



PIANC UK Newsletter

Summer 2008



A message from the PIANC UK Chairman

Welcome to the new look summer 2008 Edition of the PIANC UK Newsletter. As you see we have finally been dragged kicking and screaming into the 21st century with an electronic newsletter. This has been sent to all PIANC UK members who have notified the PIANC Secretariat of their current e-mail contact details. The advantages of an electronic newsletter are that it can be produced quickly and distributed directly without the costs and delays inherent in printing and distributing individual hard copies by post.

This first electronic newsletter is something of a “Bumper Edition” prepared without the constraints of print runs and extends to 14 pages covering reports on earlier meetings and activities, feedback from the recent PIANC AGA in Beijing and an outline of our plans for future activities, as well as comments on maritime barge transport from a leading industry expert. I hope that you like this new approach and look forward to receiving your news and inputs for the next edition of the PIANC UK Newsletter.



The year so far has been particularly busy for the PIANC UK committee in general and the PIANC MMX Organising Committee in particular to prepare for the forthcoming PIANC MMX Congress in Liverpool. An update on this event is contained in this newsletter and I would like to thank everyone who has provided input and support to date to move this event forward. I would also like to welcome three new members of the

PIANC UK Committee, Steven Hutchinson from Scott Wilson, Brian Reeve from Port of Tyne and Jim Stirling from British Waterways, and look forward to their valuable support in the future.

Stephen Cork
Chairman PIANC UK
s.cork@hrwallingford.co.uk



Contents

A message from the PIANC UK Chairman.....	1
Setting the Course – From the desk of the Government Chief Delegate	2
Report on the 2007 AGM and technical seminar.....	4
PIANC ANNUAL GENERAL ASSEMBLY 2008 – BEIJING	4
Tour to the Three Gorges Project	5
Report on PIANC Locks, Barriers and Barrages Seminar March 2008.....	8
MMX 2010 Congress – Update	8
Report on PIANC Technical and Social weekend –2007 – Tenby	9
Next PIANC Technical and Social weekend – 26-28th September 2008 – Liverpool.....	10
UK Barge Traffic Increases	11
Coasts, Marine Structures and Breakwaters 2009 Conference	12
PIANC International Working Groups Update.....	12
2008 Technical Seminars Programme	15
Future PIANC International Dates for your diary	15

Setting the Course – From the desk of the Government Chief Delegate

Promotion Commission

In the past year, the Promotion Commission approved by the 2007 AGA in Cochin has been working with experienced professional consultants to review all of PIANC's activities and services in the light of present-day needs and technologies. I have participated in this dynamic exercise, which is aimed to refresh the relevance, visibility and impact of PIANC as a global organisation.

The Commission has looked hard at some of the traditional conceptions of PIANC and how it appears from the outside. The term "navigation" is used in several different contexts and increasingly causes confusion, so PIANC will in future focus on "waterborne transport", with the objective of being:

"The global organisation providing guidance for sustainable waterborne transport infrastructures for ports and waterways".

with the slogan "**Setting the course**". This is encapsulated in a new 8-page brochure which clearly sets out the PIANC credentials and opportunities for its members. A supporting toolbox for the presentation of PIANC to other organisations and prospective members is also in preparation. A new website is planned for 2009, and there will be an increase in press releases and media communications in Brussels, which is one of the biggest media centres in the world.

Cooperation and outreach

PIANC's outreach to regions currently not well represented within PIANC and to 'countries in transition' is led by the Cooperation Commission (CoCom) chaired by Han Ligteringen (The Netherlands). Han has revitalised CoCom, and it now has 20 members from 17 countries, including 6 'countries-in-transition' plus 2 observers (including one from UNCTAD).



INTERNATIONAL NAVIGATION ASSOCIATION

UK SECTION NEWSLETTER - Summer 2008 edition

Significant initiatives include:

- a Regional Group of Central and Eastern Europe has been reactivated through the Austrian Section;
- a Francophone West African Group is being developed;
- a Mediterranean Group has been formed;
- an East Asian Group (Japan, China and Korea) is being formed;
- Argentina has established a new National Section;
- Brazil has rejoined as a qualifying member;
- Serbia has joined as a new qualifying member.

Both the original term 'developing countries', and the term 'countries-in-transition' which replaced it, are now regarded as being superseded by 21st century attitudes and progress. The remit of CoCom will, in future, be to engage with any country not associated with PIANC, and to help them to participate as qualifying and then full participating members.

