Release of PIANC Working Group Report 125
‘Guidelines and Recommendations for River Information Services (RIS)’

PIANC recently released Working Group report 125 – ‘Guidelines and Recommendations for River Information Services (RIS)’. The report comprises three parts:

- **Part I: ‘The Implementation Status of River Information Services Status 2010’**
- **Part II: ‘RIS Related Definitions’**
- **Part III: ‘Guidelines and Recommendations for River Information Services’**

Download your copy (free of charge for everyone) on the PIANC homepage at [http://www.pianc.org](http://www.pianc.org).

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**PIANC AGA 2012 and 2nd Edition of the PIANC Mediterranean Days in Valencia, Spain**

Please be advised that the PIANC AGA 2012 website is now fully operational and translated into English: [http://www.pianc-aga2012.org](http://www.pianc-aga2012.org). To register as a Delegate, please ask PIANC HQ for the password: info@pianc.org or sabine.vandevelde@pianc.org.


**Manuel Arana Burgos**

Secretary of PIANC Spain
After a fruitful visit of PIANC Secretary-General Louis Van Schel to Hochtief (http://www.hochtief.de/hochtief/1.jhtml) in Hamburg on December 15, 2011, PIANC is pleased to welcome them as a brand new Platinum Partner!

PIANC is very happy to have Hochtief amongst its Platinum Partners and gives them a warm welcome on board!

HOCHTIEF Solutions has more than 130 years experience in the traditional core construction business. This is concentrated under the umbrella of the HOCHTIEF Group. The Civil Engineering and Marine Works branch provides the experience and know-how to ensure the realisation of sophisticated construction engineering projects focusing on port construction and marine works, as well as offshore wind energy.

Highly qualified specialists plan and realise logistically and technically demanding construction projects including financing, implementation and solutions to cover the entire life cycle.

HOCHTIEF is involved in the construction of berths for the latest generation of container ships, at the ports of Bremerhaven, Hamburg or Gdansk. This applies to turnkey ports, locks, ship lifting structures, flood constructions, barriers and immersed tunnels. For underwater foundations and the construction of offshore wind farms HOCHTIEF supervises projects on the open sea — with its own specialists and equipment.

Currently HOCHTIEF is involved in the construction of the Breakwater in Swinouscie in Poland, the berths 3 and 4 at the Burchard Quay in Hamburg and the offshore wind farms Baltic 2 in the Baltic Sea and Global Tech I in the North Sea.

Monique Starke
Marketing and Communications Officer
HOCHTIEF Solutions AG
Dear (Qualifying) PIANC Member,

The last years CoCom has been struggling somewhat to find its identity. At the CoCom meeting in February 2011 in Brussels, it was decided to refresh the CoCom strategy and create an up-to-date structure. This has led to the creation of 3 CoCom Sub-Committees (SC): SC1 deals with training and education, SC2 with regional activities and SC3 with the PIANC-COPEDEC Conferences.

I, Ronald Stive, was appointed Chairman of SC1 and in this position I herewith place this announcement.

The envisaged activities and related scope of work of SC1 is:

**SC 1: Training and education**

a. Efficiently finalise the existing CoCom WG1 and WG2.

b. Encourage CoCom member representation in other PIANC WG's.

c. Maintain a worldwide data base active on relevant courses and institutes (with up-to-date contact persons) as a continuation of ‘CoCom WG3’.

d. Provide information, help and logistical support to trainees and Young Professionals of developing countries for their participation in short- and long-term courses in PIANC fields of interest.

e. Facilitate and, where possible, arrange short courses, workshops and seminars in the PIANC fields of interest.

Scope item c is in fact the continuation of the former WG126. Recently, the first release of an interactive web-based tool – to create eventually a PIANC related overview of worldwide available training courses – has been launched. This tool has been linked to the PIANC HQ website. The ultimate goal is that trainers/teachers/institutes worldwide are aware of this tool and are eager to register and maintain their courses themselves (relevant to the PIANC field of expertise).

I herewith invite PIANC members from Industrialised and Developing Countries, as well as Countries in Transition to apply for a SC1 active membership. Being aware of the logistical and financial difficulties associated with participating in a PIANC permanent SC of CoCom, I herewith stimulate also the involvement of corresponding members.

