PIANC would like to express its deepest sympathy to the numerous people who were severely affected by the Cyclone Nargis that hit Myanmar in May 2008 and that caused major devastation to the country. At the same time, our hearts go out to the many people affected by the earthquake in the Sichuan Province in southwest China. We would like to extend our deepest sympathy and heartfelt condolences to those families who have been directly affected by the consequences of these terrible natural catastrophes.

PIANC’s resolution 2008
For growth, for environment and for a better future

With the significant growth in manufacturing and commerce within the PR of China, PIANC recognises that the development of China’s waterways, both inland and coastal, are vital to China’s and the Pacific Rim countries continuing growth in the world markets. The need to develop sustainable transport policies to overcome the environmental challenges created by Road Transport and Climate Change yet further enhances this role.

As the mission of PIANC is to advance on a worldwide basis the sustainable developments of all forms of waterborne transport, PIANC is able to assist navigation authorities and their engineers and operators to develop their skills and to benefit from worldwide best practice to continue to increase the use of this natural transport system.

The environmental benefits of waterborne transport are now far more widely recognised and valued. PIANC’s global experience is available to support sustainable inland water transport with active environmental stewardship. In fact, mitigation of past harm is becoming more common, whilst facilitating growth in transport and commerce with further environmental improvement.

For a better future, the experience gained elsewhere in the rapid application of modern technologies, such as River Information Systems (RIS) is readily available through PIANC. These and technologies aiming at building with nature allow 21st Century systems to be rapidly installed for the benefit of operators and Government agencies to fully support sustainable and efficient waterborne transport with enhanced security. The opportunities for PIANC Member States to develop and manufacture associated navigation equipment, suitable for use within an international market will not only assist navigation within China but also provide more readily available equipment for countries in transition worldwide.

Accordingly PIANC resolves to build on the success of this Annual General Assembly and the International Navigation Seminar to collaborate more closely with the Chinese navigation community and its engineering colleagues to share further their mutual expertise for the benefit of navigation in China and in Asia.

Beijing, May 26, 2008
Dredging International obtains contract for the widening and deepening of the Panama Canal

A prestigious contract for widening and deepening the Panama Canal has been awarded to Dredging International of Belgium. Notification of the contract was given by the Auñoridad del Canal de Panamá (ACP), and will secure work for the next four years. The upgrading of the Panama Canal will significantly enhance international trade and navigation (post Panamax vessels), and will include construction of two major complexes of maritime locks – the design of which was developed in the past months by Belgian engineering firms.

Dredging International was able to obtain this prestigious contract by offering an interesting execution method, the assignment of ultramodern heavy dredging plant, and a variety of innovative technology. From way back, Antwerp based Dredging International is a pioneer in innovation, whether in brand new vessel design and construction (Pearl River, d’Artagnan, Pallieter, Brabo), dredging software and electronics, cutting technology, artificial intelligence, the application of drilling and blasting, etc.

The new maritime sea locks that will be built on the Panama canal and which are expected to be tendered later this year, have been designed by Belgian engineering bureaus as well. After construction, these will be the biggest locks in the world, after Antwerp’s Berendrecht lock. Previously, Dredging International was involved in almost all construction, upgrading, widening and deepening campaigns on the Suez canal.

Works on the River Lee to enhance the construction of the Olympic Park for 2012 in London

As part of making the 2012 London Olympics green, it has been made a requirement of the construction phase that a significant proportion of the construction materials should be delivered by rail or water. British Waterways, as the navigation authority for the River Lee, which runs through the centre of the Olympic Park, has proposed that the river be made non tidal, which will increase its navigational capacity up to 350 tonne barges with the possibility of full 24 hour working. Funding has been made available from a variety of sources and work is now underway on the Prescott Channel, Lock and Barrage.

The impounded navigation will service construction of the Olympic Park. In addition, the waterway will provide opportunities for the transport of construction waste and materials to and from other major schemes in the vicinity; potentially including Cross Rail, the redevelopment of Stratford City and the planned Thames Tide-way ‘Super-Sewer’. Beyond these major construction schemes, it is envisaged that the waterway will play an important role in the movement of domestic and commercial waste generated in the regenerated Stratford City area.

