PIANC MMX Congress – Liverpool, UK
May 11-14, 2010

There has been an outstanding response to the Call for Papers for the 32nd PIANC Congress, to be held in Liverpool, UK, on May 11-14, 2010. The Scientific Committee under the guidance of Peter Hunter has reviewed over 300 abstracts offered, and authors should soon receive their response. In order to accept the maximum possible number of high quality papers offered, an additional Parallel Session has been added to the Congress Programme.

Delegates to the Congress will be offered a wide variety of Technical Visit options. These will include:

• a guided visit of the Port of Liverpool;
• a ferry crossing of the Mersey estuary to the new U-boat exhibit in Birkenhead;
• a guided tour of the new Liverpool Canal Link and Cruise Terminal;
• an excursion to the historic Anderton boat lift – the first of its kind;
• a canal journey across the 40 m high Poncysyllte canal aqueduct;
• a visit to the National Waterways Museum.

The social programme will include the option of an evening buffet cruise along the Liverpool waterfront and estuary on a Mersey Ferry. The Congress will end with a banquet in the spectacular nave of Liverpool Anglican Cathedral.

Registration for the Congress – and the Annual General Assembly which precedes it – will open later this autumn. The opening registration fees will increase after 31st January 2010, so delegates are encouraged to register early, also to ensure that their choice of visit options is available.

An integral technical exhibition will be held in the Congress refreshment area. Up to fifty shell units 3 m x 2 m are available. Companies and organisations are invited to exhibit their expertise and create their own Congress meeting place.

There are also opportunities for a limited number of organisations to reach the delegates through sponsorship of Congress events.

Enquire immediately to Helen Latham at HelenLathamPromo@aol.com.

Mike Thorn
PIANC UK
Call for PIANC Marina Excellence Design Award ‘Jack Nichol’ 2010

PIANC established the PIANC Marina Excellence Design Award ‘Jack Nichol’ in 2002 in memory of the late Jack Nichol, a distinguished member of the PIANC Recreational Navigation Commission and noted marina designer. The purpose of the Award is to recognise excellence in the design of modern recreational boating facilities around the world. The Award will be granted annually, provided that a sufficient number of applications are received.

The winner will be announced at the Annual General Assembly of PIANC in May 2010 by the Chairman of RecCom and following be published in the Magazine ‘On Course’ and on the website of PIANC. Please be aware that abstracts (not mandatory) were due for August 31, but the complete application should reach RecCom Secretary Fabiana Maccarini (fabiana.maccarini@gmail.com) before December 31, 2009.

Please visit the PIANC website at http://www.pianc.org/awardsjacknicholrequirements.asp for specific application and submission requirements. Questions and submissions should be directed to the RecCom Secretary, Fabiana Maccarini at fabiana.maccarini@gmail.com.

Fabiana Maccarini, Bob Nathan & Jessica McIntyre
RecCom Editing Committee

Smart rivers ’21 becomes a global exercise

Between 6 and 9 September 2009, the Vienna City Hall was the place to be for the actors and players in the field of inland navigation. The 4th International Congress of smart rivers ’21 registered a record attendance. 300 participants attended from 25 countries including a 60-person delegation from the United States and representatives of the Russian Federal Agency of Maritime and River Transport, the Yangtze River Waterborne Transportation Institute and the Indian Ministry of Transport. They were all there to discuss ways of ensuring and expanding the proper place of inland water transport in the global supply chain.

