</td>
<td>Oil Pollution Control Methodologies</td>
<td>Iran University of Science And Technology (IUST)</td>
</tr>
<tr>
<td>3</td>
<td>The Widest Range of Products in the Marine and Oil &amp; Gas Field</td>
<td>Resinex Trading S.R.L – Parto Tadbir Pars Co (Francesco Samengo)</td>
</tr>
<tr>
<td>4</td>
<td>Marine Spatial Planning</td>
<td>Sazeh Pardazi Iran Consulting Engineers Co.</td>
</tr>
<tr>
<td>5</td>
<td>Value Engineering for Saving in Large Coastal and Marine Projects</td>
<td>Kurit Kara Consulting Engineers</td>
</tr>
</tbody>
</table>

Distribution of papers into difference topics

- **Hydrodynamics And Sediment**: 37%
- **Port And Coastal Management**: 12%
- **Port Engineering And Coastal Structures**: 18%
- **Offshore And Pipeline Engineering**: 19%
- **Marine Environment and Safety**: 14%

Workshop during ICOPMAS 2018

Closing Ceremony of ICOPMAS 2018
11 PIANC JAPAN IN 2018

11.1 About PIANC Japan

PIANC Japan was established in November 1977. The membership of PIANC Japan as of March 2018 is as follows:

- Individual Members: 111
- Life/Honorary Members: 2
- Corporate Members: 54
- Platinum Partners: 2
  
  Total: 169

The First Delegate of PIANC Japan is Mr Hiroyuki Geshi, Director General of Ports and Harbours Bureau, MLIT, since July 2018.

The planning committee of PIANC Japan, which plans PIANC Japan's activities, is presided by Mr Naruaki Hisada (Director of International Policy Planning Office, Ports and Harbours Bureau, MLIT).

The homepage of PIANC Japan is available in English at http://www.pianc-jp.org/en/.

11.2 The Activities of PIANC Japan in 2018 are Listed Below:

1. **Attendance at PIANC Council Meetings**
   
   Attended the 79th and 80th Council meetings on 2 February and 15 October 2018, held in Brussels and Seville, respectively.

2. **Participation in the PIANC AGA and 34th PIANC World Congress 2018**
   
   The delegates from PIANC Japan participated in the AGA and Congress 2018 between 5 and 11 May, held in Panama City, Panama. 51 members from PIANC Japan attended the meeting.

   During the AGA, Mr Mizuno from Japan was awarded the PIANC De Paepe-Willems Award. During the World Congress, 13 members from Japan gave presentations.

3. **Participation in the PIANC Technical Commissions**
   
   PIANC Japan dispatched members to the following Technical Commissions:

   1) MarCom  
      
      30-31 January in Brussels, 16 October in Seville
   2) EnviCom  
      
      30-31 January in Brussels, 15-16 October in Seville
   3) RecCom  
      
      16 October in Seville
   4) CoCom  
      
      30 January in Brussels
   5) YP-Com  
      
      3 January in Brussels, 3-4 May in Panama

4. **Board Meeting, Annual General Assembly and Annual Report Meetings**
   
   The Board Meeting, Annual General Assembly and Annual Report Meetings of PIANC Japan were held on 25 June 2018 in Tokyo. The meeting discussed the financial settlement in FY2017, and it approved the activity programmes of PIANC Japan in FY2018, which are listed below:
- Contribute to the activities of PIANC HQ through active participation in the formulation of basic action plan of PIANC and others
- Contribute to PIANC’s technical activities with Japanese port technology and promotion of international exchange of technology through active participation in Working Group activities of PIANC HQ
- Extend financial support to the members of PIANC Japan for contributing to the above actions
- Promote information exchange among the members of PIANC Japan
- Achieve organisational strengthening and enhancement of the activities of PIANC Japan
- Achieve organisational enhancement of the young professionals of PIANC Japan
- Increase benefits for the members of PIANC Japan

5. **Planning Committee meeting**
The Planning Committee meeting was held on 13 June 2018 in Tokyo to discuss about the activity programmes of PIANC Japan in FY2018, etc.

6. **Meeting of the Japanese Members of Commissions & Working Groups of PIANC**
The meeting of the Japanese members of Commissions & Working Groups of PIANC was held on 25 January 2018 in Tokyo in order to exchange information.

7. **Meetings of the Japanese PIANC Young Professionals**
A regular meeting for the Japanese PIANC Young Professionals (YP’s) took place on 24 April 2018 at the headquarters of the Kobe-Osaka International Port Corporation in Kobe. The meeting was attended by 20 YP’s.

   The Japanese PIANC YP’s paid a technical visit to Naha City, in the Okinawa Prefecture on 17-18 October 2018. On the second day, a meeting was held to exchange technical information among the participants and to talk about YP-Com events.

   In addition, the Japanese PIANC YP’s attended the 3rd PIANC YP-Com Asia-Pacific Seminar in Korea between 28 October and 2 November 2018.

8. **Meeting for the PIANC AGA 2019 in Kobe, Japan**
The Japanese National Government, the Kobe City Government, PIANC Japan and related organisations held the second meeting on 19 June 2018 in Tokyo for the preparation of the PIANC AGA 2019 in Kobe. Several other meetings were held after this meeting.

9. **High-Level Dialogues for Expanding PIANC Qualifying Membership**
High-ranking officers from the Cambodian government/port community, including Mr Sun Chanthol, Senior Minister of the Ministry of Public Works and Transport (MPWT), were hosted by the Japanese delegation headed by PIANC Vice-President Hiroshi Hayashida in March 2018. The conditions and procedures for joining PIANC were discussed and an agreement was reached, including the necessary financial arrangements. After these efforts, re-participation of Cambodia in PIANC was materialised.

