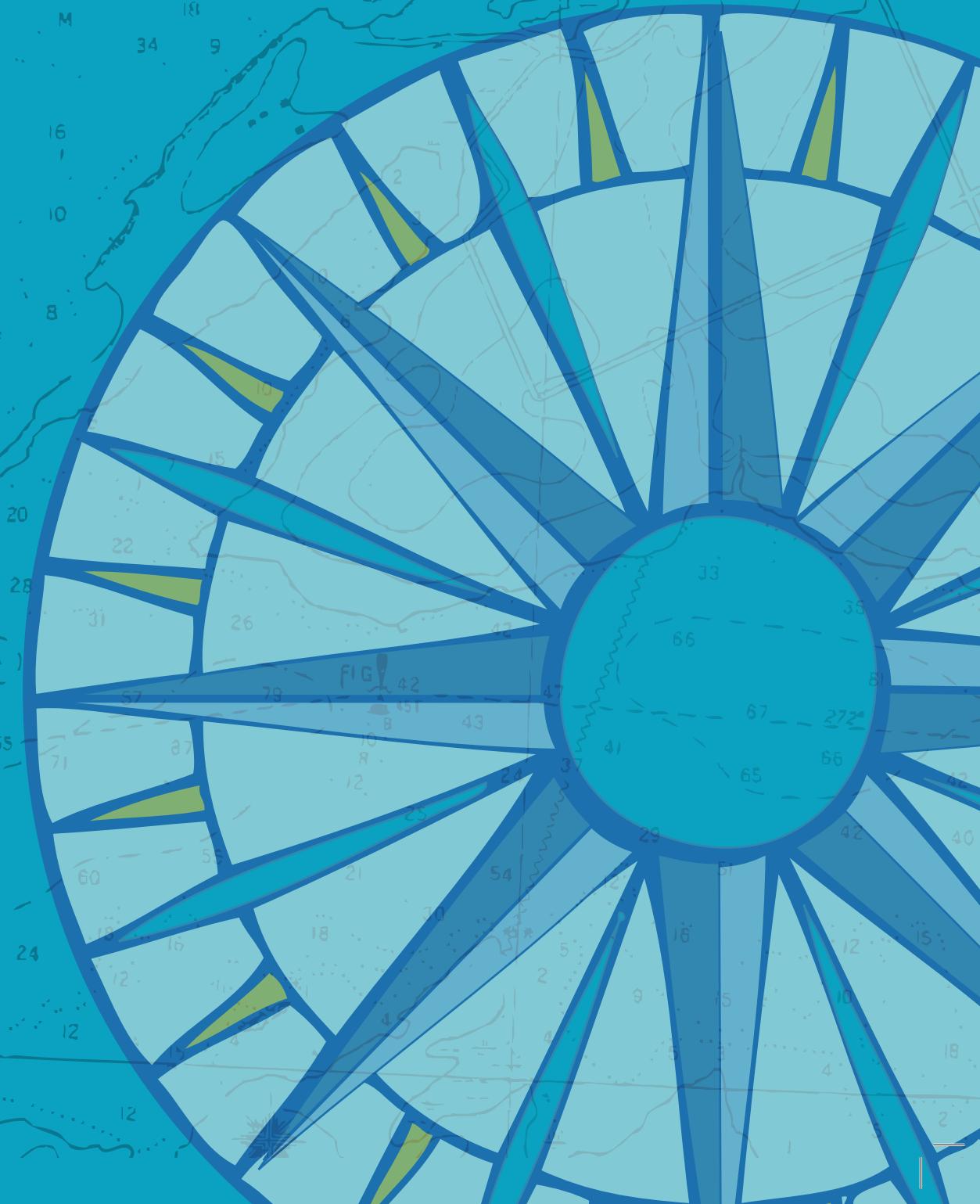


PIANC

Setting the course



PIANC is

the global organisation providing guidance for sustainable waterborne transport infrastructures for ports and waterways

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

As a non-political and non-profit organisation, PIANC brings together the best international experts on technical, economic and environmental issues pertaining to waterborne transport infrastructures. Members include national governments and public authorities, corporations and interested individuals.

Providing expert guidance and technical advice

PIANC provides guidance to public and private partners through high-quality technical reports. Our international working groups develop regular technical updates on pressing

global issues to benefit members on shared best practices.

Keeping the international waterborne transport community connected

PIANC holds an International Congress every four years in one of its member countries. This forum is open to members and non-members to present and discuss topics relevant to the waterborne transport infrastructure sector. Additionally, PIANC organises the PIANC-COPEDEC *International Conference on Coastal and Port Engineering in Developing Countries*. Its mission is to allow coastal and port engineers from countries in transition to exchange know-how and experience with colleagues around the world.

