

# INTERNATIONAL NAVIGATION ASSOCIATION

## BRITISH SECTION



# Newsletter *Spring 2007 issue*

## A message from the Chairman

Welcome to the Spring 2007 Edition of the PIANC UK newsletter. As I write this I am preparing for my trip to represent PIANC UK at the PIANC International Annual General Assembly to be held in Cochin, India next month (April 17th). The AGA is an opportunity to feed back to the Brussels HQ our comments on the way PIANC serves our needs in the ports and maritime community. Does the PIANC organisation provide a suitable forum for exchange of ideas and expertise? Are the International Working Groups effective in disseminating state of the art knowledge? Are the subjects and topics of these groups relevant and appropriate for our needs? Are the international and UK websites useful? Is the PIANC magazine "On Course" newsworthy, up to date and interesting? If you have a view and/or suggestions on how to further improve the workings of PIANC please let me know ([s.cork@hrwallingford.co.uk](mailto:s.cork@hrwallingford.co.uk)) and I will be happy to feed the information back at the AGA.

Of course life is a two way flow – the more you put in the more you get out – and I am particularly grateful to the PIANC UK members who are active participants on the many International Working Groups currently operating. These working groups present an ideal opportunity to meet with the leading international experts in their field and make a positive contribution to the knowledge base of our professions. A list of the current PIANC working groups can be found on our website at [www.pianc.org.uk](http://www.pianc.org.uk)

In addition I am grateful to the many PIANC professionals who participate in the half day technical seminars held at the ICE during the year. Our next seminar will report back on the work of the Maritime Commission (MarCom) working groups and will include Chris Boysons of Halcrow reporting back on the work of the Maritime Design Codes review, Dr Mark McBride of HRW reporting on the work of the update of the PIANC guidelines

for the Design of Channels and Fairways, Prof. William Allsop on the work of the Breakwater Design review and Dr Bob Kirby, Chairman of the working group on Minimising Harbour Siltation. The next half day seminar will be held on 14th May at the ICE and further details are available from the PIANC UK website. In addition attendance by PIANC members qualifies for a half day CPD and attendance certificates are available on request.

If this looks like all work and no play then I draw your attention to the special Technical and Social weekend which will take place in Milford Haven over the weekend of 29 and 30 September. We will be guests of the Milford Haven Ports Authority and look forward to an exciting visit to include the new LNG terminals and an insight into future developments planned for the Haven. Early booking is recommended for this event to ensure your reservation for the weekend. Further details are available on the website [www.pianc.org.uk](http://www.pianc.org.uk).

Finally I look forward to chairing another busy PIANC year and to meeting up with you all at one of our future events. Your inputs and contributions are important and once again I look forward to your suggestions and ideas on how we can best further our interests and improve our technical expertise through the work of PIANC.

Stephen Cork  
Chairman PIANC BNC  
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## From the desk of the Government Chief Delegate

### Efficient Governance

At the October 2006 meeting of the PIANC Council I presented a proposal to revise the annual schedule of meetings of Council and National Secretaries so as to eliminate duplication of discussions and reduce the number of days that Delegates and delegations need to spend on 'governance'. It was

agreed that from 2008 the main annual meeting of the Council will move to February, at which time it can approve the previous year's accounts and approve the budget and forward plan for the current year. It will no longer meet prior to the Annual General Assembly in May, unless there is an urgent need for a statutory meeting and decision. The value of the National Secretaries' meeting will be reviewed at the 2007 AGA in Cochin, and may be discontinued thereafter.

In a Congress Year, the whole programme of meetings is to be compressed so that the Executive and Assembly meetings followed by a four-day Congress will take no more than 7 days. This will take effect for the Liverpool Congress in 2010. These changes recognise that delegates' time and expenses need to be kept to an absolute minimum consistent with good governance, and that much discussion and consultation now takes place electronically without the need for frequent face-to-face meetings.