   **Shigeru Higashiyama**
   Secretary of PIANC Japan
12 PIANC KOREA IN 2018

12.1 News from YP-Com

12.1.1 Introduction of the 3rd Asia-Pacific Seminar

The 3rd Asia-Pacific seminar was held in Seoul and Busan, Korea from 29 October to 1 November 2018. The seminar was attended by 32 international members from the United States, China, New Zealand, Iran, Japan, the Philippines, Singapore and Malaysia, as well as by PIANC Honorary Secretary-General Louis Van Schel, PIANC YP-Com Chairman Andrew Thomas and YP-Com Asian-Pacific Vice-Chairman Tom Shand, and by 23 Korean members. The seminar was sponsored by the Ministry of Oceans and Fisheries, the Busan Port Authority, the Incheon Port Authority, K-water, SK E&C, the Korean Institute of Ocean Science and Technology (KIOST) and Hwaseung EXWill.

Day 1

The day was a little cold, but everyone started the seminar with joy. The seminar started in a hot heat. The first day consisted of the opening address, presentations of the senior keynote speaker, YP-Com members and experts.
In the morning session, the seminar started with the opening remarks of Bomgou Kang, Chairman of PIANC Korea, and Andrew Thomas and Tom Shand of YP-Com briefed the audience on its introduction and major activities. Julie Kim introduced the schedule and events of the seminar to the audience. PIANC Honorary Secretary-General Louis Van Schel presented ‘New Challenges for PIANC’, including an introduction to PIANC, the technical reports and the challenges PIANC is facing.

In the afternoon session, ten members from China, Malaysia, New Zealand, Iran, Japan and Korea presented their respective fields of interest.

<table>
<thead>
<tr>
<th>Country</th>
<th>Name</th>
<th>Organization/Title</th>
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<tbody>
<tr>
<td>China</td>
<td>Gensheng Zhao</td>
<td>Nanjing Hydraulic Research Institute</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Innovations of Hydraulics in Inland Navigation Structures in China</td>
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<tr>
<td>Malaysia</td>
<td>Jack Lee Vun Zac</td>
<td>DHI Group</td>
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<tr>
<td></td>
<td></td>
<td>Application of Working with Nature Principles</td>
</tr>
<tr>
<td>New Zealand</td>
<td>Tom Shand, Principal Coastal Engineer, Tonkin+Taylor</td>
<td>Coastal Protection in the Pacific: Desktop review and testing of low-cost solutions</td>
</tr>
<tr>
<td>Iran</td>
<td>Afshan Khaleghi</td>
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<tr>
<td></td>
<td></td>
<td>Coastal and Port Engineering</td>
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<tr>
<td>Japan</td>
<td>Hidechika Tanaka</td>
<td>TOA Corporation</td>
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<td>Technology of TOA</td>
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<td></td>
<td>Katsuaki Nii</td>
<td>Penta-Ocean Construction</td>
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<td></td>
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<td>Approach to improve construction efficiency with ICT</td>
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<td></td>
<td>Yosuke Watano</td>
<td>Shibata Industrial Co., Ltd</td>
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<td></td>
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<td>Design, Manufacturing, and Testing of SHIBATA Fender Systems</td>
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<td></td>
<td>Naozumi Yoshizuka</td>
<td>Nikken Kogaku</td>
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<td>Working with Nature Project using Environmentally Active Concrete in Port of Wajima Breakwater</td>
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<td></td>
<td>Misato Fuchiyama</td>
<td>Sumitomo Mitsui Construction Co., Ltd</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New technique for mitigation of lateral flow due to liquefaction</td>
</tr>
<tr>
<td>Korea</td>
<td>Seungjun Kim</td>
<td>Daejeon University</td>
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<tr>
<td></td>
<td></td>
<td>Hydrodynamic analysis of the cable-stayed bridge with floating towers</td>
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</tbody>
</table>

Figure 3: Presentations of the YP-members

After the presentations of the YP-members, an expert seminar took place. The Incheon Port Authority presented the ‘Introduction of the Port Facility and Water Zone Management in the Incheon Port’. In K-Water, three experts gave a presentation about the ‘Introduction of the Gyeongin Ara Waterway’, ‘The Ara Waterway Long-Term Development Plan’ and ‘The Main Facilities in the Ara Waterway’.
After all the presentations, we had a dinner on the cruise ship that ran its first day on the Gyeongin Ara Waterway. We enjoyed good buffet food, magic shows, dancing shows and fireworks supported by K-Water.

Day 2

This seminar was held in Seoul and Busan. For this reason, the YP Networking Activity and the move to Busan were scheduled on the second day. In the morning, we played a bowling game through dividing random teams near Seoul KTX Station. As a result of the game, we gave a gift to the highest and lowest score teams. In the afternoon, we moved to Busan by KTX and we had a dinner supported by the Korean Institute of Ocean Science and Technology (KIOST).
Day 3

On the third day, YP-Com held a Workshop, the Busan Harbour Expert Seminar, the Busan Port by Ship Tour and the Busan New Port by Bus Tour.

In the morning, the workshop was held on ‘How to activate YP-Com AP members’. Random groups were formed for discussion. We discussed and presented the current situation and problems of each country. The workshop ended in a good direction. After the YP workshop was over, Sung Min Kang presented ‘Port Technology Trend and Outlook’ at the Busan Port Authority.

In the afternoon, there was a ship tour of the Busan port and a bus tour of the Busan New Port. We were able to see the size and facilities of Busan Port on board of a ship and to view the Busan Port redevelopment project construction site. After finishing the boat tour, we moved to Busan New Port and listened about a presentation on Busan and the New Port. We were able to see the Busan New Port from the bus.

After the technical tour was over, we went to a restaurant for dinner supported by Busan Port Authority. The main sponsor, Jae Young Byeon, Director of the Ministry of Ocean and Fisheries, attended the dinner.