PIANC members stay connected through regular communications: "On Course", a quarterly magazine with technical articles and news from the waterborne transport community and "Sailing Ahead", an e-newsletter for



the PIANC community. For more information, please visit PIANC's web site at:

www.pianc.org

Supporting Young Professionals and countries in transition

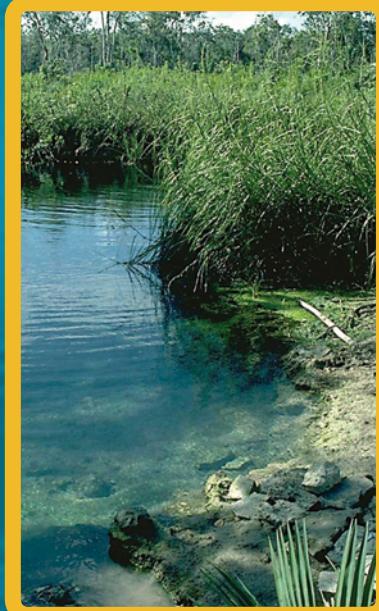
As the international forum for exchanging insights on the technical aspects of waterborne transport infrastructures, PIANC has made it a top priority to give Young Professionals the support they need early in their career, and involving them in the association. A separate PIANC commission, composed of Young Professionals, has been created to address their needs.

For waterborne transport to remain effective in the 21st century, port, waterway and marina infrastructures will need to be strong, reliable and sustainable on a global basis. Part of the answer to this challenge will involve expanding the PIANC network to countries in transition, and boosting their economic development through technical assistance and training programmes.

PIANC's strategic objective: to remain the leading international source of waterborne transport-related information in the 21st century.

CASE STUDY

Promoting a partnership approach to water management



Adopted in 2000, the EU Water Framework Directive (WFD) initiated an integrated approach for the safeguarding, restoration and sustainable use of all water bodies (including rivers, lakes, coastal waters and estuaries) with important implications for the waterborne transport sector. In 2003, PIANC played a leading role in assembling a high-level Task Group of European and international organisations to raise awareness of the Directive, to facilitate the provision of up-to-date technical information, and to work towards a consistent and fair implementation of WFD by EU Member States' authorities. PIANC also organises regular conferences and seminars on the WFD, and contributes to joint position papers and consultation responses.

Waterborne transport: A vital solution for today

For centuries, civilisation and commerce have been closely linked with waterborne transport. Waterborne transport was one of the only possible means for explorers to discover the world, for passengers to travel across long distances, and for cities and regions to expand and develop their economies.

In today's globalised marketplace, transportation is more than ever the central link connecting production centres to markets throughout the world. Cost-efficient, environmentally friendly and increasingly safe, waterborne transport remains at the forefront of the global economy, facilitating the ongoing expansion of international trade.

A powerhouse for the world economy

With world population growing rapidly, the demand for food, energy and consumer goods continues to increase and so does the need for waterborne transport. Waterborne transport has a global reach, and offers significant opportunities for economic growth in the industrialised world and countries in transition. The facts are:

- World seaborne trade exceeds 7 billion tons yearly, and the volume of world merchandise trade grows at an average annual rate of 7 to 8% (source: UNCTAD Review of Maritime Transport 2007).
- 3.5 billion tons of cargo travel through European seaports each year.
- Over 90% of world trade is carried by the international shipping industry.
- Waterborne transport contributes 4-8% of GDP and 2-4% of the labour force in OECD countries.

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

An unrivalled environmental footprint

No other mode of transportation can match waterborne transport's environmental performance. At a time when policy-makers seek solutions to combat climate change without impacting economic growth, waterborne transport can increase global transport capacity with the lowest environmental impact per ton transported, both in terms of energy consumption and atmospheric pollution.

- According to a 2004 study by the World Business Council for Sustainable Development, road vehicles accounted for 77.3% of the total energy consumption in the transport sector worldwide in 2000, vs 11.6% for air transport and only 9.5% for waterborne shipping.
- In 2006, the Stern Review on the Economics of Climate Change noted that waterborne shipping and rail transport produce only 1.75% of greenhouse gas emissions, compared to 10.5% for road transport alone. Similarly, the UK Greenhouse Gas Inventory 2006 showed that despite significant increases in global trade flows between 1990 and 2004, CO₂ emissions from shipping went down 11% during the same period.

This strong track record has been acknowledged in several initiatives by the European Union, e.g. the Motorways of the Sea. Maritime transport is 13 times less polluting than road transport in terms of carbon and particulate emissions, and 19 times less in terms of hydrocarbons.

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

Putting safety first

The development of waterborne transport also means the development of innovative solutions for port and coastal defence infrastructures, which are key as the 21st century faces new challenges of global warming and rising sea levels. The percentage of world population living near the sea is also growing, and coastal engineering will play a significant role to ensure that people and lands are protected.

