Report on PIANC's Commissions & Working Groups Members Meeting

Tokyo /25 March 2026

Japanese Section members of PIANC Commissions (Coms), Working Groups (WGs), and government officials had a hybrid meeting to exchange their views on PIANC Coms' and WGs' activities.

As of March 2026, PIANC Japan has our member representation on every PIANC's Commission. Further, PIANC Japan members continued to participate in 16 PIANC's Working Groups and PTGCC. In addition, other 2 WGs (WG 269 and WG 223) members are waiting for a kick-off meeting or a resume of their activities.

On 25th March, the meeting brought together representatives of InCom, MarCom, RecCom, EnviCom, CoCom, YP-Com, FinCom, ProCom, and the following 9 WGs members, in-person and online.

- WG 164: Upgrade of Port Berths by Increasing Dredged Depth
- WG 205: Design and Construction of Breakwaters in Soft Seabed
- WG 225: Seismic Design Guidelines for Port Structures
- WG 233: Inspection Maintenance and Repair Waterfront Facilities
- WG 238: Guidelines for Use of BIM in Infrastructure for Ports and Waterways
- WG 250: Breakwaters with Vertical and Inclined Concreate Walls
- WG 256: Understanding Bule Carbon: A Practical Guide
- WG 259: Climate Resilience Guide for Ports
- WG 263: Key Elements & Best Practices to Improve the Governance of Inland Waterways

Reports on progress were submitted by members of the below WGs and Task Group.

- WG 231: Mooring Bollard and Hooks: Selection, Maintenance and Testing
- WG 239: Mitigation of Tsunami Disasters in Ports
- WG 240: Guidance for Ports in Small Island Countries
- WG 243: Design, Maintenance and Sustainability of Container Terminal Pavements
- WG 248: Guidelines for Onshore Power Supply (OPS) for Ship
- WG 251: Guidance on the Design of Parted Mooring Line Arresting Systems
- WG 254: Design Guidelines for Superyacht Facilities
- PTGCC: Permanent Task Group on Climate Change

At the starting, the chair of PIANC-Japan, representatives of Qualifying Members (MLIT-Japan and MAFF-Japan) gave opening speeches.

Participants shared detailed updates on their respective activities to promote PIANC and Japanese Section goals. Among them, several WG reports are remarkably progressing towards completion.

Mr Makoto Morihashi
Deputy Director General for Engineering Affairs, Ports and Harbours Bureau, MLIT

Mr Hiroyuki Matono
Director of Construction Division, Fisheries Infrastructure Dept., Fisheries Agency, MAFF

Dr. Yoshiaki Kuriyama,
Chair of PIANC-Japan,
Vice-president of PIANC

Presentation
(e.g. Draft Report of WG 164)

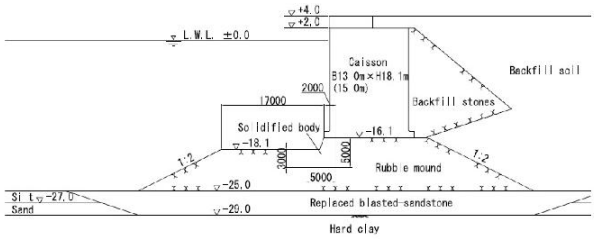
PIANC
The World Association for Waterborne Transport Infrastructure

UPGRADE OF PORTS
BY BERTH DEEPENING

PIANC REPORT N° 164

MarCom Working Group Report N° 164 – 2026

7.2.3 Deepening caisson by grouting rubble mound

Title	Deepening of caisson quay wall	
Location	Japan	
Period	-	-
Short description	This technique deepens a caisson quay wall by grouting a rubble mound beneath the caisson and excavating the solidified rubble mound up to a required depth.	
Drawing		
Type	Gravity-type caisson quay wall	Port area
Retaining height / deepening	Ground surface level: +4.0 m Mound level initial: -16.1 m Mound level deepening: -18.1 m	Initial retaining height: 20.1 m Deepening: 2.0 m
	• The facility is improved to accommodate more than 200,000 DWT	

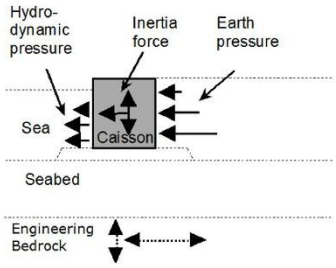
Presentation (e.g., WG 225 Progress)

PIANC Marcom WG 225 Report
"Seismic Design Guidelines for Port Structures"

Atsushi Nozu

Old design

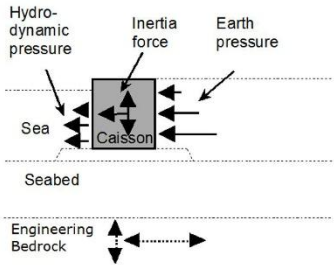
Only equivalent static approaches were used.



This approach does not work for very strong ground motions.

Performance based design

For moderate ground motions: minimal damage.



For very strong ground motions: allow acceptable damage.