



THE NEWSLETTER OF THE U.S. SECTION, PIANC

International Navigation Association

Fall 1999

Special Features in this Edition:

| | |
|-------------------------------------|----|
| U.S. Section Participation | 1 |
| Article From British Section | 4 |
| Murden Memorial Committee | 8 |
| Appointments of Working Group | 15 |

In Each Issue:

| | |
|-------------------|----|
| New Members | 18 |
| Activities | 19 |

U. S. SECTION PARTICIPATES AT ANNUAL CONFERENCES

PIANC holds breakfast at the NWC and is an exhibitor at the AAPA annual meetings

In September the U. S. Section participated in the annual meetings of two important navigation organizations. The PIANC working group on *Technical and Economic Problems of Channel Icing* held a meeting in Nashville.

On September 16th the U. S. Section, as it has for many years, sponsored a breakfast at the annual meeting of the National Waterways Association (NWC), Inc. in Nashville, Tennessee. The principal speaker was Dr. Sandra K. Knight, Chief, Navigation Branch, Coastal and Hydraulics Laboratory, Waterways Experiment Station. Dr. Knight is the Principal U. S. Representative to the Permanent Technical Committee I, where she

provides an important link between the U. S. Section and other international working groups and national sections which are studying problems related to inland navigation. The subject of her talk was *Navigation Trials and Tribulations: Are There Solutions?* She presented examples of such serious navigation problems caused by approach channel layout, channels which cross rivers, bridge approaches, river bends, shoaling and flow conditions at locks. Several success stories were used to illustrate how problems have been solved. In some instances, Dr. Knight pointed out how the solution to one problem has created other problems. In contrast to the seriousness of the subject matter, Dr. Knight used time lapse video footage of tows entering locks and navigating bends in the river that were taken at various Corps projects which introduced a humorous element to the presentation.

The working group on *Technical and Economic Problems of Channel Icing*, which is sponsored by the Permanent Technical Committee I, held a working session in Nashville in conjunction with the meeting of the NWC. Mr. Claude Strauser, Chief, Potamology Section, Hydrology and Hydraulics Branch, St. Louis District, U.S. Army Corps of Engineers, made arrangements for the working group to meet in the United States. Mr. Strauser is the U.S. Section representative to the working group. A conference room for the use of the

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Members of working group on *Technical and Economic Problems of Channel Icing* met in Nashville, Tennessee, in September. Pictured are: Charles Shadie, Jacque Harcourt, J.C. Tatinclaux, Jan Balduck, Olli Holm, Claude Strauser, and Jean Phillippe Le Fur.

working group was provided and other arrangements were facilitated by Mr. Harry N. Cook, President, NWC. Attending the meeting were: Mr. Olli Holm, Head Inland Waterway Section, Finish Maritime Administration and Chairman of the working group; Mr. Jacques Harcourt, Flemish Ministry of Equipment and Transportation; Mr. Jean Philippe Le Fur, Deputy Chief, Plans and Programs Branch, Infrastructure and Environment Directorate of France; and Mr. Jan Balduck, Flemish Ministry of the Upper Scheldt. Other members of the U. S. Section who are with the U. S Army Corps of Engineers and who attended the working group meeting were: Mr. Jean-Claude Tatinclaux, Chief, Ice Engineering Division, Cold Regions Research and Engineering Laboratory and Mr. Charles E. Shadie, Hydraulic Engineer, Water Control Branch,

Mississippi Valley Division. The working group member also visited the St. Louis District, the Waterways Experiment Station and the Cold Regions Research and Engineering Laboratory.

From September 27-30 the U. S. Section was an exhibitor at the annual meeting of the American Association of Port Authorities (AAPA). The opportunity to be an exhibitor was made possible by Mr. Kurt Nagle, President of AAPA and Mr. Robert D. Nichol, President of Moffatt and Nichol Engineers, both of whom are members of the U. S. National Commission; and Ms. Lillian C. Barrone, Director, Port Commerce Department of the Port Authority of New York and New Jersey. The PIANC display shared space provided by the engineering firm of Frederic



U.S. Section, PIANC Display at AAPA

R. Harris, Inc., in an arrangement which was facilitated by Mr. Edward J. Schmeltz and Mr. Walter D. Ritchie both Vice Presidents of Frederic R. Harris, Inc.

In addition to the display, the PIANC attendance at the AAPA conference included The Honorable Joseph W. Westphal, Ph. D., the Assistant Secretary of the Army (Civil Works) and the Chairman of the U. S. Section of PIANC and Mr. Eric Van den Eede, President of the International Navigation Association (PIANC). Dr. Westphal was the principal luncheon speaker on Tuesday, September 28. The subject of his talk was *Status of and Prospects for the Corps of Engineers Navigation Program*. He included in his talk complementary remarks about the work of the International Navigation Association (PIANC). Mr. Van den Eede is

FREDERIC R. HARRIS, INC.

the first President of PIANC who has been invited to speak at an AAPA conference. He made a presentation as a member of a panel on *Emerging Environmental Issues at Ports*. The subject of his talk was *Promoting the Sustainable Development of Ports*.

Future activities with the AAPA and NWC include a PIANC breakfast with speaker which will be held during the Spring Meeting of the AAPA in Washington, D. C. On September 28, 2000, the U. S. Section will hold its annual breakfast at the annual conference of the National Waterway Conference, Inc., in St. Louis, Missouri.