PIANC actively promotes a common technical culture of coastal engineering through its international working groups.

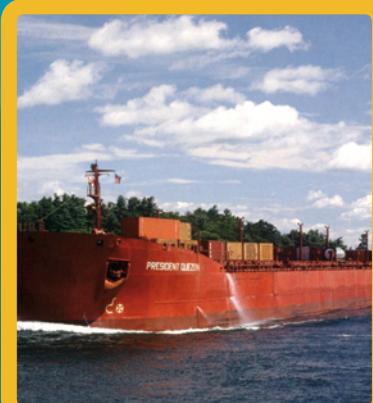
Looking ahead

Waterborne transport will remain an attractive choice in the 21st century, providing the same vital functions to the world economy while offering solutions to new challenges like centuries before. As the economy grows and expands geographically, transport capacity must develop at twice the industry growth rate – with solid infrastructures for the world's harbours, ports and waterways.

Waterborne transport provides a new profile for a new era: PIANC will ensure its cost-efficiency, environmental sustainability and safety.

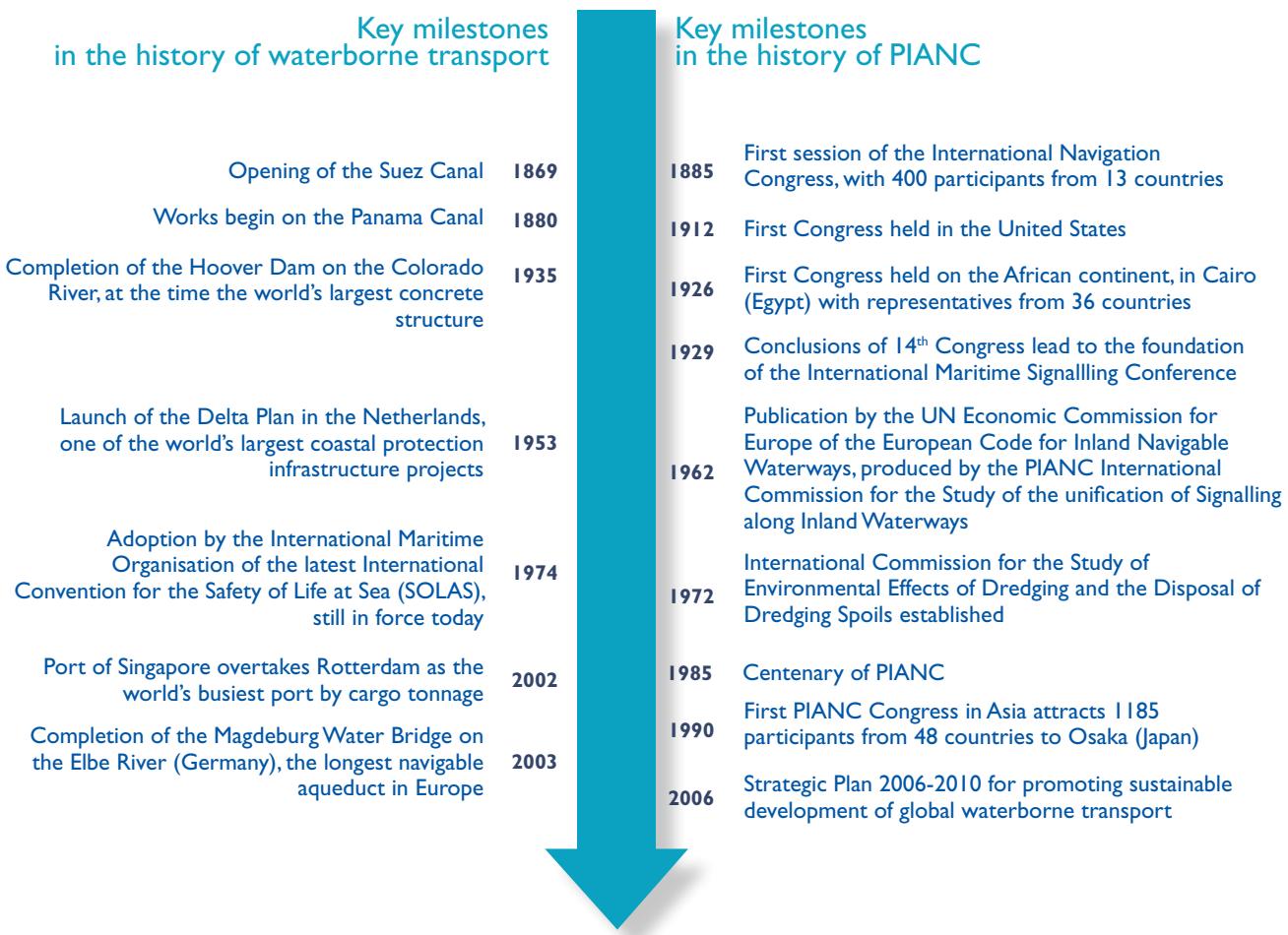
CASE STUDY

Bringing state-of-the-art expertise to major infrastructure projects of our time



The beginning of the 21st century is seeing the implementation of a number of milestone infrastructure projects, including major port expansions across the world, the new lock system for the Panama Canal, and the construction of the Seine-Scheldt inland waterway connection in Europe. The technical recommendations defined and adopted by PIANC play a crucial role throughout the lifecycle of these projects, from the planning and design phases to the actual building and operation.

Historical facts about PIANC



PIANC's Commissions and Working Groups

PIANC's Commissions reflect the unique variety of topics and issues covered by the organisation. Technical and scientific activities are coordinated by four Commissions focusing on inland navigation, maritime navigation, recreational navigation and environmental matters. Another commission for international cooperation deals with relations with countries in transition.

Under the supervision of the PIANC Council and Executive Committee, Commissions are tasked with the execution of the organisation's Strategic

Plan, the coordination of the work of technical Working Groups, and the provision of technical and non-technical information for conferences and publications. Commissions and Working Groups gather participants from each member country with an interest in the work or study being carried out.

In addition, PIANC has created in 2006 a new commission entirely dedicated to Young Professionals. The Commission has as its core objectives to better serve the needs of Young Professionals, help them contribute to

the future development of the organisation, and stimulate activities at the international and national levels. PIANC aims at creating an international network of Young Professionals, enabling them to share knowledge and facilitate contacts with the world's leading specialists across all working fields. A special prize, the De Paepe-Willems Award, has also been established as a recognition of outstanding technical research on waterborne transport infrastructure by young engineers.

