

Social and Environmental Awareness of Waterborne Infrastructure Managers

Terms of Reference

(Proposed by M Demanet, SECO and D Simon, SPW, Belgium), 4th Feb 2017

1. Background

"Sustainable development", "circular economy", "social and environmental responsibility" ... are concepts that enter each day a little more in different aspects of our life. Through the mobility, climate changes, waste management and recycling, energy saving..., we are witnessing the development of a progressive, collective and personal awareness of the impact that our society has on our living environment. This impact is the result of our personal behaviour, on a local scale and following the actions of companies - public or private - on a local, regional or even global scale. More and more, every actors of our world (organisation, government, companies and people) understand that they have to act at their scale.

For companies, whether public or private, this is reflected in the concept of "social and environmental responsibility (CSR)". This concept is becoming more and more important and it reflects how companies fit into a global (economic, societal, environmental) process of more "sustainable development". As it is the case for the IW infrastructure development, but also of their maintenance and their operations (management).

The public authorities, responsible of the common welfare, through their administration, should have a role of example or even precursor in this process. More specifically, it seems interesting to show what is the role and societal contributions, in this overall process, of the waterway managers within the public administration.

2. Objectives

The main goal of the working group is to provide a general document showing possible contributions of the waterborne infrastructure managers (Ports, Waterways, ..) in the global process of a more sustainable development of our society. We want to increase their awareness. We want to move from an "*acting under constraints and laws*" approach to a "*proactive design reflex, look for new opportunities for better social & environmental considerations in synergy with efficient economy*" approach

The objectives of this working group are :

- To present a historical background of the "sustainable development" of Ports and IW; Raising its 3 fundamental pillars (see Figure 1):
 - Societal aspect: Equity, Ethic, employment, Health needs, Education, Housing, Intergenerational
 - Economy: Create welfare, Improve living conditions, ...
 - Environment: Preserve natural resources, Energy resources, Biodiversity;which make the development "*Equitable, Liveable and Viable*"
- Based on some waterborne infrastructure works performed in various countries though the time, to show how these three dimensions of "sustainable development" are taking into account in the management of the waterways;
- To provide a document allowing a better understanding and awareness of the role of the waterways in the sustainable development.

This working group seeks to gather input from a wide variety of waterborne infrastructure managers, public administration, universities and organizations

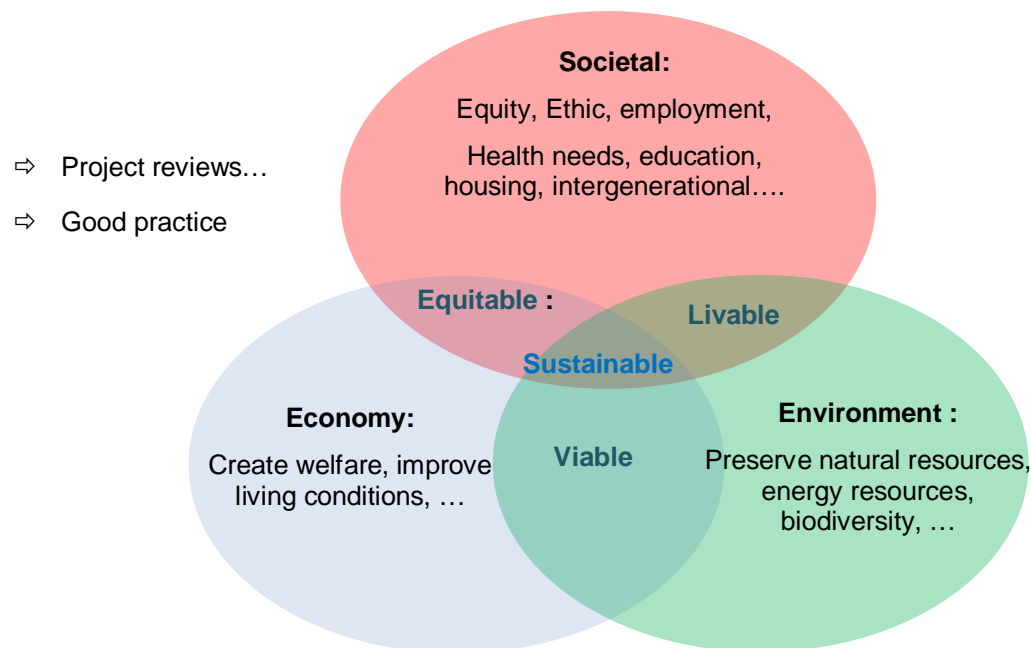


Figure 1: Pillars of an “Waterborne Infrastructure Sustainable Development”

3. Earlier Reports and Concurrent Working Group Activities

PIANC InCom, MarCom, EnviCom, and RecCom Commissions, as well as other entities, have several Working Groups and Task Groups related to the subject.

The following past and present Working Groups are (*this is not a comprehensive list see <http://www.pianc.org/edits/technicalreportsbrowseall.htm#InCom> for more references*):

- [Values of Inland Waterways](#), InCom report 139 – 2016
- [Waterway Infrastructure Asset Maintenance Management](#), InCom report 129 – 2013
- [Performance Indicators for Inland Waterways Transport – User Guideline](#), InCom report 111 – 2011
- [Economic Aspects of Inland Waterways](#), InCom report of WG 21 – 2005
- [Initial Assessment of Environmental Effects of Navigation and Infrastructure Projects](#), EnviCom WG 143 – 2014
- [Sustainable Maritime Navigation](#), EnviCom WG 136 – 2013
- [Towards a Sustainable Waterborne Transportation Industry](#), EnviCom TG 2 – 2011
- [Sustainable Waterways within the Context of Navigation and Flood Management](#), EnviCom report of WG 107 – 2009
- [Guidelines for Sustainable Inland Waterways and Navigation](#), EnviCom report of WG 6 – 2003

4. Scope

Matters to be Investigated

- Historical overview of the evolution of the changes in awareness of the role of public enterprises (particularly administrations managing ports and waterways) for sustainable development;
- Review and Analysis of some waterborne infrastructure works about the three dimensions of the sustainable development (project reviews and study cases);
- Integration of waterborne infrastructure work development in the European objectives (EU actual regulations and objectives), but also worldwide (USA/Canada, Asia, South America, Australia and of course Africa);
- Summary of the present situation: recommendations for good practice and guidelines

Method of Approach

Review of existing documents, by putting into perspective the three dimensions of sustainable development: social, environmental and economic.

Review of some important waterborne infrastructure works.

Derive a common understanding to establish good practice guidelines.

5. Suggested Final Products

All results will be reported in a published PIANC report including a series of PIANC Project Reviews. If practical and appropriate, participants will develop and distribute project reviews containing main outcomes.

6. Recommended Members

We need a good balance of members from all stakeholders and of course from Ports and IW organisations.

- Publics administrations representing : ports and inland waterways works (including marinas), economy and sustainable development;
- Members with an expertise Social Responsibility;
- Members with an expertise on environmental impacts.

The support of MARCOM, ENVICOM and RECOM is expected to identify relevant experts to join this WG.

7. Relevance for Countries in Transition (CiT)

Social responsibility in waterborne infrastructure works is still not developed in CiT and many CiT have also enormous progress to do in that way. Therefore, the relevance of the proposed Working Group is high for CiT.

8. Climate Change and Working with Nature

Social responsibility in waterborne infrastructure works is fully integrated in the concept of “Working With Nature (WWN)” and is a significant contribution to renewable energy production without emissions of carbon dioxide.

This WG fits with the issues developed by PIANC at the World Water Forum.