

Presenting

PIANC

The World Association for
Waterborne Transport Infrastructure



Presentation by

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President

at the occasion of the
PIANC 125th Anniversary Celebration
in Asia



"Setting the course"



Nagoya, Japan 12-14 September 2010



“Looking back upon PIANC’s 125 years history”



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Summary

- 1. Introduction
- 2. Historic Overview
- 3. Overview of Activities
- 4. Accomplishments
- 5. Offspring
- 6. Looking Forward



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1. Introduction

What PIANC Stands For

The global organisation providing guidance for sustainable waterborne transport infrastructure for ports and waterways

- PIANC is the forum where professionals from around the world join forces to provide expert advice on cost-effective, reliable and sustainable infrastructure to facilitate the growth of waterborne transport.
- Established in 1885, PIANC is the longest-standing organisation in its field, and continues to be the leading partner for governments and the private sector in the design, development and maintenance of ports, waterways and coastal areas.



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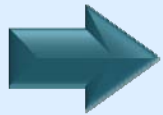


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Waterborne transport, a vital solution for today

A powerhouse for the world economy



Waterborne transport depends on the quality of its infrastructure. PIANC is the only global organisation providing guidance for the development of reliable and cost-effective infrastructure for waterborne transport.

An unrivalled environmental footprint



Today, waterborne transport offers the most sustainable options for freight transport worldwide. PIANC greatly contributes to this from an infrastructural point of view.

Putting safety first



PIANC actively promotes a common technical culture of coastal engineering through its international Working Groups.



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How we work

- **Our Commissions and Working Groups reflect the unique variety of topics and issues covered by PIANC**
 - 4 commissions for technical and scientific activities, focusing on: inland navigation, maritime navigation, recreational navigation and environmental matters.
 - 1 commission for international co-operation and relations with Countries in Transition.
 - Commissions execute PIANC's Strategic Plan, co-ordinate the work of our technical Working Groups, and provide reference information for conferences and publications.
 - Participation open to delegates from each Qualifying Member



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7 reasons to join PIANC

1 Join a worldwide *network* of fellow experts and professionals

2 Benefit from more than a century of *expertise*

3 Gain access to advanced *technical information*

4 Share your knowledge and experience through *Working Groups, Commissions* and National Sections

5 Make your voice heard within the community and on the *international* scene

6 Use a unique springboard for *young professionals*

7 Team up with *public decision-makers*



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2. Historic overview

2.1 The early days (1885-1914)

- On May 25, 1885 1st Congress opened in Brussels in the “Palace of the Academies” with 400 participants.

subjects:

- conditions and toll on maritime canals
- consolidation of banks
- advantages of different lock systems

- Next Congresses in Vienna (1886), Frankfurt (1888), Manchester (1890), Paris (1892), The Hague (1894)

Main topics:

- inland navigation statistics
- navigation on rivers and estuaries
- construction and maintenance of navigable waterways



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- These Congresses were limited to inland navigation. In 1898 a merger took place with the Ocean Navigation Congress (started in 1889) at the occasion of the 7th Congress in Brussels with 1374 participants from 32 countries.
- In 1900 the 8th Congress was part of the Universal Exhibition in Paris. At this occasion PIANC was created as a permanent association consisting of a Permanent Commission and a Permanent Bureau.
- Major decisions:
 - Congresses would consist of 2 sections (Ocean and Inland Navigation) with 3 subjects each
 - three official languages: English, French, German
 - statutes to be elaborated



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- **At the Düsseldorf Congress (1902) Statues approved:**
 - **objective: to improve inland and ocean navigation**
 - **management: PIC/Permanent Bureau/Executive Bureau**
 - **seat: Brussels**
 - **main activity: organisation of Navigation Congresses**



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- In 1905 the Congress in Milan attracted a record number of participants: 2119 and 855 partners.
- The prewar period was concluded by Congresses in St. Petersburg (1908) and Philadelphia (1912) the first outside Europe, opened by President Taft. The 1915 Congress in Stockholm was cancelled because of the Great War.