### Promotion Commission

I have been participating in a Promotion Task Group led by PIANC Vice-President Tom Wakeman (USA), which has been debating and developing proposals for a new "Promotion Commission" (ProCom) to oversee the marketing and promotion of PIANC and its publications to the widest possible audience. It would thus absorb the more limited remit of the present Editing Commission. The Task Force has recommended that the proposed ProCom should aim to:

- raise the profile of PIANC as an authority on technical, environmental and economic aspects of navigation, ports and waterways;
- improve general awareness of PIANC's products and their accessibility for non-members;
- enhance PIANC's network function;

with the overall objective of increasing PIANC's worldwide membership. It should engage professional assistance to develop a marketing plan, including the production and distribution of all PIANC publications.

Having received the approval of ExCom, these proposals will come to the AGA in April 2007 for discussion and approval. I will be pleased to receive comments or opinions from any member of the UK Section to inform that discussion.

### PIANC Seminar "Safe Handling and Reception of Ships in Ports and Terminals"

By Peter Hunter

This well-attended seminar took place at Great George Street on 24 November, the day of the 2006 AGM. Ian McCallum, HR Wallingford, started the proceedings by describing the application of ship simulation techniques to port and terminal design. He also referred to PIANC Working Group 49, which is currently updating the important PIANC report on the design of Fairways and Harbour Approach Channels. Capt Andy Adams, Senior Pilot Harwich Haven Authority spoke on the detailed planning needed for the reception of the next generation of container ships, focusing on the recent arrival at Felixstowe of the Emma Maersk, currently the world's largest container ship.



Such ships are of more than 10,000teu capacity, with about 400m length and 55m beam and with a displacement of over 200 000t, and their handling requires very careful planning and new techniques compared with those required for 4000teu Panamax ships. Port- and ship-specific ship simulation studies are needed when large increases in ship size are to be accepted by a port.

Ridha Bentiba, of HR Wallingford, described the particular issues associated with handling and mooring large LNG vessels. He emphasised how that sector of the shipping industry demands a zero-tolerance approach to the probability of incidents occurring. This leads to a more cautious provision of tugs than that adopted for low-risk cargoes such as containers. The effects of currents on these moored ships are not fully covered by present international standards, in contrast to wind loading which is well documented. There is also a need for clearer guidance from international standards (or PIANC Working Group reports?) regarding the clearances required between moored vessels containing hazardous cargoes.

The improvements in safety and efficiency that can

be achieved through integrated mooring & monitoring systems were described by Simon Wilson, Manager - Harbour & Marine Engineering. Mike Harrison, Fentek/TMS then described the design of active mooring systems to minimise vessel movements at berth.

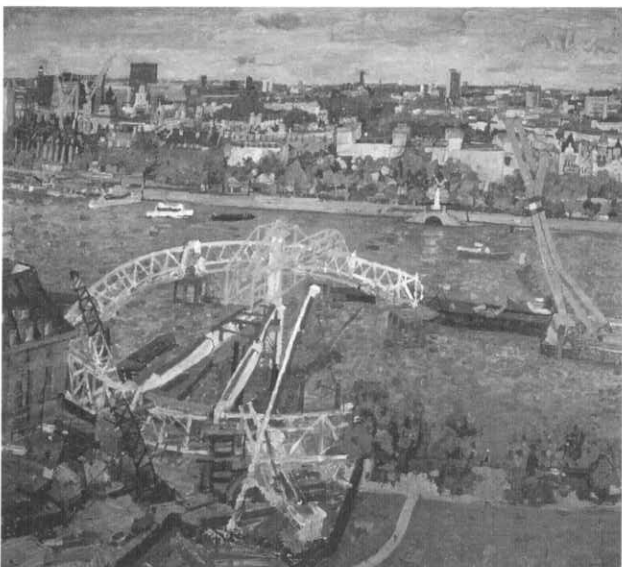
One of the many pieces of information that emerged from the afternoon was the relatively scant information that is made available to port authorities and pilots before new classes of ships make their first visits to ports. This contrasts with the fully detailed information about new aircraft made available by aircraft manufacturers to airports. Simply knowing the length and draft of a new ship is not sufficient to allow ports adequately to plan their safe reception.