The UK Section needs a new CoCom representative, who has the interest and resources to support this important dimension of PIANC international activity. It might particularly appeal to someone in a company with international business who would benefit from the insight, contacts and networking opportunities that CoCom provides. If you are interested, please contact the PIANC UK Section Chairman or the PIANC UK Secretariat.

Continuity and change

At the 2007 AGA, Eric van den Eede (President) and Louis van Schel (Secretary-General) were re-elected for a third and final term of four years to 2011. They will ensure that the International Secretariat continues to be hosted by the Flemish Government in Brussels during their terms of office, but PIANC has to face the probability that a transition to a full-time paid Secretary-General will become necessary in 2011.

Following the resignation of Sandra Knight (USA) as chairman of the Inland Navigation Commission (InCom), our own Ian White was proposed by the UK Section and was appointed to take her place. This also gives him a place in the Executive Committee (ExCom) and thus provides the UK Section with a direct link into the international organisation, particularly valuable in the run-up to the 2010 Liverpool Congress.

Dick Tromp (The Netherlands) has completed two terms as chairman of the Maritime Navigation Commission (MarCom) and has been succeeded by Geoffroye Caude (France).

Harald Kothe (Germany) has succeeded Bob Engler (USA) as the chairman of the Environment Commission (EnviCom).

Geoffroye Caude completed his 4-year term as Vice-President at the 2008 AGA in Beijing, and has been replaced by Yasuhiro Kawashima (Japan).

Report by Mike Thorn
UK Government Chief Delegate
e-mail mfcthorn@supanet.com

Report on the 2007 AGM and technical seminar

The AGM day is one of the major highlights of the calendar for the UK Section of PIANC. This was held at the Institution of Civil Engineers at the end of November 2007.

In the afternoon we held a very successful seminar on 'Breakwaters, History, Design and Construction'. Seven speakers covered a wide ranging set of topics including design issues (Janice McKenna, Jacobs), history, failures, and lessons learned (William Allsop, HR Wallingford), and Breakwater Design Tools (Kirsty McConnell, HR Wallingford).

These presentations were followed by four very interesting case histories: firstly the Royal Yacht Squadron Breakwater at Cowes, by Steve Wilson of Dean and Dyball, followed by the Costa Azul LNG Breakwater by Steve Huchinson of Scott Wilson and Mike Toulson of Costain. Then Susan Grummitt of Cullen Grummitt and Roe described the ongoing work of the new Great Yarmouth Breakwater, and Chris Boysons - Halcrow finished with an account of the extraordinary struggles to maintain a breakwater for the remote and tiny population of - Tristan Da Cunha.

The AGM followed in the evening, when we were delighted to have Eric van den Eede, President of PIANC, who provided an interesting update on developments in PIANC, not least being the planning for the 75th Anniversary Congress, PIANC MMX, to be held in Liverpool in 2010.

Finally the PIANC Annual Guest Lecture was given by Nick Tasker of the UK Hydrographic Office: "From Leadline to LIDAR" described the fascinating range of work carried out by the Hydrographic Office in surveying the oceans of the world and producing charts to meet the needs of today's shipping community.

Report by Peter Hunter
PIANC UK MarCom Rep
e-mail p.hunter@hrwallingford.co.uk

PIANC ANNUAL GENERAL ASSEMBLY 2008 – BEIJING



A delegation of four members of the UK Committee attended the Annual General Assembly in Beijing in May. Across the road from the Beijing International Convention Centre and Continental Grand Hotel was the new "Bird's

Nest" Olympic Stadium, heavily guarded by armed soldiers under sun parasols. Delegates were not allowed to get any closer than the general

population of Beijing taking photographs. The site development was impressive, but the air of Beijing was hazy with fine dust blown from the Western deserts.

The key business of the AGA is reported *From the Desk of the Government Chief Delegate*. It was followed by a technical visit to the rapidly expanding Port of Tianjin, the maritime gateway to Beijing, and serving more than half of



the land area of China. This was not a soft day: the visit programme began with breakfast at 0530 followed by a four-hour coach journey with police escort. In 2007, the Port of Tianjin had a cargo throughput of over 300 million tons, and a container throughput of 7.1 million TEUs. It is enormous. We were shown the latest development of the

East Free Port of Tianjin, covering an area of 30 sq km – a vast reclamation and new berths serviced by a forest of the latest container cranes, standing idle and ready in anticipation of the future traffic volume. No market-driven capitalist economy could afford to do this on this scale. After a brief visit to the Tianjin Research Institute for Water Transport Engineering and another four hours in the coach, the visit ended with a guided gallop through the Imperial Summer Palace gardens of Beijing.