Please note that corresponding members will have to participate fully in the work of the Sub-Committee (by sending their comments before the meeting) and respond to requests from the committee leadership. Corresponding members of CoCom from Industrialised Countries should be appointed by the National Sections of PIANC; corresponding Members from Developing Countries can propose their own individual candidacies.

Corresponding members will have all the rights of full members. However, they won’t have the right to vote on motions before the commission unless they are present at the meeting during which the vote is called.
All CoCom documents (plenary meeting agendas, minutes of meeting, annexes, etc.) will be transmitted by e-mail to all whose candidacy is accepted as a corresponding member. Material related to CoCom meetings will be transmitted to all members sufficiently in advance of meetings to allow corresponding members to provide electronic comments. Those comments will be reviewed in the meeting and incorporated in the minutes as appropriate.

Creating the DB tool is more or less the start of SC1. What we need to do is promote the DB and make trainers enthusiastic to actually use it (the idea is to line up a number of DB support persons who concentrate on specific geographical areas, such as e.g. India). Further the DB can be used to find out what are the missing courses to accommodate the lack of fields of knowledge in CiT. Later on, SC1 will put more effort in looking at scope items d and e above.

Please inform me by e-mail whether you are interested to participate in SC1 as an active member or corresponding member. Please attach your CV and preferably also a short motivation why you are applying for SC1 membership.

Ronald J.H. Stive MSc c.e.
(Chairman SC1 of CoCom)

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CoCom Data Base of Courses for Professional Training in the Field of Ports and Waterways

In Countries in Transition (CiT) there is a pressing need to get specialist training on hydraulic, coastal and structural engineering aspects related to ports and waterways and in other areas such as environmental, economic and logistical aspects. Many Young Professionals embarking on careers in port engineering only have basic training as a civil engineer and learn the ropes through practical experience. Thus, the need has been identified by PIANC to set up a Sub-Committee on Training, to establish a data base of existing training courses worldwide in the field of ports and waterways and make it available for Young Professionals, who are interested in expanding their knowledge in this field. This data base not only will help the prospective participants in choosing their course, but also will increase the worldwide exposure of the courses.

If you wish to contribute to this data base, you can access the electronic form at http://www.training.pianc.org/. On the website you can apply as an institute and you will receive login information and instruction to register your courses.

Ronald Stive
Chairman of the SC1 of CoCom
For any further information please contact training@pianc.org
On December 7, 2011 IAPH held its Africa-Europe Regional Meeting in Antwerp, Belgium. PIANC President Geoffroy Caude, as well as PIANC Secretary-General Louis Van Schel attended this event and they also had a meeting with IAPH’s President Geraldine Knatz and Secretary-General Susumu Naruse in the framework of the MoU between PIANC and IAPH.

Coastal and River Engineering Support System (CRESS)

As you may know Unesco-IHE, TU Delft and the Dutch Ministry of Infrastructure (Rijkswaterstaat) started the development of the package CRESS (Coastal and River Support System) nearly twenty years ago. Now the package contains more than 250 computational routines for hydraulic engineering. Until now the package was available as stand-alone program to be installed on your computer. However, it did not work properly on Windows7. Also many users could not easily install CRESS on their office computers because they do not have Administrator rights on their own computer.

To overcome the restrictions of Windows7 and also to allow everyone to use the program without restrictions, a new,
web-based version has been made. This means that the program carries out the calculation ‘in the cloud’ and can be done from any device connected to internet.

For use on normal computers you can access the package via http://www.cress.nl. This has been tested on a number of browsers and various platforms (Windows, Apple, Linux). This version works also on Android and Symbian platforms. On the iPad it also works, but one cannot make a graph (because for making graphs flash is used).

For small screens (smartphones, small tablets) a mobile version is available. The mobile version does not have the option to make graphs. The mobile version is available via http://m.cress.nl. For mobile phones with limited memory a light version has been developed: http://rws.cress.nl.

On-line help (with background info on the used formula) is available.