Following congresses in Pittsburgh, Brussels and Louisville, Vienna was the host of the discussions on the future of inland navigation. The smart rivers conference series provides a forum for participants from around the world to continue finding ways to improve inland waterway operations. The dialogue on trends, policy, technology and science can assist in establishing a common set of standards and operational approaches. The focus on cross-fertilization of ideas engenders more efficient and reliable inland waterway systems worldwide. Furthermore, the public awareness on inland navigation is increasing. With the looming threat of climate change, inland navigation is getting the leading edge on environment-friendly and cost-effective innovation in the field of transport.
This mode of transport may be using the climate change debate to increase the awareness of the potential of inland navigation for a wider public but this clean transport mode is also more specifically dealing with problems ranging from infrastructure to jobs and to ensuring and expanding its important place in the overall volume of traffic and the global supply chain. The high participation at the conference showed that the efforts of major international organisations and companies in Europe and the USA since the smart rivers ’21 initiative was started back in 2005 have not been in vain. The organisers, Otto Schwetz, President of the PIANC Section Austria and Reinhard Pfiegl, CEO of Austria Tech, supported by the Austrian Waterway Maintenance Agency, via donau and the US Army Corps of Engineers, put together an intensive programme which included technical sessions, industry exhibits, and networking events. The participants who came to hear about the latest and most interesting developments in the field of inland navigation could choose from four parallel session blocks with themes ranging from financial concerns, infrastructure, ports, new technologies in River Information Services (RIS), performance measurements, education and training or climate change – the choice was hard.

The PIANC section of Austria is the local chapter of the World Association for Waterborne Transport Infrastructure PIANC, a network of experts who cooperate in international working groups to develop new solutions which benefit the entire inland navigation sector around the world. According to Eric van den Eede, President of PIANC International, the fact that the European Union is pushing the road and rail sector has great repercussions on the IWT sector. Therefore, PIANC is looking for partners in the EU countries in order to reinforce the position of the waterway as an integral part of the European infrastructure policy.

One of the key messages from the conference was conveyed by Otto Schwetz; for Mr. Schwetz inland navigation can greatly contribute to make transport more environmentally-friendly. On rail and road the capacities have almost been exhausted; on the waterways, there is still plenty of room for cargo. In Europe, for instance, only 10 percent of the transport capacities of the Danube waterway are utilized.

The US perception is similar: According to Daniel Mecklenborg, chairman of the US Waterways Council, quoting a study by the Texas Transportation Institute, “inland navigation has to be promoted as it is a vital element of a healthy economy and a great asset for the fight against the consequences of climate change”. Mr. Mecklenborg explained during the Plenary session on 7 September that given the large transport capacities in the US - for instance if 60 % of US grain transports would not be made via waterways but on the road – the repercussions on the environment would be dramatic.

Another key message from the conference was the importance of cross-border networking. In Europe, the EU action programme NAIADES was set up in order to stimulate and enhance the use of inland navigation in Europe. In some of the EU countries, national action plans have been developed for inland navigation. While the EU strongly supports rail transport, it also wishes to see more goods transported on waterways where capacities are underutilized.
In the US, there are 40 000 km of navigable waterways, of which 12 000 are defined as “Inland Marine Highways for freight”. In the region of St. Louis alone, the use of rivers for goods transport saves 200 percent of road transport and 500 percent traffic congestion on the highways. Without the use of inland navigation, the infrastructure costs would almost double, from 345 million USD to 721 million USD.

Europeans and Americans can learn a lot from each other. This has been confirmed by the 4th International congress of smart rivers ’21, The Future of Inland Navigation. In America, inland navigation could be tagged as a “lone warrior” as it does not benefit from the networking framework with the other transport modes enjoyed in Europe. Multi-modality has only recently begun to make its way into US mentalities. And while Europe can count on reliable and constantly updated intelligent information systems such as River Information Services (RIS), still a foreign concept in the US, the American rivers can carry 3 times more goods than the European Inland waterway network. The Europeans have created standards in the education of IWT personnel, yet a specific vocational program with shipping training schools does not yet exist in the US. The Europeans in turn, enjoy a non-bureaucratic access to inland navigation and the central regulation of this transport mode. The fact that many countries are involved makes the decision-making process for IWT-related issues a more sensitive issue on European level.

The smart rivers’21 Congress might be over but the work continues. The conclusions of this event, written up by Otto Schwetz, will be used as a work of reference for the next event, scheduled for Fall 2011 in New Orleans.

For more information and to see the complete photo gallery, please visit http://www.smartrivers.org.