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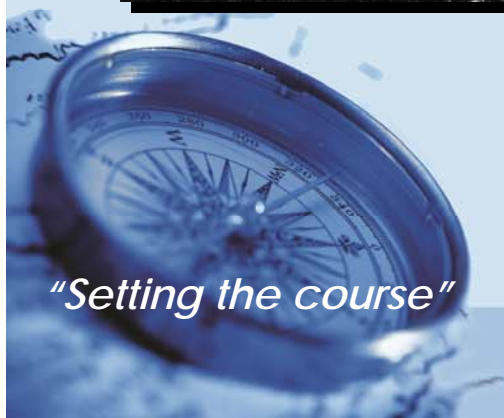


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2.2 Interwar years(1919-1939)

- Four Congresses were organised: London (1923), Cairo (1926), Venice (1931) and Brussels (1935).



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- **ExCom started on December 22, 1919 with delicate questions to be answered:**
 - how to deal with the former enemies?
 - how to continue activities?
 - how to deal with newly created countries?
- **In 1940 Congress in Berlin was cancelled because of the Second World War.**



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2.3 War and postwar period (1940-1970)

- First postwar PIC met on October 7, 1947
- Congresses restarted with Lisbon (1949) and 5 more Congresses were held before 1970 with a specific format:
 - each National Section could submit 1 paper per subject
 - general reporter presented his conclusions at the beginning of each session
 - authors could then provide additions
 - after discussion, the general reporter would present the conclusions
- New topics dealt with:
 - new vessels such as push-tows, hovercrafts, hydrofoils
 - recreational navigation
 - mathematical models
 - application of electronics to operation of waterways



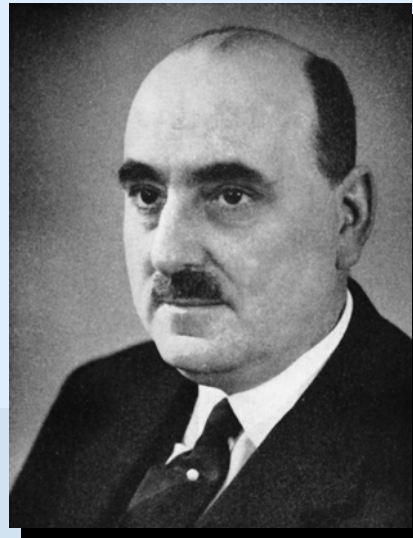
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- At the 22nd Congress in Paris (1969) participants had to pay a fee for the first time.
- In 1956 2 new Presidents were elected: Mr. G. Willems and Mr. O. Vanaudenhove.



- The need for a reform was detected because of financial difficulties, general worries about further growth, environmental problems, aversion against technical development.



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2.4 Times are changing(1970-2000)

- In 1972 the Dutch Section proposed radical changes to the rules and operation of PIANC which triggered off a process that resulted in:
 - only one Belgian President instead of two
 - a procedure for the election of a Belgian Secretary-general
 - enlargement of ExCom with 4 Vice-Presidents
 - creation of a Council with executive power as a preparatory body for the PIC.



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- The first Council met on March 25, 1976 (in Nagoya 64th meeting).
- Congresses in Ottawa (1973), Leningrad (1977) and Edinburgh (1981), the latter being organised under a revised procedure.



- In 1976: creation of PCDC (now CoCom) to deal with the specific problems of Countries in Transition that organised Conferences in Agadir (1987), Surabaya (1992), Goa (1995) and Buenos Aires (2000).



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- **1985: 1 century of PIANC celebrated with the 26th Congress in Brussels.**



- **Recognising the necessity and the importance to deal with environmental matters in 1993 an International Study Commission on the Environment (now EnviCom) was created. This commission was at the origin of new actions such as:**

- **co-operation with non-traditional groups**
- **partnering with other associations**

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- **Congresses in the nineties:**

- **27th 1990 Osaka**



- **28th 1994 Sevilla**
- **29th 1998 The Hague**



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2.5 Twenty-first century

- In 1999 the new management team started with a number of new initiatives:
 - revision of Statutes and Rules & Regulations
 - strategic planning
 - Platinum Partners
 - new housestyle
 - website
 - e-newsletter “Sailing Ahead”
 - transformation of Bulletin in Magazine “On Course”
 - YP-Com
 - MoU’s with sister associations (IAPH, IALA, CCNR, ICOMIA)