Figure 6: YP-Com workshop and expert seminar

Figure 7: Technical tour of Busan and new port and Busan port authorities’ night
Day 4

On the fourth day, we visited the Korean Institute of Ocean Science and Technology (KIOST), one of the sponsors. Deokhee Won, Chair of the Korean YP’s, presented the research activities of KIOST. We also visited a satellite centre and the hydraulic experiment laboratories. Moreover, we visited the nearby National Maritime Museum and were able to experience the maritime history of Korea. We finished the 3rd Asia-Pacific Seminar after enjoying a lunch supported by KIOST.

![Day 4 schedule](image1)

![Figure 8: Visiting the Korean Institute of Ocean Science and Technology and Korea National Maritime Museum](image2)

![Figure 9: Group photos of the 3rd Asia-Pacific Seminar](image3)
13 PIANC NETHERLANDS IN 2018

At the beginning of 2019, the Dutch Section consisted of 163 members, among which:

The Dutch Section organised two events in 2018 for its members and associates. The first event was held on 16 May 2018 and was organised around the theme of ‘Carbon Neutral Sailing’. This event, organised by RoyalHaskonginDHV and MARIN, started with a dinner. After the meal, two speakers explained the challenges that are related to carbon neutral sailing. It requires the cooperation between different disciplines that are not used to working together. However, it is very likely that it is technically feasible to realise carbon neutral vessels on a short term. The other presentation focused on the logistical trends that might alter the playing field drastically. Navigation over water might face different requirements from logistical companies that we as an industry are not yet prepared for. It is therefore vital to work closely with this sector and participate in studies.

The second event was held on 18 October 2018 at Witteveen+Bos in Deventer in the recently renovated building. Roberto Zanetti talked about the different projects in Serbia and other parts of the world. The recent war had a huge impact on the waterways and made some of the studies challenging in ways we normally don’t experience. Hilko Timmer gave some insights in the benefits and cons of working as an expat in a remote location. This proved that the working field of PIANC is applicable in various locations, even in remote deserts. The event concluded with an overview of the innovation program to show some state-of-the-art developments in the working field. This gave some great discussion material during the social drinks afterwards.

The Dutch Young Professionals had a very fruitful year and organised four events in 2018. The first event was the annual Working Group event. Two Dutch participants of WG 195 and WG 185 gave a presentation about their Working Group and what participating in such a group actually means. This event will focus in 2019 on the presentations given in Panama by Dutch professionals.

The replacement of the IJmuiden Lock is big news for the (Dutch) water professionals. Therefore, CEDA and Young PIANC organised an excursion to the building site of the new lock. Around 100 attendees participated in a sailing tour up to the building site. Several companies involved in the mega project gave presentations about the various elements after the sailing tour. The participants had plenty of time to discuss the tour and presentations during the dinner and social drinks.

Some pictures of the sailing tour to Ijmuiden, courtesy of Bert vd Valk

In the summer, an intimate group of professionals went to the RDM campus and the KRVE (linesman) in Rotterdam. The RDM campus has a collection of different interesting companies and educational
facilities, many new technologies are developed in the former dry dock. This summer event focused on several initiatives and gave an overview of the innovative character of the campus. The day was concluded with a summer barbecue.

The last event of the year focused on the desk studies, international projects and innovation work that make the bulk of the work of engineering and consulting companies that are unfortunately not suited for site visits. Inspired by an event in London every speaker had the possibility to present 20 slides with 20 seconds per slide. 8 different subjects from various companies were presented in rapid succession. The speakers really showed their craftsmanship by presenting the project clearly within the confinement of 20 x 20!

Some pictures of the events of Young PIANC, courtesy of Bas Reijmerink and Eslie Vrolijk

For more information, visit www.pianc.nl or send an email to sec-pianc@deltares.nl.
14 PIANC NORWAY IN 2018

The Norwegian Section of PIANC is still growing. Even if our research community within our technical field is comparatively small, several of our members are linked to different research and educational institutions. This is a big asset for us.

PIANC Norway has adopted the exclusive sponsorate-model of our mother organisation. At the end of 2018, we had 3 Platinum members. In addition to all the benefits these three sponsors receive from PIANC Norway, it makes us capable to support research and to develop professional guidelines of national and international interest. We also support members of Working Groups financially by giving grants for travel expenditures. PIANC Norway’s goal is to encourage more members to take part in international Working Groups. However, our major challenge is to recruit young professionals. Our YP Chairman, Onno Musch, is doing an important job to market PIANC through his network. We hope that this work will give results in due time.

14.1 The 34th PIANC World Congress in Panama

Norway is by far the biggest national section within the Nordic (and Baltic) area with 11 delegates at the AGA & World Congress in Panama. Several of our members wish to take part in international work. It is inspiring for us that so many of us are experiencing the benefits of PIANC membership, such as international networking and exchange of knowledge with colleagues from all continents.

At the AGA in Panama, we were represented with 7 delegates. Several more attended the Congress. We succeeded to get 3 presentations accepted at the Congress.

At the AGA, our representative Tore Lundestad had his last meeting as PIANC Vice-President. Mr Lundestad has been active for decades and he has taken part in several Working Groups, he is member of MarCom and he served as Vice-President for more than two periods. PIANC President Geoffroy Caude used the opportunity to credit Tore for his long-term work for PIANC and dedication as Vice-President. Mr Lundestad will of course continue as member of MarCom and as one of the driving forces in the Nordic cooperation. He will probably be active in the Norwegian Section until he is 90.