The package is available in English, Dutch, French and Spanish. The Chinese version is under development. There is also a ‘European’ version. In fact this is the English version, but in this version all subjects are ordered in the same sequence as they are ordered in the European Rock Manual. Not all the help functions are yet available in all languages.

This web-based version has been realised with financial support of Royal Haskoning, Van Oord Dredging, Royal Boskalis Westminster and BAM (DMC, Nutall).

For more background info, see http://cress.dicea.nl.

Henk Jan Verhagen
Delft University of Technology

PIANC PERMANENT TASK GROUP ON CLIMATE CHANGE (PTG CC)

Climate change adaptation for navigation infrastructure: moving from theory to practice?

In the first of a series of articles reporting on climate change topics from countries represented on the PTG CC, we report on a recent PIANC Seminar held by the UK Section in London on October 21, 2011.

The Adaptation Sub-Committee (ASC) of the UK Government’s Committee on Climate Change produces an annual progress report, ‘Adapting to climate change in the UK: measuring progress’. One of its conclusions is that climate risks to appear not to be fully incorporated into some major strategic decisions, such as land use planning and investment in water infrastructure. The report highlights that embedding climate change more fully into decision making could significantly reduce future adaptation costs.

The 2008 Climate Change Act under which the ASC was established also set out adaptation reporting requirements for certain key players in the navigation sector. Ten of the major UK harbour authorities are required to report, whilst other navigation authorities including British Waterways and the Broads Authority have agreed to report voluntarily.

But are we really adapting to climate change or are we just ‘paying lip-service’?

This PIANC seminar provided delegates with an important opportunity to get up-to-date with progress with climate change adaptation insofar as it is relevant to inland and maritime navigation, ports and other navigation infrastructure. Seven speakers, each expert in aspects of climate change, described recent developments and experience.

Mr Hawkes highlighted a number of other useful sources of data are:

1. Rising Sea Levels in the English Channel 1900 to 2100 (Haigh, Nicholls and Wells, Proceedings of the Institution of Civil Engineers (ICE), Maritime Engineering 164 June 2011) which gives details of the steady rate of rise of sea level in this area since 1900.

2. UKCIP (2009) UK climate projections: Marine & coastal projections


Paul Buckley of CEFAS and project manager of the Marine Climate Change Impacts Partnership (MCCIP) (www.mccip.org.uk) introduced the partnership. The principle aim of MCCIP is to provide a co-ordinating framework for the UK by disseminating high quality evidence on marine climate change impacts, as well as guidance on adaptation and related advice, to policy advisors and decision makers. The MCCIP reports and report cards, such as their 2010-2011 report card, provide important data on UK marine areas and ecosystems.

Jan Brooke (UK representative on PTG CC) described some of the ‘reporting’ requirements of the UK Climate Change Act 2008. England and Wales Harbour Authorities with annual throughput of more than 10 million tonnes cargo were required to report to Government by end March 2011 on:

- current and future climate change impacts
- proposals for adaptation

She described her experiences working with Harwich Haven Authority; the Port of London Authority and Milford Haven Port Authority, helping to prepare their reports. These reports are now available at http://www.defra.gov.uk/environment/climate/sectors/reporting-authorities/reporting-authorities-reports/.

The Norfolk Broads are an important area of waterways in eastern England. Simon Hooton of the Broads Authority set out their approach to climate change adaptation, which is being formally reported to Government as a voluntary initiative under the Climate Change Act. Important topics include the need for dialogue with stakeholders, raised quality of debate, leadership and identifying what else we need to know. The question was asked whether mitigation will merge with adaptation in some areas.

The international implications of climate change were described in a case history study of the Niger delta, in Nigeria, by Henry Lang, Environment Director of CARES Limited. This low lying delta is the second largest in world and has a population of over 30 million. Predicted climate change impacts include:

- Increased storm events
- Increased ocean surge
- Accelerated coastal erosion
- Reduced rainfall upstream
- Inland rainfall in more extreme events
- Intrusion of seawater into fresh and groundwater resources
- Change in sedimentation patterns
- Altered tidal range in estuaries
- Flooding

But there will also be the benefit of reduced demand for channel dredging as sea level rise.