### **Annual Lecture**

By Peter Hunter

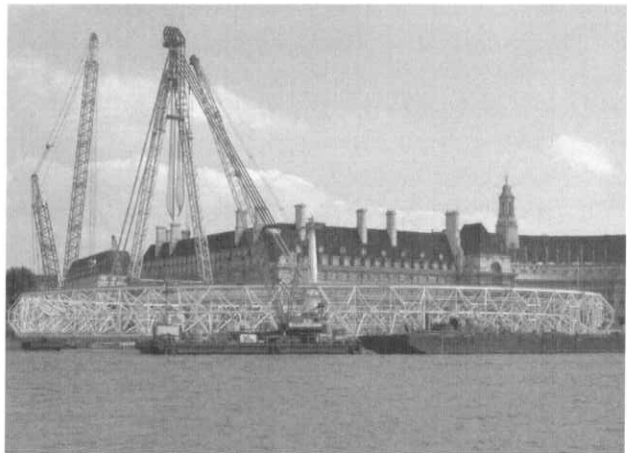
The AGM on 24 November was as usual preceded by the Annual Lecture, which for 2006 was by Captain Peter Widd, Senior Pilotage Liaison Officer of the Port of London Authority. He gave a fascinating description of the pilotage problems of bringing the huge sections of the London Eye up the Thames to its final location beside the Thames near Westminster.

By fabricating the wheel in three large sections, plus the columns, most of the work could be done in factory conditions. Road traffic through this crowded area of central London was kept to a minimum, once again demonstrating the values of water-borne transport. However this was achieved only by making the fullest use possible of the available fairway through the Pool of London and up through the bridges. This demanded very careful timing to ensure that both the draught and the air-draught of the pontoons and their cargoes were



within the limits of water depth and headroom, by no means a simple issue given the rapid rate of rise and fall of the tide in London.

The audience was interested to see the dependence on the time-honoured skills of the pilots and tug operators, in contrast to the apparently more clinical analysis seen earlier in the day when planning the manoeuvres of a 400m container ship, although ultimately there are many similarities between both of these sensitive operations.



### **PIANC WFD Seminar: Navigation and the EU Water Framework Directive Brussels, 31st January 2007**

By Jan Brooke

On January 31st in Brussels, around 130 people attended this seminar organised by PIANC together with its partners in the WFD Navigation Task Group1. The seminar was organised as part conference (providing participants with an overview of progress with WFD implementation) and part workshops, the latter enabling discussion of some of the as-yet unresolved WFD issues.

The morning session started with keynote presentations from Peter Gammeltoft (Head of Unit, Protection of Water and Marine Environment, DG Env) and Jean Trestour (Head of Unit, Maritime Transport Policy, DG Tren) and Eric van Hooydonk (Advocate and Professor of Law at Antwerp University). These presentations were followed by a lively debate about environmental protection, the Water Framework Directive (WFD) and EU policy priorities.

After coffee, participants heard presentations from Peter Pollard (Scottish Environment Protection Agency) who introduced the concept of 'good ecological potential' - the ecological WFD target for so-called 'heavily modified water bodies' - and Stephen Hull (ABPmer) who discussed the forthcoming WFD daughter Directive dealing with

priority substances. Marieke van Nood from DG Environment then described progress with WFD implementation across the EU, with a particular emphasis on river basin management planning (RBMP).

After lunch, three parallel workshops were held, dealing respectively with sediment management, hydromorphology, and the relationship between the WFD and EU maritime policy. Each workshop was introduced by a series of speakers (in total representing the EC, NGOs, river commissions, port authorities and research institutes) who ensured that the topic was covered from a variety of viewpoints.

Amongst the conclusions from the **sediment management** workshop was a clear message that the WFD and in particular RBMPs need to incorporate sediment management issues, including the need to take a long term view. A number of case studies that may be of value in integrating sediment management into river basin management plans were also identified. These recommendations will be taken forward by the Navigation Task Group, probably when the priority substances daughter Directive is finalised.

The hydromorphology workshop concluded that there is a significant range of existing good practice which is potentially of great value to the WFD, but which needs to be better communicated in the context of river basin management plans. The need for a workshop to explore the particular process of designating navigation-related heavily modified water bodies was also highlighted. The Navigation Task Group will seek to organise such a workshop in late spring-early summer 2007.