Article From British Section, PIANC Newsletter

The following article by Michael Thorn originally appeared in the Summer 1999 issue of the Newsletter of the British Section of PIANC. The article is being used with permission of Mr. Thorn. The announcement about the new president of PIANC was included in an article in the Summer 1999 issue of the U.S. Section Newsletter. The excellent article by Mr. Thorn is reprinted here, giving U.S. readers the British perspective on the subject.

From the desk of the Government Chief Delegate

Squalls in Brussels

The introduction of new Statutes, opening the Presidency to any nationality, was presaged in the previous Newsletter. They have not had an easy passage and were challenged and debated at length at the December meeting of the Council. The outcome was confirmation of the revised Statutes, and a pragmatic "Gentleman's Agreement" that the retiring President should propose a Belgian successor to serve a 4-year term from May 1999, for the approval of the national chief Delegates. This allows time for the procedure for nomination and appointment of future Presidents to be worked out, and a breathing space in which all delegations can come to terms with the new arrangement.

In February, the Executive Committee considered the recommendation of the Belgian Section, and proposed Eric Van den Eede to succeed Robert de Paepe as President at the May 1999 meeting of the Permanent International Commission. Eric is Head of the Upper Scheldt Division of the Flemish

Community, based in Ghent, responsible for 450km of waterways and maritime access to the Port of Ghent. He is a 50 year old civil engineer, who has been active in both the International Navigation Association (PIANC) and the Central Dredging Association (CEDA), particularly on environmental issues. He is well known and respected by British members of PIANC and CEDA who have worked with him, and we had no reservation in giving his nomination our support.

At the same time the Secretary General, Charles van Begin, has actively promoted his own candidacy for the Presidency not withstanding the "Gentleman's Agreement." This has caused concern and confusion amongst the national delegations, but the agreement has held and in May 1999 Eric Van den Eede was unanimously confirmed as President for four years.

In the wake of this turbulence Charles van Begin has resigned as Secretary General, but his contribution to PIANC has been recognised by designating him "Honorary Secretary General." The new Secretary General is Louis Van Schel, Senior Engineer at the Environment and Infrastructure Department of the Flemish Ministry. He works in Brussels next to the PIANC office, in charge of the promotion of knowledge and experience for infrastructure development including the design, construction, and management of ports. Louis is the personal choice of Eric Van den Eede, and they will work together as an integral team.

So the mantle of PIANC is passing to a new generation. The new President will continue to chair the Communications Commission through to the conclusion of its work and production of a new strategic plan by the end of 1999. He has also pledged himself to modernise and streamline the working of the

Brussels secretariat. Thus we sail forwards under new command, in the expectation that the Association will be reinvigorated and refocused to make its mark in the third Millennium.

*Mike Thorn
UK Government Chief Delegate, PLANC*

Corps of Engineers Research Aids Global Projects

Partnering With U.S. Firms in Work Overseas

The U.S. Army Corps of Engineers enjoys an enviable worldwide reputation for its expertise in designing and maintaining inland and coastal ports, structures, and navigation channels. The Corps also is a major source for specialty engineering in related areas such as inland and coastal planning, regulatory permitting, digital mapping, dredging and dredged material placement, water quality, wetlands, and environmental work. This expertise was honed through decades of developing U.S. waterways in technically sound and environmentally compatible projects.

Recent legal authorities are allowing Corps districts and research laboratories increased latitude in partnering with U.S. firms seeking overseas work, working directly with foreign private sector firms, and supporting foreign government agencies. Such partnering broadens the Corps' expertise through experience in a wider range of projects that will also help enhance its ability to meet existing and future U.S. civil and national defense missions. U.S. and foreign firms, and foreign agencies, recognize the reputation, integrity, and specialized staff the Corps can

bring to a foreign project, which increases credibility with international lending agencies.

The Corps research laboratories have taken an aggressive attitude in supporting potential global projects. Such support will be enhanced by the recent consolidation of all eight Corps R&D laboratories into one organization – the Engineering Research and Development Center, or ERDC. The ERDC can easily tap the expertise of any individual or combination of its R&D laboratories to provide solutions for complex projects. With its Coastal and Hydraulics, Cold Regions, Construction Engineering, Environmental, Geotechnical, Information Technology, Structures, and Topographic Engineering research organizations, ERDC has the expertise to address a wide variety of technical problems and issues. Its specialized engineering and scientific expertise includes world-class hydraulic modeling capabilities, ice formation and transport in waterways, coastal engineering, high performance numerical simulations, construction materials and techniques, advanced mapping and surveying techniques, seismic analysis, navigation impacts (structures and vessels) on fisheries and ecosystems, flood control, dredging technology, contaminated sediments, shore protection, watershed management, and a host of other navigation and environmental related topic areas.

ERDC also has unique facilities and equipment including physical scale models of inland waterway and coastal projects, a Department of Defense High Performance Computing Major Shared Resource Center (with four supercomputer systems), Ice Engineering Facility, twin console Ship-Towboat Simulator, Environmental Chemistry Laboratory Complex, Triaxial Earthquake and Shock Simulator, and the world's most powerful centrifuge.

There are several legal avenues that can be examined for potentially tapping Corps expertise for domestic and global projects. There are some general stipulations that govern most of these authorities, including the services provided by the Corps cannot be reasonably or expeditiously available from the private sector. Also, the Corps must receive up-front funding for private sector work, but efforts can be broken down into specific tasks with advanced payments made for each task.

The authorities which permit ERDC to support projects and some examples of projects follow.