Currently excellent progress is being made at the Prescott Lock site. The first of two tilting fish-belly gates and the upstream lock sector gates have been installed. The downstream sector gates have arrived on site and installation has commenced. Construction of the cofferdam for the second fish-belly weir has commenced; the gate is programmed to be installed and operational by October 2008. Works have been re-sequenced to bring forward lock operation at the expense of delaying tidal exclusion from the navigation upstream of the works. Early lock operation is advantageous to construction work upstream of the new lock structure, on the Olympic Park. The lock will operate at a limited capacity from August 2008 and reach full capacity by November 2008 as associated infrastructure is completed.

Ian White
Chairman of PIANC InCom
UK

Upstream sectors

East fish belly lift
**Signature d’un accord de coopération entre pilotes havrais et belges**

Les pilotes de la station du Havre / Fécamp ont signé une Convention de Coopération avec leurs homologues belges de l’Escaut (Association BvL) et des Bassins d’Anvers (BRABO) afin de partager leurs expériences respectives en terme de simulation électronique, de franchissement de séminaires de formation commune et croisée. C’est aussi un moyen pour les pilotes havrais et belges de montrer qu’ils sont des partenaires économiques majeurs pour le développement des activités économiques de leurs ports et qu’ils exercent une profession essentielle pour la sécurité maritime et préservation de l’environnement.

Cette initiative havraise avait été annoncée lors du dernier congrès européen des pilotes (EMPA - European Maritime Pilots Association) et a fait l’objet de nombreux échanges depuis. L’objectif de cet accord de partenariat est triple :

- la promotion d’un standard professionnel adopté par les trois stations de pilotage dans le but de servir la sécurité et la protection de l’environnement, la fluidité du trafic maritime et la sûreté portuaire ;

- l’échange de documentations, de normes, de procédures et d’expertise ainsi que le partage d’expériences en matière de formation et d’entretien des connaissances ;

- des réponses communes aux consultations ou demandes d’expertise d’investisseurs portuaires nationaux ou internationaux.

Concrètement, cet accord de coopération technique – le premier du genre en Europe – doit se traduire par des visites, séances de travail, conférences entre pilotes et membres des comités techniques respectifs tout en privilégiant la participation conjointe à des événements maritimes présentant un intérêt mutuel ou le développement de séminaires de formation commune et croisée. C’est aussi un moyen pour les pilotes havrais et belges de montrer qu’ils sont des partenaires économiques majeurs pour le développement des activités économiques de leurs ports et qu’ils exercent une profession essentielle pour la sécurité maritime et préservation de l’environnement.

**Joint Statement on guiding principles for the development of inland navigation and environmental protection in the Danube River basin**

The first-ever ‘Joint Statement on guiding principles for the development of inland navigation and environmental protection in the Danube River Basin’ has been launched in March 2008. The interdisciplinary process to create the Joint Statement was led by the Vienna-based International Commission for the Protection of the Danube River (ICPDR), the Budapest-based Danube Commission on Navigation and the Zagreb-based International Commission for the Sava River Basin (a Danube sub-basin). Over fifty stakeholders including twelve basin governments and twenty-two industry and environmental interest groups also participated in the process that took many years. All participants generated a common understanding about the protection of the riverine environment and the necessary conditions for developing sustainable inland navigation in an intact riverine landscape. This includes how to maintain the existing infrastructure such as the navigation channel, sluices and ports and how to improve navigation without causing conflicts.

One key principle is the need for an interdisciplinary planning process from the beginning of a project that includes:

- environment, water management and transport ministries;

- scientists in river engineering, navigation, ecology, spatial planning, tourism and economics;

- other stakeholders, such as environmental NGOs and the private sector.

Other principles include minimizing the impacts of engineering interventions, using non-structural measures (e.g. improved fleets, technologies and information systems) and applying environmental impact assessments with public input.