Retiring Vice-President Tore Lundestad enjoying the technical tour to the northern part of the Panama Canal, at Gatún

Representatives and accompanying persons at the traditional Norwegian Section’s AGA dinner
14.2 Technical Recommendations

PIANC Norway has emphasised developing state-of-the-art technical recommendations on several challenging subjects. The annual assembly appointed a technical committee of scientists and engineers. Their task is to evaluate, accept and recommend the papers presented. Our goal is that The PIANC Norway ‘stamp of approval’ will contribute to a higher level of quality, both in planning and construction processes. By the end of this year, the committee will have approved technical recommendations on bollards and on concrete in marine environment.

14.3 Annual Assembly 2018 at the Port of Oslo

It has become a tradition to organise our annual assembly in Oslo. The Port of Oslo is a valued supporter of PIANC Norway. We are sincerely privileged to use their facilities. The board of PIANC Norway was re-elected, with one change. Jarle Berger, representing the Port of Oslo, retired. Our President, Roar Johansen, used the opportunity to thank Jarle for his dedication and good work for PIANC. Jarle was replaced by Hege Skare Berg Thurmann from The Port of Oslo.

In addition to ordinary agenda, we included a small technical seminar with 3 topics; Vessel Traffic Services, mooring theory and maintenance of quays.
14.4 YP-Com Norway – 2018

In 2018, YP-Com Norway organised another successful ‘Coastal Engineering Day’, in cooperation with NTNU. With a record number of attendees from both the university and the industry, the day was a great success. Amongst a number of interesting topics covered by those presenting, attendees were presented with news of a coming ‘coastal centre’ knowledge hub being set up by NTNU in Trondheim, as well as future prospects for coastal engineering in Norway by the coastal administration.

YP-Com Norway gained a number of new members this year corresponding with a general positive trend in member numbers. However, in the coming years, YP aims to accelerate the number of new members joining through more active marketing of the possibilities that come with membership in PIANC, especially for YP’s!

The coming year will include a new Coastal engineering Day, as well as a technical trip to the facilities in Verdal to get a tour of the production of offshore steel foundations. In addition, there are plans to organise an event in Narvik, in the North of the country.

Looking forward to a new year with new possibilities for YP Norway!
PIANC PANAMA IN 2018

PIANC 34th World Congress, ‘Connecting Maritime Hubs Globally’, Panama City, Panama – 7-11 May 2018

The Panama Canal Authority (ACP) co-hosted the 34th PIANC World Congress 2018, which took place in Panama City, Panama, from 7 to 11 May 2018. The main events of the Congress were preceded by the Annual General Assembly, which was held on 5 May, with a technical visit to the new NeoPanamax Cocoli Locks on 6 May. 83 delegates from different countries joined PIANC for this event.

The Congress covered several themes, such as inland navigation, dredging, logistics & infrastructure, ports and environment.

Additionally, several PIANC Commissions and Working Groups took advantage of this international event to meet and share ideas.

- The opening session featured an address by Mr Rickey ‘R.D.’ James, Assistant Secretary of the Army (Civil Works), entitled ‘U.S. Ports Response to the Expanded Panama Canal’.

  Mr Rickey ‘R.D.’ James

- Mr Jorge Quijano, Administrator of the Panama Canal, attended the Congress as keynote speaker with the topic ‘The Panama Canal – Connecting World Trade’.

  Mr Jorge Quijano

- Engineer Geoffroy Caude, President of PIANC International, welcomed over 500 attendees. It is the first time a PIANC World Congress takes place in a Latin American Country.
ACP is proud to thank everyone that participated in the organisation, planification and realisation of this exceptional Congress. We sincerely appreciate the time and expertise shared by the speakers and participants. It was a successful week in which we shared experiences, technical knowledge and had the opportunity to meet with each other. The quality and diversity of the waterborne transport infrastructure topics were awesome.

15.1 Committees

- Young Professional Commission
- Inland Navigation Commission

15.2 Working Groups

- WG 198: ‘Saltwater Intrusion Mitigation and Technologies for Inland Waterways’
- WG 201: ‘Development of a Proposal of Inland Waterway Classification for South America’
- WG 153: ‘Recommendations for the Design and Assessment of Oil & Gas Marine Terminals’

15.3 Social Activities

- Welcome Cocktail
- Recreational & Tourism Marinas Forum
- ‘Ports of the Future’ Serious Game
- 1st PIANC America Regional Forum: Technological Advances and the Future of Navigation in America
- YP Networking Event
- Congress Banquet
- Closing Plenary and Luncheon
- The Miraflores Locks Visitor Centre Tour & Cocktail

**Local Scientific Committee**

*L-R: Mr Ricardo Alvarez, Antonio Abrego, Abdiel Perez, Dimas E. Portillo (Chair), Rigoberto Delgado and Ricardo Ungo*

**Pianc World Congress Local Office**

*L-R: Mrs Maria T. Maure, Mr Ricardo Alvarez and Mrs Ariadne Garcia*

### 15.4 Technical Sessions
- Marina Design
- Working with Nature in the Americas: Generating Ecosystem Services in the Waterborne Transport Sector

### 15.5 Abstracts, Papers and Presentations
- 437 abstracts and 189 papers were submitted
- 294 conferences were presented

The PIANC 34th World Congress was a complete success, with more than 500 participants, 27 exhibitors and 12 sponsors that trusted in the organisation of this great event.
16 PIANC PHILIPPINES IN 2018

16.1 Activities Undertaken by YP-Com Philippines

16.1.1 Regular Meeting

The 1st meeting in 2018 of the officers of PIANC YP-Com Philippines took place on 31 January 2018. On the agenda of the meeting was the action plan of PIANC YP-Com for the year 2018, including the celebration of a local event (seminar) in July 2018 and the composition of the new set of officers for 2018.

The 2nd meeting took place on 3 July 2018. The Officers discussed the local events planned for 2018 particularly the ‘Build, Back, Better’ Seminar tentatively scheduled on 14-15 September 2018. Expected local participants are 50 approximately.