- **Cooperative Research and Development Agreements (CRDAs)** – CRDAs allow the Corps and one or more non-Federal partners to collaborate on research projects of mutual interest. The Corps and the research partners can contribute staff, facilities, equipment, and supplies. The Corps cannot contribute funding but can accept funding from its non-Federal partner.
Norwegian Environmental Technology is working with ERDC through a CRDA to establish a Center for Contaminated Marine Sediments at Sandefjord, Norway. This agreement is providing ERDC research staff the opportunity to field techniques for handling, treating and confining contaminated sediments in deep water marine ecosystems.
- **Technical Assistance Agreements (TAAs)**
– TAAs allow the Corps to provide technical assistance on a non-exclusive basis to U.S. firms that are competing for or have been awarded a contract for a project outside the United States.
- **Testing and Evaluation Agreements (TEAs)** – TEAs allow ERDC laboratories,

on a reimbursable basis, to test materials, equipment, models, computer software, and other items for the private sector, other government agencies, universities, and friendly foreign governments.

Through a TAA, ERDC is supporting a Brown and Root project to maintain navigation and water quality on Canal Del Dique on the Rio Magdalena in Columbia. In Phase 1, ERDC developed preliminary solutions to a sedimentation problem and will conduct numerical modeling of the area in Phase 2.

Through a TAA between ERDC and Alden Research Laboratory of Massachusetts, ERDC provided physical modeling expertise on ice transport and ice jam formation, progression and breakup for the Niagara River Power Project. Alden was competing against two Canadian firms for the project.

Through a TAA, ERDC is supporting Raytheon Engineers and Constructors in the design and construction of the San Roque Multipurpose Project on the Lower Agno River, Central Luzon, Philippines. The project includes a 200-meter-high earth and rockfill dam. To obtain geotechnical engineering design parameters, ERDC is conducting a specialized soils laboratory investigation that includes large diameter (up to 45 cm) compaction tests, triaxial compression tests, isotropic and 1-D consolidation tests, permeability tests, and dynamic (earthquake engineering) properties tests to stresses as large as 3.5 MPa.

- **Section 234 Assistance** - Under Section 234 of the Water Resources Development Act of 1996, limited types of Corps

assistance can be provided to other Federal agencies and international organizations.

- **Section 607 Agreements** – Under Section 607 of the Foreign Assistance Act, Federal agencies such as the Corps, can furnish commodities and services to friendly countries, international organizations, the American Red Cross, and other nonprofit relief agencies approved by the Agency for International Development.

Through a Section 607 Agreement, ERDC is collaborating with CERIDE, the R&D organization of Argentina, to develop solutions for the passage of fish through hydraulic structures on the Parana River. This work is tapping and enhancing the research ERDC has conducted relating to fish passage work in the United States, including salmon passage through dams on the Columbia-Snake River systems

- **Patent License Agreements** – Under the Technology Transfer Act, patent licenses are a means by which U.S. Government laboratories can transfer their patented inventions to the private sector for marketing. There are three basic types of licenses: an exclusive license restricts use of an invention to a single licensee, a partially exclusive license allows multiple licensees but restricts the use of an invention by any single licensee to a particular geographic area or to a particular use, and a nonexclusive license can be issued to any number of licensees.

ERDC patented a revolutionary new concrete armor breakwater unit called the CORE-LOC. Under patent license agreements with Concrete Technology Corp. (American), Sogreah (French), Tetra (Japanese), and CORE-LOC Africa (South African) for specific geographic areas,

CORE-LOCs are showing up on breakwaters in such places as the Cape Verde Islands, St. Francis Bay in South Africa, Oman, and Manasquan, N.J.

For more information on partnering with the Corps of Engineers research laboratories, contact Mr. Phillip Stewart at (601) 634-4113 or stewarp@wes.army.mil.

Corps of Engineers Research Labs

Coastal and Hydraulics Laboratory

Waterways Experiment Station
3909 Halls Ferry Road
Vicksburg, MS 39180-6199

Cold Regions Research and Engineering Laboratory

72 Lyme Road
Hanover, NH 03755-1290

Construction Engineering Research Laboratory

P.O. Box 9005
Champaign, IL 61826-9005

Environmental Laboratory

Waterways Experiment Station
3909 Halls Ferry Road
Vicksburg, MS 39180-6199

Geotechnical Laboratory

Waterways Experiment Station
3909 Halls Ferry Road
Vicksburg, MS 39180-6199

Information Technology Laboratory

Waterways Experiment Station
3909 Halls Ferry Road
Vicksburg, MS 39180-6199

Structures Laboratory

Waterways Experiment Station
3909 Halls Ferry Road
Vicksburg, MS 39180-6199

Topographic Engineering Center

7701 Telegraph Road
Alexandria, VA 22315-3864

Murden Memorial Committee

Army Corps of Engineers Memorial Corporation, Chairman: Brigadier General Gerald C. Brown, USA, (Ret.)

Message from Chairman

When the Poplar Island dredged material disposal site is completed to serve Baltimore Harbor, it will be the site of a lasting memorial to a great public servant and highly effective dredging advocate, Mr. Bill Murden.

William R. Murden, Jr., was born in Beaufort, North Carolina. He graduated from Randolph Macon Military Academy. Bill's service to the country began in WWII when he dropped out of college at the Citadel to join the Army. He rose in rank and by the end of the conflict served as an Army Air Corps bomber command pilot. After the war, he returned to college, finished his degree in mechanical engineering, and began his career with the Norfolk District, U.S. Army Corps of Engineers. While with the Norfolk District, he was engaged in construction and operation of a variety of projects ranging from navigation to flood control and multiple purpose hydroelectric facilities. In addition, he was active in management of the District's dredging program.

