

PRESS RELEASE



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PIANC

The World Association for Waterborne
Transport Infrastructure

Navigating a Changing Climate: an initiative of PIANC's 'Think Climate' Coalition



In preparation for the 21st Session of the Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21) (1), PIANC (2) is proud to use the opportunity provided by the **7th International PIANC-SMART Rivers Conference** held in Buenos Aires, Argentina (3), to introduce its new 'Think Climate' coalition. The partners in this coalition, comprising several international and regional Associations (4) with interests in waterborne transport infrastructure, are collaborating under the Transport Focus of the Lima Paris Action Agenda (LPAA) (5) on an initiative entitled 'Navigating a Changing Climate'. Other Associations and organisations within interests in navigation infrastructure are joining our initiative as 'supporters'.

Our contribution to the LPAA

The Lima Paris Action Agenda aims to mobilise robust global action demonstrating that the transition to a low-greenhouse gas and climate-resilient economy and society is urgent and feasible, and that it is already underway. The PIANC Think Climate coalition's 'Navigating a Changing Climate' initiative addresses these important objectives insofar as they relate to the interests of the navigation infrastructure sector.

Port and waterway infrastructure and operations typically account for only a very small proportion of the total greenhouse gas emissions associated with the shipment of a particular consignment, the vast majority being associated with the voyage and onward transport (6). Nonetheless, all sectors must play their part in contributing to the less than 2-degree pathway: to this end an important element of the Navigating a Changing Climate initiative is concerned with promoting action to reduce greenhouse gas emissions and with encouraging a shift towards low carbon waterborne transport infrastructure and operations. Activities such as the World Ports Climate Initiative promoted by IAPH (7), PIANC's forthcoming guidance on carbon management for port and navigation infrastructure projects, and EuDA's reflections on Blue Carbon illustrate the existing commitment of the sector to this objective. Many more actions are planned.

In addition, however, events such as Hurricane Sandy affecting the Port of New York and New Jersey (8) and the December 2013 storms, which significantly disrupted the operations of many major east coast ports in the UK (9), highlight the potential vulnerability of port and waterway infrastructure and operations. Alongside projected changes in mean annual or seasonal conditions, extreme events including storms, rainfall, heatwaves and droughts are expected to become more frequent under a changing climate. It is therefore vital to

coordinate globally and act locally to strengthen the resilience of waterborne transport infrastructure and the operations that depend on it. Raising awareness of the need for enhanced resilience; building capacity; and preparing sector specific resources dedicated to climate change adaptation are critically important elements of our initiative.

Navigating a changing climate

Waterborne transport, both maritime and inland, is an essential enabler to human society. It is also one of the most energy-efficient and environmentally sound means of meeting global transport needs although more can be done to reduce greenhouse gas emissions. Recent years have therefore seen considerable efforts to reach agreement on a global approach to reduce greenhouse gas emissions from international shipping.

Much less attention, however, has been paid to the infrastructure that supports waterborne transport, and urgent steps are now needed throughout the navigation sector to improve levels of awareness about the challenges associated with a changing climate. The owners, operators and users of waterborne transport infrastructure need to take action to reduce greenhouse gas emissions and/or to shift to low carbon infrastructure. There are also potentially significant challenges associated with strengthening resilience and improving preparedness to adapt to the changing climate.

The multi-stakeholder partners in PIANC's 'Think Climate' coalition share a single **vision**. We want to see a responsible, well-informed and innovative sector where the owners, operators and users of waterborne transport infrastructure in all countries:

- are aware of the issues associated with navigating a changing climate, and of the need to act now
- have access to sector-specific technical and institutional resources
- have developed the capacity to make timely and effective decisions on mitigation and adaptation options, and
- collaborate with others within and beyond the sector to identify and deliver integrated, resilient and sustainable solutions, with an emphasis on Working with Nature (10).