16.2 ‘Build Back Better: Rebuilding for a More Sustainable Port Infrastructure’
14-15 September 2018

The ‘Build Back Better: Rebuilding for a More Sustainable Port Infrastructure’ was held on 14-15 September 2018 in Manila. It was attended by 53 local participants, both from the Government and the Private Sector. Moreover, the said event was attended by Mr Hidenori Takahashi and Mr Naoki Takahashi from PIANC Japan’s YP’s, as one of the presenters. The 1st day focused on port projects that were rehabilitated on a much better condition, while a workshop was held on the 2nd day, discussing the Mission and Vision statements of the PIANC Philippines’ YP’s.
It is also worth mentioning that the event coincided with a visit by a Super Typhoon namely, Typhoon Mangkhut (Ompong), it was an extremely powerful tropical cyclone that brought widespread damages to Guam, the Philippines and South China. Luckily, the event pushed through as scheduled.

16.3 ‘Annual General Assembly and Christmas Party of YP-Com Philippines’
17 December 2018

Raffles and games organised by the Officers set the mood into a festive atmosphere and everybody left the party with a big smile in their faces, as all of the attendees won a prize. What a way to end 2018 for the Philippine YP’s! Kudos YP’s!!!!
17 PIANC ROMANIA IN 2018

Mr Romeo Ciortan, First Delegate of PIANC Romania, gave a presentation at the 34th PIANC Congress in Panama on the ‘Development of Romanian Inland Waterways and Hydro Connection with Europe’.

PIANC Romania was also represented in PIANC WG 186 – ‘Safe Mooring of Large Ships at Quay Walls’, as well as WG 164 – ‘Upgrade of Berths Increasing Dredged Depth’.

Moreover, the Romanian Section of PIANC also collaborated with the Romanian Naval League for some specific activities, as well as with the Romanian Society of Geotechnics and Foundations by participating in the meetings of this company and the national and international Conference with articles specific to port works.

Prof.Univ.Dr.Eng. Romeo Ciortan
First Delegate PIANC Romania
18  PIANC SOUTH AFRICA IN 2018

Within the context of the South African landscape, 2018 has had its fair share of trials and tribulations. Nonetheless, the show must go on, so it is with pride that we announce the bid award to South Africa to host the PIANC Congress in 2022...but more on this later.

Port and coastal sector players continue to be occupied with good and challenging work across the board, thereby providing much-needed job opportunities. However, more work needs to be done on this front to improve our national challenges.

Interesting port-related projects have contributed to the livelihood of all within the sector. A few projects worth mentioning include the Refurbishment of Ship Repair Infrastructure across the port system, the Upgrade of the General Maintenance Quay in the Port of Saldanha, the Berth Deepening Project in the Port of Durban, the Refurbishment of Marine Infrastructure in the ports of Mossel Bay, Port Elizabeth and East London and finally, the Refurbishment of the Richards Bay Breakwater. In most cases, if not all, local skills are being utilised for the planning, design and execution of these complex projects – this continues to bode well for the South African skills set and capacity.

Water and electricity resilience remains a challenge for many parts of South Africa and this will continue to be a focus area.

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

18.1 National Section

Membership has not changed significantly from previously years and remains healthy. Presently, the National Section has 33 members, as compared to 44 in the previous year. The Young Professionals account for almost a third of this membership list – an important sustainability achievement. There are no Corporate Members within our National Section.

The National Section has met once 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.

The National Section is supported by the following Office Bearers:

- First Delegate – Mr Dorian Bilse
- Treasurer – Dr. Andre van Tonder
- Vice-Chairman – Mr Keith Mackie
- Secretariat – Mr Magenthran Ruthenavelu
- YP Representative – Mr Kishan Tulsi
- CESA Representative – Dr. Alan Wijnberg
- US Representative – Prof. Koos Schoonees
- Linkage to SAICE Railways and Harbours – Mr Keith Mackie and Mr Arie Burggraaf

Without a doubt, the highlight of 2018 is the bid award to South Africa to host the PIANC Congress in 2022 – a huge sense of gratitude and congratulations goes to all local colleagues who contributed to the successful bid. The great team effort must be commended and will stand us in good stead as we work our way towards 2022. The organisation of such an event is immense and in this regard, the SA Section has established an LOC, supported by PIANC HQ, to plan and deliver a successful Congress. We will keep the PIANC community updated – WATCH THIS SPACE!

18.2 Young Professionals

The YP group under the leadership of Mr Kishan Tulsi continues to grow.

In August 2018, the YP Group partnered with the University of Stellenbosch and the South African Institute of Civil Engineers (Marine Division) to hold the first African PIANC YP event. The one-day
session was integrated into the University programme for its annual port/coastal engineering short course. The event was well-attended and special thanks goes to the PIANC Secretary-General, Mr Van Cappellen, PIANC Vice-President, Mr Lawson, as well as the colleagues from PIANC YP-Com.

18.3 Involvement of Members in Working Groups

Ms Marli Geldenhys (YP member of WG 178) is still involved in WG 178 – ‘Climate Adaptation in Ports’. Work has been ongoing on the compilation of the WG-report.

Ms Marisa Ackhurst is a member of WG 200 – ‘Design and Assessment of Marine SPM and MPM Facilities’. This WG has recently been formed and she looks forward to contributing to the research.

Mr Craig Johnson is a member of WG 194 – ‘Early Involvement of Contractors in Infrastructure Projects’. There has been steady progress within the group with Craig participating via telephone conferencing facilities. Whilst this works reasonably well, some physical contact is required and Craig will be attending some of the sessions in person. Thanks to PIANC HQ for confirming partial support in this regard.