Promotions followed and Bill was soon assigned to Headquarters, U.S. Army Corps of Engineers in Washington. Here he began his life's work in earnest. He served in numerous positions of responsibility in the Corps' Planning, Programming, Engineering, Construction-Operations, and Dredging Divisions. Serving in the Civil Works Directorate throughout his career, Bill was involved in various projects in support of the United States military programs and unique

projects in foreign countries. He traveled to Vietnam when needs there arose. Other projects took him to Peoples Republic of China, Egypt, several European nations, Saudi Arabia, Republic of Panama, Thailand, Japan, India, Australia, and various nations in Central and South America. After retirement from the Corps in 1988, projects took him to Japan, France, England, Pakistan, India, Kuwait, Mexico, Guatemala, Argentina, The Netherlands, and Malaysia.

His last Corps assignment was as "Mr. Dredging," a position specially created for him by the Chief of Engineers, Lieutenant General Jack Morris. With Senior Executive Service rating, Bill was responsible for managing all aspects of the Corps' national dredging program. In this position Bill Murden advanced quality dredging, improved dredging equipment, and improved transportation around the world. He authored numerous technical papers relative to dredging technology and marine engineering. He was a champion for the protection of the marine environments as well as the beneficial use of dredged materials.

Bill Murden died in 1997.

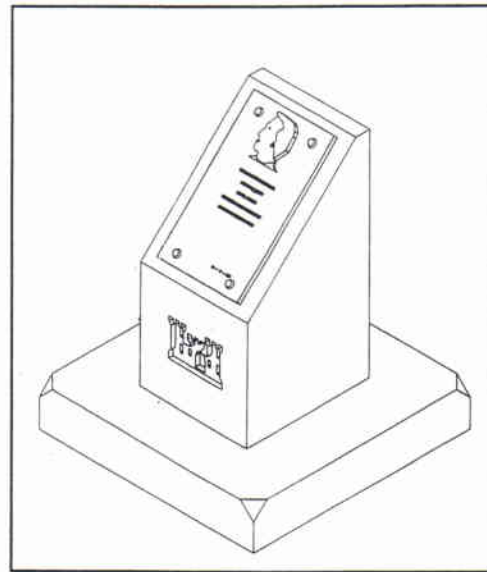
Now a group of senior Corps officials are planning a monument in his memory. This is notable because not many monuments are erected to military civilians. It says a lot about Bill Murden. And the group itself says a lot more about Bill Murden. It includes an all-star list of notables such as the Honorable Robert K. Dawson, former Assistant Secretary of the Army for Civil Works, and Lieutenant General Jack Morris and Lieutenant General Vald Heiberg III, both former Chiefs of Engineers.

The group plans to erect a monument in the Chesapeake Bay on Poplar Island, now being reconstructed through beneficial use of dredged material. Designed to handle materials dredged

from the Baltimore Harbor and channels, the reborn Poplar Island will become a wildlife refuge and recreation area when completed. It enjoys broad support from both navigation and environmental interests. Establishment of the Murden memorial there is supported by the Corps and by Maryland and Port officials. The memorial will be constructed from dredged materials and support a plaque with a profile of Bill Murden with suitable inscription. The profile will symbolize Murden watching over dredging and the beneficial use of materials. Surely Bill Murden would approve.

Like all such endeavors, funds are needed. If PIANC members would like to be financial supporters of this effort, all contributions will be gratefully received. Three levels of support have been established for special recognition. Donors, in appreciation for a contribution of \$30.00 or more, will receive recognition in the program for the plaque unveiling. Patrons, in appreciation for a contribution of \$100.00 or more, will receive program recognition and a special memento cast from dredged material suitable for desktop display. Sponsors, in appreciation for a contribution of \$500.00 or more, will receive program recognition, the special memento, and recognition on a plaque on the Poplar Island memorial. An application has been filed for recognition as a nonprofit charitable organization under Section 501(c)(3) of the Internal Revenue Code. That matter is under review by the IRS and it is expected that all contributions will be tax exempt.

Bill Murden was an active member of PIANC and for many years provided a strong guiding hand in the management of the U.S. Section as well as providing leadership at the international level. He served as a U. S. National Commissioner from 1979-1984; he was involved in numerous international meetings and



Design of proposed memorial for Bill Murden. The Memorial was designed by Ms. Suzanne DiGeronimo, FAIA, principal of the firm Architects DiGeronimo, P.A.

congresses; and he served as Chairman of the International Finance Committee. In 1990 PIANC recognized Bill's significant contributions by making him an Honorary International Member of the navigation association.

PIANC members are invited to make a donation to show appreciation for Bill Murden and his enormous contribution to PIANC related programs (see enclosed page).

John Pisani Receives Award

John Pisani received a special award in recognition of many years of dedicated service to the port and maritime industry on Wednesday, September 29, 1999, in New York City at the annual meeting of the American Association of Port Authorities (AAPA). The award was presented by Ms. Jean Godwin, Executive Vice President and General Counsel of the AAPA. Mr. Pisani is Director, Office of Ports and Intermodal Development, U.S. Department of Transportation, Maritime Administration. He serves as a U.S. National Commissioner of the U.S. Section of PIANC.

