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**□** ARM **✓** ENG **□** PAP **□** Input

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Agenda item [[2]](#footnote-2) 4

Technical Domain / Task Number 2 …………………………………

Author(s) / Submitter(s) …Peter Dobson………………

PIANC Working Group 178 Report

# Summary

This paper gives a summary of what was achieved at the PIANC working group 178 meeting held in Brussels on the 5th and 6th February, where some 24 representative from around the world attended.

## Purpose of the document

This is a summary information report to the Committee following the inaugural PIANC meeting of Working Group 178, held at their offices on the 5th and 6th February

## Related documents

ENG1- 5.11.1 - PIANC-PTGCC EnviCom Working Group 178 invitation letter

ENG1- 5.11.2 - PIANC EnviCom WG 178 Terms of Ref

# Background

At ENG1 meeting the Committee requested volunteers who could attend this meeting on behalf of the IALA Committee, following the invitation that had been received.

# Report from the 1st Meeting.

The new PIANC Working Group 178 on **Climate Change Adaptation for Waterborne Transport Infrastructure** held its kick-off meeting on February 5th and 6th in Brussels. There has been an enthusiastic response to the call for members for this Working Group, with 24 participants attending all or part of the meeting and several apologies. Ironically, one Working Group member was unable to attend this inaugural meeting on climate change because a freak snowstorm in Northern Spain led to the cancellation of his flight!

During the course of the meeting, the Group:

* reviewed the Terms of Reference, suggesting clarifications to several points
* discussed how best to use the available climate science to develop a meaningful baseline
* started to define the steps involved in preparing for climate adaptation (e.g. identifying relevant climate change scenarios; understanding how infrastructure might be affected; carrying out risk and vulnerability assessments; and highlighting priorities)
* highlighted the requirement for a standard but comprehensive template for collating case study information
* agreed to pursue the organisation of a series of regional workshops both to disseminate experience and to learn about issues in the region: collaboration with UNCTAD on a workshop in the Caribbean may be possible; and options to run PIANC-led workshops in Europe (Spain) and in Australasia are being explored).

As part of the meeting, presentations were also made by several Working Group members.

* Ina Comhaire from the Flemish administration Vlaamse Overheid  
  afdeling Haven- en Waterbeleid, provided an overview of climate adaptation in Flanders, Belgium. This focuses on adopting ‘no regrets measures, taking a flexible and adaptive approach. Lessons learned included the need to deal with uncertainty, and to work alongside other stakeholders.
* Arne Nilsen, from Aurecon Consultants in Australia, introduced several projects where risk abatement measures have been required to deal *inter alia* with the effects of climate change. In addition to explaining some of the modifications made to the physical infrastructure, he highlighted how risks can be perceived and interpreted differently.
* Tanja MacKenzie, from Cardno Consultants in Australia, used a case study to highlight the problems which can be encountered when there is too much information available and/or when there are different sets of data. She also identified various important questions relevant to the WG e.g. ‘when to adapt and to what?’ and ‘what are risk factors and when do risk profiles change?’.
* Charles Haine and Ben Hodgkin used a variety of projects to draw out some key lessons for the WG. In particular, they noted that financiers are starting to include climate resilience in contracts for civil works tenders; operators are also starting to wake up to climate adaptation, and the focus of the supply chain (which has been on sustainability) is now moving towards climate.
* Regina Asariotis from UNCTAD noted the lack of existing adaptation guidelines for ports and port operators; this is a particular issue in developing countries where associated costs are often high and guidance to help identify appropriate, cost effective solutions is urgently needed (N.B. 60% of all goods are loaded and unloaded in developing countries). She also stressed the need to bridge the gap between science and policy.

Charles Haine of Royal Haskoning DHV agreed to Chair the Working Group and his colleague Ben Hodgkin volunteered to act as Secretary.

The next meeting of the Working Group will be held in London, probably in April 2015. This second meeting will agree the detailed way forward, with WG activities from this point being organised through a series of sub-groups. Whilst the exact structure has to be agreed, these sub-groups will need to deal somehow with: data collection and management/risk assessment; inland navigation infrastructure; maritime navigation infrastructure; and recreational boating infrastructure amongst other potential topics. The large size of the overall group means that each sub-group will arrange its own programme to ensure it delivers its contribution to the overall WG objectives. They will also likely appoint their own Chair and Secretary. The full Woking Group will then meet in plenary after approximately 12 months and 24 months - by which time a final draft of the report should be available.

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-1)
2. Leave open if uncertain [↑](#footnote-ref-2)