18.4 Acknowledgements

The National Section owes much gratitude to Ms Annamarie Zeelie for her time and effort in supporting the local PIANC activities – thank you kindly!
19 PIANC SPAIN IN 2018

19.1 Technical Workshop: ‘Upgrade of Port Terminals by Increasing Dredged Depth’

Organised by the Port Engineering Committee
23 January 2018. Puertos del Estado (Madrid)

The Spanish Section continues to spread the contents and information about some of the most relevant PIANC reports. According to that strategic idea, the 4th edition of Technical Workshop about PIANC’s Working Groups was organised on 23 January to present WG 164 – ‘Upgrade of Port Terminals by Increasing Dredged Depth’.

Six technical papers were presented, including one from the Spanish representative in WG 164. Also, the programme included information about different technical solutions (jet grouting, piles, steel sheet piles, etc.) and some national experiences in the ports of Valencia and Algeciras were shared related to the problem of operation of Triple-E vessels in existing quay walls.

One hundred and five people attended the event.

L.-R.: Mr Francisco Esteban Lefler (President of the Spanish Section) and Mr Manuel Arana Burgos (Secretary)


Organised by the Port Management Committee
6 March 2018. Puertos del Estado (Madrid)

This is the result of another strategic goal of the Spanish National Section included in the Strategic Plan 2014-2025, focused on development and sharing experiences about innovation technologies in port and maritime fields.

Eight papers were presented covering several aspects and case studies related to innovation experiences, such as: Innovation Policies in the National Port System, Digital Transformation and Innovation at Algeciras BrainPort, Port of Huelva: Safe and Green, Innovation Strategies in the Port of Valencia: Challenges for the Next Decade, Smart Ports and Smart Cities, etc.

The workshop was attended by seventy people.

After the successful experience, the Spanish National Section would like to continue this strategic objective of organising one technical workshop every year related to this main topic.
Programme of the Technical Workshop:

**JORNADA TÉCNICA DE INNOVACIÓN Y TECNOLOGÍA EN LA GESTIÓN PORTUARIA**

Salón de Actos de Puertos del Estado

6 de marzo de 2018

9:15  Apertura de la Jornada. Francisco Esteban Lefler, Presidente ATPyC.
      Macario Fernández-Alonso Trueba, Presidente Comité de Gestión Portuaria de la ATPyC.

9:30  “La política de innovación en Puertos del Estado”.
      Álvaro Rodríguez Dapena, Puertos del Estado.

10:00 “Digital Transformation & Continuous Innovation at Algeciras BreinPort”.
      Enrique Martín Idom.
      Francisco de los Santos, AP Bahía de Algeciras.

10:30 “Plataforma de Supervisión Integrada del Puerto de Huelva. Safe and Green.(
      Abelardo Budía, AP Huelva.

11:00 “Estrategia de innovación en Valenciaport ante los retos de la próxima década.
      Antonio Torregrosa. Fundación Valenciaport.

11:30  Pausa café

12:00 “Innovando en la integración de plataformas portuarias y de entornos inteligentes”.
      Álvaro Albasco. Axión.

12:30 “Construyendo un país Smart: Puertos y Ciudades Inteligentes”.
      Ignacio Martínez González, INECCO

13:00 “OptiPort: Haciendo una óptima planificación portuaria.”
      Mª Pilar García, PROES.
      Antonio Prego, FCC Industrial.

13:30 “Sistema Inteligente para Evaluación y Control de la Seguridad Marítima en el Acceso
      y Operación en Puertos”. José Ramón Inbarren. Sipport 21

14:00 Vino español

**Opening Session**

L-R.: Mr Francisco Esteban Lefler (President of the Spanish Section), Mr Álvaro Rodríguez Dapena (Planning and Development Director of Puertos del Estado) and Mr Macario Fernández-Alonso Trueba (Chairman of the Port Management Committee)
19.3 XV Technical Sessions for Young Professionals

17-19 May 2018, Santa Cruz de Tenerife, Canary Islands

The Spanish Section of the PIANC Young Professionals celebrated its 15th Anniversary with a 3-day Congress in Santa Cruz de Tenerife (Canary Islands).

Organising the Congress was a challenge for the Association, not only due to the logistics in terms of travel and transportation (Santa Cruz is located more than 2,000 km from the centre of the Iberian Peninsula), but also for holding the YP-Com Spanish Section of PIANC (ATPYC) for the first time on the islands. The Congress was a complete success for ATPYC with more than 80 attendees.

Opening ceremony of the 15th Spanish YP-Com Congress – YP Spain

This event included the presentation of more than 20 papers on ports and coastal developments, a technical visit to the recently inaugurated vertical breakwater of the Port of Granadilla (south side part of the island of Tenerife) designed with reinforced concrete caissons, a well-known technology improved by Spanish engineering, construction companies and administrations, and a visit to the town of La Laguna.

Visit to the City of La Laguna – YP-Com Spain

The Port of Granadilla was conceived as a complementary installation of the Port of Santa Cruz de Tenerife (not to replace it), because the physical configuration of the Port of Santa Cruz is surrounded by the City of Santa Cruz. Moreover, the development of a new industrial and logistics area in Granadilla on land annexed to those occupied by the Port will generate increased industrial traffic, such as LNG and solid bulk.

The Port of Granadilla comprises more than 1,000 m of docks and an area of 75 hectares.
19.4 Annual National Assembly 2018 of the Spanish Section. 12 June 2018

The Spanish Annual General Assembly took place at the Puertos del Estado Headquarters in Madrid on 12 June 2018.

The most important points on the agenda were the following:

- Report 2017 – Activities of the National Section (President and Secretary)
- Annual fees for 2019
- Budget approval
- Report of activities: PIANC Commissions and National Technical Committees
- Report of activities of the national YP-Com
- Strategic Plan 2014-2025
- Modesto Vigueras Award 2018

L-R: Mr Javier Abanades Tercero-Pacheco (Winner of Modesto Vigueras Award 2018) and Mr Francisco Esteban Lefler
The Spanish Section, in tight collaboration with HQ and the National Sections of Italy and France, organised the 4th edition of PIANC Mediterranean Days of Coastal and Port Engineering in the city of Seville from 17 to 19 October 2018.