Mr Lang also described some of the benefits to navigation that might arise in Arctic areas due to reductions in sea ice. Careful attention will, however, need to be paid to the potential environmental implications of such activity.

Michael Lord, Senior Adviser on Climate Change at the England and Wales Environment Agency, described the EA’s leading role regarding long term planning for adaptation to climate change, particularly flood risk, coastal erosion, water resources and wildlife and habitats. A good example is provided by the long-term plans for London and the Thames Estuary (TE2100), which could lead to the need for a new Thames Barrier later in the 21st century. Plans have been developed for alternative sea level rise scenarios ranging from 0.5 m up to 1.9 m by 2100.
Chris Preston of the UK Department for Environment, Food and Rural Affairs (DEFRA) (www.defra.gov.uk) described the importance of the economics of climate resilience as well as the ongoing UK Climate Change Risk Assessment, for which HR Wallingford are the main contractor. (Reference: Climate Resilient Infrastructure: Preparing for a Changing Climate, DEFRA, May 2011)

Summarising the conclusions of the seminar, Peter Hunter of HR Wallingford noted that while navigation and its infrastructure will have to be adapted to the challenges and uncertainties arising from climate change, it can also profit from opportunities. Regarding the UK’s position on adaptation, he quoted the Committee on Climate Change, an independent body established under the UK Climate Change Act (2008), which has reported that “the UK has started to build capacity in adaptation…growing awareness … BUT not yet systematically translating into tangible action on the ground”. (www.theccc.org.uk/reports)

Although some local authorities and other public bodies are starting to consider climate risks, many have yet to develop a clear understanding of the outcomes they would like from effective adaptation or to implement adaptation plans to achieve these outcomes. The navigation sector needs to take a strategic approach to planning and developing infrastructure and to ‘climate-proof’ it in the most cost-effective manner to incorporate resilience and to minimise future risks.

For example, several cities are building major storm surge barriers to manage the increasing risks of flooding:
Therefore, there is a clear and continuing need for the navigation sector to consider how to move from theory to practice with respect to climate change adaptation and PIANC can play a valuable part in providing the information needed to inform adaptation decisions.

Peter Hunter, 
Vice Chairman PIANC UK and 
MarCom & PTG CC Member

Assisted by Jan Brooke 
(organiser of the seminar)

ON THE CALENDAR

IADC Seminar on Dredging and Land Reclamation

For the First Time in Brazil
Each year the International Association of Dredging Companies (IADC) organises its International Seminar on Dredging and Reclamation in various parts of the world. This intensive week-long course has been successfully presented in Delft, Singapore, Dubai, Buenos Aires, Abu Dhabi, Bahrain and Mexico. Now at the request of interested parties such as WEDA (Western Dredging Association) and ABD (Associação Brasileira de Dragagem), it will be coming to Recife, Brazil from Monday 19 through Friday 23 March 2012.

Seeing is Believing: Site Visit
The Seminar is aimed at (future) decision makers and their advisors in governments, port and harbour authorities, offshore companies and other organisations confronted with the execution of dredging projects. An important feature of the seminar will be a trip to visit the Port of Suape (a dredging project) near Recife (Brazil). This will give participants the opportunity to see dredging equipment in action and to gain a better understanding of the extent of a dredging activity.


Jurgen D'Hollander 
PR & Project Manager IADC

2nd International Conference on Performance-Based Design in Earthquake Geotechnical Engineering

The 2nd International Conference on Performance-Based Design in Earthquake Geotechnical Engineering will take place on May 28-30, 2012 in Taormina, Italy. The Conference is mainly dealing with the technical performance of geotechnical systems. However, topics related to economical performance and environmental performance of geotechnical systems are welcome.

Please visit http://www.associazionegeotecnica.it/ to find out all there is to know about this event.

Coastlab12 – International Conference on the Application of Physical Modelling to Port and Coastal Protection

Ghent University and the Coastlab 2012 Organising and Scientific Committees warmly invite you to attend Coastlab12, which will be held on September 17-20, 2012. Coastlab 12 will be the fourth edition of the Coastlab series of international conferences after Porto (2006), Bari (2008) and Barcelona (2010). For the first time the Coastlab conference will be held in Central Europe. The host city of Ghent (Belgium) is a historic and at the same time, modern vibrant Belgian city close to the North Sea.