Please visit [http://www.icpdr.org/icpdr-pages/pr2008_03_11_joint_statement.htm](http://www.icpdr.org/icpdr-pages/pr2008_03_11_joint_statement.htm) if you like to learn more about the Joint Statement.
Moatize Coal Project – Marine Export Facility – Beira

The Moatize Coal Terminal located in the Pungoe River comprises a 450m long loading berth with a 6,000 t/h shiploader, a 620,000 tons stockyard, a railway reception facility and related installations. The berth accommodates two 46,000 DWT Beiramax Self Unloading vessels, simultaneously. The feasibility study was contracted by Rio Doce Moçambique, a subsidiary of the Brazilian Miner Company Vale. The consolidation of the conceptions adopted in the feasibility study, as well as the basic design for the installations are now being performed by EXE Engenharia Brazil.

Un nouveau terminal de réception de GNL en Louisiane

Situé sur la rivière Sabine séparant le Texas de la Louisiane, le nouveau Terminal de Sabine Pass LNG a reçu son premier méthanier le 12 Avril 2008 pour sa mise en service.

Développé par Chenière, ce terminal, comportant deux jetées abritées dans une darse pourra accueillir les plus gros méthaniers de la nouvelle génération (266,000m³ de capacité de cargaison); de nombreuses études ont été menées pour la conception, la construction et les opérations marines du terminal, en terme de compatibilité de méthaniers de différents types et capacités, d’étude de trafic, d’impact du passage d’autres navires, de programme de familiarisation des pilotes locaux et des capitaines de remorqueurs, et des moyens de contrôle de l’accessibilité du chenal et de la darse.

Il aura fallu un peu plus de trois années depuis l’obtention du permis de construire et d’opérer un terminal de réception de GNL de la part des autorités, pour achever la première phase du terminal (3 réservoirs de stockage de 160,000 m³ avec la capacité de régazéifier de 2.6 Bcf/jour) ; la seconde phase (2 autres réservoirs de stockage et la capacité de regazeifier a 4 Bcf/jour) est prévue pour l’année 2009.

LNG Export Terminal

Construction of the 1350m long trestle advances fast forward along the breaker zone at Melchorita

Construction activities of the Doraleh Container Terminal

Leandro Mendes Sabino
EXE Engenharia Brazil

Leandro Mendes Sabino
EXE Engenharia Brazil

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EXE Engenharia Brazil

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EXE Engenharia Brazil
Abu Dhabi Ports Company receives award for ‘Major new port with minimal environmental impact’

Abu Dhabi Ports Company (ADPC) has accepted a diamond award at the Engineering Excellence Awards (EEA) of the American Council of Engineering Companies’ (ACEC) 2008 gala in New York. The EEA program acknowledges achievements and contributions made by member engineering firms to the environment and to communities. The awards recognize and celebrate exceptional research design and excellence in innovative thinking and leadership.

Halcrow HPA won the diamond award for its excellence in the category of studies, research and consulting engineering services in relation to the Khalifa Port Master Planning project. Halcrow HPA was retained by ADPC to provide the planning, environmental and management services required for the port facilities of the proposed development of the Khalifa Port and Industrial Zone in Taweelah, Abu Dhabi. Following a pre-feasibility study, Halcrow HPA carried out four separate assignments for the Khalifa Port: Port Master Planning, Marine Infrastructure Impact Assessment, Environmental Impact Assessment, and Management of Site Investigations contracts.

At the closing ceremony, PIANC’s Secretary-General Louis Van Schel formulated the final conclusions and he especially thanked Ranjit Galappatti, chairman of the International Organizing Committee, for the technical aspects concerning the content of the conference, as well as the opportunity for networking, both very much appreciated by the various participants.

PIANC-COPEDEC

Good results for PIANC-COPEDEC VII

More than 700 people out of 45 different countries have participated in the PIANC-COPEDEC VII conference in Dubai (UAE), which took place from 24 until 28 February 2008. The overall theme of the conference was “Best Practices in the Coastal Environment”. The Paper Selection Committee received no less than 230 papers dealing with the following subjects:

- Port Engineering;
- Coastal Infrastructure;
- Coastal Erosion & Protection;
- Coastal Risk;
- Coastal Hydrodynamics;
- Coastal Environmental Issues and Sustainability

Dubai Municipality also granted 100 fellowships to people coming from Countries in Transition (CIT). In addition, a pre-conference short course was organized on 23 February 2008, which attracted more than 70 participants.