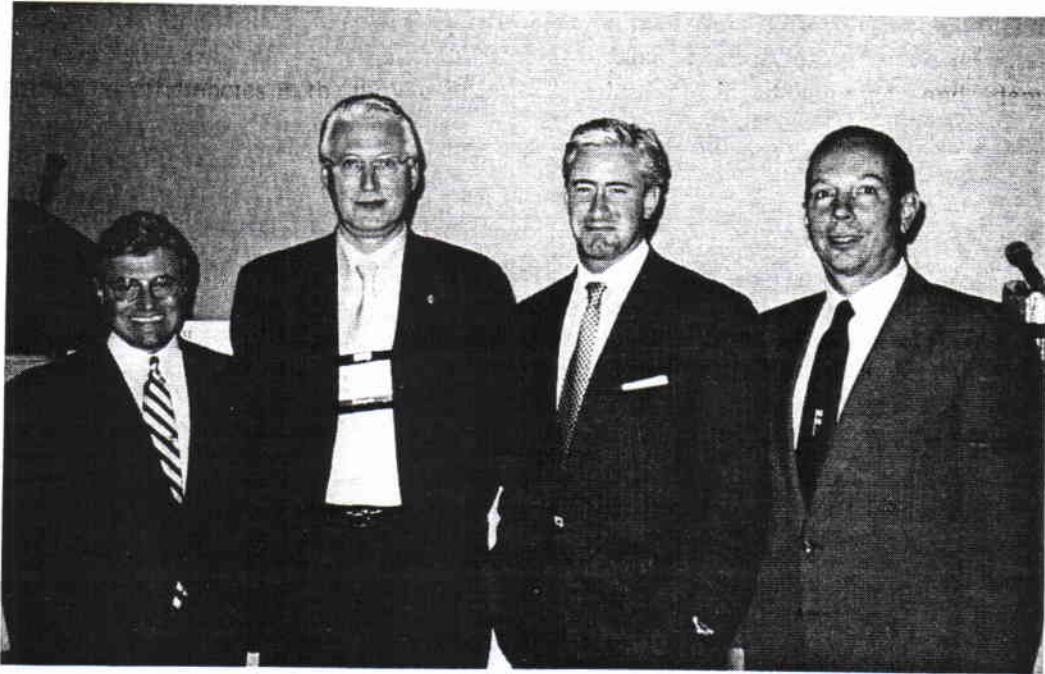
Breakwaters '99

The First International Symposium on the Monitoring of Rubble Mound Breakwaters took place 9-10 September 1999, at the Pyle Center at the University of Wisconsin, Madison, Wisconsin. The symposium was interesting and informative, with a relatively small attendance (about 40 people). The focus was directed toward the monitoring of breakwater structures. The conference was organized by Orville T. Magoon, President, Coastal Zone Foundation, and James D. Prehn, RLS with W.F. Baird and Associates, Ltd. In addition, the event was co-sponsored by Mr. Phillip Keillor, Sea Grant Institute.

During their respective presentations, USACE stone quality experts, including Mr.



Shown here is Mr. Pisani with Blair R. Garcia, TransSystems Corporation, Reston, Virginia, and Raymond G. Heinzelmann, the Port of Philadelphia and Camden during the AAPA conference in September.



Emerging environmental issues at ports were discussed by a panel which was composed of: James H. Hartung, President, Toledo-Lucas County Port Authority, Moderator; Captain James I. McNamara, President, National Cargo Bureau Inc.; Christopher C. Horner, Policy Analyst, Competitive Institute; Counsel, Cooler Heads Coalition, and Eric Van den Eede, President, International Navigation Association (PIANC) at the AAPA annual conference in September in New York City.

David Marcus, Buffalo District, Mr. Michael Saint-Clair, Baltimore District, and Mr. Mirza Mahmood Baig, Chicago District, cautioned against the blind application of rock quality test results.

Another interesting presentation was by Mr. Sigurdur Einarsson, Icelandic Maritime Administration, who is intimately involved with berm breakwater design and construction in Iceland.

Mr. Jeff Gilman, Perstrovich, Nottingham, and Drage, Inc., gave a presentation on the St. George berm breakwater, and noted that the trunk sections have fully developed profiles, but the head sections are in very good shape.

No surveys have been done due to the remote location and cost of surveying.

Mr. David Lienhart, Rock Product Consultants, gave a presentation on rock quality problems at an unnamed small craft harbor.

Mr. David Bell, Ocean Surveys Inc., gave a couple of presentations on the application of multibeam sonar to coastal structure monitoring projects. He showed some very impressive graphics of digital terrain model's of breakwaters created from the multibeam data, in which the surface roughness of the breakwater (i.e. individual stones) was clearly visible.

Finally, there was a field trip to the Lake Michigan shore on Saturday, 11 September to see an Igloo wave-absorbing pier at Milwaukee Harbor, McKinley Beach (Milwaukee) breakwaters, marina and beaches, Port Washington marina and breakwaters, and Racine Harbor, marina and breakwaters. About 10 people from the symposium attended the day long event. Pictures of the field trip can be seen on the BWS99 website www.breakwaters99.org

Overall, the symposium was well received with many fruitful discussions, good company, great weather, and a superb venue.

Progress Report on Fast Ferry Study

The National Ports and Waterways Institute is conducting a study for the Center for Commercial Deployment of Transportation Technologies (CCDoTT) to examine the ability of a water-based coastal transportation system as an alternative to land-based systems. More specifically, the study's purpose is to investigate the type of coastal shipping system needed to relieve congestion along the I-95 and I-10 corridors on the East and Gulf Coasts.