In contrast, the following two days of Technical Seminar were gentle. But the papers on Chinese developments for inland and maritime water transport reflected the intensity and the scale of infrastructure construction in modern China. Perhaps the UK was like this in the nineteenth century when the Victorians were engineering and building a new world.

Report by Mike Thorn
UK Government Chief Delegate
e-mail mfcthorn@supanet.com

Tour to the Three Gorges Project

Following a very successful AGA and navigation seminar in Beijing, a visit to the Three Gorges Dam and cruise on the Yangtze River was organised by PIANC China. About fifty four people attended the visit and cruise and it is fair to say that all of us were astounded by the scale of the project and the intensity of construction that has taken place over the last few years and in fact is still occurring.



The Three Gorges Dam creates a reservoir some 600km long whilst raising water levels by about 100 metres. It alleviates significant flooding caused by the Yangtze which in the past has had devastating effects, improves navigation capacity from some 10 million tonnes pa to a figure of 100 million tonnes per annum and generates up to 225,00MW of hydro-electric power which is about 66% of the UK demand!

The dam has two sets of staircase locks each comprising five chambers 280m long, 35m wide, 5m draft and 20m lift. Currently only four chambers are in use on each flight as the dam is not yet full.

One flight of locks is for upstream traffic and the other is for downstream. The capacity of each lock is 10,000 tonnes but is already running nearly at capacity. It takes about two hours to be penned up through the locks.

A ship lift is currently under construction which will bypass the locks and allow for vessels up to 3,000 tonnes to transfer across the dam in some fifteen minutes!

The use of the river for navigation has increased enormously and there has been significant investment in new wharves and vessels. Longitudinal ro-ro ferries are provided for HGVs that load at large slipways installed at each town. The HGVs bypass the locks by using an upstream and downstream slipway with ferry services terminating at the dam.



Coal, fuel, new vehicles, amongst general cargoes, are transported up and down the river. Floating processing plant using cyclones, self dredge sand and gravel to self discharging barges which service construction projects.

The river has some 20 metres to fill as yet, and to overcome this problem, floating wharves with their own craneage, are anchored at the foot of revetments with funicular railways running up and down the banks to carry items into adjacent storage areas or factories ranging from one tonne flexi bags to TEUs!

The tourist potential of the river has also increased enormously and it is interesting to speculate as to whether the benefit of this was taken into account when originally justifying the scheme. It is now a major employer and a significant earner of foreign currency!

The scenery along the river is to put it mildly. stupendous. The river walls are almost vertical for tens of metres. The land is heavily corrugated and there are numerous tributary valleys leading off the main river to other settlements. All of these have been affected by the dam and some one million people at least have had to be relocated into new cities and towns.

New road networks have been built with numerous large viaducts being constructed across the side valleys to give linear continuity.

We all struggled to find words to sum up the experience but at the end someone described the level of investment, construction and sheer scale of the projects as being on warp speed eight!

Report by Ian White
Chairman PIANC InCom
e-mail ian555white@btinternet.com

Report on PIANC Locks, Barriers and Barrages Seminar March 2008

About 70 participants were at the ICE in March for a review of some recent developments on Locks, Barriers and Barrages. Peter Hunter described some of the more interesting innovations in the work of InCom WG29 'Innovations in Navigation Lock Design', notably the Third Set of Locks for the Panama Canal which is at present in the tender stage. The presentation was prepared jointly by Peter and Prof. Philippe Rigo, University of Liege (Chairman of PIANC WG29 Navigation Locks)

The Prescott Lock on the River Lea, being built in connection with the urban redevelopment for the London Olympics, was described by Mark Stephens, British Waterways. This interesting project attracted a wide-ranging discussion from the participants.

The seminar turned to Barrages and Barriers, starting with John Wild of Black & Veatch who reviewed the current proposals for the Severn Barrage, which is being re-examined because of its potential to provide a substantial proportion of Britain's renewable energy targets.