Furthermore, IAPH President Datin Paduka O.C. Phang delivered a keynote address before some 1,000 coastal and port engineers assembled at the conference, emphasizing the role of ports as facilitators in this borderless world. You can find the keynote address entitled “Challenges in regulation, strategy and policy - impacts on ports and shipping” at http://www.pianc-aicpn.org/pianc/copedec.php.

PIANC EnviCom Task Group 3 - “Climate change and navigation”

As of now, the Working Group-report of EnviCom Task Group 3 - “Climate change and navigation” has been made available on the PIANC website. Surf to http://www.pianc-aicpn.org/docs02/reports/envicom-free-tg3.pdf and download the report for free.
IAPH adopts a resolution

The Board of Directors of the International Association of Ports and Harbors (IAPH) convened in Dunkirk, France, for its annual meeting, unanimously adopted a “Resolution on accelerating the ratification process of the HNS, Bunkers and Wreck Removal Conventions and the 1996 Protocols to LLMC 1976” on 16 April 2008. In the resolution, IAPH called for a prompt and early ratification by the states involved of the following three conventions and a protocol that are of immediate concern to the entire maritime world.

- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001;

The resolution was proposed in the background of relatively slow ratification processes with only a small number of states having ratified them to date. Secretary General Dr. Satoshi Inoue said, “Earliest entry into force of these conventions would no doubt help coastal states and ports to more effectively cope with physical and/or environmental damages caused by maritime accidents. We will urge all IAPH members to press harder their respective governments to ratify them as early as possible. We also will reiterate to IMO our strong support for these conventions.”

IAPH toolbox for port clean air programs launched

The International Association of Ports and Harbors (IAPH) has launched a web-based guideline and reference, titled “IAPH toolbox for port clean air programs”. It is made freely available to both its member ports and non-member ports on the IAPH website at http://www.iaphworldports.org. It is designed to provide all the ports around the world and all parties concerned quick access to information, options, and tools that can be used to start the planning process to address port-related air quality issues, while promoting business development.

Following the adoption of the Resolution on clean air programs for ports at the 25th World Ports Conference in Houston, Texas on 4 May 2007, the IAPH Port Environment Committee started developing the toolbox under the leadership of Chair Dr. Geraldine Knatz, Executive Director, Port of Los Angeles, USA.

According to IAPH Secretary-General Dr. Satoshi Inoue, this is an important part of the association’s continuing efforts to improve air quality in and around the world’s ports. As no one-size-fits-all solution exists due to large variances in local conditions from one port to another, he is convinced that this toolbox will help every port, IAPH members and non-members alike, develop its own integrated program for cleaner air of the port.

CEDA

Great success for CEDA conference on dredging and land reclamation

Some 100 international experts involved in dredging related activities participated in the first Central Dredging Association (CEDA) conference in the Middle East. The international conference placed special emphasis on providing a practical international and national forum for issues and ideas related to dredging and reclamation.

The conference took place at the Doha International Exhibition Centre on 6 and 7 May 2008. It was very well received by the participants, practitioners and scientists from 17 different countries. The presentations covered a broad range of topics including theoretical papers on hydraulic and geotechnical aspects of the design of man-made islands and detailed case studies of projects in the Arabian Gulf.

The pdf-versions of the presentations will be available to the public on the conference website from three months after the conference at www.ceda-conferences.org/qatar2008. Selected photographs are already available to browse in the “After Conference” section of that web site.