7 reasons to join PIANC

1 Join a worldwide network of fellow experts and professionals

PIANC is a global network of professionals, spanning over nearly 80 countries, providing members with unique opportunities for exchanging expertise and networking.

2 Benefit from more than a century of expertise

Founded in 1885, PIANC remains the longest-standing organisation in its sector, offering an enduring legacy of technical knowledge.

3 Gain access to advanced technical information

Today, PIANC remains the forum of choice for experts wanting to gain access to state-of-the-art technical guidance in the field of maritime and inland navigation infrastructures and coastal engineering.

4 Share your knowledge and experience through working groups, commissions and national sections

PIANC offers many working groups for members to share know-how and experience, test ideas, and trigger new initiatives.

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

Gain access to the PIANC community worldwide, and take part in international and national events at reduced costs.

6 Use a unique springboard for Young Professionals

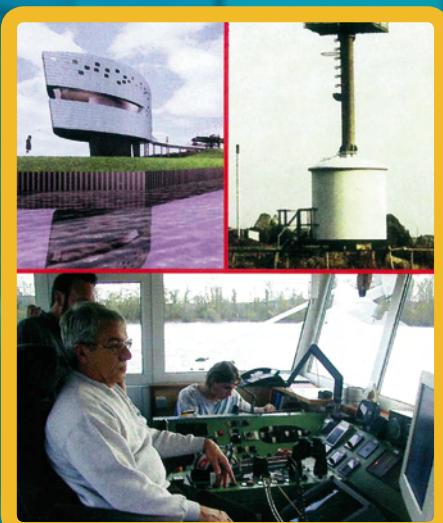
Young Professionals are officially represented in PIANC's executive bodies through their own commission, and supported through various programmes. With its annual De Paepe-Willems Award, PIANC also rewards young engineers with outstanding contributions to the development of waterborne transport infrastructures.

7 Team up with public decision-makers

PIANC is a non-political source of technical information and guidance, which governments already use and implement in their policies and legislations. Government representatives play a leading role in the association.

CASE STUDY

Defining the future for River Information Services



The implementation of River Information Services (RIS) is a major step forward to increase the safety, reliability and efficiency of inland waterway transport in the 21st century, allowing for real-time traffic monitoring and management. To ensure a harmonised and interoperable deployment of RIS, the European Commission proposed a common legal framework in 2004, the content of which was based on the conclusions and recommendations outlined in PIANC's 2002 RIS Guidelines, updated in 2004. The EU RIS Directive was adopted in 2005, and is due for final implementation by 2009.

See you at PIANC's next International Congress:

PIANC MMX **Liverpool, 10-14 May 2010**



Join PIANC

To learn more about PIANC or apply for membership, please visit our website at:

www.pianc.org

or contact the PIANC Secretariat directly at:

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