



PERMANENT TASK GROUP ON CLIMATE CHANGE

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TERMS OF REFERENCE

Revision approved by ExCom, 2 February 2023

1. Background

Significant changes in climate are now visible globally and are expected to become more pronounced in the coming decades as a result of increased concentrations of greenhouse gases (GHG) in the atmosphere. Climate change is already impacting not only ecosystems and biodiversity but also human life and many economic activities, including the wider navigation sector.

Climate change is by definition a global problem and cannot be solved by one nation, sector, or organization. Therefore, we must all work together, each in the area of our greatest strengths, to further understanding and develop responses. The waterborne transport infrastructure sector needs to decarbonise (i.e., move to 'net zero' greenhouse gas emissions). It also needs to strengthen resilience and adapt, both to gradual changes in parameters such as temperature and sea level, and to the expected increase in the frequency and severity of extreme meteorological, hydrological or oceanographic events.

PIANC, by its very nature, is a platform that can help the sector address the impacts of climate change.

2. PTGCC Goal

PIANC's 2019 Declaration on Climate Change¹ recognises the importance of the climate change challenge and undertakes to actively pursue the sustainable future of the waterborne transport industry by supporting its members in addressing this challenge. Specifically, the Declaration states that:

- PIANC will continue to support ports, harbours, marinas and inland waterways by facilitating knowledge sharing and preparing practical technical guidance to help them manage the climate change challenge through effective risk management.
- PIANC will also contribute to the global discussion to ensure that waterborne transport infrastructure interests are properly acknowledged, and to disseminate key messages to its members and the wider port and navigation community, through implementation guidelines where appropriate.

¹ <https://www.pianc.org/uploads/files/COP/PIANC-Declaration-on-Climate-Change.pdf>



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- PIANC and its members will join forces with other waterborne transport infrastructure stakeholders to meet these new challenges, explore opportunities and contribute to a responsible, informed and sustainable way forward.

The goal of the cross-commission Permanent Task Group on Climate Change (PTGCC) is therefore to facilitate the delivery of these commitments.

3. Objectives

As climate change issues become embedded in the work of the PIANC Technical Commissions, the objectives of the PTGCC are also evolving. In addition to providing an internal centre of excellence on climate change issues, preparing sector-wide technical guidance, and representing the Association on climate change platforms globally, PTGCC members increasingly need to be available to provide support to the Technical Commissions in the form of expertise and experience on climate change mitigation and adaptation.

The specific objectives of the PTGCC are therefore:

- To develop, publish and disseminate technical guidance on sector-wide (i.e. cross-Commission) climate-change topics
- To maintain working links to the PIANC Technical Commissions via the Climate Change Champions
- To provide expertise and otherwise support the Commissions in the development of Commission-specific technical guidance
- To represent the Association and the sector on/at relevant international climate change platforms², networks and events

4. Activities

In detail, the PTGCC will:

- Create and maintain a register of internal climate change expertise to support the PIANC Commissions by identifying a range of possible contacts
- Prepare, or assist the PIANC Commissions in the preparation of, proposals for new PIANC Working Groups or the drafting of Technical Notes where these are appropriate to PIANC's wider interests
- Participate in the review of past and in-preparation Commission reports to ensure that climate change is included as appropriate to the topic
- Remain apprised of relevant aspects of climate change effects on maritime and inland navigation infrastructure, providing 'pointers' to ongoing work, and ensuring that relevant PIANC publications are updated if needed
- Update the PIANC TG3 report when new, internationally agreed scientific information is published, for example by the Intergovernmental Panel on Climate Change (IPCC)

² For example, through ongoing (2023) participation in:

- UNECE Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport
- UNCTAD Expert Meetings on Sustainable and Resilient Transport and Trade Facilitation
- UN Global Compact preparation of Sustainable Port Guidelines



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- Represent the Association by participating in relevant international platforms, networks and events, taking the opportunity to disseminate both the work of PIANC and the PTGCC
- Engage with external experts where appropriate for clarification, confirmation and/or other relevant advice

5. Task Group Membership

Members of the group should represent, in a balanced way, a broad cross-section of pertinent disciplines, including representatives of all technical PIANC Commissions, country experts, sister associations and other waterborne transport related organizations

6. Chairperson and Succession

The PTGCC chairperson must be versed in both the ongoing scientific and political processes about climate change as well as waterborne transport infrastructure issues and requirements. As PTGCC is a PIANC EnviCom initiated and led Task Group, the chairperson and the secretary are also members of EnviCom.

Since this is a Permanent Task Group, a succession plan for the chairperson is necessary to ensure continuity. The chairperson shall retain their position in general for four years. The chairperson can be confirmed by the ExCom for another 4-year term and after this for a third term at maximum. A new chairperson will be proposed by the PTGCC to the ExCom via EnviCom, taking into account nominations from the Technical Commissions. The same process will be followed if the chairperson steps down before the four-year term limit has been reached.