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- **Congresses of the 2000's**

- **30th 2002 Sydney**



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- **Congresses of the 2000's**

- **31st 2006 Estoril**
- **32nd 2010 Liverpool**



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3. Overview of activities

- Originally the Navigation Congresses were the only activity.
- From 1908 until 1932 “Bibliographic notes on Rivers, Canals and Ports were published containing reviews of publications within the scope of PIANC.
- In 1926 the Bulletin was started (now “On Course” magazine” as a link between the members and comprising:
 - documents relating to the Association (Annual reports, minutes of meetings, ...)
 - technical articles
 - bibliography



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- From 1932 a Technical Dictionary was started. The first chapter (River Weirs) was published in 1934.
- **Permant Technical Committees (1979)**
 - I for Inland Waterways and Ports (now InCom)
 - II for Maritime Ports and Seaways (now MarCom)
 - Sub-Committee for Sport and Pleasure Navigation (Now ReCom) (1982)

with as objectives:

- to follow developments and identify problems;
 - to prepare ToR for Working Groups;
 - to recommend subjects for Congresses;
 - to co-ordinate with other commissions and organisations.
- **Creation of the Gustave Willems Award (now De Paepe – Willems Award) in 1984 to encourage young professionals to present high-quality articles.**



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- **PIANC/COPEDEC Conferences:** after the merger in 2003 an IOC was established that organised PIANC/COPEDEC VII in Dubai (2008). Next Conference in Chennai (2012).



- **PIANC/Smart Rivers:** An American/Austrian initiative to organise dedicated Conferences for inland water transport will be incorporated in InCom from 2011 with Smart Rivers in New Orleans.
- In 2009 PIANC rebranded itself as “The World Association for Waterborne Transport Infrastructure”.



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- **Membership of World Water Council and participation in World Water Forum: Kyoto (2003), Istanbul (2009).**
- **In 2008 the Award for Best Performing National Section was created. Winners: The Netherlands (2008), USA (2009), Belgium (2010).**



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- A Climate Change Task Group was created to co-ordinate efforts with respect to the impact of global warming on navigation and flood control.
- The concept “Working with Nature” was developed to identify and exploit win-win solutions that respect nature and are acceptable to both project proponents and environmental stakeholders.



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4. Accomplishments

- Since 1924 study commissions (later Working Groups) provided guidance and recommendations.
- The first study commission dealt with the harmonisation of inland navigation statistics.
- In 1953 an International Commission for the Study of the Unification of Signalling along Inland Waterways was created. After recognition by the UN Economic Commission for Europe, the scope was broadened with police regulations and the outcome was the actual “CEVNI-code”.
- In 1974 ICORELS was set up to deal with the consequences of the fast growth in vessel sizes. 5 WG reports were published by 1980.



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- The dredging community still benefits of the report “Classification of soils and rocks to be dredged” (1972).
- Other important reports dealt with:
 - Standardisation of roll-on/roll-off Ships and Berths
 - Dredging and the Environment
 - Locks
 - Fenders
- WG 24 InCom “Vessel traffic and transport management in the inland waterways and modern information systems” served as the basis for the EU Directive 2005/44/EC about River Information Services.



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5. Offspring

- In 1926 the International Commissions on Large Dams (ICOLD) was created and became an independent organisation in 1928.
- Also in 1926 a commission of heads of Lighting and Buoying Services met to deal with the unification of maritime signalling. In 1929 a Maritime Signalling Conference was organised that eventually led to the creation of IALA (International Association of Lighthouse Authorities) with which an MoU was signed in February 2006.
- In 1935 the International Association of Hydraulic Structures Research was founded which was transformed into IAHR (International Association of Hydraulic Engineering and Research).



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6. Looking forward

- From 2011 PIANC will move to an e-publication policy: reports and magazine will be only available digitally.
- Professionalism to be supported by a full-time Secretary-General ultimately from 2015 onwards.
- Efforts to attract new Qualifying Members and Platinum Partners intensified.
- Objective to be actively represented at major events within the field of navigation, transport and logistics.
- More regional and national activities.
- More active press contacts to improve outreach and impact.

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