The activities started on Tuesday evening with a welcome cocktail, open to the participants of the Med Days, as well as also to the PIANC Commission members. The chosen venue was the Gotic Hall of Real Alcázar de Sevilla. The palace is managed by the City Council and Patrimonio Nacional. It is the oldest royal palace still in use in Europe and was registered in 1987 by UNESCO as a World Heritage Site.

L-R: Mr Francisco Esteban Leifer, President of Spanish Section and Mr Geoffroy Caude, President of PIANC

Welcome cocktail

240 participants attended the event, coming from 14 different countries: Australia, Belgium, France, Germany, Italy, Israel, Japan, Luxembourg, the Netherlands, Philippines, Portugal, Spain, United States and UK.

Opening session
L-R: Mr Francisco Esteban Leifer (President of PIANC Spain), Mr Felipe López (Councilor of Infrastructures Junta de Andalucía), Ms Ornella Chacón (President of Puertos del Estado), Mr Manuel Gracia (President of the Port Authority of Seville), Ms Carmen Castreño (City Council of Seville) and Mr Geoffroy Caude (President of PIANC)

Attendees

The main topic chosen for this edition has been ‘Working with Nature’. A way of acting started up years ago by PIANC, which is strategic for the future of our profession. A way to address the challenges that overcome the concept of traditional respect for the environment, aimed at minimising environmental impacts or the application of mitigation actions. ‘Working with Nature’ is a significant step forward in considering the actions based on the use and improvement of the natural processes themselves in order to achieve the specific objectives of the navigation infrastructure. In this way, proactive solutions are promoted that allow achieving the objectives pursued in ports, coastal and waterways in a joint, simultaneous and inseparable way with the best use of opportunities and improvement of the environmental qualities of nature.
The Technical Committee, composed of representatives of the National Sections of Spain, France and Italy, had chosen a general theme of the Congress which included fields such as the sustainable management of ports and coasts, adaptation to climate change, development of sustainable logistics chains or coastal management, with 33 technical papers presented and 4 keynote speakers invited, representing Spain, Italy, France and EnviCom, as leader of the main Congress topic. All this without leaving the most traditional fields of the activity of our Association, such as the planning and management of infrastructure or the experiences and innovations in design, construction and operation of port and coastal facilities.

The host of the last edition of the Med Days was the port and the city of Seville, an outstanding venue from all sides. From a technical point of view, for the opportunity that introduces us to a reality that, being usual in other countries of the world, represents a singularity in the Spanish port system, such as an inland port for seagoing vessels. And from the organisational point of view, for the facilities and services that Seville offers us as venue and the outstanding historical, cultural, artistic and human interest that the city offers, first in warmly welcoming the visitor. An election that guaranteed organisational success and that meant the return of PIANC to Seville, after the celebration in 1994 of the 28th World Congress, almost 25 years ago.

Keynote speaker Mr Todd Bridges, Chairman of PIANC EnviCom

All the papers were included in the book of the Congress. The publication was distributed to all participants at the start of the event.
The Congress Dinner was organised on Wednesday evening in Casa Guardiola, a historical and typical Andalusian style Palace, built in the 19th Century and located in the heart of the city of Seville.

Casa Guardiola

Finally, a technical visit to the Port of Seville was organised on Thursday afternoon. The participants could see the Batán basin, the Tablada quaywall and the new lock of the port of Seville.

New Lock – Esclusa Puerta del Mar     Participants
Closing session

L-R: Mr Ángel Pulido (Director Port of Seville), Mr Francisco Esteban Lefler (President of the Spanish Section), Mr Geoffroy Caude (President of PIANC) and Mr Manuel Arana (Secretary of the Spanish Section)
20  PIANC SWEDEN IN 2018

20.1 Members

The Swedish Section is growing and at present, there are 27 Individual Members and 13 Small Corporation Members.

20.2 Board Meetings

In the year of 2018, the board met twice. There was also a Skype meeting at the end of the year.

20.3 Annual Meeting 2018

The Annual Meeting 2018 was held in Gothenburg on 15 March 2018.

The meeting ended with a lecture held by Mr Erland Wilske from SSPA about simulations of mooring arrangements. Mattias Sandell from Ports of Stockholm also gave a presentation about the new PIANC reports.

In the pause there was time for good conversations and a cup of coffee.

20.4 PIANC World Congress, 7-11 May 2018

Five delegates and two accompanying persons from Sweden participated in the Congress. Mattias Sandell from Ports of Stockholm held a presentation about the new Stockholm Norvik Port.

20.5 Technical Tour 25 September 2018

On 25 September 2018, the Swedish Section arranged an appreciated technical tour to the Trollhätté Cannel. The locks were temporary emptied, and the traffic closed for a week, so the group was able to climb down to the bottom of the locks.

The stop was a preparation for maintenance works in 2019.

20.6 Port Conference, 6-7 November 2018

The conference took place in Gothenburg and was arranged by the Port of Gothenburg, Port Infra and the Swedish Section of PIANC. At the conference, there were presentations about port development, production and sustainability.
21 PIANC UK IN 2018

21.1 PIANC UK Committee Members in 2018

- 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
- Jim Stirling – InCom Representative
- Tim Beckett – RecCom Representative
- Christian De Meyer – ProCom Representative
- Heather Armour – YP-Com Representative

Chris Boysons  Michael Grace
Paul Datson    David Byrne
Howard Richings Mike Thorn
John Lovell    Nigel Bodell
Ian Gillespie  Christian De Meyer
Stuart Byrne   William Evans
David Middlemiss Heather Armour
John Berry     Laure Herbert
Ian Cruickshank Steve Osborn
Siobhan Vaughan Richard Wakelen
Marta Mendizabel Borbala Trifunovics
Marine Perret  Mark McBride
William Evans

21.2 UK Membership

The membership of PIANC UK has decreased slightly over the past year. The current membership is as follows: 175 Individual Members, comprising 1 Honorary Member, 4 Life Member, 40 YP’s and 130 Full Individual Members, 25 Corporate Members – 7 Large, 18 Small.