CEDA President Dipl. Ing. Rewert Wurpts opens the conference

CEDA Environment Commission Best Paper Award 2008 presented at SedNet Conference

Torild Jørgensen (Oslo Port Authority) and her co-author, Kjetil Lønborg Jensen (Norwegian Geotechnical Institute) have won the CEDA CEC Best Paper Award 2008 for their paper titled “Oslo Harbour Remediation
Project* The Best Paper Award and the € 1,000 prize was presented by Anders Jensen (Femern Bælt A/S, Denmark), member of the CEDA Board of Directors, Vice-Chairman of the CEDA Environment Commission, at the 5th International SedNet Conference that was held from 27 to 29 May in Oslo, Norway.

The Environment Commission of CEDA has established this award to stimulate the dissemination of good quality information related to dredging and the environment, including technical, regulatory and managerial aspects of dredging operations and dredged material management.

When presenting the Award to Miss Jørgensen, Mr. Jensen stated that the paper gives a good example of the dilemmas port authorities are facing all over Europe when old contaminated sediments have to be removed. It gives a good description of the port authority’s preferred solution, which is placement of the contaminated sediment in an underwater confined disposal facility (CDF) to be capped with clean material.


More than 270 representatives of European port authorities, port-related stakeholders and government agencies attended the 5th annual ESPO conference, which was held in Hamburg in May 2008. The programme included an international comparison of port authority strategies, as well as workshop sessions on port property management, stakeholder relations and port performance. A lot of attention was paid to port concessions which formed the subject of a survey ESPO recently commissioned from the Institute of Transport and Maritime Management Antwerp (ITMMA). The conference closed with a review of the Commission’s 2007 ports policy communication by both MEPs and DG TREN Director-General Matthias Ruete.

At the conference, ESPO Chairman Giuliano Gallanti stated that the traditional role of the port authority is changing and he confirmed that concession instruments are important governance tools which should be used in an intelligent way. DG TREN Director-General Matthias Ruete confirmed that the Commission is currently working on three priority issues: state aid and environmental guidelines, as well as social dialogue. The Director-General concluded his intervention by referring to the upcoming review of the Trans-European Transport Networks which is planned for 2010.

The next ESPO conference, which will be held in Marseilles on 14 and 15 May 2009, will particularly address the sustainability of the European port system and the related transport corridors, including the role of global hubs, regional and local ports as well as networking opportunities between ports. All presentations and the proceedings of the past conference are available from the ESPO website at http://www.espo.be/pages/events.aspx?EventID=58593.

EuDA welcomes new Waste Framework Directive

The European Dredging Association (EuDA) welcomes the recent vote in the European Parliament on the compromise text for a new Waste Framework Directive (June 17, 2008) which excludes dredged material from the scope of the Directive and finally aligns the EU with the international law as reflected in the provisions of the London Convention. As a result of the new Directive, some 90% of all dredged material in Europe is effectively eliminated from the category of waste, an equivalent of an estimated 250 million tons per year. Only hazardous material will remain waste.

The dredging industry has insisted for many years that dredged material is a natural resource and should not be seen as waste. Such a classification has caused unnecessary delays for port maintenance, upkeep of navigation channels, provision of flood protection or other essential dredging projects. By excluding non-hazardous dredged material from the scope of the Directive, dredging projects now fall entirely under national rules. Having experienced problems for years with obtaining permits or licenses for dredging projects, ports and dredging companies trust that the new Directive will facilitate the issuing of permits.
This will bring down costs of licensing, ease port maintenance work and open the door for development projects long overdue. This positive development will effectively stimulate environmentally friendly waterborne transport.

According to Mr. Stordiau, President of EuDA, the dredging industry is relieved that EU waste law is now brought in line with good practice and common sense. The European Dredging Association calls on the member states to transpose the modernized Waste Framework Directive into national law in an expedient manner.

2009 Jack Nichol Marina Design Award – Call for Applications

PIANC’s Recreation Navigation Commission (RecCom) invites marina designers and owners to submit application abstracts for the “2009 Jack Nichol Marina Design Award” for outstanding marina design, ultimately before 31 August 2008. The short list with the accepted abstracts will be notified before 30 September 2008. Later, the complete application should be submitted before 31 December 2008.

The Jack Nichol Award was established in memory of the late John M. ‘Jack’ Nichol, honorary member of PIANC and well known marina designer. The purpose of the award is to recognize excellence in the design of modern recreational boating facilities around the world. The award consists of a bronze plaque suitable for display.