So far, the study has determined that U.S. coastal shipping is based on a system of deep-water ports, employing expensive infrastructure and utilizing relatively slow moving deck barges and conventional ships. The study has determined that the present system is viable and will likely be expanded in coming years; however, not as a component in moving more domestic cargoes.

According to the study, an entirely new shipping system with the following characteristics will be needed for coastal

shipping to become a competitive alternative to land-based systems.

- **Domestic Ports.** Alternative ports must be built, because the present port system is based on expensive facilities and equipment with operations constrained by rigid customs requirements and labor practices.
- **Combination of Safety Components.** The new system should be designed to accommodate a combination of accompanied trucks, unaccompanied trailers, international and short-sea containers, and passengers with and without cars.
- **High Speed.** Vessels utilized in the new system need to be competitive with road and rail transport systems, the average speed of which is about 30 mph for the movement of intermodal freight.
- **High Utilization.** Because high-speed ferries cost more to construct than conventional Ro/Ro ships, high utilization of vessels and short port times is essential.
- **Integrated Regional and Inter-Regional Systems.** The new system must be based on the hub & feeder principle and include two types of vessels: smaller and slower feeder ferries and express ferries for longer service.
- **Innovative Technologies.** Automation and elimination of service personnel are essential elements of the new system.

This article, which originally appeared in the September 1999 issue of Shipyard Chronicle, is reprinted with permission of the Shipbuilders Council of America.

Secretary Slater Unveils Blueprint for 21st Century Marine Transportation System -- September 9, 1999

Addressing a projected increase in waterborne commercial vessel traffic that is expected to double or triple over the next 20 years, U.S. Secretary of Transportation Rodney E. Slater today issued a major report, *An Assessment of the U.S. Marine Transportation System*, outlining recommendations to meet the growing challenges to the nation's marine transportation system (MTS).

The recommendations include improved vessel traffic management to ensure safety and greater focus on operational efficiencies, research and intermodalism, and better coordination and development of adequate financing mechanisms to ensure the growth of seaports and waterways.

"The marine transportation system is the lifeline that links American producers, farmers and manufacturers to global markets," said Secretary Slater. "Today we take the unprecedented step of presenting a coordinated public and private sector blueprint for modernizing the MTS infrastructure to make sure that we are ready to compete and win in the global economy of the 21st century."

Maritime Administrator Clyde J. Hart and Admiral James M. Loy, Commandant of the U.S. Coast Guard, co-chaired the national task force which produced the report. The task force included representatives of vessel operators, shippers, ports, recreational boaters, environmentalists, shipyards, labor and other organizations. Representatives of local, state and regional governments, as well as numerous federal agencies also participated.

The President's Commission on Critical Infrastructure noted in its October 1997 *Critical Foundations* report that the nation's maritime infrastructure is comprised of 1,900 deep draft terminals and 1,700 shallow draft terminals.

To meet this challenge, the Maritime Administration and the Coast Guard held seven listening sessions around the country to gather input. Then, in November 1998, Secretary Slater hosted a national conference comprised of public and private stakeholders to begin shaping a bold, shared vision for the system's future. The conference attendees committed themselves to a vision statement for the year 2020 that "the U.S. Marine Transportation System will be the world's most technologically advanced, safe, secure, efficient, effective, accessible, globally competitive, dynamic and environmentally responsible system for moving people and goods."

The recommendations in the report released today include:

- Creation of an MTS National Advisory Council to provide a structured approach for non-federal stakeholders to provide input on national-level issues. Secretary Slater said he would act promptly to establish such a council.
- Adopt a systematic approach to MTS safety and environmental protection. Managers, operators and users of the waterways and facilities, the landside transportation system, environmental interests and the public all must be involved via local committees or planning groups.
- Better coordination and development of adequate financing mechanisms to ensure the growth of seaports, waterways and their intermodal links. Industry and government at all levels must explore

innovative funding mechanisms to leverage existing resources and make more effective use of existing funds.

- Improved efficiencies in the movement of people and cargo, including one-stop shopping for federal inspection and reporting, improved landside access to ports, a national cooperative MTS research program and more reliable traffic forecasting.
- Establishment of information management systems and infrastructure supportive of the MTS, including development of better hydrographic and weather information; improved vessel, cargo and passenger tracking methods; and better waterway traffic management information for mariners and ports.

An Assessment of the U.S Marine Transportation System is available on the Internet at <http://www.dot.gov/mts> or <http://www.uscg.mil/hq/g-m>

This news release was distributed on September 9, 1999, by the U.S. Department of Transportation, Office of Public Affairs.

CRDA Joins Norwegian Company and U.S. Army Engineer Research and Development Center in Contaminated Sediment Projects

A Cooperative Research and Development Agreement has been signed by the U.S. Army ERDC and Norwegian Environmental Technology AS (NET), Sandefjord, Norway.

NET is a company with the responsibility to establish a Center for Contaminated Marine Sediments in Sandefjord. The Center's objectives are to cooperate with national and

international technology leaders in the field of remediation of marine sediments and to establish cooperation with relevant technology leaders in developing and demonstrating technologies to remediate contaminated sediments, soil, and debris.

NET elected to work with the ERDC's Environmental Laboratory because of the internationally recognized technical expertise and cutting edge research conducted there. The Corps' Center for Contaminated Sediments is a world classed repository for information on such sediments and dredged material in the U.S. Also, ERDC has unique facilities, such as DoD's most modern environmental quality complex for investigating environmental chemistry and hazardous waste. The world's largest research centrifuge is also located at the WES' ERDC complex.