21.3 Committee

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. The Committee continues to assess the appetite for events outside London and the south east. Following the successful seminars and site visits in Cardiff in 2015 and Bristol in 2017, jointly with the ICE, (Hull in 2016 was less well attended), plans are being developed for a visit and seminar away from London in 2019, probably in Edinburgh and Aberdeen.
21.4 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, Jim Stirling on InCom, Jan Brooke on EnviCom, Tim Beckett on RecCom, Heather Armour on YP-Com and Christian De Meyer on ProCom. The involvement of PIANC UK with PIANC International and the Working Groups is principally coordinated through these individuals and PIANC UK would like to thank them, on behalf of the entire UK Committee and the members, for their hard work over the last 12 months. It is pleasing to say that PIANC UK has been able to expand the involvement of YP’s on the international Commissions over the last year. YP members who now represent the UK on the Commissions are Michael Grace on MarCom, Fran Littlewood on InCom, Ian Dobson on RecCom, while Laure Herbert now represents the UK on PTG CC (Permanent Task Group of Climate Change), and their contributions need to be acknowledged.

PIANC UK cannot function effectively without the organisational abilities and commitment of the Secretariat which is based in the ICE. Following a reorganisation within the ICE, at the end of last year, Moira Doherty took on part of this role, with the organising of events in the hands of the ICE Events Team. Acting as the Secretariat for the UK Section of an international organisation is not a simple task. Moira has had to learn about the aims and objectives of PIANC UK, its relationship with PIANC International in Brussels and with the ICE, and the needs of the membership and the UK Committee. She has committed herself to this task while fulfilling a similar role for several other ICE associated societies. PIANC UK is an organisation of volunteers and the organisation can only flourish and contribute, on behalf of the UK, to the worldwide development of knowledge in waterborne transport infrastructure if its administration is in safe and competent hands.

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 – Marine Perret of AECOM, Marta Mendizabal of Mott MacDonald and Siobhan Vaughan of RHDHV. All three are YP’s and it is gratifying that their companies make their time available. They will serve for a period of four years from November 2017. Richard Wakelen has joined the Committee as the Canal & River Trust’s nominated representative. Ian Dobson of Beckett Rankine was appointed as the UK’s Deputy RecCom Representative and is standing for election to the Committee at the AGM in 2018. John Lovell of Volker Stevin, representing the marine contractors, has returned to the Committee following a period in the Falklands; we are grateful to Eleanor Inglis for representing the marine contractors in his absence. Paul Datson has been formally nominated again as the representative of the Federation of Dredging Contractors.

Ten members of the UK Committee are Young Professionals and over 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 would be welcome, as would a representative from the insurance industry.

The death of one member has been reported during the last year: Mr CJ Conway CEng MICE.

21.5 Seminars and Events

The core function of PIANC International is the production of its well-respected technical reports by international Working Groups. Despite the relatively small size of PIANC UK, over 40 members from the UK are involved with these Working Groups, some of them as Working Group chairmen. The UK Committee approves the appointment of UK representatives to join around ten working groups each year. In each case, two members are usually required – one with considerable knowledge of the subject and a Young Professional with an interest in the subject. Sometimes, additional corresponding members are also appointed. Taking part in a working group is an enjoyable and valuable experience, adding to the existing expertise of our many specialists and often providing the opportunity to visit state-of-the-art projects in other countries. It requires commitment of time by employers, for which PIANC UK is grateful, but establishing members of staff as world-experts in specific areas of maritime infrastructure has distinct advantages.
Four PIANC half day or evening seminars, one lecture, one conference, one workshop and one site visit were held during the year and these continue to be popular with members and guests:

- July: Site Visit – Dover Western Docks Regeneration Project – Dover
- October: Workshop – ‘Ships’ and Berths’ Interfaces’ – London
- October: Seminar – ‘Ships’ and Berths’ Interfaces’ – London

The UK’s YP Papers Competition was not run in 2018. The aim of this competition is 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 intend the competition to run again in 2019.

PIANC UK was represented by a delegation of five members at the PIANC Annual General Assembly (AGA) in Panama in May 2018. Many of these individuals remained in Panama to attend or present at the PIANC 34th World Congress; the Congress takes place every four years. The next AGA is in Kobe in Japan between 4 and 7 June 2019. Each National Section is entitled to send a delegation to the AGA. PIANC UK is encouraging its members to give serious consideration to putting themselves forward to be part of the delegation for Kobe. An announcement was made in January 2019 by the Secretariat.
In 2020, PIANC UK has the honour of hosting the AGA in Bristol and a UK Organising Committee, chaired by Nigel Bodell, has been established to plan the event. The Committee met three times during 2018. To run in parallel with the AGA, a regional event for YP’s, aimed principally at YP’s in Northern Europe, is being organised at the same venue.

The UK National Section had the honour of welcoming the President of PIANC, Mr Geoffrey Caude, to its Annual General Meeting in London on 30 November 2018. The Chairman of the UK National Section, Greg Haigh, thanked Geoffroy for his support of the Section and his service, as President, to PIANC. A presentation was made to the President of two tumblers, engraved with the PIANC logo, and a bottle of English sparkling wine from the UK’s largest vineyard, Denbies.