The Jack Nichol Award is granted annually, provided that a sufficient number of applications will be received.

RecCom judges the applications. The winner will be announced at PIANC’s Annual General Assembly (AGA) in May 2009 by the chairman of RecCom and he will also be mentioned in PIANC’s magazine “On Course”, as well as on its website. The submittal requirements and award criteria are downloadable at http://www.pianc-aipcn.org/pianc/awards.php. Applications should be sent to:

Dr. Eng. Elio Ciralli
Secretary of PIANC RecCom
Viale delle Magnolie, 36
90144 – Palermo, Italy

5th World Water Forum – Istanbul 2009

The 5th World Water Forum will be held in Istanbul, Turkey, from 15 to 22 March 2009. Building on the success of the 4th World Water Forum held in Mexico City last March, which boasted over 15,000 visitors from every continent, Istanbul was selected as the host of the Forum from six possible candidates following an extensive process. With a history rich in water resources, culture and technology, Turkey presented a very strong candidature, especially due to the tri-partite cooperation established between the General Directorate of State Hydraulic Works, the Ministry of Foreign Affairs and the Istanbul Metropolitan Municipality.

Both PIANC and the International Center for Integrated Water Resources Management (ICIWaRM) will engage their international networks to collect information for the Inland Water Transport Side Paper. The paper will further develop the themes that are being introduced in the World Water Development Report (WWDR3): the role of navigation in the development of countries and regions; contribution to trade, the economy, energy efficiency; and environmental benefits as compared to other forms of transport. This will also include case studies, with a target of one from each continent, representing the gamut from more mature, highly developed waterways in Europe and North America (the Rhine, Danube, Mississippi, Ohio) to those that are just beginning to be developed like the Congo River in Africa, rivers in South America, and the Mekong River.

More information about this event can be found at http://www.worldwatercouncil.org/index.php?id=1842.

26th IAPH World Ports Conference

From 25 until 29 May 2009, IAPH will organize its World Ports Conference in Genoa, Italy. The central theme for the conference will reflect the need for the global ports industry to work openly with customers, suppliers and other stakeholders to address the challenges and opportunities facing ports as critical segments in international logistics chains, both today and in the future. More than 230 port authorities, as well as terminal operators and port service providers from over 90 countries are expected at this event.

At the same time, there will also be the IAPH 2009 Exhibition, which will provide a platform for networking and to source and evaluate state-of-the-art port and maritime technology.

If you wish to find more information about this event, please visit http://www.iaphconference.it.
Jason-2 satellite to measure the shape of the world’s oceans

The Jason-2 satellite that has recently been launched from California, will become the primary tool of measuring the shape of the world’s oceans, taking readings with an accuracy of better than 4cm. Not only will it be useful for tracking sea level rise, it will also reveal how the great mass of waters are moving around the globe. This information will be fundamental in helping weather and climate agencies make better forecasts. Jason-2 will provide a topographic map of 95% of the Earth’s ice-free oceans every ten days. Elevation is a key parameter for oceanographers, as ocean height betrays details about the behaviour of water down below. The data gives clues to temperature and salinity. When combined with gravity information, it will also indicate current direction and speed. The oceans store vast amounts of heat from the sun. How they move that energy around the globe and interact with the atmosphere is what drives our climate system.

The Jason-2 satellite will see the surface waters rise as warm eddies fuel hurricanes. The data will tell meteorologists how a storm is likely to intensify and allow them to issue better and more timely warnings. Jason-2 data will have many other uses that may not be immediately obvious. Industry will take the information to make decisions about when conditions are most suitable for undersea drilling or cable laying. Furthermore, the satellite can help identify where wreckage or pollution will drift and it will assist marine biologists as they track whales by pinpointing waters with the potential to be prime feeding and breeding grounds. One very important use will be in maritime navigation. With the increasing fuel price, saving fuel has become a key issue for companies that run ships. Therefore, if you know the currents, one can select his route, as to go faster and to save fuel.