Peter Troch 
Conference Chair Coastlab12 
on behalf of Organising and Scientific Committees

Regional Seminar on ‘The Effects of Climate Change and Port Environmental Protection Technologies’

Following the successful regional seminar on ‘Inland Waterway Transport’ in HoChiMinhCity, Vietnam on September 10-11, 2009,
the Port Authority of Thailand (PAT), in co-operation with the PIANC, the Mekong River Commission Secretariat (MRC) and the Government of Flanders is organising a two-day seminar on ‘The effects of climate change and port environmental technologies in Europe and South East Asia’ on September 19-20, 2012.

The seminar themes and topics are:

1. The effects of climate change on port development and operations
2. Dredging environmental management, operations and disposal
3. Port and navigation garbage and waste management
4. Environmental technologies to reduce water, air, dust and noise pollution
5. Dangerous goods and (renewable) energy consumption

The seminar is open to all and participants who want to give a presentation are invited to submit abstracts of their proposed papers not later than April 15, 2012. Abstracts should be submitted electronically to freddy.wens@mow.vlaanderen.be. They should be in English, in MS Word and limited to one page of single-spaced text including the title and the coordinates of the author(s) (name, title, affiliation, address, phone, fax and mail).

Abstracts will be evaluated by a scientific committee (PAT, MRC and FH) and authors will be notified by 1st June 2012. Acceptance of a paper for presentation is conditional on registration of the presenter not later than July 15, 2012. It is expected that in total some 20 papers should be presented during this seminar and papers should be submitted before August 15, 2012 so that a Book of Abstracts and a CD-ROM of Papers can be produced.

More information can be obtained from:

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IAIN aims to foster human activities at sea, in the air, in the space and land that many benefit from the development of the science and practice of navigation. The venue will be in Cairo, the city of wonders with its civilisation, culture and fascinating history is the largest capital in the Arab world. Cairo encompasses various historic and touristic attractions, as well as modern landmarks for pre- and post-conference sightseeing and visits.

Authors are invited to submit original research papers, case studies, reviews, work in progress reports, abstracts, students’ papers or research proposals within the broad scope of the conference. All manuscripts should be professionally proofread before the submission. The best papers from the conference will be recognised and will be considered for publication in the Journal of the Arab Institute of Navigation (AIN Journal). The deadline for abstract submission is set at April 15, 2012.

Please visit http://www.iaincongress2012.org to find out more information about the event.

The 14th IAIN Congress 2012

The Arab Institute of Navigation is honoured to host the tri-annual Congress of the International Association of Institutes of Navigation (IAIN) in Cairo, Egypt on October 1-3, 2012. We invite and welcome colleagues, scientists and experts from around the globe to participate in this unique major international conference.
The 2013 edition of the PIANC Smart Rivers Conference will be held in the cities of Maastricht (The Netherlands) and Liège (Belgium). This message was revealed at the closure session of the 2011 edition of the Smart Rivers Conference in New Orleans. It will be the 6th Smart Rivers Conference and the first of its kind under the PIANC banner.

The dates for the Conference are September 23-27, 2013. There will be two days for Commission and Working Group meetings, followed by two Conference days with presentation of papers in three parallel sessions. The PIANC Smart Rivers Conference 2013 will conclude with technical excursions to destinations in The Netherlands, as well as in Belgium.

A detailed programme with the time schedule of the sessions will be put on the website in due time. The general outline is:

- Monday September 23, 2013, Maastricht: pre-conference Commission and Working Group meetings
- Tuesday September 24, 2013, Maastricht: pre-conference Commission and Working Group meetings
- Wednesday September 25, 2013, Liège: official opening, technical sessions
- Thursday September 26, 2013, Liège: technical sessions, conference closure and banquet
- Friday September 27, 2013: technical tours to Belgium and The Netherlands

Moreover, there will be special activities for Young Professionals in the programme.

The call for abstracts and the requirements for submission of abstracts are expected to be published in the first months of 2012.