The main conclusions from the workshop exploring the relationship between the WFD and EU maritime policy included the need for greater recognition of the important role of the WFD in contributing to the delivery of environmental protection in the marine environment. In particular, the need for harmonisation of objectives between the WFD and the forthcoming Marine Strategy Directive was highlighted, as was the vital importance of respecting the jurisdiction of existing international Conventions. These issues will be discussed further by the Navigation Task Group at its next meeting.

In closing the conference Fritz Holzwarth, the German Water Director, remarked that it had been a useful and productive conference and he stressed the need for the navigation sector, the water community and the WFD competent authorities to continue to work together. He particularly highlighted, as demonstrated by the conference and

workshop presentations, that navigation interests have a great deal of relevant experience in respect of heavily modified water bodies (HMWB). The WFD recognises that HMWBs are needed because major rivers are multi-purpose and many uses depend on permanent physical modifications. Achieving good ecological potential in HMWBs is an important and ambitious goal of the WFD but whilst ecological improvements will be necessary in many cases, these improvements should be made without significant adverse effects on navigation uses.

The WFD Navigation Task Group is a 'thematic cluster' of professional bodies, trade associations and other stakeholders concerned with ports, commercial and leisure navigation and dredging. Member associations include:

- Central Dredging Association
- European Barge Union
- European Boating Association
- European Community Shipowners' Associations
- European Dredging Association
- European Federation of Inland Ports
- European Sea Ports Organisation
- EU Recreational Marine Industries Group
- PIANC
- Inland Navigation Europe

Central Commission for Navigation on the Rhine, the Danube Commission and the International Sava River Basin Commission also attend Task Group meetings as observers.

## **History of PIANC**

By Ian Gillespie

A 36 page outline of Chapters by Jolke Brosma has been circulated to members of the Task Force for consideration at the next meeting in Brussels on 5 March.

The chapters will be in chronological order. Of particular concern to the British Section – in the Period 1885-1914 is included – London Docks. And in modern times 2000-2010 is included the Falkirk Wheel. I would want the British Section to produce for me a description with illustrations of each. I think also we would want the Thames Barrage to be included in the book. So again please let me have the information.

## **Logos**

The development of the Logo forms a significant feature in the illustrations in the book. In thinking of the theme, I came to realise there were other logos in addition to our main logo – the two ships in the circle. At Congresses, several host countries produced a logo, eg. For the 20th Congress in

Baltimore, the US Section designed a logo featuring twin ship's 4-bladed screws – 20 in roman numerals. On other occasions interesting letterheads were used: for the Leningrad Congress the Russian Section produced a first day cover and stamps. I have sent letters to 22 national section chairmen seeking information on logos they had produced. So far I have received a 7-page email from Prof. Noda illustrating Japanese logos.

### **The PIANC Family**

My second brief relates to the human-social aspects of PIANC, and I have asked national sections to send me their contributions.

Part of the technique of the Task Force is to interview senior members for their recollections. So far we have for example the very interesting memories of Claire de Craen who was a secretary at PIANC HQ for 40 years. Internationally, Gen. Jack Morris our first VP has been interviewed, as has Caes van der Burgt. You all are welcome to contribute – I have already had interesting contributions from Martin Japes and Mike Thorn.

### **PIANC UK – Young Professionals News**

By Ridha Bentiba YP UK representative

We now have a PIANC UK website and a page for young professionals. I will be looking at populating this page in the near future and would welcome any suggestions and/or inputs.

Fancy a bit of cash???

I got £500 for writing a paper for The De Paepe-Willems Award, and you could too! It's simple and the number of entries is pretty low, all the chances are on your side.

You could even get more, what about £5000? This is what you get if your paper wins the international prize. For that you don't have to do anything. After winning the UK Section "first round", your paper enters the international competition. You also get free PIANC membership for 5 years and invited to present your paper at the next Annual General Assembly anywhere in the world (2008 AGA will be in China) all expenses-paid.

Right, get on with it! Submit a paper on a subject in the fields of design, construction, improvement, maintenance of operation of inland and maritime waterways, of inland and maritime ports, and of coastal areas, including recreational navigation and environmental aspects. Deadline for submitting a paper to the UK Secretariat is the 30th of August.