PIANC President Eric Van den Eede and Chairman of PIANC Austria Otto Schwetz

The venue in Vienna

Kelly Barnes and Anne Cann
PIANC USA

Hélène Masliah-Gilkarov
via-Donau Austria
New Lock for Olympic deliveries

On World Environment Day, June 5, 2009, the new Three Mills Lock was opened on the Bow Back Rivers in East London to provide a gateway for deliveries of construction materials to the London Olympics site for 2012.

The new lock, built with quadrant gates and associated water control structures incorporating a fish pass and a fixed weir, will permit 350 tonne barges to reach the Olympics site from the River Thames. With the 2012 Olympics being promoted as a green Olympics a great deal of emphasis has been put on ensuring that construction materials and waste are transported to and from the site by rail and water rather than by road.

The lock is 62 m long and 8 m wide and is tidal. The construction of the lock has been managed by British Waterways and undertaken as a design and build project by Volker Stevin with a supporting team of Tony Gee & Partners LLP, Bennett Associates, Clague Architects and Weetwood Environmental Engineering. Work commenced on site in March 2007.

The lock will eliminate the tidal influence of the Thames on the Bow Back Rivers and will allow 1.75 million tonnes of construction materials to be brought in by barge thereby removing 170,000 lorry journeys from the local road network. The works cost £ 23.5 million which included £ 2.5 million expenditure on the removal of contaminated ground from the site and to improve flood conveyance and navigation in the approach channels by the removal of 30,000 tonnes of silt.

Funding for the project came from several sources including British Waterways, Department for Transport, London Thames Gateway Development Corporation, the Department for Environment, Food and Rural Affairs, the Olympic Delivery Authority, London Development Agency and Transport for London.

The project has already created international interest with a visit from the Rhine Commission which was attending an International Maritime Organisation meeting in London recently.

The project will not only allow improved freight access to the Olympics but will enhance the water quality of the Olympic Park as well as providing a legacy of an improved waterway for both transport and recreational purposes.

British Waterways
UK
Maasvlakte 2: shelter in stormy season

The construction of Maasvlakte 2 is up to speed. Already 50 million cubic meters of sand have been brought from the North Sea to Maasvlakte 2 and two islands can be seen outside the coast of Maasvlakte 1. One of the islands is already high enough to start construction activities on. Bulldozers are working on the island and probing is being done for the future sea walls.

Soon, the stormy seasons will start. To make sure the construction of Maasvlakte 2 can go ahead as planned, the designers and contractors of PUMA (Projectorganisatie Uitbreiding Maasvlakte) plan to connect the new land with the existing coast before autumn arrives. This way, the new piece of land will serve as a natural buffer against the roughness of the sea that comes along that time of year. The ships, bulldozers and workers can continue their activities in the sheltered area. The outer shell of the new Maasvlakte consists of the future sea wall, which will consist of 6 kilometers of dunes and sand: a typical Dutch beach.

Even though some storms can be very severe, the PUMA fleet hardly ever put a stop to their work. The captains of the hoppers decide in consult with the organization ashore when to continue working or when it is too dangerous to work. If this is the case, the hoppers stay in the port.

On the existing Maasvlakte, looking out on the sea and the construction area, is the information center ‘FutureLand’. In this highly interactive info center, visitors can see how construction of the new land is progressing with their own eyes. Only four months after opening, FutureLand has already welcomed over 30,000 visitors. The info center also provides information on the port expansion, the compensation projects and all other aspects of the project. It is open from Tuesdays to Fridays and on Sundays. For information check www.futureland.nl.

The construction of Maasvlakte 2 is up to speed
Débat public sur le projet Calais Port 2015

La Chambre de Commerce et d’Industrie de Calais (CCI), titulaire d’une concession d’outillage public, et, à ce titre, en charge du développement des activités et services portuaires, a initié un important projet d’extension, dit ‘Calais Port 2015’, correspondant à un investissement évalué en première approche à 400 M €.

Autorité portuaire, La Région Nord Pas de Calais, Maître d’Ouvrage, a saisi la Commission Nationale du Débat Public (CNDP) pour le projet Calais Port 2015, projet qui s’intègre dans son ambition d’être ‘une grande région maritime’.