Future concepts for the Thames Barrier and the Estuary were discussed by David Ramsbottom of HR Wallingford, including possible future barriers or barrages that might be needed far into the 21st century for different scenarios of sea level rise.

Finally Peter Hunter provided a brief description of the St. Petersburg Flood Protection Barrier, a massive 25km barrier that is nearing completion and will soon be providing flood protection to the city from storm surges of up to 4m at the eastern end of the Baltic.

Report by Peter Hunter
PIANC UK MarCom Rep
e-mail p.hunter@hrwallingford.co.uk

MMX 2010 Congress – Update



PIANC MMX – 32nd PIANC Congress

Liverpool : 10th – 14th May 2010

MERSEY MMX



MERSEY MMX

When the PIANC Council reviewed the overall programme for the four-yearly combined Annual General Assembly and Congress it was agreed that it would be desirable to shorten the overall period so that it makes less demand on the time and resources of those who attend the whole event. From this discussion, a new pattern has emerged which will apply to the Annual General Assembly and 32nd Congress in Liverpool in May 2010. The pattern will be:



INTERNATIONAL NAVIGATION ASSOCIATION UK SECTION NEWSLETTER - Summer 2008 edition

Saturday 8th May – Brussels Secretariat arrives and sets up
Sunday 9th May – Executive Committee meets: AGA registration
Monday 10th May – Annual General Assembly meets. Congress registration and opening.
Tuesday 11th to Friday 14th May – 32nd Congress

The Congress Steering Group is actively working on the plans for what will also be a celebration of the 125th birthday of PIANC. We have twice visited Liverpool to see the £3bn worth of regeneration which is taking place for the 2008 European City of Culture, and which will continue until 2010 – our Congress year. Liverpool is a transformed city. The AGA and Congress will be held in the new BT Convention Centre right on the Liverpool Waterfront, close to the city centre attractions and a wide range of modern hotels.

We have received much useful feedback on what makes a good Congress from a wide spectrum of delegates to the 2006 Estoril Congress, and are building on that to prepare an exciting and accessible programme for 2010. If you have any views or suggestions, now is the time to let us have them.

And if your organisation might like to take part in the exhibition, or to sponsor Congress events, please let us know who we need to talk to. We are waving the PIANC-UK Section flag on behalf of all the members and need your enthusiasm and input.

The Congress Steering Group currently comprises:

Mike Thorn – Chairman	Peter Hunter
John Barker	Martin Japes
Martin Clarke	Mary Kendrick
Stephen Cork	Ian White

Report by Mike Thorn
Chairman PIANC MMX Steering Group
e-mail mfcthorn@supanet.com

Report on PIANC Technical and Social weekend –2007 – Tenby



Last year's Technical/Social weekend was attended by over 20 members and partners and arranged in Pembrokeshire by Tom McKay, where we were the guests of Milford Haven Port Authority. The Authority is responsible for the operation and management of the largest port in Wales and, as the fourth largest freight port in the UK, are embarking on a long term development plan with two major LNG projects, Qatargas at South Hook LNG and Dragon LNG both under construction

with completion and commissioning expected early 2008.

INTERNATIONAL NAVIGATION ASSOCIATION UK SECTION NEWSLETTER - Summer 2008 edition

We were given a very informative presentation by Ted Sangster, Chief Executive of MHPA and members of his senior management team. This was followed by a visit by launch to the developments underway at Milford Docks and the new LNG terminals.

The weekend also included a visit to the Vessel Traffic Management Control Centre run by MHPA and the recently completed RNLI Lifeboat Station in Tenby, hosted by the RNLI, with an excellent presentation by the resident Chief Engineer of the station backed up by Howard Richings.



*Report by Stephen Cork
Chairman PIANC UK
E-mail s.cork@hrwallingford.co.uk*

Next PIANC Technical and Social weekend – 26-28th September 2008 – Liverpool

This year's Technical/Social weekend is being arranged in Liverpool, this year's European Capital of Culture and venue for PIANC's 2010 World Congress, between Friday 26 September and Sunday 28 September.