In support of this vision, the partners in PIANC's 'Think Climate' coalition are committed to cooperating:

- to improve sector-wide awareness of climate change; of the challenges waterborne transport infrastructure will face; and of potential solutions and opportunities
- to create and facilitate knowledge networks, promoting the sharing of experience and good practice between state and non-state stakeholders at international, regional and national levels
- to develop or facilitate the preparation of technical good practice guidance, training opportunities and web-based resources
- to provide a coordinated, global focal point: a 'centre of excellence' intended to support the owners, operators and users of waterborne transport infrastructure in building the capacity needed to navigate a changing climate.

The international and regional Associations already comprising the partners in PIANC's 'Think Climate' coalition represent more than 250,000 individuals from a variety of state and non-state organisations concerned with waterborne transport infrastructure. It is our intention to scale up the membership of our coalition to the point where more than 1,000,000 individuals have access to a range of sector-specific resources.



Notes for Editors

1. COP21, the 21st Session of the Conference of the Parties to the United Nations Framework Convention on Climate Change, will take place in Paris, France, from November 30th to December 11th. COP21 will be a crucial conference in that it needs to achieve a new international agreement on the climate, applicable to all countries, with the aim of keeping global warming below 2°C
http://unfccc.int/meetings/paris_nov_2015/meeting/8926.php
2. PIANC is the World Association for Waterborne Transport Infrastructure, a forum where professionals 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 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 infrastructure. Members include national governments and public authorities, corporations and interested individuals
<http://www.pianc.org/aboutpianc.php>
3. The SMART Rivers Conference is a biennial forum bringing together those involved in river transport from developing and developed countries in the world. For this edition, the organisation is entrusted to the PIANC National Section of Argentina. Details are available at http://www.pianc.org.ar/_stage/index_in.php
4. PIANC's partners to date in the Think Climate coalition are:
 - i. International Harbour Masters' Association, a non-profit making professional body, uniting more than 200 Harbour Masters in 40 countries
<http://www.harbourmaster.org/>
 - ii. International Association of Ports and Harbors, a global alliance of ports representing some 180 ports and 140 port-related businesses in 90 countries <http://www.iaphworldports.org/>
 - iii. International Maritime Pilots' Association, a professional, not-for-profit body concerned with professionally sound and safe pilotage, has over 8,000 members in 54 countries <http://www.impahq.org/>
 - iv. European Dredging Association, a non-profit industry organisation for European dredging companies and related organisations, which together directly or indirectly employ more than 73,000 people
<http://www.european-dredging.eu/>
5. The Lima-Paris Action Agenda (LPAA) is a joint undertaking of the Peruvian and French COP presidencies, the Executive Office of the Secretary-General of the United Nations and the UNFCCC Secretariat. It is aimed at strengthening global climate action throughout 2015, in Paris in December and beyond. The LPAA aims at demonstrating that the transition to a low-GHG and climate-resilient economy and society is urgent; is politically, economically and technologically feasible; and is already underway
<http://climateaction.unfccc.int/aboutlpaa.aspx>
6. The following presentation provides an example indicating that <1% of the total CO2 emissions associated with the movement of a single container from China to Scotland derive from port-related activities:
http://www.fta.co.uk/export/sites/fta/_galleries/downloads/international_supply_chain/presentation_decarbonising_the_maritime_supply_chain.pdf
7. See <http://wpci.iaphworldports.org/about-us/index.html>
8. See, for example, Press Releases dated 26th October – 5th November 2012 at <http://www.panynj.gov/press-room/press-releases.cfm?releaseYear=2012>
9. See, for example, Press Releases dated 6th December – 17th December 2013 at <http://www.abports.co.uk/News/2013/Dec/>
10. Working with Nature is a philosophy developed by PIANC to help ensure: that the natural environment is taken into account in the earliest stages of an initiative or project; that ecosystem services and the role of physical processes are considered alongside logistical and economic issues; and that win-win solutions are identified through collaboration with stakeholders <http://www.pianc.org/workingwithnature.php>