Ce débat public est ouvert du 11 septembre 2009 au 24 novembre 2009.

Pour participer au débat public, vous pouvez, notamment, vous fournir le dossier auprès de la CPDP que vous pouvez contacter par le lien suivant : www.debatpublic-calais-port2015.org

Ce dossier est tout spécialement destiné aux personnes et organisations qui souhaitent réagir sur le projet et poser des questions, en approfondir certains aspects, en participant aux échanges que la CPDP organisera au travers de réunions, d’entretiens directs, de consultations sur site Internet …

Port Community System (PCS) at Indian Ports

Seaports play a vital role in the Exim trade and therefore in the economic development of a country. To become globally competitive, due importance needs to be given for development of infrastructure in general and in the port sector in particular, as ports play a vital role in the overall economic development of the country. In India, more than 90 % in terms of volume and 70 % in terms of value of foreign trade involve sea leg. Therefore, the ports ought to be efficient and effective to enhance competitive edge of India’s foreign trade. At present, there are twelve major ports and about sixty-one operational non-major ports contributing to maritime trade.

7.517 km on the western and eastern shelves of the mainland and also along the islands.

Port Community System (PCS) is intended to integrate the electronic flow of trade related document/information and function as the centralised hub for all major ports of India and other stakeholders for exchanging electronic messages in a secure manner. PCS is a comprehensive, highly secure extensible and scalable solution that meets the requirements of the trade community, ports, banks and government agencies and seamlessly integrates them over the internet coordinating all the activities in and around the port and beyond. The primary outcome of PCS is to achieve an excellent level of enterprise integration for different players across different ports, thereby increasing the business value for all the players in the port community.
The main objectives of the PCS are:

- To develop a centralised web-based application, which acts as a single window for the port community members/stakeholders, in order to exchange messages electronically in a secure fashion;
- To reduce transaction time and costs in the port business;
- To achieve a paperless regime in the port sector;
- To implement an e-commerce portal for a port community;
- To create a data repository for research and analysis.

Nowadays, around 25,000 messages are being exchanged every month through PCS. The system is capable of accepting messages in various formats including EDIFACT, XML, etc.

The implementation of PCS in India transforms Indian ports into modern ports by bringing in a paperless regime. It minimises transaction time and cost to Indian export-import trade. Contribution of PCS to Indian trade, though not quantifiable in exact terms, will definitely herald a new chapter in India by way of e-trade. However, it is expected to reduce a transaction cost at ports by at least 15% and it empowers Indian ports to join the premier league of international technology advanced e-ports.

Janardhana Rao
Managing Director
Indian Ports Association

Panama Canal celebrates 95 years

On August 15, the Panama Canal, architectural work that has a length of about 80 kilometers between the Atlantic and Pacific oceans, celebrated its 95th anniversary as an engine of global trade and national growth. The water route founded on August 15, 1914, was built in one of the narrowest areas of the isthmus that joins North and South America.

Since the steamship ‘Ancón’s’ inaugural Canal passage on August 15, 1914, the waterway has offered safe, reliable and efficient service to more than 983,000 transits. The Canal will reach the significant mark of one million transits next year. Ships from around the world transit daily through the Panama Canal. Between 13,000 to 14,000 ships use the Canal every year. Through the work of approximately 9,000 employees, the Canal operates 24 hours a day, 365 days a year, providing transit service to ships of all nations without discrimination.

On this anniversary, the Canal finds itself engaged in the largest project since its inauguration, the Expansion Program, which started in September 2007. The expansion of the Canal will permit the transit of larger ships carrying more cargo, which will affect economies of scale and increase the usage of the Panamanian waterway. Additionally, just like the construction of the Canal, expansion will contribute to technological advancement in the diverse fields of engineering and construction, among others.

The Panama Canal Authority (ACP) is an entity of the Government of Panama established under Title XIV of the National Constitution, to be in charge of the operation, administration, functioning, maintenance, upgrading and modernisation of the Canal.