A full programme of activities for members and partners is being arranged. This will include a technical seminar, organised in association with the Merseyside Branch of the ICE to be held on the afternoon of Friday 26 September in the meeting room of the Tate Gallery in the Albert Dock on the waterfront. On the Saturday there will be a visit to the city's famous waterfront development, a World Heritage Site, to see the startling regeneration that has recently taken place including new cruise liner facility and canal extension. A visit on the Saturday to the operational port, which is handling more cargo than at any time in its history, may also be arranged but this is subject to confirmation. A Group Dinner (at around £35 per head including wine) will be arranged at the Albert Dock for Saturday evening, with an informal dinner on the Friday evening also optional. Visits to the Albert Dock's Merseyside Maritime Museum and Tate Liverpool, both housed in the country's largest collection of Grade One listed buildings, is optional for the Sunday, as is a visit to Grosvenor's new £1bn Liverpool One shopping centre nearby, which is Europe's largest city centre retail development.

Further details, including a full programme and recommendations for accommodation, will be included in a flyer to be posted on the PIANC website imminently. If you have any questions on this please contact Stephen Cork on s.cork@hrwallingford.co.uk .

*Report by Martin Clarke
PIANC Liverpool Liaison
Martin.Clarke@jacobs.com*



UK Barge Traffic Increases

The UK domestic waterborne freight statistics for 2006 were published in November 2007 and show that there had been a recovery to 3.6 million tonnes for barge traffic from the very low 2.6 million in 2004. This is movement entirely on sheltered waters but realistically to this must be added traffic which has a sea-going component but with some penetration along an inland waterway e.g. to Manchester, Goole and Trent wharves. Some 34 million tonnes of foreign trade penetrated the waterways, up from 30.1 million in 2004, and accounted for 66 per cent of waterway traffic. Other traffic with a sea-going element is classed as 'one-port' or 'coastwise' which amounted to 4.9 and 8.5 million tonnes respectively – both up from 2004. The overall inland waterway traffic amounted to 51 million tonnes – just two per cent of the domestic freight movement. The average length of haul was 46 km with 47 per cent of the tonnage moving less than 40 km, 37 per cent moving between 40 and 80 km and only 16 per cent moving more than 80 km.

In terms of barge traffic the Thames/Medway (2.44 million tonnes) and Humber network (0.69 million) were the most important waterways followed by the Manchester Ship Canal (0.32 million) and Severn (0.19 million). An interesting new traffic started in November 2007 when the Tesco Company started the regular movement of imported wine in containers by barge on the Manchester Ship Canal from Liverpool to a bottling plant in Manchester. Hopes for extension of aggregates movement on the Severn from Ryall down to Gloucester and expectation of barge traffic to the Olympic site in East London should also add to barge movement in the next few years. However, a 400-tonne, self-propelled Dutch barge intended for movement of aggregates on the Severn has now been relocated to trade on the Thames – probably reflecting a continuing problem of inadequate water depths and wharf provision. In 2006 dry bulk (mainly aggregates but some grain) accounted for 1.96 million tonnes of barge traffic, unitised cargo (mainly waste on the Thames) to 0.70 million and other cargoes to 0.02 million.

In the period 1999 to 2004, Freight Facilities Grants totalling £24.6 million were made to 38 inland waterway projects which together represented a saving of 30 million lorry road miles. Increasing traffic may in part reflect successful FFG projects and there is evidence to suggest that large firms will increasingly adopt transport strategies which favour carbon reduction. The involvement of the well-known Eddie Stobart road haulage company in waterborne freight as an element in new multi-modal operations centred on Weston Point is welcome news. However, in February, the Department for Transport announced that despite availability of funding no waterborne freight grant had been made since 2005 because of problems in satisfying EU constraints on state aid.

An announcement that the government has set up a joint inland waterways committee with representation from most government departments, the main navigation authorities and the Inland Waterways Advisory Council may help to increase the joined-up thinking which has been so obviously lacking in the past. It can but be hoped that this, together with the revamped Sea & Water promotion group, will have a favourable impact on the water-borne option for freight movement.

Report by Dr. David Hilling
PIANC UK Committee
e-mail david@hilling.supanet.com



Coasts, Marine Structures and Breakwaters 2009 Conference

This conference will address the design, performance, installation and maintenance of the structures necessary to extract marine energy around nearshore seas and coasts. It will also offer new material on coasts, marine structures and breakwaters.

It will be held from **16 - 18 September 2009** and will be the **ninth conference in the international breakwaters series** recognised for its balanced presentations on research, design and construction with a strong emphasis on practical application. These conferences are a forum for forthright discussion, highlighting advances and identifying areas of debate.