Rules and more info on  
[www.pianc-aipcn.org/pianc/awards.php](http://www.pianc-aipcn.org/pianc/awards.php)

### **CPD**

This is how to get even more out of PIANC regular half-day seminars and technical visits. These kinds of events, organised by PIANC, are great for young professionals and have got even better now as you can ask for a CPD form that you can use in your career development. It is a good place to attend interesting technical presentations, meet with people from the industry with a lot of experience or other young professionals like yourself with similar interests.

A series of 3 half-day seminars are planned in April, May and June focusing on progress from the working groups of MarCom, InCom and EnviCom (Maritime, Inland Navigation and Environmental Commissions, respectively). As a young professional, you could take part in the working groups alongside high profile experts. This is an excellent opportunity to find out more on working groups and how to get involved.

A UK technical/social week-end including a visit to the Milford Haven LNG plant is planned for the 29th of September with the possibility of attending at the board meeting. An international technical/social visit to Venice Locks (Italy) is being organised for the end of June, beginning of July with the opportunity to meet other YP's from around the world. These are both great opportunities in career development. A CPD form will also be provided.

### **MILFORD HAVEN PORT AUTHORITY**

By Tom McKay

Milford Haven Port Authority (MHPA) is responsible for the operation and management of the largest port in Wales and, as the fourth largest freight port in the UK, one of the most prominent on the West Coast. The port is spectacularly located in the heart of the only Coastal National Park in Great Britain.

As a Trust Port, Milford Haven Port Authority is an independent statutory body, governed by its own, unique, local legislation and controlled by an independent board. The common features of Trust Ports are their unique status as trusts and their statutory responsibilities to both government and their stakeholders. Trust Ports have no shareholders or owners. Any surplus has to be re-invested into the port for the benefit of the stakeholders of the trust. The stakeholders are all those using the port, employees of both the port and its users and all those individuals, organisations and groups having an interest in the operation of the port.

The Authority provides port, harbour and associated services through its commercial arm. These include,

wharfage, stevedoring, support to the fishing industry, ship repair, waterside services, marine and leisure facilities and provision and operation of the Pembroke Dock Ferry Terminal used by Irish Ferries.

MHPA consults continuously with a wide range of stakeholders including staff and customers and many representative bodies and individuals in the wider community within which the port operates with whom the Authority has a duty to engage and inform of its affairs. The purpose is to provide an illustrative framework within which to view the annual accounts and financial results and also to take the opportunity of identifying such strategies that the Board has adopted to meet the objectives it has identified for the future of the business

At present the two major LNG projects of Qatargas (Qatar Petroleum and Exxon) in their South Hook LNG development and Dragon LNG (British Gas, Petroplus and Petronas) are under construction with completion and commissioning expected towards the end of 2007.

The stated long term business vision of MHPA is that, within 10 years, Milford Haven will become the most highly regarded port in the UK and in so doing will serve the core purpose of the Authority which is to secure the long term viability of the Haven by operating safely, efficiently and profitably and in a manner which safeguards the environment in accordance with all relevant legislation.

The key long term business strategy identified by MHPA is to remain a major oil and gas port while seeking to establish profitable diversification into other port and harbour activities.

Note: The above note is based on current publications available from Milford Haven Port Authority.

### **Obituary: PAT LOEWY**

It is with sadness that we have to report that Pat Loewy, widow of Eric Loewy, died on 31st December 2006. She had been in declining health, and had greatly missed the companionship of Eric during the past ten years.

Older members of the UK Section of PIANC will remember that she was a regular participant and supporter of PIANC with Eric at international meetings, and supported him in all his professional activities. It was Pat's idea to commemorate the enthusiasm that Eric had for PIANC by setting up

the Eric Loewy Fund to enable developing country members – and especially young professionals – to participate in PIANC activities. She provided the capital sum from which the investment income provides the resources of the Fund, and maintained an active interest in it.

She was a generous and welcoming hostess, always concerned for the welfare of young professional visitors from overseas, whom she invited to her home in Oxfordshire. She will be remembered with affection by all those who benefited from her generosity.

**To find out more about PIANC, please visit:**

**[www.pianc.org.uk](http://www.pianc.org.uk) (PIANC UK)**

**[www.aipcn.org](http://www.aipcn.org) (PIANC HQ, Brussels)**

**Or contact**

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