Callao Container Terminal

The Dubai Ports World new Callao Container Terminal is under construction by the joint venture CDB Callao (Odebrecht/Saipem/Jan de Nul). Construction is completed for 65% and is expected to be concluded.
Bayóvar Project – Phosphate Terminal

At the end of June 2009, Odebrecht Peru has started the construction using a steel wheeled platform with a cantilevered guide system. (See PIANC ‘On Course’ n° 136) The construction is in progress along the access trestle with productivity of about 3.5 days/bent.

The Port Complex owned by Miski Mayo - CVRD will be used to export Phosphate at Bayóvar, in the north of Peru. The terminal comprises a 250 m long access trestle that will carry pipe conveyors and roadway leading to the loading berth for ships up to 75,000 DWT.

EXE Engenharia, Curitiba, Brazil is providing the detailed design and support engineering services at the site.

Leandro Sabino / Yuri Maggi
EXE Engenharia

Arzew Cantitravel

EXE Engenharia is developing the construction methods for Algeria/Oman Fertilizer Project at Arzew Bay, Algeria. The Terminal design and construction is being developed by SAIPEM S.A. The marine installation comprises a 1200 m length trestle and a 260 m loading platform for Panamax bulk carriers. The construction methods rely on a Cantitraveller designed by EXE ENGENHARIA with a 300 t crane, which will be employed for driving piles and for assembling the superstructure.
ON THE CALENDAR

Ports 2010 ‘Building on the Past, Respecting the Future’

The Ports 2010 ‘Building on the Past, Respecting the Future’ confe-
rence will take place in Jacksonville, Florida, USA on April 25-28, 2010. This conference is the next in what continues to be the premier port engineering conferences in North America, organised by the American Society of Civil Engineers and PIANC USA. Organisations that provide services or goods to the ports and harbors industry are cordially invited to join at Ports 2010.

This event provides an excellent opportunity to maintain industry contacts, cultivate new customers, and increase recruiting potential. The professional interaction, exchange of ideas, and cultivation of new professional contacts and opportunities remains a hallmark of the Ports conference series.

Exhibit space is going fast, so don’t miss out and sign up today at www.portsconference.org.

33rd International Seminar on Dredging and Reclamation

The 33rd International Seminar on Dredging and Reclamation will take place in Singapore on November 16-20, 2009. The Seminar will be held in co-operation with the National University of Singapore and will take place at the Grand Park City Hall Hotel. Developed as a means of encouraging cost-effective and environmentally sound projects, the course is aimed at (future) project managers, project staff and decision makers in governments, port and harbour authorities, offshore companies and other organisations that have to execute dredging projects. Over the past fifteen years, this intensive course has been presented in Delft, Singapore, Dubai, Buenos Aires, Bahrain, Tampico and Abu Dhabi. It has reached hundreds of professionals in maritime related fields thus laying the basis for many successful dredging projects around the globe.

The five-day course strives to provide an understanding through lectures by experts in the field and workshops. For further information, please contact Frans-Herman Cammel (cammel@iadc-dredging.com) or call the IADC Secretariat at + 31 70 352 33 34. You can also click go to the website (http://www.iadc-dredging.com/index.php?option=com_content&task=view&id=83&Itemid=109) and find out more about the event.

Live Interactive Web Seminar

The live interactive web seminar ‘Navigation Engineering: Understanding the Basics of This Growing Specialty’, sponsored by ASCE Continuing Education and ASCE’s Oceans, Ports, and Rivers Institute (COPRI), will take place on January 20, 2010. This on-line seminar presents the basics of the specialty area of navigation engineering: what it is, who is doing it, and where its information resources are available.

The seminar will be useful to those who work in the private sector, beginning engineers in the Corps of Engineers and other government agencies involved with navigation engineering, and also to those who advise these organizations such as attorneys. The discussion, though technical, involves no equations. Non-engineers can follow the material.

For more information or to register for this webinar, please visit https://secure.asce.org/ASCEWebSite/WEBINAR/ListWebinarDetail.aspx?ProdId=15677, or send an e-mail to webinars@asce.org.