To be held at the Edinburgh International Conference Centre, the conference will comprise technical plenary sessions with each paper introduced by the authors. Papers will be issued to registrants beforehand, to allow informed discussion during the conference. As before, both the papers and the discussions will be recorded in the formal proceedings.

Report by Prof. William Allsop
 ICE Maritime Panel
w.allsop@hrwallingford.co.uk

PIANC International Working Groups Update

The following is a list of currently active working groups which have not yet published their report – and the name of the relevant PIANC UK Section representative/s.

Further information on PIANC working groups can be found on the PIANC international website <http://www.pianc-aipcn.org>

WORKING GROUP	UK REPRESENTATIVE
Inland Navigation Commission (InCom)	UK Head Representative: Ian White (Chairman) – seeking another UK rep
25 Maintenance and renovation of navigation infrastructure	Laurence Morgan (British Waterways) Graham Holland (British Waterways)
27 Guidelines for environmental impacts of vessels	Paul Beckwith / Caroline Tandy (British Waterways)
28 Development in automation and the remote control of river works	Chairman: John Dixon (British Waterways)Published
29 Innovations in navigation lock design	Peter Hunter (HR Wallingford)
30 Inventory of inspection and repair techniques of navigation structures (steel, concrete, masonry and timber) both underwater and in-the-dry	John Edward Garrod (Environment Agency)
31 Organization and management of river ports	None
32 Performance indicators for inland waterways transport	In formation None
127 Fish Passages	Re-launched - representative requested (deadline – 1 Aug 2008)
128 Alternative bank protection methods for inland waterways	Wayne Adams (Buro Happold) Paul Beckwith (British Waterways) (corresponding member)



INTERNATIONAL NAVIGATION ASSOCIATION
 UK SECTION NEWSLETTER - Summer 2008 edition

129 Waterway infrastructure asset management maintenance	Graham Holland (British Waterways) Chairman
Permanent WG 1 River information systems	None
Maritime Navigation Commission (MarCom)	UK Head Representative: Peter Hunter
39 Monitoring of breakwaters	UK representative appointed
42 Implementation manual for life cycle management of port structures	Peter Spragg (High Point Rendel)
43 Minimising harbour siltation	Chairman: Bob Kirby (Ravensrodd)
45 Post-earthquake actions for restoration of port structures	Scott Steedman (Consultant)
46 Maritime freight transhipment	Heather Chaplin (River Sea Trading) (corresponding member)
47 Criteria for the selection of breakwater types and their optimum damage risk	William Allsop (HR Wallingford)
48 Guidelines for port constructions related to bow thrusters	Graham Horner (Consultant)
49 Horizontal and vertical dimensions of fairways	Chairman: Mark McBride (HR Wallingford)
50 General principles for the design of maritime structures	Chairman: Chris Boysons (Halcrow) Robert Dunsire (Jacobs)
51 Water Injection Dredging	Paul Hesk (Van Oord) Nick Smith (British Waterways) (Corresponding member) Andrew Cranch (Royal Haskoning) (Under 35 member)
52 Criteria for the (Un-)loading of Container Ships'	Chris Boysons (Halcrow)
53 Design and construction of maritime structures in tsunami prone areas	In formation
54 Use of hydro/meteo information to optimise safe port access	In formation
55 Safety aspects of berthing operations of oil and gas tankers	In formation
56 Use of geotextiles in waterfront applications	In formation
57 Stability of pattern-placed revetment elements	In formation
Recreational Navigation Commission (RecCom)	UK Head Representative: Martin Clarke (Jacobs) (tbc)
15 Use of alternative materials in marina construction	Vacant
16 Protecting water quality in marinas	Val Cooper (Halcrow) Ian Cruickshank / Chris Mead (HR Wallingford)
17 Guidelines for marina design	Ian Cruickshank (HR Wallingford) (Corresponding member)
130 Anti-sedimentation systems for marinas and yacht harbours	Tim Beckett (Beckett Rankine & Partners) Matilda Kitou (Arup) (young professional)
131 Catalogue of marina construction elements	Robin Webb (Consultant)
132 Dry Stack Storage	New - representative requested (deadline – 1 Aug 2008)
133 Economic aspects of recreational	New – representative requested