This agreement with NET will provide Corps research staff with a unique opportunity to field techniques for the handling, treatment, and confinement of contaminated sediments in deep-water, marine ecosystems. A significant scientific contribution will be the demonstration at field scale the viability of certain U.S. technologies being developed under the Army Corps of Engineers Long-Term Effects of Dredging Operations, and Dredging Operations and Environmental Research Programs. Additional information is available from Mr. Norman Francingues, the laboratory's representative in the CRDA (601) 634-3703, francin@wes.army.mil.

Appointments to New Working Groups

The U.S. Section has appointed representatives to serve on five new PIANC working groups. The working groups and names of the representatives are:

Permanent Technical Committee I - WG 25 Maintenance and Renovations of Navigation Infrastructure

Mr. James E. McDonald, USACE
Waterways Experiment Station
Mr. James H. Blanchar, USACE Rock
Island District

Permanent Technical Committee II WG 41 High-Speed Ferries at Sea and Port Approaches

LCDR George H. Burns, III, U. S. Coast
Guard

Permanent Environmental Commission WG 6 Ecological and Engineering Guidelines for Sustainable Development

Dr. Craig Fischenich, USACE, Waterways
Experiment Station

Permanent Environmental Commission WG 7 Ecological and Engineering Guidelines for Wetland Restoration in Relation to the Development, Operation and Maintenance of Navigation Infrastructure

Dr. Russell Theriot, USACE, Waterways
Experiment Station

Sport and Recreation Navigation WG 13 Dredging Marinas

Mr. Robert W. Lofgren, Lofgren
Imaging and Construction Co.

Texas Transport Institute Wins International Award For MERMAID

The Texas Transport Institute (TTI) Center for Ports and Waterways has won an award from the International Association of Ports and Harbors (IAPH) for Information Technology. The gold award, given to projects which provide value to the maritime transport and port industry, was announced at the twenty first Biennial Conference of the IAPH held May 15-21, 1999, in Kuala Lumpur, Malaysia. MERMAID(Maritime Economic Resources and Marine and Intermodal Directory) is an internet based clearinghouse used in locating maritime industry information. The address to view MERMAID is <http://maritime.tamu.edu>.

For additional information contact Colonel John Basilotto (USA Ret.) at Texas A&M University, Galveston, Texas, telephone (409) 740-4883. COL Basilotto serves as Chairman of the U. S. Section Committee for Shallow Draft Waterways and Ports.

Chet McLaren Receives Recognition

The Fairfax County Park Authority honored Chet McLaren, former Treasurer of the U. S. Section of PIANC, at a dedication ceremony on September 11, 1999. The McLaren-Sargent Picnic Shelter in Lake Accotink Park is named in recognition of the contributions of two longtime supporters of the park system. Mr. McLaren represented the Braddock District on the Fairfax County Park Authority from 1976 until 1980. He serves on the Braddock District Park Advisory Committee, the Wakefield Park Master Plan Task Force and the Fairfax County

Non-Motorized Transportation Committee. Congratulations for this well-deserved honor.

Planning Starts for ICOMIA's 4th International Marina Conference

Members of the Planning Committee for the continuing marina education conference series of the International Council of Marine Industries Association (ICOMIA) met in Sydney during the 1999 Sydney International Boat Show, to commence work on the next conference. ICOMIA's Fourth International Marina Conference is set for March 7-10, 2002, at the Sydney Convention Centre in Darling Harbour. The Australian Marine Industries Federation (AMIF), a member of ICOMIA, is serving as primary host country conference coordinator.

This marks the first time the internationally renowned conference will be held in the Pacific. Previous conferences took place in The Netherlands in 1993, in Italy in 1996, and in the United States earlier this year. Bringing the event to Australia is consistent with ICOMIA's objective of going to the far corners of the world to promote boating and ancillary facilities and services. It is also a tribute to Australia's vibrant recreational boating industry. The AMIF, the national representative body, boasts a collective membership of over 1,400 companies and individuals across Australia. The federation owns and operates five boat shows, in Sydney, Melbourne, Brisbane, Adelaide, and Perth.

The Sydney conference, popularly referred to as IMC 2002, is expected to draw marina developers, operators, and consultants from all over the world. For two days, an array of expert speakers from several different countries will address subjects of the most compelling interest for marinas eager to learn how to make

their facility more successful, environmentally compatible, compliant with recommended best management practices, and a place that boat owners can be proud to call home. The third day of IMC 2002 will be devoted to a field trip of Australian marinas and boatyards so that conference participants can see them first-hand and ask the operators how they succeed at providing the facilities and services boaters want.

The ICOMIA conference is distinguished from technical marine conferences that have proliferated around the world in the 1990s. Its emphasis is on practical marina market know-how, i.e., how to assess supply and demand, how to finance projects, how to successfully navigate complicated permitting processes, how to advertise, how to be an environmentally friendly marina, how to resolve conflicts of interest, how to partner with government, how to make marinas centerpieces for mixed use and nautical tourism developments, how to accommodate megayachts, how to provide the kind of facilities and services marina customers want, how to make a career in marina management, etc. Case studies and panel discussions as well as the field trip are important features of the conference.

"A lot of careful planning will go into ensuring that IMC 2002 carries on ICOMIA's tradition of giving marina interests worldwide the educational tools they need to succeed," says Ian McAndrew, AIMF President. To that end, a call for papers that are most responsive to the questions and issues registrants raised at the last conference will be issued later this year.