INTERNATIONAL NAVIGATION ASSOCIATION
 UK SECTION NEWSLETTER - Summer 2008 edition



navigation	(deadline – 1 Sept 2008)
134 Design and operational guidelines for superyacht facilities	New – representative requested (deadline – 1 Sept 2008)
Environmental Commission (EnviCom)	UK Head Representative: Jan Brooke
10 Environmental risk assessment in dredging and dredged material management	Neville Burt (HR Wallingford)
11 Management and reclamation of dredged material and end use of existing confined disposal facilities	Vice-Chairman: Lena Paipai (Halcrow)
12 Sustainable waterways in the context of navigation and flood management	None
13 Best management practices applied to dredging and dredged material disposal projects for protection of the environment	Vice-Chairman & Secretary : Christine Adnitt (Posford Haskoning) Stefan Bolam (CEFAS) Caroline Fletcher (HR Wallingford) Peter Whitehead (ABPmer)
14 Dredged material beneficial use options and constraints	Lena Paipai (Halcrow)
15 Dredging and port construction around coral reefs	Steven Freeman (ABPmer) Caroline Fletcher (HR Wallingford) Emily Corcoran (UNEP-ICRAN) Stefan Hain (UNEP-WCMC)
16 Management of ports and waterways for fish and shellfish habitat	Peter Henderson (Consultant) Claire Brown (ABP Mer) <i>(corresponding member)</i>
Expert Group 2 Environmental benefits of waterborne transport	John Gardner (Consultant)
Expert Group 3 Climate Change and navigation	New – in formation
Cooperation Commission (CoCom)	UK Head Representative: Vacant
1 Small island ports	None
2 Best practices in coastal stabilisation	New – in formation
126 Training in ports and waterways	Tom McKay (WS Atkins)

Report by Chris Boysons
 Technical Coordinator – PIANC UK
BoysonsCA@halcrow.com



2008 Technical Seminars Programme

The following table outlines the future programme of PIANC seminars planned to be held in UK 2008/9

DATE	TITLE	STATUS	PIANC CONTACT
Events 2008			
Monday 31 March	Locks, Barriers and Barrages	COMPLETED	Peter Hunter
Monday 21 April	Ports, Coasts and the WFD	COMPLETED	Jan Brooke
Tuesday 9 September	Vernon Harcourt Lecture – Peter Hunter – Barriers and barrages	CONFIRMED	Peter Hunter
Monday 22 September	Trends in Modern Ship Design	PROVISIONAL	Stephen Cork
Friday 26 September	Merseyside Seminar Tate Gallery, Liverpool	CONFIRMED	Stephen Cork
Monday 27 October	Cargo Handling in ports and terminals	PROVISIONAL	Brian Reeve –
Friday 28 November	Marine Construction	PROVISIONAL	Steven Hutchinson
Friday 28 November	AGM Lecture – Title TBA	PROVISIONAL	Stephen Cork
Future events 2009			
Tbc	Marinas and Megayachts		Chris Boysons
Tbc	Cruise Ship Terminals		
Tbc	PIANC Young Professionals Meeting		

Report by Chris Boysons
 Technical Coordinator – PIANC UK
BoysonsCA@halcrow.com

Future PIANC International Dates for your diary

7-9 October 2008. Mediterranean days of Coastal and Port Engineering. This event will be the first in a series organised by the Italian, French, Spanish and Portuguese sections of PIANC and will be held in **Palermo, Italy** from 7-9th October. Papers are invited and further details can be found on their website www.mediterraneandays2008.it

25 – 28 May 2009. Annual General Assembly, seminar and technical visits – **Helsinki, Finland**. A post-AGA tour to the Arctic Circle will also be offered as an option. The UK delegation is limited to 10 members plus the Chief Delegate. Please let Stephen Cork know if you are interested in joining the delegation next year. Further details on the PIANC website www.aipcn.org (

10 – 14 May 2010. Annual General Assembly and PIANC Congress – **Liverpool, UK** – see the website at www.piancmmx.org

INTERNATIONAL NAVIGATION ASSOCIATION
UK SECTION NEWSLETTER - Summer 2008 edition



To find out more about PIANC, please visit:

www.pianc.org.uk (PIANC UK)

www.piancmmx.org.uk (PIANC MMX)

www.aipcn.org (PIANC HQ, Brussels)

Or contact

Pat Marsh (PIANC UK Secretary)

pat.marsh@ice.org.uk Tel: 0207 665 2235

Stephen Cork PIANC UK Chairman

s.cork@hrwallingford.co.uk Tel 01491 832381