ICOMIA, the umbrella organization for 25 national recreational marine industry associations around the world, has been sponsoring such marina education conferences over the past several years, recognizing that

fostering quality marinas, yacht harbors, boat launching ramps, and related facilities and services contribute a great deal to customer satisfaction and a quality boating experience.

For further information, contact Tim Donkin, ICOMIA Secretary General, Meadlake Place, Thorpe Lea Road, Egham, Surrey TW20 8HE, United Kingdom (tel: +44-1-784473377; fax: +44-1-784439678; E-mail: icomia@msn.com). In the United States, information about ICOMIA may be obtained by contacting Ron Stone, E-mail: rstone@nmma.org.

WEDA XX & 32nd Texas A&M

The 20th Western Dredging Association (WEDA XX) Annual Meeting and Conference and the 32nd Texas A&M University Dredging Seminar (TAMU 32) will be held June 25-28, 2000 at the Crown Plaza Hotel in Providence, RI. The theme is *Dredging Technology for the Millennium*.

Submission of one-page abstracts deadline is November 15, 1999. Notification of first author is January 1, 2000. Submission of final manuscript is April 1, 2000.

Contact: Dr. Ram K. Mohan, Chair, Gahagan & Bryant Associates, 9008-0 Yellow Brick Road, Baltimore, MD 21237;

Tel: (410) 682-5595, Fax: (410) 682-2175, E-mail: rkmoohan@gba-inc.com, or Dr. Robert E. Randall, Civil Engineering Dept., Texas A&M University, College Station, TX 77843-3136; Tel: (409) 845-4568, Fax: (409) 862-8162, E-mail: r-randall@tamu.edu.

Gijon Port Authority (Spain) Announces Award for Paper

For a complete list of the requirements and conditions for this International Competition, please contact Mary Jane Robertson at 703 428-6286. Note: "Papers submitted to the jury shall have previously been admitted to a school or facility as a paper, project or Ph.D. thesis." The paper must be submitted in Spanish. Papers will be received and accepted between 1-30 November 1999.

International Award

Ingeniero

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For works done
by university students
related with the Planning,
Design and Construction
of Ports, Maritime
and Coastal Works.

Call for Papers

II International Conference on Maritime Innovation and Research, Cadiz, Spain, 9-11 November 2000

The Faculty of Nautical Sciences of the Spanish University of Cadiz is hosting the forthcoming "II International Conference on Maritime Innovation and Research" as a tribute to the 500th anniversary of the School of Biscain Pilots. This school, based in Cadiz, was the first school in Spain to provide maritime education and training.

Papers dealing with any maritime issue will be most welcome although particular attention will be paid to those putting forward studies on "maritime innovation and research." Deadline for submission of abstracts is November 30th, 1999. More information can be found at the following web address:
<http://www.uca.es/facultad/nauticas/congreso>

Solicitation of Technical Papers

Anyone interested in preparing a technical paper for submission to the PIANC Bulletin or the U.S. Section Newsletter should contact:
Mr. Norman R. Francingues
Chairman, Publication Committee,
U.S. Section, U.S. Army Engineer Research and Development Center
ATTN: CEERD-EE
3909 Halls Ferry Road
Vicksburg, MS 39180-6199
Phone: (601) 634-3703
Fax: (601) 634-4263
Work E-mail: francin@wes.army.mil
Home E-mail: frasang@magnolia.net

New Members of PIANC

The U.S. Section welcomes the following new members:

Individual

Beach, David
Browne, Terence M.
Fischenich, J. Craig
Poon, Ying-Keung
Schmeltz, Edward
Smith, Robert J., Jr.
Theriot, Russell
Wang, Thomas S.

Corporate

Lofgren Imagineering & Cons. Co.

INSIDE PIANC

3-5 May 2000

2000 U.S. Section Conference
POC: Mary Jane Robertson
Tele: 703-428-6286
E-mail: Maryjane.Robertson@usace.army.mil

Oakland, CA

29 Apr-2 May 2001

PORTS '01*
Norfolk Waterside Marriott Hotel
and Convention Center
Theme: America's Ports -- Gateway to
the Global Economy

Norfolk, VA

23-27 Sept 2002

30th International Navigation Congress*

Sydney, Australia

***To have your name placed on list to receive additional
information E-mail Maryjane.robertson@usace.army.mil
or fax request to: 703 428-8171**

OUTSIDE PIANC

8-10 Nov 1999

U.S. Trade & Development Agency
TDA World Port Conference
TERA, Inc.,
107 East Holly Ave., Suite 12
Sterling, VA 20164-5405
Tel: (703) 406-4400 Fax: (703) 406-1550
Internet: www.teraus.com
E-mail: conference@teraus.com

Charleston, SC

18-19 Nov 1999

CEDA Dredging Days
Europort 99 Exhibition
POC: Marijn Legemaat
TEL: +31 (0)20 549 12
FAX: +31 (0)20 646 44 69

Amsterdam, Netherlands

18-19 Nov 1999

1999 National Dredging Conference
World Trade Center
Nancy, The Maritime Association of
the Port of NY & NJ
Tel: (212) 425-5704, Fax: (212) 635-9498

New York, NY

14-15 Dec 1999

GRI-13 Conference, "Geosynthetics
in the Next Millennium"
Hilton Airport Hotel
Ms. Marilyn Ashley
Geosynthetic Institute, Folsom, PA
Tel: (610) 522-8440, Fax: (610) 522-8441
E-mail: marilyn.ashley@coe.drexel.edu

Philadelphia, PA